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Subject: SCS Vision Scenario

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Executive Summary

By the spring 2011, ABAG and MTC will develop a vision scenario for the Sustainable Communities Strategy in partnership with local jurisdictions and Congestion Management Agencies along with input from stakeholders and the general public. This vision scenario will articulate a preliminary regional land use strategy and assess its performance relative to the greenhouse gas emissions, housing provision and other targets. This first major task will be opening for the development of the detailed SCS scenarios in 2011

Recommended Action

Informational Item. No Action Required

Next Steps

A Presentation of the Sustainable Communities Strategy Vision Scenario, Spring 2011

Attachments:

Sustainable Communities Strategy Vision Scenario Report

OneBayArea

Sustainable Community Strategy
County/Corridor Engagement
Vision Scenario Development

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. 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).