

**5. Report on SB 375 Implementation and the Development of a Sustainable Communities Strategy for the Bay Area presented by Martin Engelmann, CCTA Deputy Executive Director, Planning (Attachments – Action)**

Attachments: One Bay Area: Memo from Ken Kirkey, ABAG Planning Director to Bay Area Planning Directors re: Overview of the Sustainable Community Strategy; Sustainable Communities Strategy Planning Process charts including Phase 1 Detail for 2010; Phase 2 Detail for 2011; Phases 3 & 4 Details for 2012 -2013; CCTA staff reports for September, October, November and December 2010 to the CCTA Planning Committee and CCTA Board on SB 375 Implementation.

# OneBayArea

## Overview of the Sustainable Communities Strategy

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November 23, 2010

To: Planning Directors

From: Ken Kirkey, ABAG Planning Director

Re: Overview of the Sustainable Communities Strategy

ABAG and MTC have prepared an Overview of the Sustainable Communities Strategy (SCS) that you can use for a presentation before your city council and/or board of supervisors. We hope you find this report useful in communicating with elected officials and general public that might not be familiar with the SCS. This presentation will allow Bay Area elected officials to be informed about the SCS process before the release of the SCS Vision Scenario by February 2011.

Given the input we have received from various local jurisdictions, we expect this report will be used in different ways according to the specific needs of each city or county. Planning directors could (1) use it as a reference to develop their own reports; (2) use it as an attachment to their reports; or (3) edit and reformat this report to make it their own.

We would appreciate receiving any input from your elected officials on this SCS Overview presentation. We have created a folder for this input on the online collaboration sites (Basecamp) created for each county.

Should you have any questions about the report, please contact me ([kennethk@abag.ca.gov](mailto:kennethk@abag.ca.gov)) or the FOCUS regional planner for your county.

# OneBayArea

## Overview of the Sustainable Communities Strategy

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This staff report describes Senate Bill 375, the Sustainable Communities Strategy (SCS) and the effect of the law on local governments as well as the Bay Area as a region. This report is based on reports provided by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

The SCS will be developed in partnership among regional agencies, local jurisdictions and Congestion Management Agencies (CMAs) through an iterative process. The regional agencies recognize that input from local jurisdictions with land use authority is essential to create a feasible SCS. The SCS does not alter the authority of jurisdictions over local land use and development decisions.

The purpose of this report is to provide council/board members with an overview of the SCS in relation to local land use policies, implementation needs, and quality of life, including key policy considerations for the City/County of (insert local information).

### PURPOSE AND APPROACH

Senate Bill 375 became law in 2008 and is considered landmark legislation for California relative to land use, transportation and environmental planning. It calls for the development of a Sustainable Communities Strategy (SCS) in all metropolitan regions in California. Within the Bay Area, the law gives joint responsibility for the SCS to the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). These agencies will coordinate with the Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC).

The SCS integrates several existing planning processes and is required to accomplish the following objectives:

1. Provide a new 25-year land use strategy for the Bay Area that is realistic and identifies areas to accommodate all of the region's population, including all income groups;
2. Forecast a land use pattern, which when integrated with the transportation system, reduces greenhouse gas emissions from automobiles and light trucks and is measured against our regional target established by the California Air Resources Board (CARB).

The SCS is a land use strategy required to be included as part of the Bay Area's 25-year Regional Transportation Plan (RTP). By federal law, the RTP must be internally consistent. Therefore, the over \$200 billion dollars of transportation investment typically included in the RTP must align with and support the SCS land-use pattern. SB 375 also requires that an updated

eight-year regional housing need allocation (RHNA) prepared by ABAG is consistent with the SCS. The SCS, RTP and RHNA will be adopted simultaneously in early 2013.

The SCS is not just about assigning housing need to places or achieving greenhouse gas targets. The primary goal is to build a Bay Area which continues to thrive and prosper under the changing circumstances of the twenty-first century. By directly confronting the challenges associated with population growth, climate change, a new economic reality and an increasing public-health imperative, the SCS should help us achieve a Bay Area which is both more livable and more economically competitive on the world stage. A successful SCS will:

- Recognize and support compact walkable places where residents and workers have access to services and amenities to meet their day-to-day needs;
- Reduce long commutes and decrease reliance that increases energy independence and decreases the region's carbon consumption;
- Support complete communities which remain livable and affordable for all segments of the population, maintaining the Bay Area as an attractive place to reside, start or continue a business, and create jobs.
- Support a sustainable transportation system and reduce the need for expensive highway and transit expansions, freeing up resources for other more productive public investments;
- Provide increased accessibility and affordability to our most vulnerable populations;
- Conserve water and decrease our dependence on imported food stocks and their high transport costs.

In recognition of the importance of these other goals, ABAG and MTC will adopt performance targets and indicators that will help inform decisions about land use patterns and transportation investments. These targets and indicators will apply to the SCS and the RTP. The targets and indicators are being developed by the Performance Targets and Indicators Ad Hoc Committee of the Regional Advisory Working Group (RAWG), which includes local planning and transportation staff, non-profit organizations, and business and developers' organizations. The targets are scheduled for adoption early 2011 and the indicators will be adopted in spring 2011.

### **BUILDING ON EXISTING EFFORTS**

In many respects the SCS builds upon existing efforts in many Bay Area communities to encourage more focused and compact growth while recognizing the unique characteristics and differences of the region's many varied communities. FOCUS Priority Development Areas (PDAs) are locally-identified and regionally adopted infill development opportunity areas near transit. The PDAs provide a strong foundation upon which to structure the region's first Sustainable Communities Strategy. PDAs are only three percent of the region's land area. However, local governments have indicated that based upon existing plans, resources, and incentives the PDAs can collectively accommodate over fifty percent of the Bay Area's housing need through 2035.

PDA's have been supported by planning grants, capital funding and technical assistance grants from MTC. The current RTP allocates an average of \$60 million a year to PDA incentive-related funding. Future RTPs, consistent with the SCS, will be structured to provide policies and funding that is supportive of PDA's and potentially other opportunity areas for sustainable development in the region.

## **PARTNERSHIP**

To be successful, the SCS will require a partnership among regional agencies, local jurisdictions, Congestion Management Agencies (CMAs), transit agencies, and other regional stakeholders. MTC and ABAG are engaged in an intense information exchange with County-Corridor Working Groups throughout the Bay Area. These Groups are organized by county, by sub-regions within counties, and by corridors that span counties. They typically include city and county planning directors, CMA staff, and representatives of other key agencies such as transit agencies and public health departments. Working Group members are responsible for providing updates and information to their locally elected policymakers through regular reports like this one and eventually through recommended council or board resolutions which acknowledge the implications of the SCS for each jurisdiction.

Each county has established an SCS engagement strategy and the composition of a County/Corridor Working Group according to their needs and ongoing planning efforts. In the City of (insert local information) our working group includes (insert local county information here). The County/Corridor Working Groups provide an opportunity for all of the region's jurisdictions to be represented in the SCS process and to provide ongoing information to, and input from, local officials through staff reports by working group members (local planning staff) to their city councils and/or boards of supervisors as the SCS process evolves through 2011. In addition to the County-Corridor Working Groups, a Regional Advisory Working Group (RAWG), composed of local government representatives and key stakeholders provides technical oversight at the regional level.

## **PROCESS – SCS SCENARIOS**

The final SCS will be the product of an iterative process that includes a sequence of growth and supportive transportation scenarios. Starting with an Initial Vision Scenario (February 2011), followed by more detailed SCS scenarios that refine the initial vision scenario (Spring and Fall 2011), and final draft (early 2012). For more information about the timeline, see *SCS Schedule – Attachment A*.

### Initial Vision Scenario

ABAG and MTC will release an Initial Vision Scenario in February 2011 based in large part on input from local jurisdictions through the county/corridor engagement process and information collected by December 2010. The Vision Scenario will encompass an initial identification of

places, policies and strategies for long-term, sustainable development in the Bay Area. Local governments will identify places of great potential for sustainable development, including PDAs, transit corridors, employment areas, as well as infill opportunities areas that lack transit services but offer opportunities for increased walkability and reduced driving.

The Initial Vision Scenario will:

- Incorporate the 25-year regional housing need encompassed in the SCS;
- Provide a preliminary set of housing and employment growth numbers at regional, county, jurisdictional, and sub-jurisdictional levels;
- Be evaluated against the greenhouse gas reduction target as well as the additional performance targets adopted for the SCS.

### Detailed Scenarios

By the early spring of 2011 the conversation between local governments and regional agencies will turn to the feasibility of achieving the Initial Vision Scenario by working on the Detailed Scenarios. The Detailed Scenarios will be different than the initial Vision Scenario in that they will take into account constraints that might limit development potential, and will identify the infrastructure and resources that can be identified and/or secured to support the scenario. MTC and ABAG expect to release a first round of Detailed Scenarios by July 2011. Local jurisdictions will provide input, which will then be analyzed for the release of the Preferred Scenario by the end of 2011. The County/Corridor Working Groups as well as the RAWG will facilitate local input into the scenarios through 2011. The analysis of the Detailed Scenarios and Preferred Scenario takes into account the Performance Targets and Indicators.

## **REGIONAL HOUSING NEEDS ALLOCATION**

As described above, the eight-year RHNA must be consistent with the SCS. Planning for affordable housing in the Bay Area is one of the essential tasks of sustainable development. In the SCS, this task becomes integrated with the regional land use strategy, the development of complete communities and a sustainable transportation system. The process to update RHNA will begin in early 2011. The county/corridor engagement process will include discussions of RHNA, since both the SCS and RHNA require consideration of housing needs by income group. Cities will discuss their strategies for the distribution of housing needs at the county level and decide if they want to form a sub-regional RHNA group by March 2011. The distribution of housing needs will inform the Detailed SCS Scenarios. Regional agencies will take input from local jurisdictions for the adoption of the RHNA methodology by September 2011. The final housing numbers for the region will be issued by the State Department of Housing and Community Development (HCD) by September 2011. The Draft RHNA will be released by spring 2012. ABAG will adopt the Final RHNA by the end of summer 2012. Local governments will address the next round of RHNA in their next Housing Element update.

This is a condensed description of the RHNA process. Additional details about procedural requirements (e.g. appeals, revisions and transfers) and substantive issues (e.g. housing by income category and formation of subregions) will be described in a separate document.

## REGIONAL TRANSPORTATION PLAN

The SCS brings an explicit link between the land use choices and the transportation investments. MTC and ABAG's commitment to the reduction of greenhouse gas emissions and provision of housing for all income levels translates into an alignment of the development of places committed to these goals and transportation, infrastructure and housing funding. The regional agencies will work closely with the CMAs, transportation agencies and local jurisdictions to define financially constrained transportation priorities in their response to a call for transportation projects in early 2011 and a detailed project assessment that will be completed by July/August 2011; the project assessment will be an essential part of the development of Detailed SCS Scenarios. The RTP will be analyzed through 2012 and released for review by the end of 2012. ABAG will approve the SCS by March 2013. MTC will adopt the final RTP and SCS by April 2013.

Regional agencies will prepare one Environmental Impact Report (EIR) for both the SCS and the RTP. This EIR might assist local jurisdictions in streamlining the environmental review process for some of the projects that are consistent with the SCS. Local jurisdictions are currently providing input for the potential scope of the EIR. Regional agencies are investigating the scope and strategies for an EIR that could provide the most effective support for local governments.

## ADDITIONAL REGIONAL TASKS

MTC, ABAG and the Bay Area Air Quality Management District are coordinating the impacts of CEQA thresholds and guidelines recently approved by the Air District. The Air District is currently developing tools and mitigation measures related to the CEQA thresholds and guidelines to assist with development projects in PDAs. The four regional agencies will be coordinating other key regional planning issues including any adopted climate adaptation-related policy recommendations or best practices encompassed in the Bay Plan update recently released by BCDC.

## UNIQUE LOCAL ROLE OF THE CITY OF (insert local jurisdiction) IN THE SUSTAINABLE COMMUNITIES STRATEGY

*Suggested questions to be addressed by Local Planning Director*

- *How do local planning efforts (i.e. General Plan, PDAs, Specific/Neighborhood Plans) relate to the SCS?*
- *What are the key local sustainable development issues/strategies that might be advanced through the SCS? (i.e. Employment growth, affordable housing, small town centers, schools)*
- *What are the key investments for a sustainable development path?*
- *How are local elected officials and staff participating in the regional SCS process?*

## **BENEFITS FOR ALL**

The SCS provides an opportunity for the City of (insert local jurisdiction) to advance local goals as part of a coordinated regional framework. By coordinating programs across multiple layers of government, the SCS should improve public sector efficiency and create more rational and coordinated regulation and public funding. The SCS connects local neighborhood concerns—such as new housing, jobs, and traffic—to regional objectives and resources. As such, it is a platform for cities and counties to discuss and address a wide spectrum of challenges, including high housing costs, poverty, job access, and public health, and identify local, regional, and state policies to address them. It gives local governments a stronger voice in identifying desired infrastructure improvements and provides a framework for evaluating those investments regionally. In this way, the SCS rewards those cities whose decisions advance local goals and benefit quality of life beyond their borders—whether to create more affordable housing, new jobs, or reduce driving.

Regional agencies are exploring the following support for the SCS:

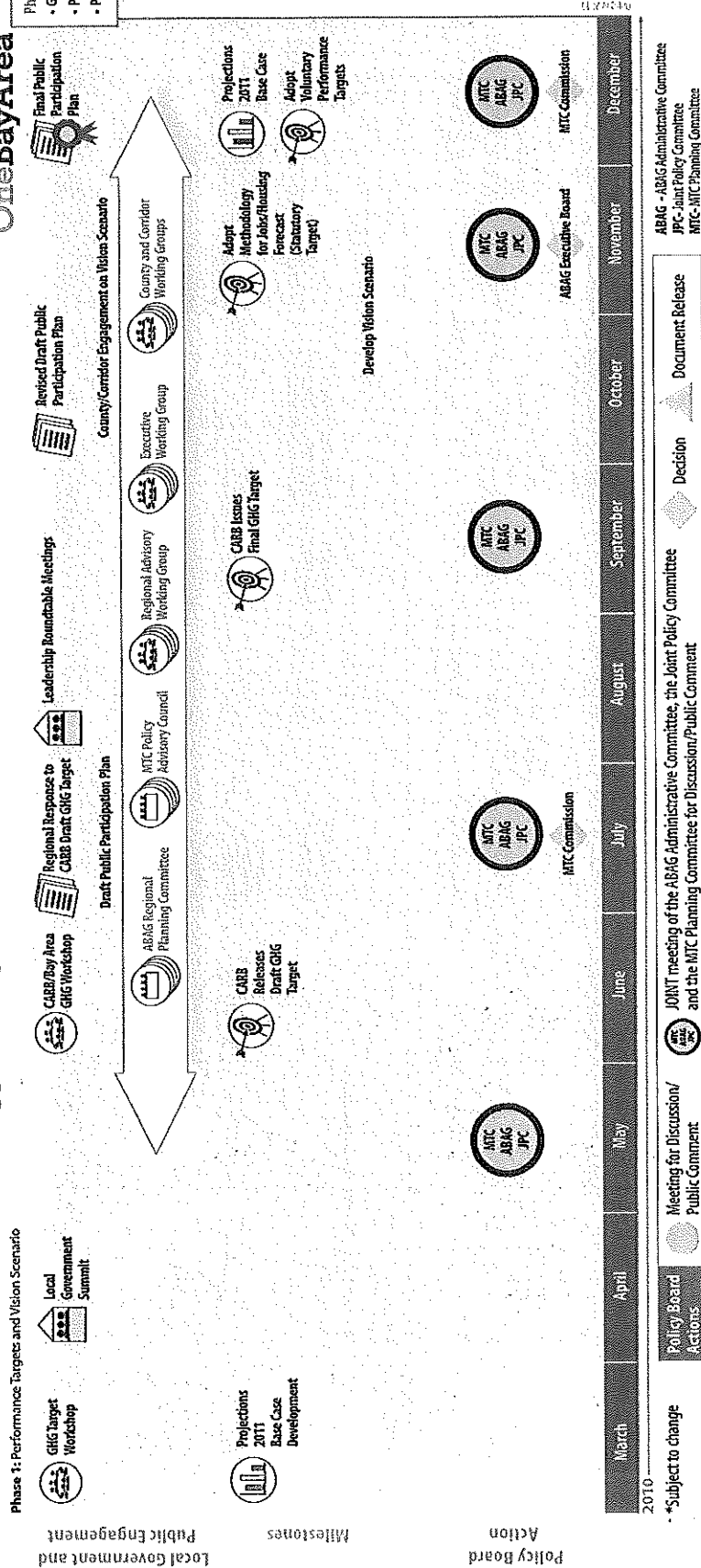
- Grants for affordable housing close to transit
- Infrastructure bank to support investments that can accommodate housing and jobs close to transit
- Transportation investment in areas that can significantly contribute to the reduction of greenhouse gas emissions through compact development
- Infrastructure investments in small towns that can improve access to services through walking and transit.

## **NEXT STEPS**

- Regional agencies expect to release an initial Vision Scenario in early February 2011.
- City (or County) staff will subsequently provide a report to (insert local description) describing the overall approach, regional context, and local implications for the City of (insert local jurisdiction).
- City (or County) staff will seek Council feedback and response to the initial Vision Scenario to be share with regional agencies. This feedback will serve as a basis for the development of Detailed SCS Scenarios through July 2011.



# Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010\*

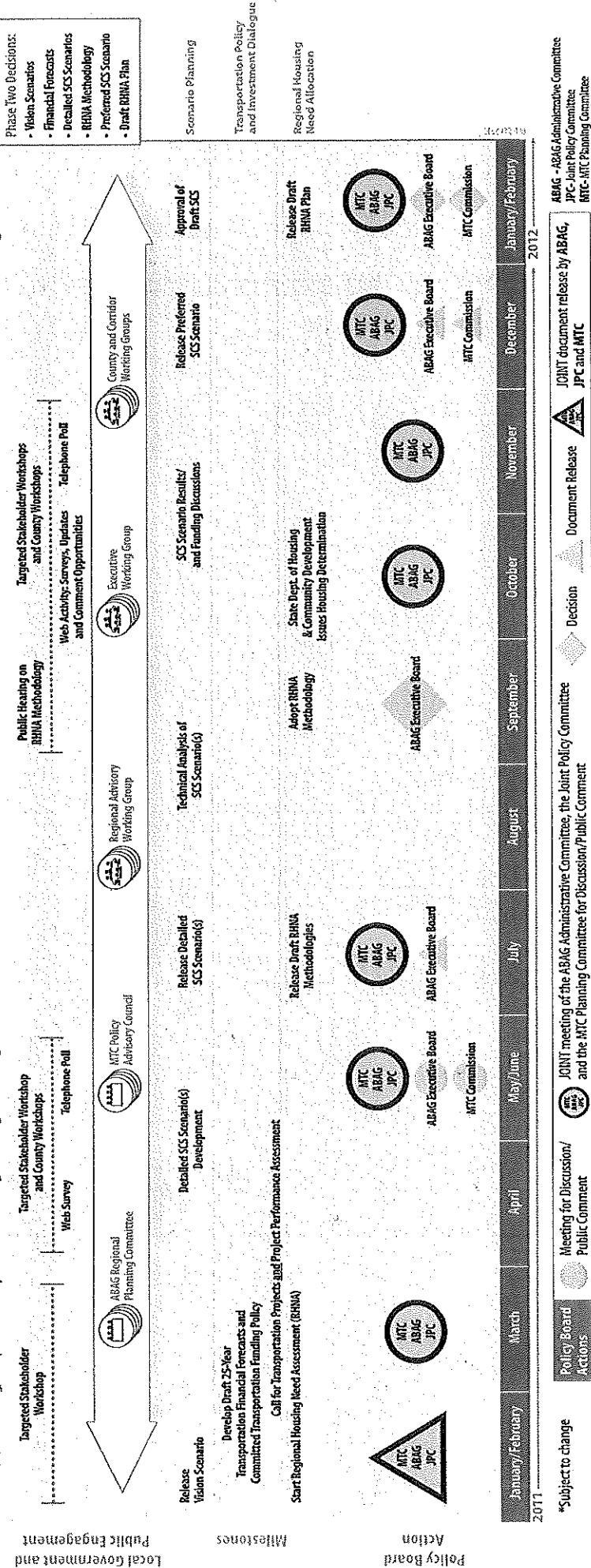


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Phase One Decisions:  
 • GIS Targets  
 • Performance Targets  
 • Public Participation Plan

# Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011\*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation



\*Subject to change

Meeting for Discussion/  
Public Comment

Policy Board Actions

Decision

Document Release

ABAG - ABAG Administrative Committee  
JPC - Joint Policy Committee  
MTC - MTC Planning Committee



# OneBayArea

Date: November 12, 2010  
 To: MTC Planning Committee, ABAG Administrative Committee, Joint Policy Committee  
 From: Ken Kirkey, ABAG Planning Director  
 Subject: **Sustainable Communities Strategy County/Corridor Engagement: Vision Scenario Development**

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## **Background**

SB 375 requires that ABAG and MTC prepare an integrated land-use and transportation plan for the Bay Area, wherein the development pattern for the region, when integrated with the transportation network and policies, achieves, to the extent practicable, the greenhouse gas emission (GHG) reduction targets set by the California Air Resources Board. The regional agencies must identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the 25-year planning period of the long-range plan. This growth will take into account net migration into the region, population growth, household formation, and employment growth. In addition, we must also identify areas within the region sufficient to house an eight-year projection of the regional housing needs.

## **Vision Scenario Approach**

ABAG and MTC will develop a vision scenario in partnership with local jurisdictions and Congestion Management Agencies (CMAs), along with input from stakeholders and the general public, through an iterative process. The key objectives of the vision scenario planning effort are to begin to articulate the region's vision of future land-uses, test how the vision scenario performs relative to the greenhouse gas, housing and other performance targets, and build community support for a sustainable regional growth pattern.

The vision scenario will identify areas to accommodate all of the region's future population growth as well as a distribution of future employment. More specifically, the vision scenario will be an *unconstrained* scenario that encompasses a distribution of future housing and employment at county, jurisdictional and sub-jurisdictional levels (using tables, maps, and narrative) that at the outset is developed assuming a broad range policies, strategies and incentives primarily related to land use changes. Furthermore, the vision scenario will be developed to meet the regional housing target and to the extent practicable to achieve the regional greenhouse gas targets for 2020 and 2035, and other performance targets.

The vision scenario will be developed as the basis for detailed SCS scenario(s) to be developed in the second round of scenario planning. Unlike the vision scenario, the detailed SCS scenario(s) will be more constrained from a growth and transportation investment standpoint to meet the SB 375 requirement that the growth distribution pattern encompassed in the SCS and the policies and assumptions that support the distribution be realistically attainable. The detailed scenarios also will bring into play more of the transportation and other GHG redirection strategies that we discussed with these committees during the target-setting process earlier this year. A key outcome of the detailed SCS scenario(s) analysis will be the identification of a

preferred SCS scenario. The preferred SCS scenario may become the Draft Sustainable Communities Strategy.

Staff proposes to develop a Draft SCS that is jointly supported by the regional agencies, local jurisdictions, CMAs and other key stakeholders, that provides a strategy for a sustainable regional growth pattern, that is integrated with the regional transportation network (including supportive transportation policies and financial incentives). The 8-year allocation of housing need encompassed in the Regional Housing Needs Allocation (RHNA) will also be consistent with the Sustainable Communities Strategy.

### **Developing the Vision Scenario**

The involvement of the local jurisdictions, CMAs, stakeholders and the general public in developing the ultimate SCS is critical. Below is a summary of the key steps and timeline for developing the initial vision scenario by February 2011. Due to the limited time available between now and that date, we expect that there may need to be significant modifications between release of the vision scenario in February and release of a draft SCS by the end of the next calendar year. But we need to start somewhere, and the vision scenario is where we will make our start. It will build on the considerable body of planning work and public engagement that ABAG and MTC have conducted in our joint growth efforts over the past decade.

### ***Overview of SCS to City Councils***

In November 2010, ABAG and MTC will provide local jurisdictions with a template staff report and related PowerPoint presentation describing the Sustainable Communities Strategy and the process for local input throughout the year, to be presented at their respective city councils and boards of supervisors. It is expected that most reports will be presented in January 2011 after newly elected policymakers have begun their terms. This presentation will provide the context for the release of the Vision Scenario by February 2011.

### ***County/Corridor Engagement***

In addition to the Regional Advisory Working Group (RAWG), which is a key forum that includes a broad cross section of local governments, CMAs, and stakeholders, County/Corridor working groups are being established to facilitate engagement among local jurisdictions at a sub-regional level. The C/C working groups will be utilized to gather preliminary and conceptual input into the vision scenario, to vet the vision scenario upon its release, and to continue the detailed dialogue that will lead to the preferred SCS scenario.

The C/C working groups include planning directors, CMA staff representatives, and other staff representatives (e.g. transit agencies, public health) identified at the county level. The goal of the C/C working groups is to provide an opportunity for all of the region's jurisdictions to participate in the SCS process and to provide ongoing information to, and input from, local officials through staff reports by working group members to their city councils or boards of supervisors as the SCS process evolves through 2011.

In some parts of the region, working groups may be established along major transportation corridors within or across county boundaries to provide for inter-jurisdictional dialogue within sub-regions that are not related to county boundaries. Dialogue among member representatives

of County/Corridor working groups as well as congestion management agency and regional agency staff will be facilitated at meetings within the respective county/corridors and through an online communication and file sharing tool for working group members.

Local government input into the Vision Scenario is only a starting point for local input in the development of the SCS. Feedback will be gathered through the county/corridor working groups relative to the Vision Scenario after its release in February 2011, the Detailed Scenario(s) to be developed between February 2011 and July 2011, and the Preferred Scenario to be developed between July 2011 and the end of the year. This input will be critical to the development of a feasible Sustainable Communities Strategy.

### **Public Participation**

In addition to the county/corridor engagement, ABAG and MTC will also involve stakeholders and the public in the development of the various alternative scenarios throughout 2011. We will seek input on priorities and tradeoffs via a web survey to be posted on [OneBayArea.org](http://OneBayArea.org). ABAG and MTC will also hold Roundtable Dialogues to seek out priorities at a minimum of four meetings held around the region, including in the North Bay, South Bay, San Francisco/Peninsula and East Bay. Participants would include executives from regional agencies, local government representatives and leaders from a range of key stakeholder groups (business, environment, public health and social equity organizations).



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*Planning Committee STAFF REPORT*

December 1, 2010

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### **Update on SB 375 Implementation**

**Planning Directors Meetings:** The Contra Costa Planning Directors met on November 12 to receive a presentation from ABAG on the "Vision" Sustainable Communities Strategies (SCS) scenario. The Vision scenario is a financially unconstrained transportation and land use plan for 2035 that assumes significant investments in transit along with enough housing within the Bay Area to attain jobs-housing balance by 2035. The vision scenario will serve to bracket the GHG reduction issue; presumably the maximum reduction in GHG emissions will be achieved through this scenario, while the SCS, which is subject to financial constraints, will result in reductions somewhere between the vision and the basecase scenarios. The next Planning Directors meeting is scheduled for Friday, December 10, 2010.

**SCS Ad-Hoc Committee on Performance Measures:** The committee will meet on December 7, 2010 to wrap up its work on developing performance measures for the evaluation of projects and land use scenarios proposed for the SCS as part of the 2013 RTP.

**RAWG Meetings:** The Regional Advisory Working Group is scheduled to meet on Friday, December 10, to review the SCS "Vision" scenario.

**Introduction of Basecamp® Software:** ABAG staff has introduced the use of Basecamp® – a software program that allows each member of a team to access, review, edit, and comment on documents that are circulating among the team. Each city will designate a staff person who will receive a pass code and will be responsible for accessing and updating the Basecamp site for their local jurisdiction. A more detailed introduction of Basecamp and how it will be applied for development of the SCS is attached.

# OneBayArea

## Sustainable Communities Strategy County/Corridor Engagement:

### INTRODUCTION TO BASECAMP – COUNTY SCS WORKING GROUP FORUM

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#### **Background**

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) are launching a collaborative website for each Sustainable Communities Strategy (SCS) County/Corridor working group using software called Basecamp. The purpose of this site is to share SCS information amongst the various local and county staff involved in helping to develop the SCS and collect feedback on certain documents related to the SCS. This online forum is intended to facilitate engagement among local jurisdictions at a sub-regional level by allowing local, county and regional agency staff to engage outside of in-person meetings and make in-person meetings more constructive. The County/Corridor working groups will be able to utilize Basecamp to provide input into the SCS vision scenario, to vet the vision scenario upon its release, and to continue the detailed dialogue that will lead to the preferred SCS scenario.

#### **Basecamp Structure for Contra Costa County SCS Working Group**

The County SCS Working Group Basecamp website will include planning and redevelopment agency directors for each jurisdiction within the County, Transit Agency staff, and ABAG and MTC planning staff. Other county and local jurisdiction staff who will be working more directly on SCS work items may also be included in the Basecamp website.

Local planning and redevelopment directors and county congestion management agency staff will receive an invitation from ABAG staff to join the Basecamp website for the Contra Costa County SCS Working Group. Each user will be asked to create a username and password to access the site.

Once logged in, members of the Basecamp website will see several tabs at the top of the page. The primary tabs that will be used are the "Messages" tab and the "Files" tab. On the Messages page, staff will be posting documents or messages that are meant for feedback or discussion. On the Files page, staff will be posting reference documents, such as the SCS planning process timeline.

In some parts of the region, working groups may be established along major transportation corridors within or across county boundaries to provide for inter-jurisdictional dialogue within sub-regions that are not related to county boundaries. ABAG Staff may set up separate Basecamp websites to facilitate this inter-jurisdictional dialogue.



A number "categories" will be available in order to help keep messages and documents organized by topic area and/or geography. Members will be asked to select the appropriate category for each posted message and document.

**Next Steps**

Local government input into the Vision Scenario is the starting point for local input in the development of the SCS. Feedback will be gathered through County/Corridor working group meetings and the Basecamp website in order to develop the SCS Vision Scenario by the end of December 2010. The final Vision Scenario will be released in February 2011. Additional feedback from the working groups will be gathered on the Detailed Scenario(s) to be developed between February 2011 and July 2011, and the Preferred Scenario to be developed between July 2011 and the end of the year. Please refer to the SCS Vision Scenario Development memo for additional details regarding working group engagement on the scenarios.



*Planning Committee* **STAFF REPORT**

November 3, 2010

### Update on SB 375 Implementation

**One Bay Area Website:** The Joint Policy Committee (JPC) has created a new website that will serve as the clearinghouse for SCS information. The site, which is located at [www.onebayarea.org](http://www.onebayarea.org), currently shows the meeting dates and agendas for the Regional Advisory Working Group, the Executive Working Group, and the "Focus Forums." As the SCS evolves, the website will be expanded to include information on specific SCS scenarios.

**SCS Planning Process:** The JPC has released a three-page schedule for the SCS Planning Process (attached). The JPC envisions a four-phase planning process:

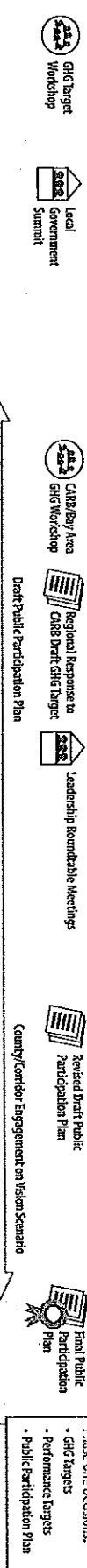
- Phase 1 (2010) covers the CARB GHG target setting, initial outreach, drafting the Public Participation Plan, and developing base case projections.
- Phase 2 (2011) covers development of draft financial forecasts for the RPT, detailed SCS scenarios, technical analysis, release of a preferred SCS scenario, and approval of the Draft SCS.
- Phases 3 & 4 (2012-13) covers the EIR assessment of the draft SCS/RTP, release of the draft SCS/RTP Plan for review, preparation of the RTP Air Quality Conformity Analysis, and Adoption of the Final SCS/RTP Plan.

**Planning Directors Meetings:** The Contra Costa Planning Directors will meet on November 12 and December 10 to receive a presentation from ABAG on the "Vision" SCS scenario. The Vision scenario is a financially unconstrained transportation and land use plan for 2035 that assumes significant investments in transit along with enough housing within the Bay Area to attain jobs-housing balance by 2035. The vision scenario will serve to bracket the GHG reduction issue; presumably the maximum reduction in GHG emissions will be achieved through this scenario, while the SCS, which is subject to financial constraints, will result in reductions somewhere between the vision and the basecase scenarios. The next two Planning Directors meetings will have an expanded invite list to include the Redevelopment Directors and the RTPC Managers.

**RTPC Meetings:** Following the presentation of the Vision Scenario to the Planning Directors, ABAG plans to meet with the RTPCs to present the proposed vision scenario and discuss its implications with the RTPCs.

# Sustainable Communities Strategy Planning Process: Phase 1: Decision for 2010

Phase 1: Performance Targets and Vision Scenario



**GHG Target Workshop**  
**Local Government Summit**

**CARB Bay Area GHG Workshop**  
**Regional Response to CARB Draft GHG Target**  
**Draft Public Participation Plan**

**Leadership Roundtable Meetings**

**County/Corridor Engagement on Vision Scenario**  
**Executive Working Group**  
**County and Corridor Working Groups**

**Final Public Participation Plan**

**Phase One Decisions:**  
 • GHG targets  
 • Performance targets  
 • Public Participation Plan

## Local Government and Public Engagement

**Projections 2011 Base Case Development**

**CARB Releases Draft GHG Target**

**CARB Issues Final GHG Target**

**Adopt Methodology for Jobs/Housing Forecast (Statutory Target)**

**Projections 2011 Base Case Adopt Voluntary Performance targets**

## Milestones

Develop Vision Scenario

## Policy Board Action

MTC ABAG JPC

MTC ABAG JPC

MTC ABAG JPC

MTC ABAG JPC

MTC ABAG JPC

\*Subject to change

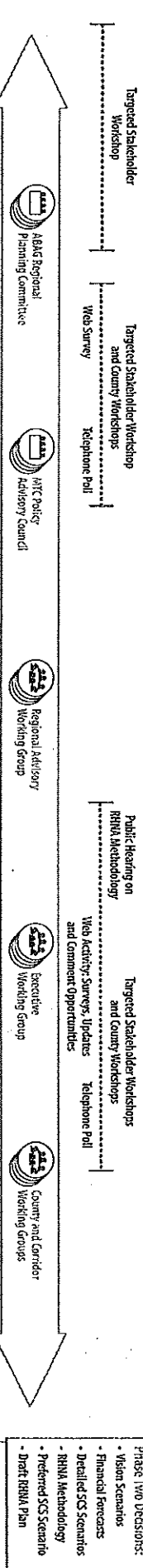
Meeting for Discussion/ Public Comment  
 JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment

Decision

Document Release

ABAG - ABAG Administrative Committee  
 JPC - Joint Policy Committee  
 MTC - MTC Planning Committee

# Sustainable Communities Strategy Planning Process: Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation



- Phase Two Decisions:**
- Vision Scenarios
  - Financial Forecasts
  - Detailed SCS Scenarios
  - RHNA Methodology
  - Preferred SCS Scenario
  - Draft RHNA Plan

## Milestones

Release Vision Scenario

Develop Draft 25-Year Transportation Financial Forecasts and Committed Transportation Funding Policy

Call for Transportation Projects and Project Performance Assessment

Start Regional Housing Need Assessment (RHNA)

Release Detailed SCS Scenario(s) Development

Release Detailed SCS Scenario(s)

Technical Analysis of SCS Scenario(s)

SCS Scenario Results/ and Funding Discussions

Release Preferred SCS Scenario

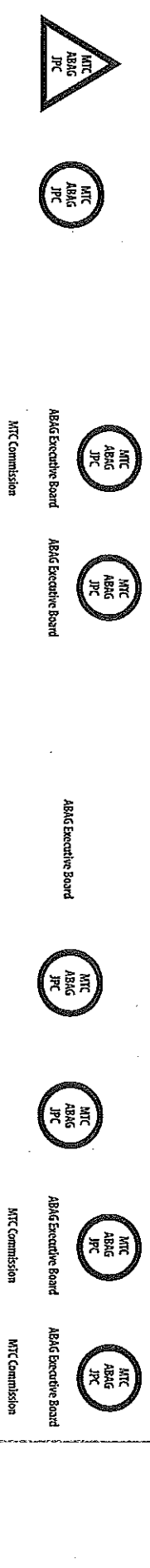
Approval of Draft SCS

Scenario Planning

Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

## Policy Board Action



Subject to change

Meeting for Discussion/ Public Comment

JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment

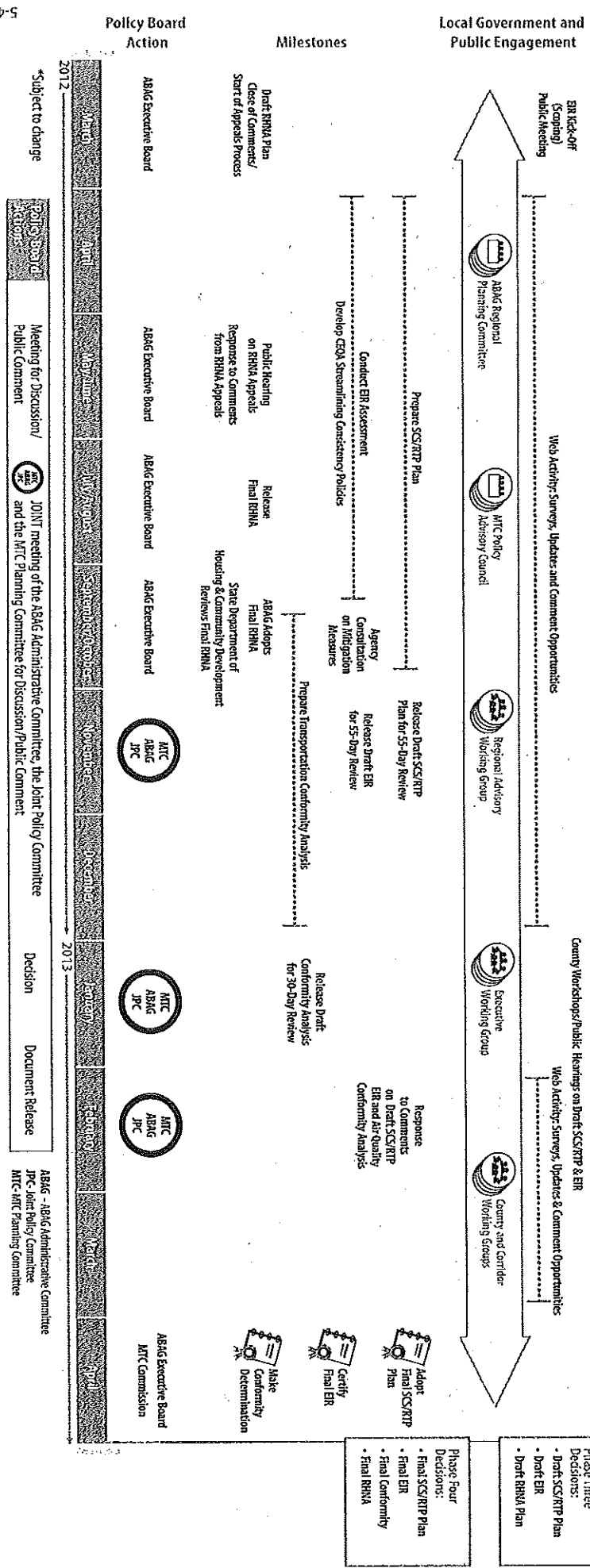
Decision

Document Release

JOINT Document release by ABAG, JPC and MTC

ABAG - ABAG Administrative Committee  
JPC - Joint Policy Committee  
MTC - MTC Planning Committee

# Sustainable Communities Planning Process: Phases 3 & 4 Process for 2012-2013






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*Planning Committee* **STAFF REPORT**

October 6, 2010

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## Update on SB 375 Implementation

### Leadership Roundtable Discussions

The first SB 375 Leadership Roundtable meeting was held on Monday, September 27, 2010 at the Authority offices in Walnut Creek. The focus of the meeting was to actively engage elected officials and staff in the development of the SCS. The core objectives of the meeting are outlined in the attached agenda materials. Key outcomes of the meeting are listed below.

#### REGARDING HOW BEST TO ENGAGE:

- The Regional Transportation Committees (RTPCs) are the preferred venue;
- The outreach should be broadened on occasion to include participation of all the elected officials from each city at special RTPC events.
- To address multi-county corridors, the RTPC could join with a Corridor TAC. For example, WCCTAC could join with the I-80 corridor working group.
- The nucleus for voting should remain at the RTPC level.
- It's important to include not only the planning officials, but the redevelopment officials (if they're different) as well because they may have some different avenues and perspectives to inform the discussion.

#### OTHER COMMENTS/OBSERVATIONS/REQUESTS:

- Redevelopment of its own was not a panacea – it doesn't solve every problem, and it has to have a high level of integration with the local development process in order to be effective.
- Local staff needs a "template" paper that sets the stage for the SCS, why we're doing it, who's involved, what are the pros and cons, and what is needed from the local jurisdiction. Rather than having each planning director create this paper individually, it would be most useful to have the regional agency staff prepare a template that everyone could use.

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- There are not only local issues, but inter-regional issues, and the sooner those issues get vetted at the regional level the greater the chances of success. We shouldn't underestimate the challenge we have in getting everyone up to the same level of understanding and then bring them along in the process in an effective way.
  - To help orient the discussion, we needed to plan to have initial projections to tell us where we stand today in terms of achieving the targets.
  - The BAAQMD should be at the table, because in certain cases, the Air District's policies run counter to what we're trying to achieve.
  - The regional agency staff are encouraged to come to the table, as long as the perspective is one that is collaborative, rather than top-down.

Summary minutes and agenda materials are attached.



CONTRA COSTA  
**transportation  
 authority**

*SB 375 Leadership Roundtable Summary Meeting MINUTES*

<b>MEETING DATE:</b>	September 27, 2010
<b>ELECTED OFFICIALS PRESENT:</b>	Julie Pierce, Joanne Ward, Federal Glover, Amy Rein Worth, Ed Balico, Robert Taylor, Janet Abelson, John Gioia
<b>CCTA STAFF PRESENT:</b>	Randell Iwasaki, Martin Engelmann, Brad Beck
<b>LOCAL STAFF PRESENT:</b>	Lina Velasco, Alan Wolken, Dana Hoggatt, Jim Kennedy, Michael Wright, Niroop Srivatsa
<b>REGIONAL AGENCY STAFF:</b>	Ann Flemer, Doug Kimsey, Ezra Rapport, Miriam Chion, Kathleen Cha
<b>SUMMARY MINUTES PREPARED BY:</b>	Martin Engelmann

- A. CONVENE MEETING:** Julie Pierce opened the meeting at 6:35 p.m. She recognized that Jim Kennedy was in the room, and congratulated him for the completion of the Contra Costa Centre, which is considered the exemplary PDA for the region. She asked that everyone participate in the meeting.
- B. SELF INTRODUCTIONS:** Each participant introduced themselves.
- 1.0 KICK-OFF:** Ezra Rapport, Executive Director of ABAG, stated that he had two objectives: First, he would like to hear from the group about the best approach for engaging local jurisdictions in the SCS development process, particularly with regard to opportunities to integrate land use and transportation planning, and how could we make the most of this opportunity. The second objective is figuring out the best engagement strategy between regional agencies, CCTA, and local governments in Contra Costa County. Mr. Rapport noted that Contra Costa was a geographically diverse county, so a key question was whether to work with individual subareas, or the County as a whole. Mr. Rapport underscored that this was a collaborative effort that could not be undertaken by the regional agencies alone.

Mr. Rapport continued, noting that each County in the Bay Region had come up with its own unique engagement strategy.

Regarding the scope of the effort, Mr. Rapport stated that the regional agencies were working with local staff to prepare a vision scenario for release in early 2011 that would be based on a housing target that would accommodate all of the region's population and employment.



**SB 375 Leadership Roundtable Meeting MINUTES**

September 27, 2010

Page 2 of 6

Mr. Rapport suggested that each Planning Director for each local jurisdiction should prepare a report for their respective Councils, outlining the SCS Planning Process. He offered the regional agency's support to provide the templates for the staff report. Through the engagement process, he sought a commitment from each jurisdiction to provide this report.

- 2.0 SCS PRINCIPLES:** Commissioner Julie Pierce suggested that before proceeding, it would be good to review the SCS Principles that the CCTA Board had developed back in February of 2010. Ms. Pierce turned to Martin Engelmann, and asked for a brief overview of the work accomplished to date in preparation for a collaborative SCS development process.

Mr. Engelmann, Deputy Executive Director for Planning at CCTA, stated that the Planning Directors of Contra Costa had developed a draft scope of work for implementation of the SCS, and that the scope included establishment of an SCS Task Force comprised of the RTPC managers, representatives from local jurisdictions, and representatives from the regional agencies. Mr. Engelmann also directed attention to the handout called "Contra Costa's Principles for Collaborative Development of the SB 375 Sustainable Communities Strategy." He stated that the principles were developed collaboratively with the Contra Costa Planning Directors and were adopted by the Authority.

Supervisor Gioia commented on the Principles. He asked who had developed them. Julie Pierce responded that the Principles had been developed by CCTA. Mr. Gioia noted that the SCS would be developed by more than just the Authority, therefore, the Principles might have to undergo some changes to reflect that the regional effort to develop an SCS was broader than the individual CMA. Julie Pierce responded that the Principles were developed as a starting point to integrate the Contra Costa perspective with the work undertaken by the regional agencies. Mr. Gioia cautioned that the 3E's, along with other broader considerations, will need to be considered. He noted that while the Principles looked reasonable, regional considerations might need to be added.

Supervisor Glover noticed that the Principles were a starting point for many discussions that will take place in the future. Commissioner Pierce agreed, noting that the Principles were needed to orient elected officials at the start of the effort, when little information was available and when there was some confusion about what we were doing.

- 3.0 WHY SHOULD THE SCS MATTER?** Mr. Rapport gave an overview of the land use picture, followed by MTC's Ann Flemer, Deputy Executive Director of Policy at MTC, who talked about transportation investment strategies for the RTP.

Mr. Rapport noted that the SCS was building on the effort conducted over the past five years in the Bay Area to conduct the FOCUS program, which led the way to identifying Priority Development Areas (PDAs). The PDAs would absorb most of the region's future growth in a transit-supportive, sustainable way. Mr. Rapport noted, however, that there were significant barriers to sustainable development, and part of the effort was to identify those barriers. Already, we know that development in the PDAs is expensive, particularly for infrastructure, affordable housing, and transit facilities. ABAG plans to look further into the individual PDAs and

work with local communities to enable PDA development. He noted that the SCS is not required to conform to General Plans. Consequently, there is no requirement for local jurisdictions to conform their General Plans to the SCS. One exception to this is the Regional Housing Needs Assessment (RHNA), which will be directly impacted by the SCS. Furthermore, the RHNA process will cover a longer period of time (8 years instead of 5) and the enforcement requirements for zoning regulations, in terms of who can litigate, will be substantially stronger than in the past.

Mr. Rapport then introduced Ann Flemer to talk about the RTP's transportation investment policy, which needed to be consistent with the SCS, its principles, and policies.

Ann Flemer stated that unlike previous RTPs, this one was going to be fully integrated with land use through the SCS. The next RTP will also need to continue to honor "Fix it First," as well as other long-standing objectives regarding equity and environmental considerations. Ms. Flemer noted that targets for GHG reduction had been established by the Air Board for 2020 and 2035. The 2020 target is 7%, and the 2040 target is 15%. The unit of measurement is per capita reduction compared to 2005. MTC is also establishing performance measures and performance indicators to match the goals and objectives of the RTP and the SCS. These measures will be brought before the MTC Board in the coming months.

Following the staff briefing, a broad discussion ensued, where each elected official shared their concerns regarding a variety of issues including climate change, sea-level rise, impact on Bay-front development, air quality, and how the SCS will be "tweaked" on the margin to achieve a regional GHG reduction goal.

#### 4.0 HOW BEST TO ENGAGE STAFF AND ELECTED OFFICIALS IN CONTRA COSTA?

Supervisor Gioia noted that the SCS was being prepared by ABAG and MTC with the input of local government, and that the Plan had to: 1) Identify and accommodate all of the region's population associated with economic growth over the next 25 years; 2) Develop a regional transportation plan that meets the needs of the region; and 3) Reduce GHG emissions to meet the Air Board targets. He asked MTC and ABAG staff what they had heard from other counties in terms of a preferred structure.

Mr. Rapport responded that each county was different. Some used their Planning Directors as a forum, others had staff and elected officials involved. In some cases, the elected officials felt that only the City Council level would work, so the engagement would happen at every City Council at a specific session to focus on the SCS. In some cases, the CMA was the lead coordinator at both the elected and staff level. But in other counties, they didn't want the CMA in the lead, and tended towards more of a shared responsibility between the CMA and the local jurisdictions.

Mr. Rapport noted that in his discussions with Martin Engelmann of CCTA, that Contra Costa had five subarea committees that could serve as the focal points for engagement.

*SB 375 Leadership Roundtable Meeting MINUTES**September 27, 2010**Page 4 of 6*

Federal Glover stated that he thought that the subregional approach was favorable. He underscored that the effort had to meet the targets, and that the Plan would not be achievable unless the regulatory targets were met. He suggested that to help orient the discussion, we needed to have initial projections to tell us where we stand today in terms of achieving the targets, then start the engagement process.

Commissioner Pierce asked for feedback from the staff present:

- Jim Kennedy, Redevelopment Director for Contra Costa County, noted that there is a natural relationship between redevelopment and development of the SCS. He observed that of the ten jurisdictions present, nine had redevelopment agencies, and for most of them, their PDAs are located in designated redevelopment project areas. What this means in terms of engagement, first, it's important that you include not only the planning officials, but the redevelopment officials (if they're different) as well because they may have some different avenues and perspectives to inform the discussion. Secondly, he noted that redevelopment of its own was not a panacea – it doesn't solve every problem; there has to be a high level of integration with the local development process in order to be effective.
- Niroop Srivatsa, Planning Director for the City of Lafayette, supported working with the RTPCs and the Authority. Before we proceed, however, we need a paper that sets the stage for the SCS, why we're doing it, who's involved, what are the pros and cons, and what is needed from the local jurisdiction. Rather than having each planning director create this paper individually, it would be most useful to have a template prepared that everyone could use.
- Michael Wright, CNWS Redevelopment Director, was supportive of the subregional approach, as long as the subregions didn't work too long by themselves in the subregions. He noted that from his own experience with the CNWS Reuse project, that there were not only local issues, but inter-regional issues, and the sooner those issues get vetted at the regional level, the greater the chances of success. Drawing upon his experience from the past five years, he underscored that designing new communities was a long, arduous, educational process, and that we shouldn't underestimate the challenge we have in getting everyone up to the same level of understanding and then bring them along in the process in an effective way. He closed by suggesting that BAAQMD should be at the table, because in certain cases, the Air District's policies run counter to what we're try to achieve. This constitutes a regional challenge that needs to be integrated with the process very quickly given the short amount of time you have to get this done.
- Christina Atienza, Executive Director for WCCTAC, spoke supportively of engaging at the subregional level. She referred to certain regional projects in West County that had left local jurisdictions with some unaddressed concerns. In view of those concerns, she encouraged the regional agency staff to come to the table, as long as the perspective is one that is collaborative, rather than top-down.

- Dana Hoggat, Senior Planner for the City of Pittsburg, voiced interest in participating in the process. She noted that the Principles had been finalized at a very long meeting of the Planning Directors, but that given the feedback received tonight, it would be good to involve the elected officials as well. Regarding work at the subregional level, she was supportive, but cautioned that talking in small groups for too long a time could be detrimental, so it is important to confer with a larger group on a frequent basis. She also encouraged the regional agency staff to keep us informed on what the other counties in the region were doing.
- Alan Wolken, Redevelopment Director of Richmond, noted that from the redevelopment side, there was more to it than just densities and development, but for the Transit Village, they are fighting a safety issue – people can't walk the six blocks from the transit station to the village without improved safety.
- Following Mr. Wolken's comments, the question was raised regarding whether there was funding to pay for local staff to participate in the SCS process. Mr. Rapport replied that two bills had been introduced. SB 406 had been vetoed by the Governor, then rewritten to include a vote of the people. The second version of the bill got stalled in the Assembly due to concerns about Proposition 26, which makes fees subject to a super-majority vote. He remained hopeful that in the next legislative session, efforts to fund the SCS would be successful.

## 5.0 Next Steps/Meeting Summary

To wrap up, Commissioner Pierce summarized that the RTPCs were preferable, however, she noted that those committees include only one elected official from each local jurisdiction. Recognizing the difficulty of getting more than one local elected official from each city to the RTPC meetings, she suggested broadening the outreach to occasionally include participation of all of the elected officials from each city at special RTPC events.

Ed Balico supported additional meeting with all of the Councils, as was done for Shaping Our Future.

Janet Abelson noted that Contra Costa County was not necessarily a logical unit for addressing transportation, particularly along the I-80 corridor, which includes Contra Costa and Alameda counties. In response, Julie Pierce suggested joining the WCCTAC group with the I-80 corridor working group. Janet Abelson also noted that if all of the councils are brought together, and only one representative comes from one jurisdiction, and five come from another, that the voting would be skewed. Amy Worth agreed, indicating that for voting, the RTPCs should remain the nucleus for the discussions.

Amy Worth questioned how the transportation piece would fit in? She noted that while the RHNA process comprises a significant level of commitment at the local level, the transportation

*SB 375 Leadership Roundtable Meeting MINUTES**September 27, 2010**Page 6 of 6*

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piece seemed to be missing. Ann Flemer responded, noting that different land use plans would require different transportation facilities to tie them together, and that MTC staff would be working on developing those transportation scenarios. To facilitate the SCS process, she was supportive of broadening the RTPC invitee list to include more than one elected official from each city. She encouraged staff to prepare a schedule and some information packets that could be rolled out so that we could start getting feedback on the process.

Julie Pierce requested a report on the SCS process at the next Authority meeting.

**6.0 Adjourned at 8:12 p.m**

# OneBayArea



You are cordially invited to join ABAG and MTC along with Contra Costa County elected leaders in a Leadership Roundtable to be held in your county. The **Contra Costa County Leadership Roundtable** will focus on milestones and ways to partner with and actively engage Contra Costa County elected officials, city managers, planning directors, and other key appointed staff and representatives in Contra Costa County in the development of a Sustainable Communities Strategy (SCS) for the nine-county Bay Area.

**The SCS Leadership Roundtable is scheduled for September 27<sup>th</sup>, 6:30-8p.m.  
Hosted by the Contra Costa County Transportation Commission  
2999 Oak Road, Suite 100, Walnut Creek (CCTA new offices)**

Core objectives for this important kick-off meeting **include identifying:**

- The most effective way to engage local elected officials and planning staff in the planning process and, more importantly, how to integrate them in “roll up your sleeves” working meetings to discuss key policy and planning issues about housing, land use and transportation.
- The best structure for these discussions — countywide, corridor, or sub-regional levels.
- The most suitable local meeting venues for these discussions.
- Key milestones for the development and adoption of the Sustainable Communities Strategy (SCS).

Your insight and direction about *how the following key questions* are addressed at upcoming and subsequent *public* meetings in your county will also be an important part of discussion:

- Why does the SCS matter to local elected officials and staff?
- How will we address topics that affect SCS Milestones: such as the growth allocation process (general framework, county level approach, role of corridors); and how we assign regional housing need, including growth in certain communities, and identify transportation investments needed to support the new housing in these communities?
- How can we best support communities with Priority Development Areas?
- What are the land use, transportation, economic, public health, and quality of life implications of growth that we must address when crafting a Sustainable Communities Strategy?
- What transportation, housing and land use strategies must we pursue to effectively reduce greenhouse gas emissions from cars and trucks? What means — financial, policy, regulatory, and political — will best support these strategies given local circumstances?

Your participation in this kick-off meeting is important to ensure that Contra Costa County is fully engaged in how we address the many challenges and opportunities before us as we collectively work as one Bay Area to develop a Sustainable Communities Strategy for our region. Please confirm your participation at [Kathleenc@abag.ca.gov](mailto:Kathleenc@abag.ca.gov). If you wish to discuss the Leadership Roundtable, contact Sailaja Kurella, Regional Planner for Contra Costa County, at 510-464-7957.

Sincerely,  
Ann Flemer  
MTC Deputy Executive Director

Ezra Rapport  
ABAG Executive Director

# One Bay Area

Sustainable Communities Strategy

## LEADERSHIP ROUNDTABLE MEETING

Contra Costa County  
 Contra Costa Transportation Authority  
 2999 Oak Road, Suite 110  
 Walnut Creek

September 27th, 2010,  
 6:30 p.m. - 8 p.m.

### AGENDA

1. **Introduction** (Regional Agency/CMA Elected Official) 5 min.
  - Why we are here
  - What we hope to accomplish at today's meeting
2. **Why should the Sustainable Communities Strategy matter to local elected officials and planning staff?** (ABAG and MTC staff) 10 min.
  - SB 375 requires closer integration of land use and transportation elements. What does this mean?
    - a. Growth allocation/Regional Housing Needs Allocation/PDAs (ABAG)
    - b. Supportive transportation investment strategies (MTC)
3. **How best should we engage staff and elected officials in our county?** (Elected officials and local agency staff) 60 min.
  - a. Is there a structure already in place or should a new one be developed?
    - i. Who should regional agency staff be working with in the county?
    - ii. Should we engage with neighboring counties and/or regions? If so, what would be the appropriate venues?
4. **Next Steps/Meeting Summary** (Regional Agency/CMA Elected Official) 10 min.

# OneBayArea

## **Contra Costa County SCS Leadership Roundtable**

**September 27th, 2010, 6:30 p.m. - 8 p.m.**

**Hosted by Contra Costa Transportation Authority**

**2999 Oak Road, Suite 100, Walnut Creek**

### **Confirmed Attendees**

**Supervisor John Gioia, Contra Costa County, ABAG, BAAQMD Secretary, BCDC Commissioner**

**Supervisor Gayle B. Uilkema, Contra Costa County, ABAG and BAAQMD (*tentative*)**

**Councilmember Julie Pierce, City of Clayton, ABAG Executive Board**

**Councilmember Joanne Ward, City of Hercules, ABAG Executive Board**

**Supervisor Federal D. Glover, Contra Costa County, MTC Commissioner**

**Councilmember Amy Rein Worth, City of Orinda, MTC Commissioner**

**Councilmember David Hudson, City of San Ramon, BAAQMD**

**Councilmember Mark Ross, City of Martinez, BAAQMD**

**Vice Mayor Ed Balico, City of Hercules, BCDC Alternate (*tentative*)**

**Mayor Robert Taylor, Brentwood, Chair, Contra Costa Transportation Authority (CCTA)**

**Councilmember David Durant, Pleasant Hill, Vice Chair, CCTA**

**Randell H. Iwasaki, Executive Director, CCTA**

**Martin Engelmann, Deputy Executive Director, Planning, CCTA**

**Christina M. Atienza, Executive Director, West Contra Costa Transportation Advisory Committee**

**Deidre Heitman, Principal Planner, BART**

**Lina Velasco, Interim Director of Planning and Building Services, Richmond**

**Alan Wolken, Redevelopment Director, Richmond**

**Dana Hoggatt, Planning Manager, Pittsburg**

**Jim Kennedy, Redevelopment Director, Contra Costa County**

**Michael Wright, Community Reuse Project Director, Concord**

**Niroop Srivatsa, Planning and Building Services Manager, Lafayette**

**Ann Flemer MTC Deputy Executive Director**

**Doug Kimsey, MTC Planning Director**

**Ezra Rapport, ABAG Executive Director**

**Miriam Chion, ABAG Deputy Planning Director**

### **Agency**

**Patricia Jones, ABAG Assistant Executive Director**

**Paul Fassinger, ABAG Research Director**

**Sailaja Karella, ABAG Regional Planner**

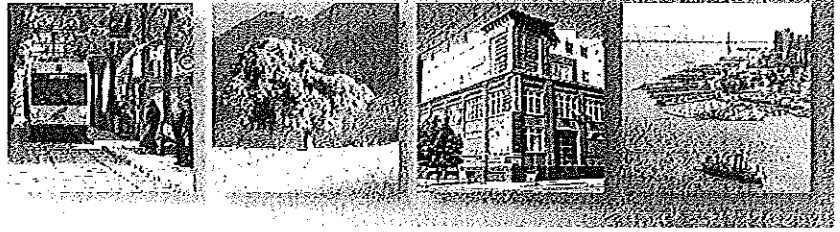
**Joanna Bullock, ABAG Senior Planner**

**Kathleen Cha, ABAG Senior Communications Officer**



# BayArea

## Sustainable Communities Strategy FACT SHEET



## Sustainable Communities Strategy

### Overview

The Sustainable Communities Strategy aims to reduce greenhouse gas emissions by integrating planning for transportation and land use and housing. Required by SB 375, a state law approved in 2008, the Sustainable Communities Strategy (SCS) will be developed in close collaboration with local elected officials and community leaders.

### Implementation of the Sustainable Communities Strategy

- Metropolitan Planning Organizations (MPOs) in 18 regions across California need to develop a Sustainable Communities Strategy.
- The Strategy must identify specific areas in the nine-county Bay Area to accommodate the entire region's projected population growth, including all income groups, for at least the next 25 years.
- The Strategy must try to achieve targeted reductions in greenhouse gas emissions from cars and light trucks.
- The Strategy will reflect the "Three E" goals of sustainability: Economy, Environment and Equity, by establishing targets or benchmarks for measuring our progress toward achieving these goals.

### Development of the SCS

- MTC, as the Bay Area's MPO, and the Association of Bay Area Governments (ABAG), the region's Council of Governments, will develop the SCS in partnership with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission.
- The four regional agencies will team with local governments, county congestion management agencies, public transit agencies, interested

residents, stakeholders and community groups to ensure that all those with an interest in the outcome are actively involved in the Strategy's preparation.

- MTC must adopt the SCS as part of its next Regional Transportation Plan (RTP) for the Bay Area, which is due in 2013. State and federal laws require that everything in the plan must be consistent with the SCS, including local land use plans.
- State law requires that the SCS must also be consistent with the Regional Housing Need Allocation (RHNA). ABAG administers RHNA, which ABAG will adopt at the same time that MTC adopts the RTP. Local governments will then have another 18 months to update their housing elements; related zoning changes must follow within three years.

### SCS Benefits

- Since over 40% of the Bay Area's emissions come from cars and light trucks, integrating land uses (jobs, stores, schools, homes, etc.) and encouraging more complete communities will become an important strategy to reduce the Bay Area's auto trips.
- Clustering more homes, jobs and other activities around transit can make it easier to make trips by foot, bicycle or public transit.
- Planning land uses and transportation together can help improve the vitality and quality of life for our communities, while improving public health.

### How Do I Get Involved?

- Ongoing public and local government engagement has begun and will continue through 2013. For more information on how you can get involved, go to [www.OneBayArea.org](http://www.OneBayArea.org).

# BayArea

## SCHEDULE OF MILESTONES FOR THE SUSTAINABLE COMMUNITIES STRATEGY

This schedule documents both past achievements and upcoming deadlines and decision points. This schedule will be posted on OneBayArea.org and will be updated as the Sustainable Communities Strategy unfolds in more detail. This schedule does not include the many sub-regional and stakeholder meetings which continue to occur every week.

Date	Event
September 30, 2008	SB 375 becomes law
September 30, 2009	State-wide RTAC recommends methodology for establishing regional greenhouse-gas targets to CARB
December 16, 2009	All four regional agencies complete adoption of implementation policies
March 10, 2010	Regional public workshop to review RTAC methodology for GHG-target-setting and to assess Bay Area GHG-target options
April 22, 2010	Sustainable Communities Strategy kickoff event: <i>Bay Area 2010: The Future Begins Today</i> , Oakland Marriott Hotel
April 28, 2010	First meeting of Regional Advisory Working Group (local planners and regional stakeholders)
May 12, 2010	CARB workshop on GHG Targets (Sacramento)
May 25, 2010	Second meeting of Regional Advisory Working Group
June 7, 2010	First meeting of Executive Working Group (regional agency executive directors, CMA directors, representative city managers)
June 30, 2010	CARB releases draft regional greenhouse-gas targets
July 6, 2010	Third meeting of Regional Advisory Working Group
August 3, 2010	Fourth meeting of the Regional Advisory Working Group
September 7, 2010	Fifth meeting of the Regional Advisory Working Group
September 10, 2010	MTC Planning Committee to provide final comments on GHG targets
September 22, 2010	MTC to take final action on recommendation to CARB on GHG targets

September 30, 2010	CARB releases final regional greenhouse-gas targets
October 1, 2010	Completion of initial Leadership Roundtable meetings by county
November 4, 2010	Sixth meeting of the Regional Advisory Working Group
November 2010	Regional agencies release method for determining 25-year housing targets
Late 2010	Define/Adopt SCS Performance Targets
December 3, 2010	Seventh meeting of the Regional Advisory Working Group
Late 2010	Define first round of SCS "land use" scenarios
February 2011	County/Corridor group review
Jan – March 2011	Define/Adopt SCS Performance Indicators
May 2011	Define SCS "land use" scenario
July 2011	Release Proposed RHNA Method
August 2011	County/Corridor group review
September 2011	Written public comments on SCS "land use" scenario and projections
September 2011	Adopt Final RHNA Methodology
November 2011	Adopt RHNA Draft Allocation
Early 2012	Regional agencies release first draft of SCS
March 2012	County/Corridor group review
September 2012	Adoption of Final RHNA Allocation
Mid- to late-2012	Prepare Draft EIR and Final Draft SCS/RTP
Late 2012	Regional agencies release Final Draft SCS/RTP and Draft EIR for public review
Early 2013	Three formal public hearings
Early 2013	Prepare final SCS, RTP and EIR
March 2013	Regional agencies adopt SCS/RTP and RHNA
June 2013	CARB certifies SCS
June 2013	HCD Adopts RHNA Allocation

\*CARB: California Air Resources Board

\*EIR: Environmental Impact Report

\*GHG: Greenhouse Gas

\*RTAC: Regional Target Advisory Committee

\*RAWG: Regional Advisory Working Group

\*RHNA: Regional Housing Needs Allocation

\*RTP: Regional Transportation Plan

GHG Targets

Meetings and Local  
Jurisdiction Input

SCS Draft and Adoption

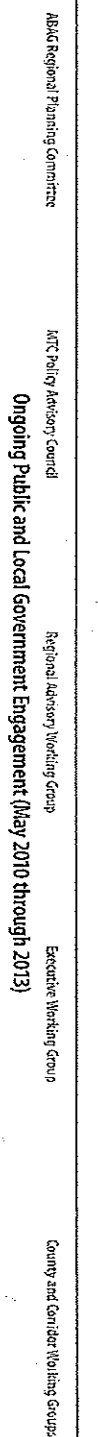
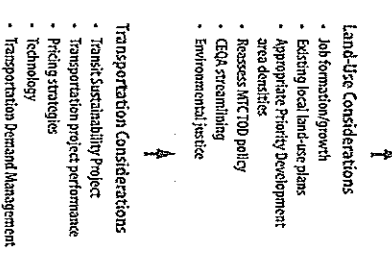
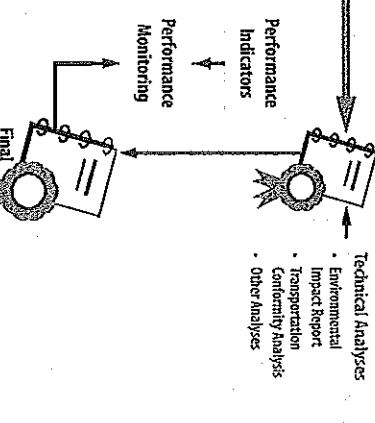
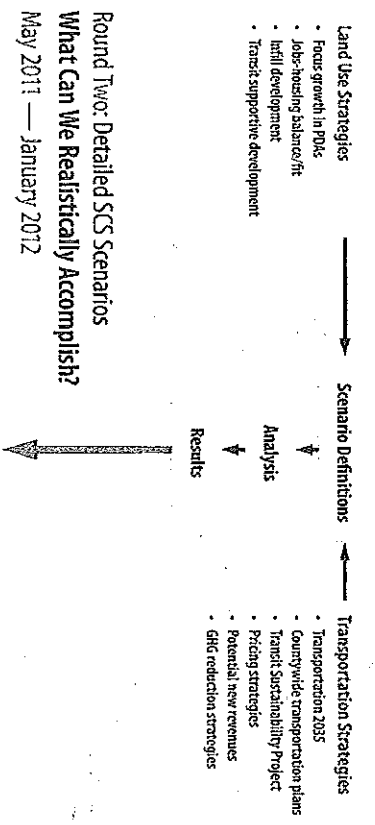
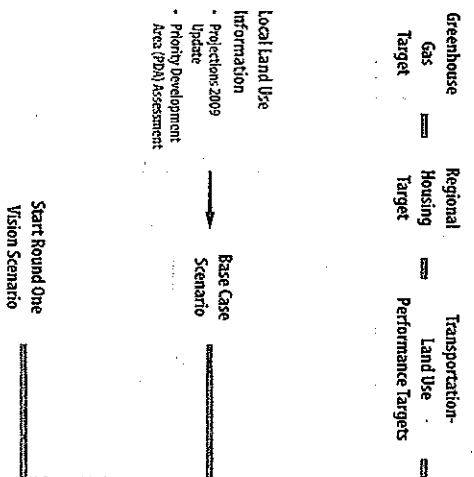
# Sustainable Communities Strategy (SCS): Planning Process

BayArea Staying on Target

Three Es, Goals and Targets  
 March 2010 — December 2010  
 Economy + Environment + Equity

Scenario Assessment  
 Round One: Vision Scenarios  
 How Can We Reach Our Targets?  
 October 2010 — April 2011

Plan Technical Analysis and  
 Document Preparation  
 February 2012 — April 2013



ABAG Regional Planning Committee

MTC Policy Advisory Council

Regional Advisory Working Group

Executive Working Group

County and Corridor Working Groups

Ongoing Public and Local Government Engagement (May 2010 through 2013)

# One Bay Area

## PRIORITY DEVELOPMENT AREA ASSESSMENT Planned Growth & Infrastructure Needs

### Overview

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) approach the implementation of the FOCUS Priority Development Areas (PDAs) as a key consideration for the development and adoption of the Sustainable Communities Strategy (SCS) under SB375. The designation of PDAs as a network of neighborhoods that will accommodate the majority of the region's population and employment growth calls for a thorough understanding of the changes expected to occur in these areas and potential barriers to future development. To accomplish this goal, ABAG and MTC have undertaken an assessment of Planned PDAs, since Planned PDAs have an adopted land use plan, and thus are closer to implementing a specific vision for growth. This memo describes the purpose and approach for the PDA Assessment, and provides initial findings related to planned growth and infrastructure needs in the Planned PDAs.

### Purpose and Rationale of PDA Assessment

The two primary goals of the PDA Assessment are to gain information about Planned PDAs in order to help hasten development of these areas as complete communities and to support the development of a realistic SCS. While all of the Planned PDAs have been proposed by local jurisdictions committed to sustainable transit-oriented development through local plans, they vary greatly in their visions of complete communities and readiness to produce new housing.

Using information primarily provided by local governments, the assessment will evaluate the scale and type of growth planned to occur in Planned PDAs, the strategies needed to ensure that this growth results in complete communities, how ready local governments and communities are for growth to occur, and the investments needed to make this growth a reality. The desired outcomes of the assessment are to identify the PDAs most ready for implementation and growth potential, identify policies and resources needed to support essential elements of complete communities, and consider policies for prioritizing additional funding to the PDAs via the SCS. The Assessment may additionally assist the Potential PDAs by identifying strategies and policies to facilitate plan implementation.

### Assessment Approach

The information to be used in the PDA Assessment has been gathered from our local government partners through one-on-one meetings with local city staff and an extensive survey. This information will be complemented by data from other sources, such as the U.S. Census. The assessment is organized around four main topics related to future development in the Planned PDAs:

- The **Growth Potential** assessment looks at amount and type of growth planned in the PDAs.
- The **Need** assessment evaluates the amount of types of funding that the PDAs need to achieve their desired growth. It also identifies policy changes needed to support growth in the PDAs.
- The **Readiness** assessment will gauge which PDAs are ready for higher-density, transit-oriented development. This analysis will focus on funding needs, entitlement process, transit capacity and connectivity, community support, and implementation feasibility.



- The *Completeness* assessment evaluates local plans and community characteristics to determine the extent to which PDAs are poised to become complete communities. This analysis focuses on housing choices, multi-modal access and mobility, and neighborhood identity and vitality.

### Preliminary Findings

The summaries of data presented below are based on responses provided by local jurisdictions to the Assessment Survey of Planned PDAs.

#### Planned Growth

The PDA Survey indicates that Planned PDAs in the Bay Area expect to add approximately 209,000 housing units and 607,000 jobs over the next 25 years. As a result, in 2035 there are anticipated to be nearly 579,000 housing units and 1.6 million jobs in the region's Planned PDAs. These numbers indicate that, while the 92 Planned PDAs included in this assessment account for a little over one percent of the land area of the Bay Area, they are planning to accommodate 32 percent of the housing growth and 37 percent of the job growth forecasted in ABAG's *Projections and Priorities 2009: Building Momentum*. Based on this data, jurisdictions are clearly expecting a high number of jobs relative to new housing in their Planned PDAs. This reflects a general pattern over recent decades where local jurisdictions plan for more jobs than the number that are ultimately produced.

The three counties planning for the most housing growth in Planned PDAs—based on total units added and the county's share of the region's total growth—are San Francisco, Alameda, and Contra Costa Counties, while the top three counties for job growth are San Francisco, Santa Clara, and Alameda.

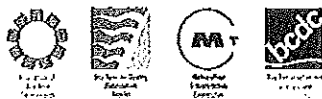
By 2035, 37 percent of the region's housing units in Planned PDAs will be in San Francisco, down from 41 percent in 2010. Contra Costa County Planned PDAs are planning for the largest increase in the share of the region's total housing in Planned PDAs, moving from 7 percent in 2010 to 10 percent in 2035. San Francisco will see a 4 percent decline in their share of the region's total jobs in Planned PDAs, from 47 percent to 43 percent, while Santa Clara County's share will increase from 13 percent to 17 percent.

Table 1 provides a summary of the planned housing and job growth by county in the Planned PDAs.

#### Infrastructure Need

Preliminary analysis of the budget data from the PDA Assessment Surveys indicate that the capital infrastructure needs in the Planned PDAs total \$14.7 billion. The highest categories of capital needs for the Planned PDAs include affordable housing (\$2.5 billion), station improvements (\$2.5 billion), and parks (\$1.7 billion). Transit capital projects, such as BART expansion, bus rapid transit, and ferry system projects, were not included in the infrastructure needs analysis. However, it is important to note that a mix of transit expansion, rehabilitation and capacity improvement projects will be critical to supporting growth in these PDAs. MTC's Resolution 3434 identifies a number of these critical transit improvements for which funding has been committed. Table 2 provides a summary of capital needs by category.

As expected, the highest capital needs for Planned PDAs by county occur where the greatest growth is planned – San Francisco, Santa Clara, Alameda, and Contra Costa Counties. The highest capital needs are estimated for the San Jose Central and North Consolidated PDA and San Francisco's



Treasure Island and Bayview/Hunters Point Shipyard/Candlestick Point PDAs, each with over \$1 billion in infrastructure needs.

We have consistently heard that many jurisdictions require major public investments in infrastructure in order to stimulate significant new housing growth within their PDAs. To understand the variation of the public investments that will generate private investment in each of the PDAs, an analysis of the capital infrastructure needs identified relative to the number of new housing units planned in each PDA was performed. This metric is only rough comparative tool, and does not include the cost of constructing new housing in the PDAs. Given the planned growth in the Planned PDAs and the estimated capital infrastructure needs, the estimated public infrastructure investment that would be needed to spur private investment in new housing in the planned PDAs is approximately \$70,000/new housing unit. Santa Clara County has the highest capital infrastructure need per new unit, at approximately \$131,000/new housing unit, while Contra Costa County has the lowest capital infrastructure need per new unit, at \$38,000/new housing unit.

Table 3 shows the variation of capital infrastructure needs compared with housing growth across the counties.

### Next Steps

Over the coming months, additional growth and need findings will be presented at the county-level SCS meetings, with the intention of informing the SCS base case modeling scenario and growth allocation discussions. Staff will also analyze the readiness and complete community characteristics of the Planned PDAs. The framework related to readiness and completeness factors will be presented to the Regional Advisory Working Group. A final report linking together the analyses of growth, need, readiness and completeness in the Planned PDAs will be produced, which will help inform discussion on how we might approach regional funding strategies as part of developing the SCS.



Table 1: Planned PDA Growth by County<sup>i, ii</sup>

County	Existing Units (2010)	Future Units (2035) <sup>i</sup>	Change in Units (2010-2035)	Share of Total Planned PDA Housing Growth	Share of Total Planned PDA Housing (2010)	Share of Total Planned PDA Housing (2035)	Existing Jobs (2010)	Future Jobs (2035) <sup>i</sup>	Change in Jobs (2010-2035)	Share of Total Planned PDA Job Growth	Share of Total Planned PDA Jobs (2010)	Share of Total Planned PDA Jobs (2035)
Alameda	89,518	140,067	50,549	24%	24%	24%	228,845	335,839	106,994	18%	22%	20%
Contra Costa	25,428	60,095	34,667	16%	7%	10%	76,272	124,236	47,965	8%	7%	8%
Marin	2,777	4,363	1,586	1%	1%	1%	12,494	15,405	2,911	0%	1%	1%
San Francisco	152,389	215,907	63,518	30%	41%	37%	495,542	715,090	219,548	36%	48%	43%
San Mateo	21,475	39,096	17,621	8%	6%	7%	57,099	121,046	63,947	11%	5%	7%
Santa Clara	67,023	97,244	30,221	14%	18%	17%	131,357	276,332	144,975	24%	13%	17%
Solano	4,460	9,036	4,576	2%	1%	2%	10,621	17,220	6,599	1%	1%	1%
Sonoma	6,824	14,357	7,533	4%	2%	2%	29,899	45,333	15,434	3%	3%	3%
<b>Total</b>	<b>369,893</b>	<b>580,164</b>	<b>210,271</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>1,042,128</b>	<b>1,650,501</b>	<b>608,373</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Table 2: Total Regional Planned PDA Capital Need by Category<sup>iii</sup>

ALL PLANNED PDAs	Total Capital Need (\$ MM)	Category % of Total Need <sup>ii</sup>	Total Funded Capital Costs (\$ MM)	Total % Funded
<b>Total Regional Infrastructure Need</b>	<b>\$ 14,712</b>		<b>\$ 2,743</b>	<b>21%</b>
Affordable Housing	\$ 2,542	19%	\$ 535	21%
Connectivity Projects	\$ 518	4%	\$ 96	19%
Environmental Clean-up	\$ 37	0%	\$ 2	6%
Land Assembly / Site Acquisition / Land Banking	\$ 724	5%	\$ 670	93%
Non-Transportation Infrastructure / Utilities	\$ 1,282	10%	\$ 317	25%
Parking Structures	\$ 395	3%	\$ 97	24%
Parks	\$ 1,734	13%	\$ 330	19%
Public Facilities	\$ 1,073	8%	\$ 223	21%
Road Improvements	\$ 1,653	13%	\$ 133	8%
Shuttles & Other Public Transportation	\$ 805	6%	\$ -	0%
Station Improvements	\$ 2,467	7%	\$ 32	3%
Streetscape Improvements	\$ 920	7%	\$ 123	13%
Transportation Demand Management	\$ 65	0%	\$ 61	93%
Other/Pre-development	\$ 494	4%	\$ -	0%





Table 3: Planned PDA Growth and Capital Infrastructure Needs by County<sup>iv</sup>

County	Change in Units (2010-2035)	Share of Total Planned PDA Housing Growth	Total Estimated Planned PDA Capital Need (\$M)	% of Total Planned PDA Capital Need	Capital Need/New Housing Unit (\$)
Alameda	50,549	24%	\$2,969	20%	\$58,743
Contra Costa	34,667	17%	\$1,302	9%	\$37,544
Marin	1,586	1%	\$157	1%	\$99,190
San Francisco	63,518	30%	\$4,990	34%	\$78,554
San Mateo	16,411	8%	\$737	5%	\$41,804
Santa Clara	30,221	14%	\$3,947	27%	\$130,613
Solano	4,576	2%	\$180	1%	\$39,333
Sonoma	7,533	4%	\$430	3%	\$57,093
<b>Total</b>	<b>209,061</b>	<b>100%</b>	<b>\$14,712</b>	<b>100%</b>	<b>\$69,966</b>

<sup>i</sup> No PDA Assessment Survey was received for the following PDAs: Alameda Naval Air Station, Hayward Cannery, Downtown, and South Hayward BART; and San Leandro Downtown TOD and East 14<sup>th</sup> Street, El Cerrito San Pablo Avenue Corridor, WCCCTAC San Pablo Avenue Corridor, San Francisco Port, Campbell Central Redevelopment Area, Gilroy Downtown Specific Plan Area, Fairfield Downtown South/Jefferson Street/Union Avenue, Suisun City Downtown Waterfront District, Vacaville Allison Policy Plan Area, and Santa Rosa Sebastapol Road Corridor. Growth data from PDA Applications was substituted where available. Projections 2009 growth data was used where PDA Application data was not available.

<sup>ii</sup> If a jurisdiction reported a planning horizon for their PDA that was not 2035, growth figures were extrapolated to 2035.

<sup>iii</sup> Total capital need figure excludes transit capital projects (BART, VTA, High Speed Rail, Caltrain, SMART, eBART, Dumbarton Rail, Transbay rail, SF Muni, Amtrak, & Ferry capital expansion projects).  
<sup>iv</sup> Data about infrastructure needs was not provided or was incomplete for the following PDAs: Berkeley Downtown, San Pablo Avenue, South Shattuck, and University Avenue; Dublin Town Center and Transit Center/Dublin Crossings, San Pablo-San Pablo Avenue Corridor, San Rafael Downtown and Civic Center/North Rafael Town Center, San Francisco/San Mateo Bi-County, Menlo Park El Camino and Downtown, San Mateo County (unincorporated Colma) El Camino Real, San Jose Central/North Consolidated Area and Cottle Transit Village, Vallejo Waterfront and Downtown, and Windsor Redevelopment Project Area. Budget data from PDA Applications was substituted where available for survey non-respondents and for surveys with missing or incomplete budgets.



# One Bay Area

## Sustainable Communities Strategy

### Frequently Asked Questions

#### *What is the Sustainable Communities Strategy?*

The Sustainable Communities Strategy (SCS) is an integrated land use and transportation plan that all metropolitan regions in California must complete under Senate Bill 375. In the San Francisco Bay Area this integration includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP).

#### *What will the SCS do?*

State law requires that the SCS accomplish three principal objectives:

1. Identify areas to accommodate all the region's population associated with Bay Area economic growth, including all income groups, for at least the next twenty-five years;
2. Develop a Regional Transportation Plan that meets the needs of the region; and
3. Reduce greenhouse-gas emissions from automobiles and light trucks.

In responding to these three state mandates, the SCS will also need to be responsive to a host of other regional and local quality-of-life concerns.

#### *What size of population will the SCS need to accommodate?*

The Bay Area currently has 7.3 million people. Over the next twenty-five years it is expected to grow by about another two million; this additional growth is equivalent to approximately five times the current population of the City of Oakland.

#### *What are the greenhouse-gas reduction targets?*

On August 9, 2010, the California Air Resources Board (ARB) staff proposed a seven percent reduction target for 2020 and a fifteen percent reduction target for 2035 for the Bay Area. These targets are based on per capita greenhouse gas emissions from passenger vehicles relative to 2005. Final greenhouse gas (GHG) targets will be adopted by ARB on September 23, 2010.

#### *Who will prepare the SCS?*

Within the Bay Area, the law gives joint responsibility for the SCS to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC). The two agencies will work with the Bay Area Air Quality Management District

(the Air District) and the Bay Conservation and Development Commission (BCDC). They will also partner with local governments, county congestion management agencies and a wide range of stakeholders to ensure broad public input in the SCS's preparation.

*How will the SCS affect local land-use control?*

SB 375 does not alter the authority of city and county governments to make decisions about local land use and development. However, the law does require that the SCS be consistent with the Regional Housing Needs Allocation (RHNA) and therefore affects the next iteration of housing elements in local general plans.

*How does the SCS relate to the Regional Transportation Plan (RTP) and RHNA?*

Regional Transportation Plans include land use projections. The SCS will be the land use allocation in the next RTP, slated for adoption in March 2013. SB 375 stipulates that the SCS will incorporate an 8-year housing projection and allocation pursuant to RHNA.

*Aside from the RHNA requirement, why would local governments want to conform to the SCS?*

1. To benefit from incentives that will be available to conforming localities—for example, Transportation for Livable Communities (TLC) funding, Station Area Planning Grants, investments from the Regional Transportation Plan, and assistance in meeting the requirements of the California Environmental Quality Act (CEQA);
2. To improve the quality of life of our neighborhoods by providing cleaner air, improved public health, better mobility, more walkable streets, and homes closer to transit, jobs, and services.

*Why the emphasis on automobiles and light trucks?*

Transportation is the largest single source of greenhouse gases in California. In the Bay Area, it accounts for 41 percent of our emissions, and over three quarters of these come from personal travel in on-road vehicles. If we are to significantly reduce our contribution to global warming, then we need to reduce the impact of our travel within the region. The SCS aims to reduce emissions by:

- Reducing the separation of land uses (jobs, stores, schools, and homes) and encouraging more complete, mixed-use communities, so people can drive less and increase their walking, biking, and use of transit;
- Clustering more homes, jobs and other activities around transit, so people will be encouraged to take transit rather than drive; and
- Planning land uses and transportation together, so we can manage traffic congestion and vehicle speeds, reducing emissions from excessive idling and other inefficiencies.

*Land use development changes very slowly and many places will not change much. How much difference can the SCS really make?*

We acknowledge that it will likely be decades before changes in the land use pattern make an appreciable difference to the total emissions from personal vehicles. Improvements in vehicle technology and transportation pricing mechanisms (e.g., parking) are likely to have a greater impact, both in the short and longer term. However, the impact of more efficient vehicles could be significantly reduced if the amount we drive and congestion continue to increase because of inefficient land uses. There is a broad consensus that there isn't just one thing that we should do; we will need to move on all fronts. Changes in technology will have to be accompanied by changes in travel behavior if we have any hope of reducing emissions to the levels required by the middle of this century. If we are to be successful in reconfiguring the region by 2050 or so, we need to start now.

*While we implement the long-term land-use changes, is there anything we can do that will have more immediate impact?*

Yes. The state law which requires an SCS allows us to use transportation measures and policies. These might include road pricing (new and increased tolls), parking regulations, and incentives to accelerate the adoption of alternative vehicles like electric cars, among others.

The extraordinarily high gas prices in 2008 demonstrated that an increase in the cost of driving had an immediate effect on travel patterns: fewer people drove, while more took transit. However, while transportation pricing policies could be powerful and fast-acting measures, the impact on people's pocketbooks will be politically contentious and difficult to implement. In addition, the equity consequences could be particularly challenging: we do not want to make life more unaffordable for those who are already struggling. If we increase the costs of driving, we need to supply land use and transportation choices so people have a genuine ability to avoid or mitigate those costs.

*What are some of the other regional efforts related to the SCS?*

The Air District and BCDC are developing policies and regulations that will affect the region's land use pattern and placement of public infrastructure, including transportation.

In its effort to control local and regional air pollution (smog, particulate matter, and airborne toxins), the Air District is considering an indirect source rule (ISR) that regulates the construction and long-term transportation impacts of land development. The ISR may require mitigation or payments in lieu of development that increases automobile travel and vehicle emissions. The Air District also recently adopted new thresholds for the evaluation of development projects under CEQA.

BCDC will be releasing an adaptation plan to prepare for inevitable sea-level rise and storm surges affecting areas on and near the Bay shoreline. This will have implications for the location of future development and perhaps for the relocation of existing development and infrastructure. The SCS needs to consider this adaptation work.

*What if the SCS is not able to meet its targets?*

If we cannot meet the greenhouse-gas reduction targets in the SCS, then we must prepare an Alternative Planning Strategy (APS) to accompany the SCS. The APS will be structured like the SCS, but it is an unconstrained plan that does not have to be as feasible or achievable as the SCS, since it would not be adopted as part of the RTP. The APS would identify the physical, economic, or political conditions required to meet the regional greenhouse gas targets. The APS may provide some CEQA streamlining to housing or mixed-use development projects which are consistent with certain aspects of its land use pattern.

*What type of CEQA assistance might be provided through the SCS or APS?*

The CEQA relief to be provided through the SCS or APS could include the following:

1. Residential or mixed use projects that comply with the general use designation, density, building intensity and other policies specified for the project area in the SCS will not be required to deal with growth-inducing impacts or transportation-related project-specific or cumulative impacts on global warming or on the regional transportation network required by CEQA.
2. Transit priority projects, which meet a number of land use, density and location criteria as well as including high-quality transit might be totally exempt from CEQA or might qualify for a streamlined review called a sustainable communities environmental assessment.

*The SCS sounds like a big project. Are we starting from scratch?*

Thankfully, we are not. For over a decade, the Bay Area has been encouraging more focused and compact growth to help revitalize older communities, develop complete communities, reduce travel time and expense, make better use of the existing transportation system, control the costs of providing new infrastructure, protect resource land and environmental assets, promote affordability, and generally improve the quality of life for all Bay Area residents. Reducing greenhouse-gas emissions just provides another reason to continue and accelerate these ongoing efforts.

Responding to the regional agencies' FOCUS program, over sixty local governments have voluntarily designated over 120 Priority Development Areas (PDAs). Located within existing urbanized areas and served by high-quality public transit, PDAs consume only about three percent of the region's land area but are being planned by their local jurisdictions to house nearly one-half of the region's projected population growth to the year 2035. FOCUS PDAs and associated incentive programs like TLC – which has reached its 10-year anniversary – provide a solid foundation upon which to build the SCS.

*How much time do we have to complete the Sustainable Communities Strategy?*

According to the State, the Bay Area's SCS is due in March 2013. However, a draft SCS needs to be completed by the beginning of 2012 so it can guide the investments in the transportation plan, to ensure consistency with the eight-year RHNA, and make sure that environmental impact documents are completed in time to allow sufficient public review. We will receive our final greenhouse-gas targets from the California Air Resources Board in September 2010. That leaves less than a year and a half to work with all our partners to actually produce the SCS.

Over the next few months, we will build the necessary analytic tools, strengthen partnerships with local governments and other stakeholders, and work out the information and engagement mechanisms to make the process transparent and worthy of public support.

*Who should we contact with questions?*

- Doug Kimsey, MTC, (510) 817-5790, [dkimsey@mtc.ca.gov](mailto:dkimsey@mtc.ca.gov)
- Ken Kirkey, ABAG, (5410) 464-7955, [kennethk@abag.ca.gov](mailto:kennethk@abag.ca.gov)
- Henry Hilken, BAAQMD, (415) 749-4642, [hhilken@baaqmd.gov](mailto:hhilken@baaqmd.gov)
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CONTRA COSTA  
**transportation  
 authority**

*Final*

**Contra Costa's Principles for Collaborative Development of the SB 375  
 Sustainable Communities Strategy**

**PREAMBLE:**

SB 375 (Steinberg) was signed into law by the Governor on September 30th, 2008. The bill changes the regional transportation planning process "to achieve, if there is a feasible way to do so," greenhouse gas (GHG) emission targets set by the California Air Resources Board (CARB). The intent of the bill is to help forestall climate change through the comprehensive integration of land use and transportation planning.

Responsibilities for SB 375 implementation are assigned to state and regional agencies. In the Bay Area, explicit responsibility is assigned to MTC and ABAG to develop a Sustainable Communities Strategy (SCS) as part of the 2013 Regional Transportation Plan (RTP). The SCS, in concert with transportation investments included in the RTP, is intended to achieve the GHG reduction targets set by the CARB for 2020 and 2040. The bill specifies that MTC and ABAG shall conduct outreach efforts to a broad range of stakeholders, including the congestion management agencies (CMAs).

While the statute does not mandate a formal role for Bay Area CMAs, the Authority expects to be fully engaged with the process as it relates to Contra Costa. The following principles have been developed to help guide Contra Costa's elected officials, whose roles at the local, regional, and State level will help shape the SCS.

Building upon the foundation of the Authority's Growth Management Program, and the earlier Shaping Our Future effort, the principles are intended to support collaborative decision-making that will result in a feasible SCS that meets GHG reduction targets while supporting the Authority's mission, vision, and core values.

**PRINCIPLES:**

The following principles are considered as a living document. The Authority may, from time to time, revisit them to make course corrections that will support a collaborative decision-making process among local, regional, and state agencies as the SCS process evolves:

1. **Forge a Positive Relationship with the Regional Agencies.** At both the elected official and staff level, the Authority intends to work with the regional agencies to support development of an SCS by facilitating a dialogue between the regional agencies and local jurisdictions regarding land use plans in Contra Costa.
2. **Consensus-Based Planning.** The Authority will seek to achieve an SCS as it applies to Contra Costa that reflects agreement between local jurisdictions and the regional agencies regarding land use assumptions, along with a Contra Costa-based plan for supportive transportation investments.

3. **Consideration of General Plans.** The long-range (2040) vision for the SCS will specify where new growth is to occur. This vision may conflict with currently adopted General Plans. Local jurisdictions that are in agreement with the land use assumptions in the SCS would undertake subsequent General Plan Amendments to reflect the agreed-upon SCS, and such action may take place subsequent to adoption of the 2013 RTP. Local jurisdictions that are not in agreement with the proposed land use assumptions in the SCS will be given the opportunity to work at the subregional level in collaboration with the regional agencies to develop an alternative land use proposal that contributes towards achievement of the Bay Area's GHG emissions target. Where mutual agreement on the proposed SCS is not achieved, the role of the Authority will be to acknowledge the conflict and to identify other factors or impacts that may be relevant for the protection of the environment, furtherance of GHG goals by alternative means, or the sustainability of a local jurisdiction.
4. **Local Control of General Plans and Zoning Maps.** Each local jurisdiction shall retain full control of local general plans and zoning within its municipal boundary.
5. **Ensure the Participation of all Local Jurisdictions and Partner Agencies.** Beyond a focus on the priority development areas (PDAs) as the core of the SCS, efforts will also be made to ensure that all cities and towns can successfully participate in the process, so that their land use and transportation needs can also be addressed. Furthermore, the Authority welcomes and encourages participation by other agencies, such as the transit operators.
6. **Facilitative Role.** Working in partnership with local jurisdictions and the regional agencies, the Authority, as a transportation agency, should play a facilitative role by providing resources, information and policy insights to cities, towns and Contra Costa County, while recognizing that local jurisdictions have sole discretion with respect to land use decisions. A working group of Contra Costa planning directors will be established to monitor the development of the SCS and any issues raised during that process.
7. **Urban Limit Line.** The SCS needs to respect the Measure J mandated Urban Limit Line (ULL) for Contra Costa, which represents an agreed upon "urban growth boundary," and shall direct all urban development to areas within the ULL.
8. **Sustainable Transit.** Ensure that the SCS includes feasible transit service that is adequately funded to provide reliable and convenient service for Contra Costa, while encouraging walking and bicycling.
9. **Rural Sustainability Component.** Recognizing SB 375's overall goal of achieving more focused growth, the SCS also needs to consider transportation investments for the safety and preservation of roads serving farm to market and interconnectivity transportation needs.
10. **Public Health.** The Authority recognizes that there are multiple public health benefits to transportation policies that both reduce GHG emissions and increase mode share of walking, cycling, and transit, and will consider these health co-benefits in planning decisions.
11. **Reflect Contra Costa's Continuing Commitment to Growth Management and Resource Conservation.** Development of the SCS shall incorporate Contra Costa's existing efforts and programs that would help reduce GHG emissions. These include the Measure J Growth Management Program (GMP), the establishment of PDAs and PCAs,



and the East Contra Costa Habitat Conservancy. The GMP, in particular, has much in common with the objectives of the SCS, including the ULL provision noted above, local jurisdiction compliance with State Housing and Community Development (HCD) Department requirements, 511 Contra Costa Clean Fuel Infrastructure and transportation demand management programs funded by Measures C and J, and a general plan amendment (GPA) review process to address the impacts of growth and promote appropriate mitigation.

12. **Shaping Our Future.** Continue the collaborative process that began with Shaping Our Future, where Contra Costa jurisdictions collectively developed the Shaping Our Future land use plan, and which provided a springboard to the PDAs and PCAs that are now being incorporated into the SCS and which has significant transportation benefits.
13. **Common Voice.** The Authority in collaboration with the cities, towns and Contra Costa County should provide a unified voice and advocate for all Contra Costa jurisdictions in working work with the regional agencies and adjacent CMAs.
14. **Final SCS.** The Authority will support the final SCS provided it is consistent with each local jurisdiction's mission, vision and sustainability goals.



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*Planning Committee* **STAFF REPORT**

September 1, 2010

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**Update on SB 375 Implementation**

**Local Review of ABAG Projections 2009 Land Use Assumptions**

Following the round of kick-off meetings with each of the Technical Advisory Committees to the Regional Transportation Planning Committees, local planners are continuing their review of the land use data that will serve as a base case for developing the Sustainable Communities Strategy (SCS). In May, local planners were given *Projections 2009 (P-2009)* land use data for 2010 and 2035, and asked to comment on the allocation of households and jobs at the census tract level. Comments were due on June 30, 2010. As of this writing, 10 of 20 local jurisdictions have responded. A second round of meetings is scheduled for the September 2010 timeframe.

**California Air Resources Board (CARB)**

The CARB released draft GHG emissions reduction targets on August 9, 2010. The draft targets use "percentage reduction per capita by 2020 and 2035" as the unit of measurement. Rather than release a single target that applies statewide, CARB released targets for each MPO. The final draft targets for the SF Bay Area are a 7% reduction by 2020, and a 15% reduction by 2035. CARB is scheduled to adopt the targets on September 23, 2010.

**Regional Advisory Working Group (RAWG)**

The RAWG met on August 3, 2010 at MTC. The meeting began with a panel discussion with three economists on the prospects for economic growth in the region. MTC staff outlined the targets for greenhouse gas emissions that MTC adopted in July. The focus of the meeting was on the "performance measures" and "indicators". The former will be used to evaluate the future performance of the scenarios used to develop the SCS. The latter will be used to monitor changes in actual conditions after the adoption of the SCS to measure the effectiveness of the plan. The next RAWG meeting is scheduled for September 7, 2010.

**SCS CEO Committee**

The next SCS CEO Committee meeting date is currently being scheduled for the September/October timeframe.

**Leadership Roundtable Discussions**

JPC staff is currently setting up meetings with the Chair and Vice Chair of each CMA, along with key executive staff, to discuss SB 375 implementation issues.

**SB 1445 (DeSaulnier)**

SB 1445, the proposed \$1 vehicle registration fee bill to provide for a temporary (through 2016) source of revenue for the implementation of SB 375, has been re-written to allow MPOs, COGS, and transportation commissions to levy a vehicle registration fee of up to \$4, subject to a majority vote of the electorate within the agency's jurisdiction. The first two dollars in fee revenues would go into a Regional Blueprint Plan Implementation fund to be used by the MPO/COG for land use strategies, vehicle use reduction, and specified transportation-related activities aimed at reducing GHG emissions. Revenues generated by the second two dollars would fund a grant program to locals for planning and projects related to blueprints or the SCS.