

**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:**

- CCTA-December 1, 2010 and February 2, 2011 Update on SB 375 Implementation;

Documents available at the January 31, 2011 TRANSPAC SCS meeting:

- Contra Costa's Principles for Collaborative Development of the SB 275 Sustainable Communities Strategy;
- One Bay Area, Overview of the Sustainable Communities Strategy;
- SB 375 Overview (slides); Sustainable Communities Strategy Planning Process: Phase 1 and Phase 2 Detail for 2010 and 2011(charts).



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*Planning Committee Meeting STAFF REPORT*

February 2, 2011

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

**RTPC Meetings:** Scheduled meetings in 2011 are as follows: SWAT – January 9; TRANSPLAN – January 13; and WCCTAC – January 28. An “expanded” TRANSPAC meeting is scheduled for 6:30 p.m. on January 31 at the Authority offices in Walnut Creek. An “expanded” LPMC meeting of the Lamorinda Tri-City Council is scheduled for February 10, 2011, in the Town of Moraga.

**Presentation to the CAC:** The Authority’s Citizens Advisory Committee is scheduled to receive a presentation on the SCS on February 23, 2011.

**Planning Directors Meetings:** The next Planning Directors meeting is scheduled for Friday, March 11, 2011.

**RAWG Meetings:** The Regional Advisory Working Group met on Tuesday, January 4, 2011 to review the performance measures and the role of schools in the PDAs. The next RAWG meeting is scheduled for February 1, 2011.

**SCS Ad-Hoc Committee on Performance Measures:** The committee has completed its work on developing quantifiable performance measures for the evaluation of projects and land use scenarios proposed for the SCS as part of the 2013 RTP. Unlike the targets for GHG reduction and affordable housing, which are mandatory, the performance measures are voluntary measures that MTC can modify to respond to changing conditions as the SCS evolves. Authority staff participated on the Ad Hoc Committee and supports the Committee’s recommendations. The performance measures are scheduled for adoption by the MTC Board on January 26, 2011.

**Expected “Call for Projects”:** MTC staff has notified us of the tentative schedule for the “call for projects” for the 2013 RTP. The “call” can be expected in mid-February 2011, with a due date of end of April. As the CMA for Contra Costa, the Authority is responsible for working with project proponents to develop an initial list of transportation projects for submittal to MTC. To jump-start the process, Authority staff will notify the RTPCs in early February to begin work on the project submittals. A final list is due to MTC in May 2011.

**Work on the SCS Initial "Vision Scenario":**

MTC and ABAG continue to work on developing the SCS Initial Vision Scenario, which will incorporate all of the input received from local jurisdictions on the development of Priority Development Areas (PDAs). MTC will then determine the affect this scenario has on GHG reductions. Results are expected in early March 2011.



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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.



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.

# OneBayArea

Overview of the Sustainable Communities Strategy – January 2011

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This 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. The “template” for this report was initially prepared by staff from the Association of Bay Area Governments (ABAG). The “template” report was revised by CCTA staff to provide the Regional Transportation Planning Committees (RTPCs) and local jurisdictions with an overview of the SCS in relation to subregional and local policy considerations.

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.

## **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 the 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. In Contra Costa, the effort began with "Shaping Our Future," which was completed in 2007 and which laid the groundwork for the designation of FOCUS Priority Development Areas (PDAs) – the 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 to their needs and ongoing planning efforts. In Contra Costa, our working group includes the RTPCs, the Planning Directors, the Authority's TCC, and an RTP/SCS Task Force. These 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.

The first County-Corridor Working Group meeting (a.k.a. "the SB 375 Leadership Roundtable") for Contra Costa was held on September 27, 2010 at the CCTA offices in Walnut Creek. The focus of this meeting was to establish an SCS engagement strategy that best suited Contra Costa. At the meeting, it was determined that the most effective channel for communication with the local jurisdictions was through the RTPCs. It was further suggested that from time to time, expanded meetings of the RTPCs should be held to provide an opportunity for all elected officials in each subarea to weigh in at key decision points throughout the SCS-process.

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.

## **BENEFITS FOR ALL**

The SCS provides an opportunity for the local jurisdictions of Contra Costa 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**

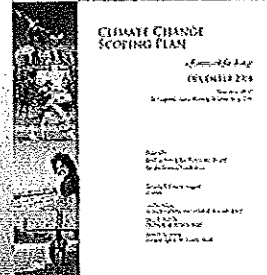
- Regional agencies expect to release an initial Vision Scenario in early February 2011.
- City (or County) staff will subsequently provide a report to their Councils/Boards describing the overall approach, regional context, and local implications.
- Local staff will seek Council feedback and response 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.
- Testing and development of SCS Scenarios: Late 2011.
- Develop draft RTP/SCS for analysis 2012.
- MTC adopts final RTP/SCS: 2013.

# SB 375 Overview

Presentation to TRANSPAC  
January 31, 2011

## AB 32 Global Warming Solutions Act of 2006

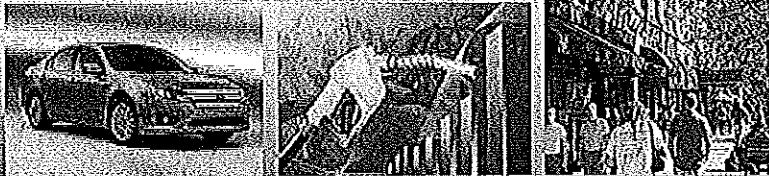
- AB 32 establishes the first comprehensive program of regulatory and market mechanisms in the nation to achieve greenhouse gas (GHG) emissions reductions
- AB 32 sets GHG emissions limit for 2020 at 1990 level
  - Acknowledges that 2020 is not the endpoint
  - Points way towards 80% reduction by 2050
- Air Resources Board (ARB) adopted a Scoping Plan to achieve AB 32's GHG emissions reduction target



## California's Three Pronged Approach to Reducing Transportation Greenhouse Gases

AB 32 Scoping Plan estimates for GHG reductions in 2020  
(Data call for 2010 to 2015)

- Cleaner vehicles (Pavley Rules) - 38 tons
- Cleaner fuels (Low-Carbon Fuel Standard) - 15 tons
- More sustainable communities (SB 375) - 5 tons



## SB 375 Basics

- Directs ARB to develop passenger vehicle GHG reduction targets for California's 18 MPOs for 2020 and 2035
- Adds Sustainable Communities Strategy as new element to RTPs
- Requires separate Alternative Planning Strategy if GHG targets not met
- Provides CEQA streamlining incentives for projects consistent with SCS/APS
- Coordinates RHNA with the regional transportation planning process

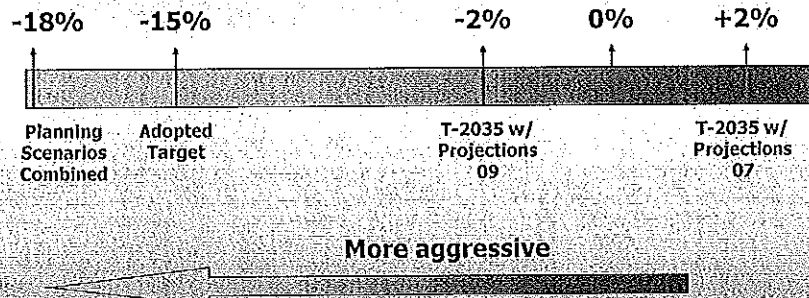


## ARB Adopted Targets — September 2010

Percent Reduction in Per Capita Emissions from 2005 to Target Year		
	2020	2035
Bay Area	7%	15%
Sacramento	7%	16%
San Diego	7%	13%
Los Angeles	8%	13%
Central Valley	5%	10%

## Bay Area GHG Scenarios

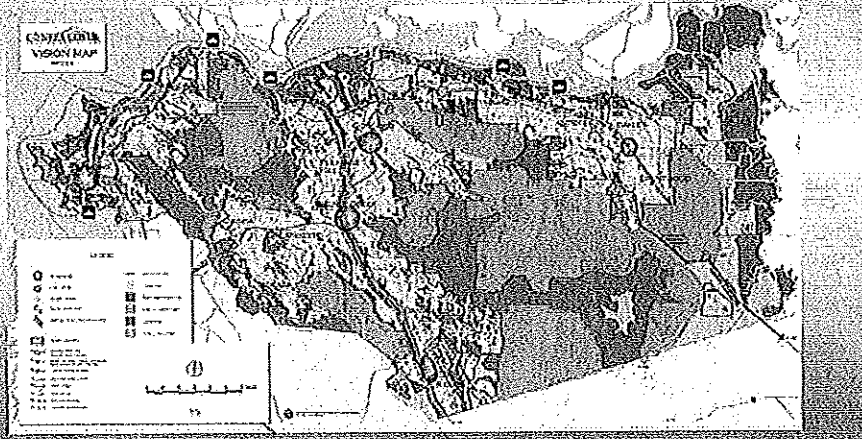
(% per capita - 2005 vs. 2035)



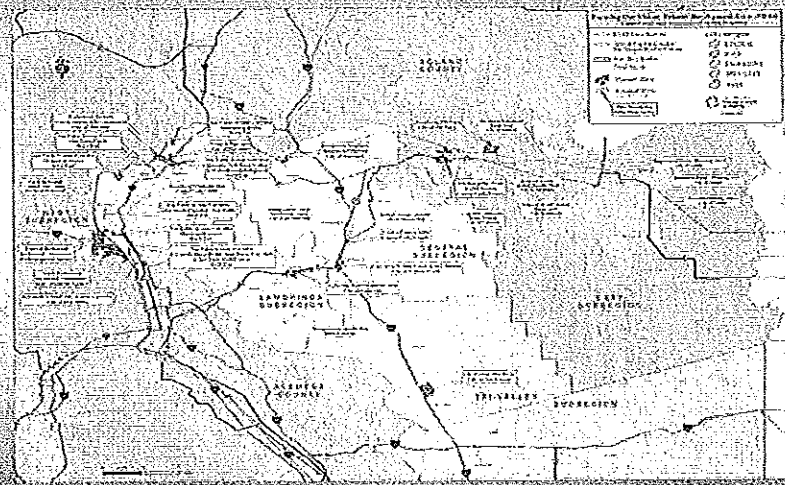




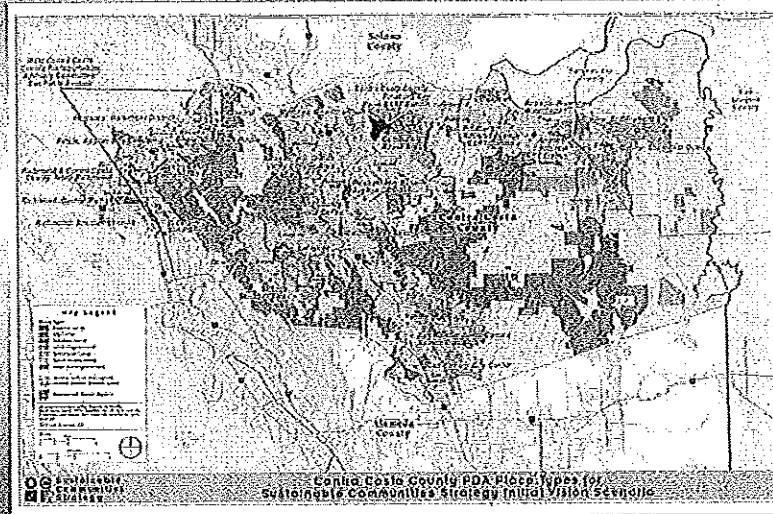
# Shaping Our Future (2003)



# PDAs in Contra Costa



## The SCS for Contra Costa



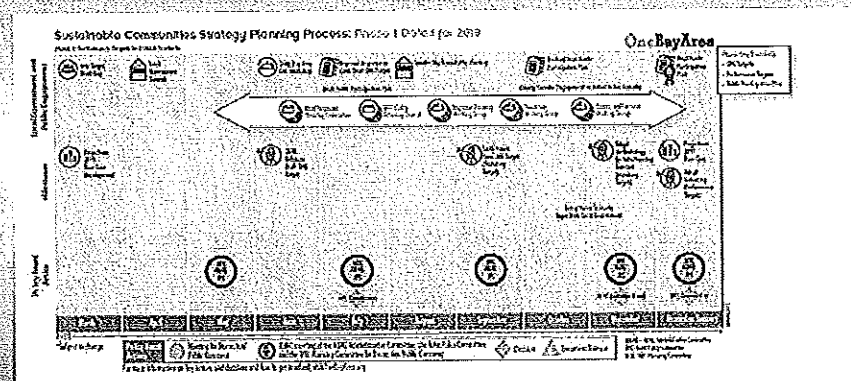
## Resources to Local Government Are Key

- State and regional capital grants
- New federal funding models (e.g. joint HUD/DOT/EPA programs)
- Self-help tools (e.g. value-capture such as tax increment financing)

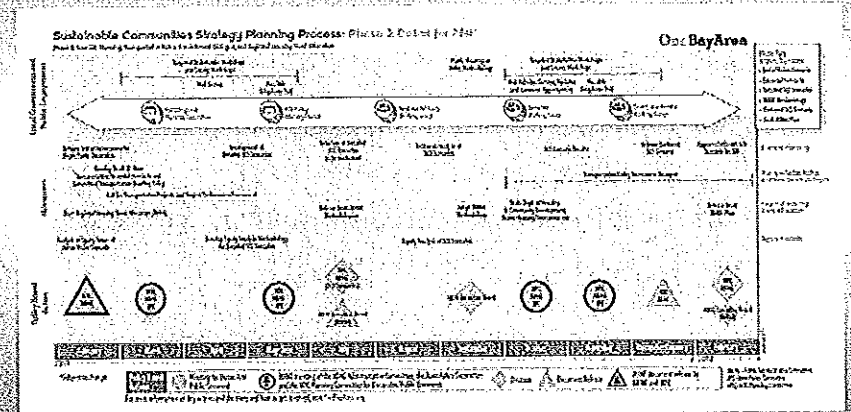
### PDA Capital Funding Shortfall

Category	\$ billions
Transportation Infrastructure	6.3
Affordable Housing	2.0
Parks	1.4
Utilities	0.9
Other Public Facilities	0.9
Pre-Development Activities	0.6
<b>TOTAL</b>	<b>12.1</b>

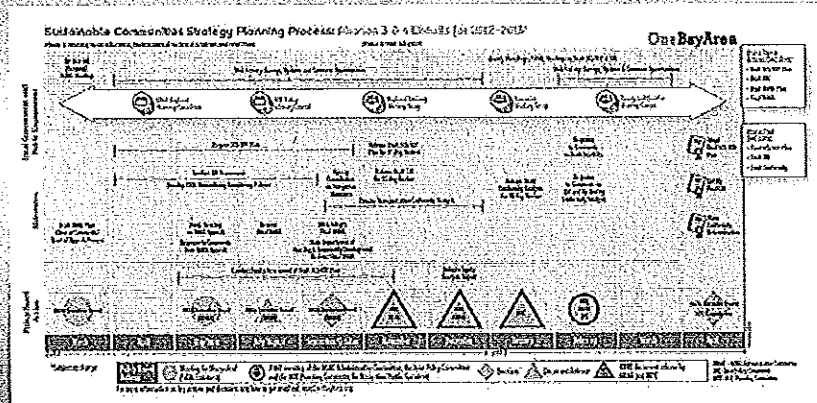
# SCS Planning Process: Phase 1



# SCS Planning Process: Phase 2



## SCS Planning Process: Phases 3 & 4



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## SCS Initial Vision Scenario

- Identify areas to accommodate future population and employment growth
- Developed via partnership among regional agencies and local jurisdictions
- Allow for unconstrained resources and infrastructure
- Tested against GHG and other targets

## **Initial Vision Scenario Timeline**

### **November – December 2010:**

- Local Input on Initial Vision Scenario

### **December 2010 – February 2011:**

- SCS Performance Targets released
- SCS overview presented to RTPCs

### **March 2011:**

- Initial Vision Scenario released; assessed against Performance Targets

### **April 2011 – December 2011:**

- Local Input on Detailed Scenario(s) & Preferred Scenario

## **SB 375 Overview**

### **Questions and Comments**

**<http://www.Onebayarea.org>**

Implementing and Responding to SB 375 at the Local Level

## **ENGAGEMENT STRATEGY**

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### **Engagement Strategy for Contra Costa**

#### **CCTA Board and Planning Committee:**

- Standing monthly reports/Action items

#### **Regional Transportation Planning Committees (RTPCs):**

- Ongoing technical and policy input
- Opportunities for "expanded" meetings
- Provides input to CCTA Board

#### **Planning Directors Forum:**

- Meets quarterly; provides detailed input on SCS

## Contra Costa's Principles for Collaborative Development of the SCS

Forge a Positive Relationship with the Regional Agencies	Consensus-Based Planning
Facilitative Role	Consideration of General Plans
Reflect Contra Costa's Continuing Commitment to Growth Management	Local Control of General Plans and Zoning Maps
Speak with a Common Voice	Ensure the Participation of all Local Jurisdictions and Partner Agencies
Support Final SCS	Urban Limit Line

## Scenario Development Engagement

- Regional Advisory Working Group
- County-level meetings to release Initial Vision Scenario
- Local staff reports to Councils
- Public workshops
- Housing Methodology Committee
- RTPCs & Planning Directors Forum



## **Engagement Strategy**

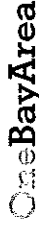
**Questions and Comments**

**<http://www.Onebayarea.org>**

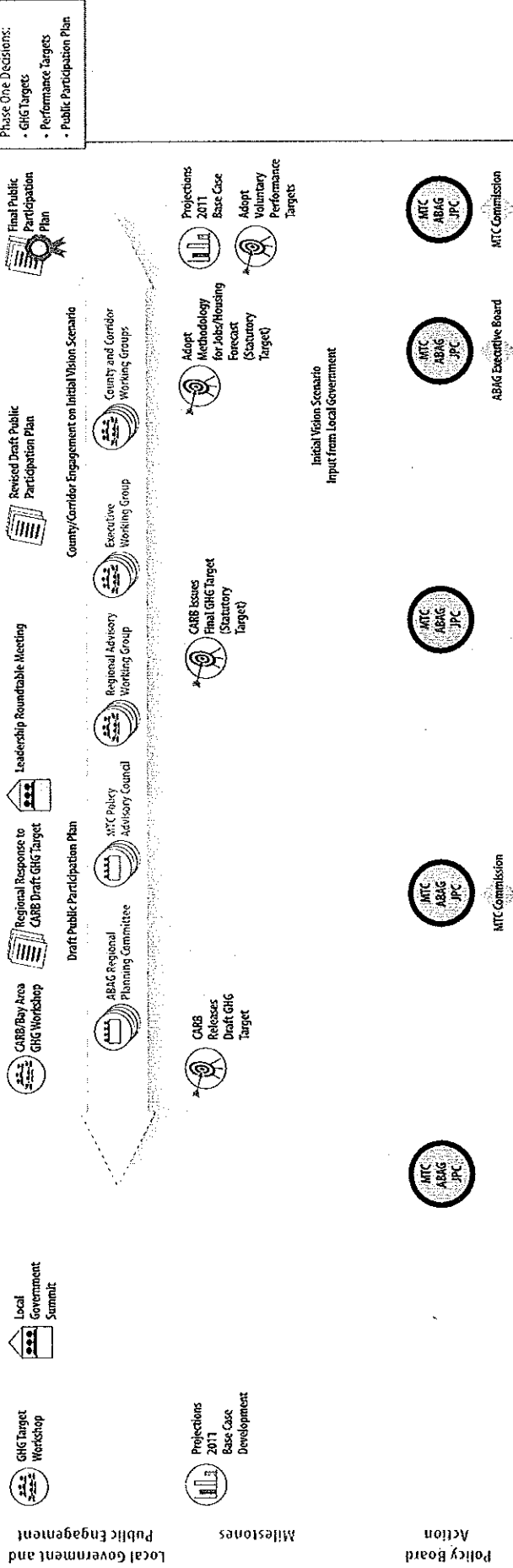


# Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010

Phase 1: Performance Targets and Vision Scenario



- Phase One Decisions:
- GHG Targets
  - Performance Targets
  - Public Participation Plan



\*Subject to change

For more information on key actions and decisions and how to get involved, visit [OneBayArea.org](http://OneBayArea.org)

Policy Board Actions

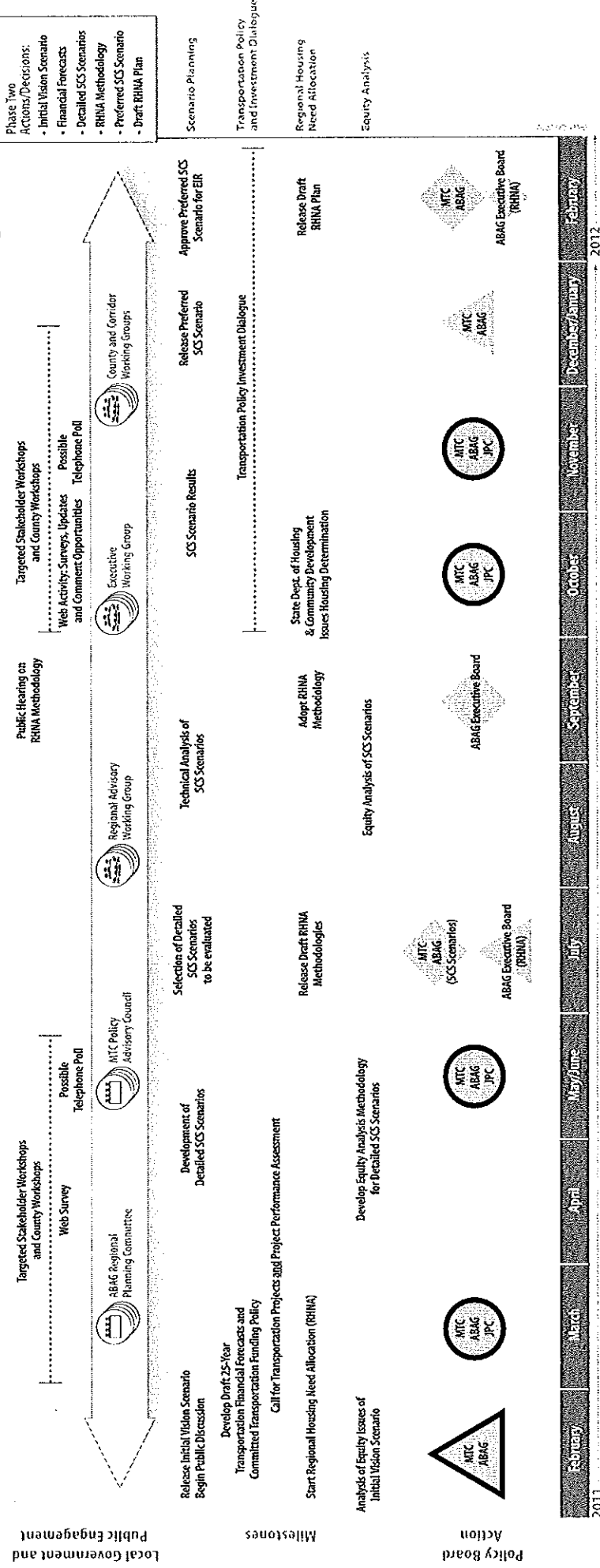
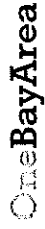
JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment

Document Release

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

# 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**

**Policy Board Actions:** Meeting for Discussion/Public Comment

**Decision:** Document Release

**JOINT document release by ABAG and MTC**

**ABAG - ABAG Administrative Committee**

**JPC - Joint Policy Committee**

**MTC - MTC Planning Committee**

For more information on key actions and decisions and how to get involved, visit [OneBayArea.org](http://OneBayArea.org)

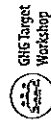
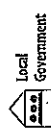
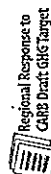
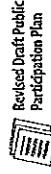


# Sustainable Communities Strategy Planning Process: Phase 1: Decision for 2010

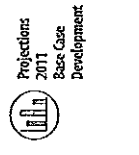
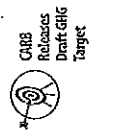
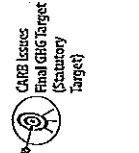
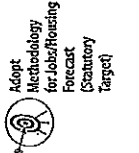
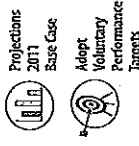
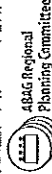
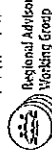
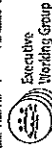
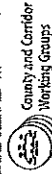
Phase 1: Performance Targets and Vision Scenario

## OneBayArea

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



County/Corridor Engagement on Initial Vision Scenario



Initial Vision Scenario  
 Input from Local Government



MTC Commission

ABAG Executive Board

MTC Commission

MTC Commission

MTC Commission



\*Subject to change  
 Meeting for Discussion/  
 Public Comment  
 Policy Board  
 Decision  
 Document Release  
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