

3. Minutes: Approval of January 31, 2011 (Attachment-Action)

TRANSPAC Meeting Summary Minutes

MEETING DATE: January 31, 2011

ELECTED OFFICIALS PRESENT: Cindy Silva, Walnut Creek (Chair); Mark Ross, Martinez; David Durant, John Hanecak, Michael Harris, Pleasant Hill; Julie Pierce, Howard Geller, Joe Medrano, Hank Stratford, Clayton; Bill Shinn, Ron Leone, Concord; Bob Simmons, Gary Skrel, Walnut Creek; Dave Hudson, San Ramon

PLANNING COMMISSIONERS PRESENT: Diana Vavrek, Pleasant Hill; John Mercurio, Concord; Dave Powell, Walnut Creek; Jeffrey Keller, Sigrid R. Waggener, Martinez

STAFF PRESENT:

Gary Napper, Sandra Johnson, David Woltering, Clayton

Valerie Barone, Phil Woods, Mike Wright, Concord; Randell H. Iwasaki, Randy Carlton, Matt Kelly, Diane Bodon, CCTA; Patrick Roche, Kara Douglas, Contra Costa County; Terry Blount, Martinez; June Catalano, Eric Hu, Greg Fuz, Deborah Margolis, Pleasant Hill; Ken Nordhoff, Victoria Walker, Andrew Smith, Walnut Creek; Amy Worth, MTC Commissioner; Corinne Dutra-Roberts, 511 Contra Costa; Barbara Neustadter, TRANSPAC

Presenting Guests: Martin Engelmann, CCTA; Ken Kirkey, ABAG; Doug Kimsey, MTC

Other Attendees: Jodi Bailey, Save Mount Diablo
Matt VanderSluis, Greenbelt Alliance

MINUTES PREPARED BY: C. L. Peterson, TRANSPAC Staff

Chair Silva convened the meeting at 6:33 p.m.

1. Pledge of Allegiance – Completed
2. Public Comment – None
3. Overview of SB 375. Martin Engelmann, CCTA Deputy Executive Director, Planning, presented an overview of the basic requirements of the SB 375 legislation, which calls for the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to develop a Sustainable Communities Strategy (SCS) to inform the 2013 Regional Transportation Plan (RTP). Under SB375, regional agencies must prepare a feasible land use and transportation plan designed to reduce greenhouse gas (GHG) emissions for cars and light trucks. This bill came about from AB 32, which

regulates GHG emissions. To achieve this, the Air Resources Board developed a plan that addressed all sectors of the economy, including industrial, manufacturing, construction, agriculture, forestry and transportation. The transportation sector involves a three-pronged approach to reduce emissions, which includes promoting the use of cleaner, more fuel-efficient vehicles, using cleaner fuels, and developing sustainable communities in the Bay Area. If the targets are not met, MTC is required to develop an alternative strategy to reduce GHG emissions.

The emphasis on compact growth will involve Priority Development Areas (PDA), which are infill opportunity areas developed close to transit. The Shaping Our Future plan of 2003 laid much of the groundwork for the requirements of the SCS for Contra Costa County. In Central County, every jurisdiction has identified PDAs except Clayton. Transportation projects that are not supportive of SCS will not be included in the Regional Transportation Plan (RTP).

Doug Kimsey, MTC Planning Director, noted that at the regional level, SB375 integrates existing planning efforts—primarily the Regional Housing Needs Assessment (RHNA), RTP, and ABAG projections. MTC and ABAG, which will jointly adopt the final SCS in April 2013, are beginning a four-phase outreach effort that will take place over the next two years. The first phase called for the development of targets that will reduce GHG emissions by 7% by 2020 and by 15% by 2035. The second phase is scenario development, project review and evaluation, and financial projections. A draft SCS and draft RHNA will be released early next year. Phases three and four call for an environmental assessment; report preparation; and a public hearing process near the end of 2012. It will be a collaborative effort among MTC, ABAG, the CMAs, local planning staff and local stakeholders which will allow many opportunities for discussion.

Ken Kirkey, ABAG Planning Director, discussed the initial Vision Scenario, which is the starting point for development of scenarios that will lead to the SCS. The initial scenario builds on much of the work already done in the County and the region. The initial Vision Scenario will identify sustainable locations for future population and employment growth in which PDAs will play a key role. Some communities have found new opportunity areas to be identified in the SCS. Such locations are typically transit-accessible, walkable, and sustainable from a land use/transportation standpoint.

CCTA has taken a leadership role in developing the SCS and facilitating the development of the initial Vision. Following the release of the Initial Scenario, there will be several months of developing detailed scenarios which will be vetted at the County level and brought back for input. The initial Vision Scenario will be assessed against various targets in February and will be released in March. In January 2012, the preferred SCS Scenario will be in place, with its adoption as part of the RTP in March 2013.

Mr. Kirkey was asked to elaborate on the kind of data that will be included in the initial vision that MTC and ABAG is using. He said that the SCS has housing targets in addition to GHG targets. The Initial Vision will include maps, categorical data, and a list of policies.

Mr. Kirkey discussed how the PDAs and General Plan information received from the cities will be incorporated into the Vision. For each of the PDAs, there are national transit land use standards to determine how much development an area can absorb, and local planning staff provided information based on these standards. The new opportunity areas were determined by direct information provided by the cities or by estimates based on General Plans. He added that the input received from the cities was very good and was greatly appreciated, especially given staffing constraints and the short timeframe. However, based on local input alone, the required 267,000 additional housing unit goal was not reached. In order to reach the housing target, ABAG will have to look at housing distribution as a starting point as well as transit corridors and other services in terms of where housing might be located. The questions to be answered are what it will take to achieve the goal and what can communities handle.

Chair Silva asked how this relates to the cities' RHNA numbers. Mr. Kirkey said that the regional housing needs allocation is a short term, eight-year allocation process, while the SCS is a long-term growth strategy. The two need to be consistent with each other and this growth strategy must be supported by the RTP.

Member Ross posed the question, given the 12,000 housing units that will be going into the Concord Naval Weapons Station (CNWS), what will the balance of the other PDAs involve? The CNWS will dwarf all other efforts when looked at with this perspective. He noted that Martinez has a good PDA with 300 units but it pales in comparison with the CNWS.

4. & 5. Implementing and Responding to SB 375 at the Local Level and Engagement Strategy for SB 375

Mr. Engelmann began the discussion by giving an overview of the process of implementing and responding to SB375 and the Engagement Strategy. He noted that the Engagement Strategy starts at CCTA with the Board and Planning Committee, which regularly receives reports and action items regarding SB375. It also works closely with the RTPCs to get input on policy. Expanded meetings such as the one tonight help get the word out to City/County officials and Councils/Board of Supervisors. The Authority conducts quarterly Planning Directors forums and has made available consultant resources to provide technical assistance. MTC will schedule public outreach workshops in Contra Costa which will facilitate input from the general public. In addition, the meeting tonight will be broadcast twice on CCTV. He encouraged everyone to obtain a copy of the handout document "Contra Costa's Principals for Collaborative Development of the SB 375 Sustainable Communities Strategy," which provides guidance for elected officials who must respond to the challenges of SB375 implementation in local and regional discussions.

Mr. Kirkey provided information about MTC and ABAG's role in the engagement process. The agencies have put together large regional advisory working groups which include staff and stakeholder organizations. County level meetings will be held before the March 11 Vision release to facilitate engagement of elected officials. Planning Directors around the region have been given presentations, and three public workshops

will be conducted in the County beginning in early April. ABAG and MTC are initiating a target engagement with communities of concern which are likely to be identified for growth in the SCS. A Housing Methodology Committee composed of local staff and elected officials is working with ABAG/MTC staff on RHNA methodology. Also to be addressed are the RTPCs and Planning Directors forum.

Member Pierce talked about the importance of being actively involved because SB375 has such a widespread impact on our communities. When released in March, the Draft Vision will serve as a formal starting place for reaction and comments. The intent of SB375 is for the region to grow together in a way that's smarter and better. She asked policy makers here tonight to encourage others to become involved, as more involvement will result in a better plan. This needs to be a bottoms up process that actively involves everyone. We will be responding over the next year to the various iterations of the Vision as it changes over time. She noted that for the jurisdictions that have no PDAs, there is still the possibility of an infrastructure investment that can improve services through walking and transit.

Laura Hoffmeister, Mayor, City of Concord, commented that the City has not yet adopted a General Plan for CNWS land use, and she noted that Transit Oriented Development (TOD) is being planned. She asked if there will be other opportunities later on to adjust the financial information. Mr. Kimsey answered that there will be some flexibility to update the information. Mr. Kirkey added that this is not a one-time vision, but a law which requires that the numbers be revised every four years as part of the RTP. There will be opportunities to look at what kind of policies are needed to advance the strategy over time. There is shared concern about fiscal implications, and there is an understanding that a significant funding shortfall exists that could affect development. The potential of losing Redevelopment funding makes it worse. It might be necessary for the region to consider a self-help approach to funding, including some pricing mechanisms or other fees going forward.

Randy Iwasaki asked if there was the assumption that measures such as Measure J are going to continue in the financial scenario. Mr. Kimsey responded that this is under discussion and they are looking to roll over existing sales tax measures. Mr. Iwasaki suggested that as the fee structure and sales tax increases are explored, they might want to look at the cap as well.

Matt VanderSluis, Greenbelt Alliance, suggested that more discussion be given to what SB375 can do to help strengthen our economy. For example, there is a real estate trend towards downsizing that is expected to triple the demand for transit in the next 30 years. We should also examine what are costs if we don't choose a more compact future. Public engagement is an important part of this process and should be encouraged. He complimented staff for bringing everyone together for a meeting on this scale.

Member Pierce said that the expanded format for this SB375/SCS meeting has relieved city staff of considerable work and preparation time. She asked elected officials, planning commissioners and policy makers to comment whether this format works for

them, and requested feedback as responses to the Draft Vision are formulated. She said that the Greenbelt Alliance has been very active and it is helpful for them to be represented at the meeting tonight.

Amy Worth expressed thanks to TRANSPAC and CCTA for initiating this joint meeting, which should serve as a model for bringing all Contra Costa cities together in the process. She asked how sustainable communities will link in with transportation investment in the next RTP. Mr. Kimsey said that they will want to 1) look for projects submitted by local agencies for smart growth principles that support reducing VMT; and 2) consider if there is a way to use transportation dollars to incentivize local agencies to plan for more growth than they otherwise would. He noted that a block grant program had been discussed based on housing and TOD near transit that would allow local agencies to determine how the money is spent.

Chair Silva asked what the Draft Vision will look like. Mr. Kirkey said that it will include a description of the region where growth would be distributed, maps of each county and subjurisdictional areas, a narrative describing policies we need to take on additional growth, a discussion of CEQA exemptions, and local city information. We will seek feedback from city councils to be incorporated into first detailed Vision Scenario. Feedback and comments will be requested within three to four weeks after the Draft Vision statement is distributed in March.

Member Durant asked how facilitating job creation and employment centers is factored in. Mr. Kirkey explained that the base case looking forward is to adjust numbers downward based on the impact of the recession. Over the past 20 years, job growth has been tepid. There are a number of jurisdictions that submitted business parks as employment places that would be more sustainable. Economic development can no longer be taken for granted; our focus as agencies has been on housing, but we need to look at employment growth near transit and PDAs from an economic perspective.

Member Durant noted that many people in Central and East Contra Costa commute long distances, especially down the I-680 corridor. It seems that one of the easiest ways to reduce VMT would be to put jobs closer to where people live so they don't need to drive so far. This is a necessary component. The focus has been on creating more TOD near transit so people can commute longer distances.

Member Ross said that economic component is an important driver if the goal to reduce VMT and climate change. Having a sustainable community should involve a more mercantile approach by having shops and jobs near where people live, thereby reducing the need to drive. We need to consider what sells, and begin to incorporate this into our planning. For example, now that electric cars are in demand, there is the need to make recharging units available at homes. Member Ross thanked staff for putting this meeting together, adding that this is a common sense approach to it.

John Hanecak, Vice Mayor of Pleasant Hill, requested confirmation of the numbers in the assumption that there would be 750,000 job lost between now and 2035 for the nine-county region. Mr. Engelmann said that there are two adjustments to employment: first, the Great Recession has brought the numbers down to 1996-97 job levels, or a

178,700 job loss. The 2035 Projections 2009 assumed there would be 5.1 million jobs, which has been reduced to 4.4 million. Housing has not been adjusted but will be increased for 2035 by about a quarter million in order to get the jobs/housing balance. Growth for 2035 is 279,000 more housing units.

Mr. Hanecak said that the assumption of building a quarter million more homes with three quarter million fewer jobs may encourage more miles travelled. He reiterated that economic development needs to be tied into the element of new housing. He conveyed his appreciation to staff for organizing this meeting to discuss the process.

Member Pierce requested staff confirmation of her understanding that part of the increase in the number of homes is due to the requirement to accommodate all those who commute in from outside the nine county region for work, as a way to reduce VMT.

To clarify earlier comments, Mr. Kirkey said that the 750,000 jobs reflects less growth in employment rather than jobs actually being lost. Mr. Engelmann noted that the quarter million more homes is in addition to the 650,000 homes by which we would grow as a region. To achieve the jobs/housing balance, we would be increasing housing at a steeper curve than in the past.

Mr. Kirkey added that the additional increment of housing could result in around 150,000 more jobs if there was sufficient housing for people to live in the region.

6. **For the Good of the Order** – Chair Silva extended thanks to TRANSPAC staff, CCTA, MTC and ABAG for putting together this meeting.
7. **The meeting was adjourned at 8:17 p.m. The next meeting is scheduled for February 10, 2011 at 9 a.m. in the City of Pleasant Hill Community Room unless otherwise determined.**

NOTES ON TRANSPAC'S SB 375/SCS Meeting January 31, 2011

5. Engagement Strategy for SB 375. Discussion led by City of Clayton Councilmember and ABAG representative Julie Pierce, on how members of the public, local jurisdictions and CCTA can work effectively with MTC and ABAG towards development of the SCS (Sustainable Communities Strategy).

Comment: Laura Hoffmeister, Mayor, City of Concord, noted that the City hasn't adopted a General Plan for the Concord Naval Weapons yet.

Q: What is the feasibility of achieving the Vision Scenarios? Will there be other opportunities in 2012 or 2013 to adjust the financial information?

A: Doug Kimsey - Important part of the transportation financing is flexibility so that we can update the information. When we adopted 2009 it was at the beginning of the economic downturn. We did look at downturn in state funding and tax revenue.

A: Ken Kirkey - It is part of the law that the numbers be revised every four years. The 2017 numbers won't have the required housing component that previous years require. Policies will be looked at over time and there is shared concern about revised financials, which may be a measurement of how the Bay Area is situated for funding opportunities.

Q: David Durant - What did that mean?

A: Ken Kirkey - It hasn't been fully fleshed out. There's an understanding of a significant funding shortfall that may affect the ways to make this happen and the potential of losing Redevelopment funding makes it worse. We may need to look deeper at self-help county-pricing mechanisms or fees going forward

Comment: Randy Iwasaki - We're going to take Measure J and assume the Measure is going to be continued in the financial scenario?

Doug Kimsey: that has been considered, as have the fee structure and sales tax.

Q: Matt VanderSluice, Greenbelt Alliance - Compliments for making this happen on this scale, in terms of sustainable open space and air quality. We haven't heard about how SB375 can strengthen our economy. When you think about revitalizing downtowns and business areas, for example, the trends in real estate relative to walking and transit and reconnecting America, we see the projects are tripling the demand for transit in the Bay Area over the next 30 years. We want to emphasize the importance of the public engagement because members of the public will benefit from these meetings/sharing of information. I would like to see you create a process that engages public and stakeholders in the community.

Comment: Julie Pierce - This expanded format for SB 375 SCS has relieved our individual city staff of 40 hours of extra work in preparation time. In these times of conserving resources, this is a big deal. To the policy makers, elected officials, planning commissioners in the room: Does this format work for you? Let us know if this was useful to you as we go forward

in trying to respond to the Draft Vision. If you feel this worked well we can do this again. The Greenbelt Alliance has been very active in the regional effort of this process and I am very glad to see them here tonight.

Comment: Amy Worth - Thank you (TRANSPAC/CCTA) for having this. This is a model for how we can bring cities in on the process from all of Contra Costa County.

Q: What role will cities play in housing targets in PDAs? I wonder if cities might consider how the housing will fit into transportation infrastructure projects.

A: Doug Kimsey - Two things. 1) Look for projects submitted by local agencies and their ability to support smart growth principles, VMT reduction; 2) Consider if there is a way we can use transportation dollars to incentivize local agencies to take on additional growth that they otherwise wouldn't do. An example of this is the TLC grant of \$50,000,000. It isn't a substantial amount but it's a place to build from. We have talked about a block grant program based on housing/TOD, and we'd leave it up to local agencies to determine how the money is spent. Transportation investments need to be closer linked to land use more so than it has been in the past. We look forward to working with you all in this process.

Q: Cindy Silva - What will the Vision Statement look like?

A: Ken Kirkey - While it hasn't been written yet, there will be a description of the region where growth would be allocated/distributed, maps like the ones on the walls will be included, a narrative on the policies to take on additional growth, and discussion of how CEQA exemptions are not an impediment to growth or housing, and will include local information from each city. We will seek input/feedback from city councils for incorporation in the first initial Vision Scenario and determine how well it fits into the projected targets. Projections 2011 takes us most of the way, and we'll see what the incremental difference is from there.

Q: Cindy Silva - The Draft Vision Statement comes to us in March; when do you want feedback?

A: Ken Kirkey - Within three to four weeks.

Q: David Durant - We talked about housing as a component. How does this facilitate job creation and job centers and how does that factor into this?

A: Ken Kirkey - In many ways...it's relative to base case plus an adjustment of employment downwards based on the recession. In 2035 it also has to do with looking back 20 years where we haven't produced the jobs. The growth has been tepid. We are hearing that this region can't take economic growth for granted. There are a number of jurisdictions that submitted business parks as employment places that would be more sustainable. In terms of policies of our agencies, we have been really focused on mixed-use housing development. We need to look at the employment perspective. We'll be taking a closer look at the TOD policies. Jobs need to be part of our strategy.

Comment: David Durant - There are a lot of people in Central and East Contra Costa who commute extraordinary distances to the South Bay and Pleasanton – down I-680 corridor. One easy way to reduce VMT is to put jobs close to where we live. That has to be essential. We are constrained by I-680 where you can't get down there without a car in less than a few hours. That is a necessary component.

Comment: Mark Ross - The economic component is a very important driver. The goal is to reduce VMT. A sustainable community has a strong mercantile component so people don't have the need to drive. Let's reduce the need to drive. The public is going to have to buy into whatever central planning we come up with. Electric cars used to be "one days"...now electric cars are consumer driven and we're scrambling to provide them.

Q: John Hanecak, Vice Mayor Pleasant Hill - Can you please confirm some numbers? The assumption is that there would be 750,000 new homes between now and 2035?

A: Martin Engelmann - Yes. There are two adjustments to employment. First, the Great Recession and 2010 puts us into 1996/97 job levels which equate to a 178,000 job loss. Then if we go to 2035 projections, 2009 assumes 5.1 million by 2035, that would be lowered to 4.4 million. Housing has not been adjusted. Growth for 2034 is 279,000 more housing units.

Q: John Hanecak - This is for the nine county region?

A: Martin Engelmann - Yes. Trying to get around the assumption of one quarter million more homes with one quarter less jobs

Comment: John Hanecak - I just want to echo that economic development be tied into the element of the new housing. And thank you for this meeting.

Comment: Julie Pierce - I believe the 250,000 increase in homes is because we are required to accommodate all those who commute into the county for work in order to reduce VMT.

A: Ken Kirkey - That's correct. 750,000 reflects fewer jobs because of unemployment.

Comment: Martin Engelmann - When we talk about one quarter million more homes, that is in addition to the 650,000 homes that we normally would grow as a region. This jobs/housing balance means growing houses at a steeper curve.

Comment: Ken Kirkey - There have been some estimates that the incremental housing increase would result in increased jobs plus or minus 150,000 more jobs.