

**SUSTAINABLE COMMUNITIES STRATEGY
EXECUTIVE WORKING GROUP
June 7, 2010, 1:30 p.m. to 3:30 p.m.
Joseph P. Bort MetroCenter, 1st Floor, Auditorium
101 - 8th Street, Oakland, CA 94607**

	Estimated Time for Agenda Item
1. Welcome – <i>Henry Gardner (ABAG); Steve Heminger (MTC); Jack Broadbent (BAAQMD); Will Travis (BCDC)</i>	1:30 p.m.
2. Sustainable Communities Strategy: Context, Convergence and Opportunities* <i>Executives from ABAG, MTC, BAAQMD and BCDC will set the context for the development of a Sustainable Communities Strategy and lead a discussion of meeting participants on the challenges and opportunities related to the process. Presentation: Slides attached.</i>	1:40 p.m.
3. Local Government Partnership Process* <i>The regional agencies seek input on a proposed process (attached) to work with elected officials, local governments, Congestion Management Agencies, and stakeholders in the development of the Sustainable Communities Strategy.</i>	2:40 p.m.
4. Next Steps/Other Business/Public Comments	3:25 p.m.

Next meeting on:

Thursday, July 29, 2010 from 1:30 p.m.

MetroCenter, 1st Floor Auditorium, 101-8th Street, Oakland 94607

The Executive Working Group is comprised of the executive directors from the Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Area Air Quality Management District, and Bay Conservation and Development Commission, the executive directors of the nine Congestion Management Agencies, a city manager representing each of the nine counties, and the city managers from the three largest cities in the region (San Francisco, San Jose and Oakland). The Executive Group provides input to regional agency staff on Regional Transportation Plan/Sustainable Communities Strategy work elements. Group discussion follows each staff presentation.

* Agenda Items attached

**Agenda Items with attachments to be distributed at the meeting.

Staff Liaisons: Ashley Nguyen, MTC, 510.817.5809 and Christy Riviere, ABAG, 510.464.7923

Website: www.OneBayArea.org

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Date: June 3, 2010
To: Sustainable Communities Strategy Executive Working Group
From: Henry Gardner, ABAG and Steve Heminger, MTC
Subject: SB 375 Overview and Meeting Purpose

Overview

SB 375 (Steinberg), which became law on September 30, 2008, mandates an integrated regional land use and transportation planning approach to reducing greenhouse-gas (GHG) emissions from automobiles and light trucks. The bill expands regional and local responsibilities relative to state housing objectives through development of a Sustainable Communities Strategy (or SCS) that requires the following:

- identify the general location of land uses, densities, and building intensities within the region
- identify residential areas sufficient to accommodate all of the Bay Area's population, including all economic groups, for 25 years
- within three years of amending their housing elements, local governments enact zoning to implement those elements
- identify a transportation network that serves the needs of the region
- an integrated land use and transportation plan that achieves greenhouse gas emission reduction targets as established by the California Air Resources Board (CARB)

SB 375 explicitly assigns responsibilities to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC) to implement the bill's provisions for the Bay Area. However the two additional regional agencies, the Bay Area Air Quality Management District (Air District) and the San Francisco Bay Conservation and Development Commission (BCDC), are undertaking efforts that will feed into the SCS. All four agencies will be developing the SCS under the auspices of the Joint Policy Committee (JPC).

Meeting Purpose

Successful development and implementation of the Bay Area's Sustainable Communities Strategy (SCS) requires an active partnership with local jurisdictions. While the SB 375 legislation is new to our region, the elements comprising the SCS are not. Over the years the region has built a strong foundation of work and activities that integrate land use and transportation planning; these include:

- Regional Transportation Plan (RTP), including development of our Transportation for Livable Communities (TLC) program, Station Area Plans, and MTC's TOD Policy
- FOCUS Priority Development Areas
- Infill/Transit-Oriented Regional Housing Needs Allocation (RHNA)
- Projections 2009

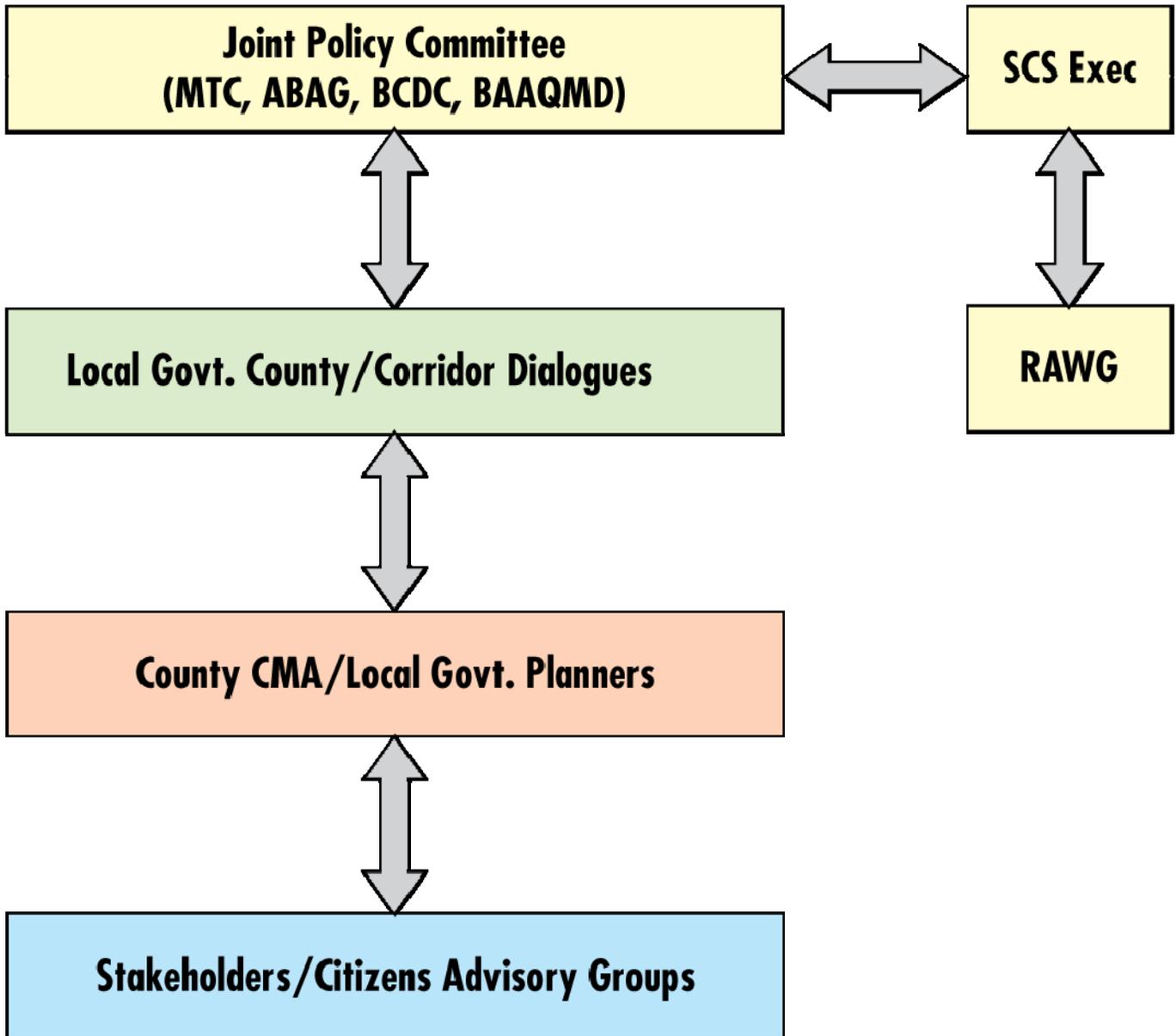


Given the need to more closely integrate these activities, the public engagement process will be supplemented by a partnership of local governments and regional agencies that will bring together elected officials, planning directors, county congestion management agencies, and local transit agencies. These groups would advise the JPC on issues related to SCS development. Similar to MTC's long-standing Partnership Board, there would be both a CEO-level group (Executive Working Group) and a staff-level and stakeholder group (Regional Advisory Working Group) that would advise the executives. Both groups will meet on an as needed basis throughout the development of the SCS. .

The purpose of the June 7, 2010 Executive Working Group is to frame specific issues that will need to be addressed in our SCS, bring everyone up to speed on current activities, and discuss our proposed public agency engagement plan.

We look forward to your participation and a successful partnership to develop a meaningful SCS.

SCS Local Govt. Partnership



Sustainable Communities Strategy: Context, Convergence & Opportunities



Executive Working Group Meeting
June 7, 2010

One Bay Area: Many Facets



**Resilient
Economy**

**Diverse
Population**

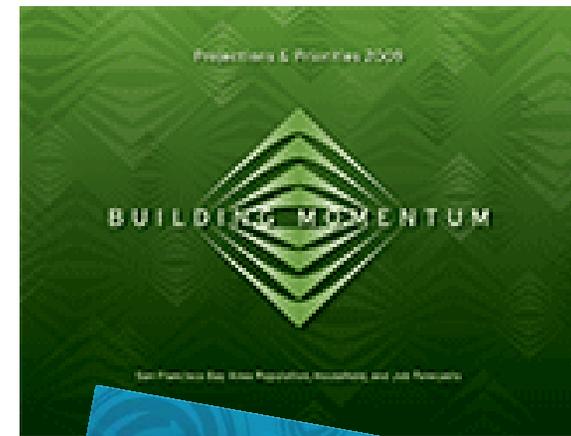
**High
Quality of
Life**

**Strong
Sense of
Place**

**High
Environmental
Quality**

Foundation

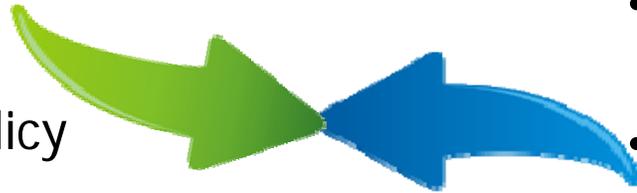
- Resolution 3434 TOD Policy
- Transportation 2035 Plan
- Projections 2009
- Infill/Transit-Oriented Regional Housing Need Allocation (RHNA)
- FOCUS Priority Development Areas



FOCUS

Convergence

- FOCUS Priority Development Areas
- Fix-It First Policy
- Transportation Pricing

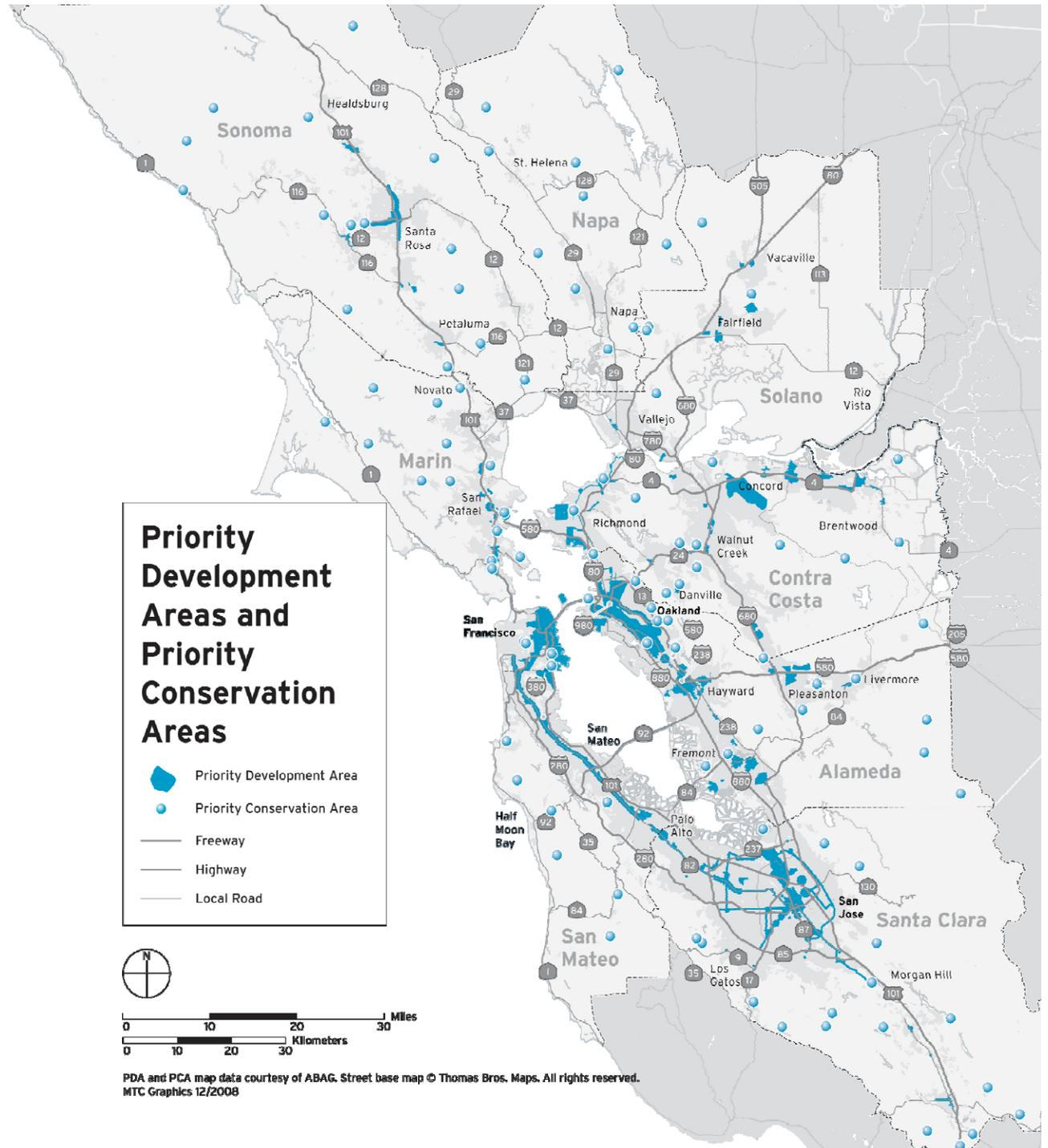


- Regional Transportation Plan
- Regional Housing Needs Allocation
- Projections
- Bay Plan
- CEQA Guidance/Indirect Source Review Rule

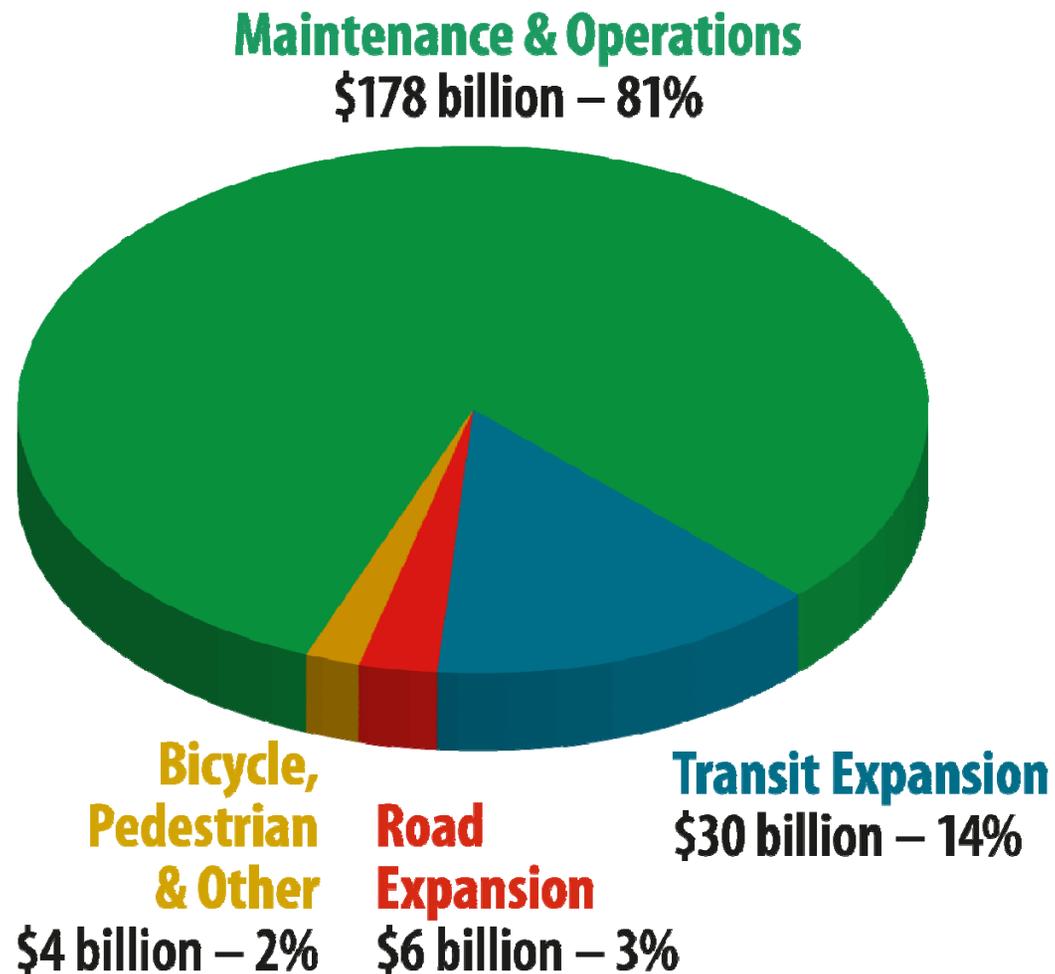
FOCUS

PDA:

- Locally nominated
- Existing Communities
- Near Transit
- Planned for more housing



Transportation 2035 Plan: Fix-It First



Total Revenues: \$218 Billion

Pricing

- Congestion Pricing on Bay Bridge
- Regional Express Lane Network
- San Francisco's Mobility, Access & Pricing Study (MAPS)
- Parking Pricing



SB 375 Basics

- Uses regional transportation planning process to help achieve reductions in GHG emissions consistent with AB 32
 - CARB develops vehicle GHG reduction targets
 - Sustainable Communities Strategy is new element to Regional Transportation Plans
 - SCS is to identify areas within region sufficient to accommodate all the region's population, including all economic segments; and to accommodate that population in a manner that reduces GHG emissions
- Coordinates regional housing needs allocation process with the regional transportation planning process while maintaining local authority over land use decisions



SCS Core Tasks – Target Setting

- Greenhouse Gas Target
- Housing Target



How Does the T-2035 Project Alternative Perform Compared to 2005 Base Year?

	2005 Base Year	2020 Interim Year	T2035 Plan	Change 2005 to 2020 Project		Change 2005 to 2035 Project	
				Numeric	Percent	Numeric	Percent
Average Weekday Pounds Per Capita CO ₂ Emissions from Passenger Vehicles and Light Duty Trucks*	20.8	19.7	20.1	-1.1	-5%	-0.7	-3%

- **Reduction of 5 percent in CO₂ emissions in 2020**
- **Reduction of 3 percent in CO₂ emissions in 2035**

* Excludes Pavley and LCF standards; preliminary data subject to change.

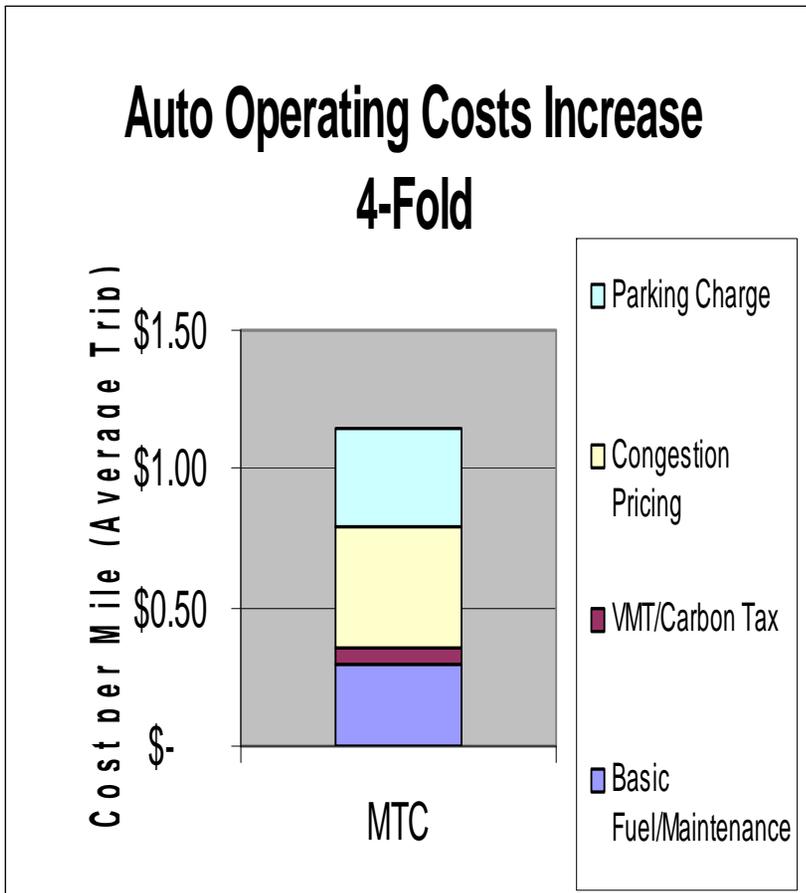
How Does the T-2035 “Aggressive” Alternative Scenario Perform Compared to 2005 Base Year?

	2005 Base Year	2035 “Aggressive”	Change 2005 to 2035 Project	
			Numeric	Percent
Average Weekday Pounds Per Capita CO ₂ Emissions from Passenger Vehicles and Light Duty Trucks*	20.8	18.3	-2.5	-12%

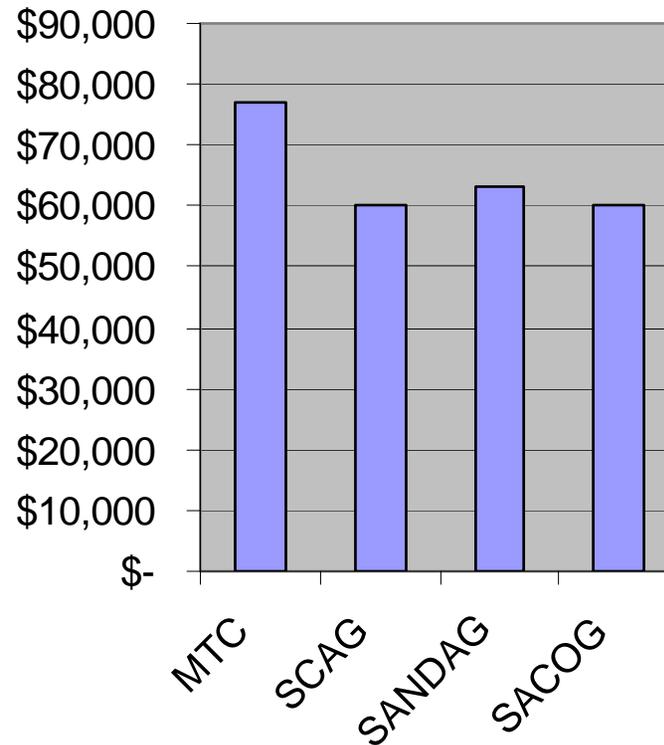
- **Reduction of 12 percent in CO₂ emissions in 2035**

* Excludes Pavley and LCF standards; preliminary data subject to change.

What is Assumed in the Aggressive Alternative Scenario?



Higher Household Incomes Are a Factor (2008 ACS)

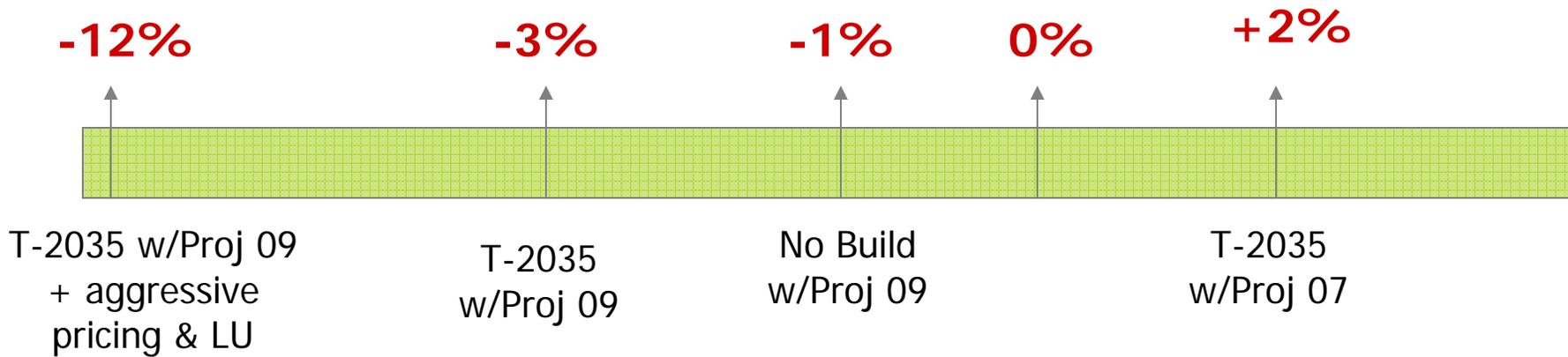


What is Assumed in the Aggressive Alternative Scenario?

		Year 2035		
County	Year 2006	Projections 2007	Land Use Sensitivity Test	Percent Difference in Year 2035
Alameda	1,518,500	1,938,600	1,946,400	0%
Contra Costa	1,031,100	1,300,600	1,226,200	-6%
Marin	253,800	283,100	293,600	4%
Napa	134,800	155,700	157,000	1%
San Francisco	798,400	956,800	1,169,300	22%
San Mateo	725,700	861,600	912,200	6%
Santa Clara	1,783,900	2,380,398	2,337,400	-2%
Solano	428,300	585,800	501,100	-15%
Sonoma	484,900	568,900	587,957	3%
Bay Area Total	7,159,400	9,031,498	9,131,278	1%

How Has the Recession Affected Bay Area Forecasted CO2 Emissions?

(% per capita - 2005 vs 2035)



More aggressive target



Bay Area Lessons Learned

- Adopted Plan is **achievable**, but may not be **ambitious enough**
- Most Aggressive scenario is **ambitious** but not **achievable**
- The challenge remains: What target is **both ambitious and achievable?**

SCS Core Tasks – Growth Allocations

- Establish jobs and housing targets
- Work with local governments at sub-regional levels to allocate jobs and housing
- Undergo Regional Housing Needs Allocation process
- Conduct interagency consultation with neighboring regions



SCS Core Tasks - Transportation

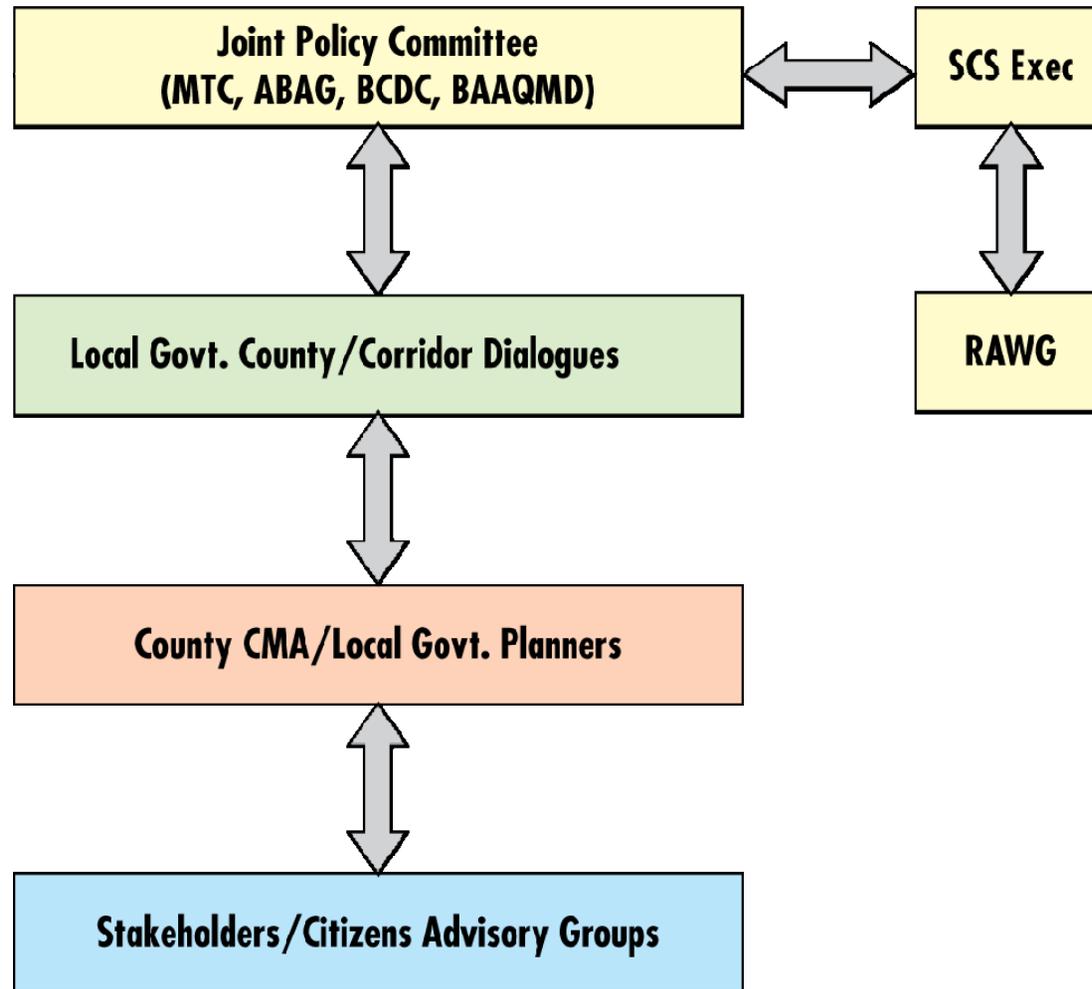
- Identify system maintenance, infrastructure, and operational needs
- Prepare 25-year revenue forecast
- Link transportation policies and investments to complementary planning efforts
 - FOCUS PDAs
 - CEQA Guidance
 - Indirect Source Review Rule
 - Climate Adaptation Strategies
- Assess plan and project performance



SCS Vision Accomplished If....

- Local governments support regional growth and infrastructure strategy
- Newly adopted local plans result in housing built in PDAs
- Employers locate near transit
- Walkable, transit-served communities are the strongest real estate market segment

Local Government Partnership



OneBayArea

Date: June 7, 2010
To: Sustainable Communities Strategy Executive Working Group
From: Joint Policy Committee Staff
Subject: County/Corridor Partnership Process for the Sustainable Communities Strategy (SCS)

Successful development and implementation of the Bay Area's Sustainable Communities Strategy (SCS) requires an active partnership between the regional agencies and local jurisdictions. The partnership process proposed in this memorandum is designed to (1) allow each County/Corridor to help tailor the regional-local partnership strategy to best serve the variety of interests of the region and their own County/Corridor, and (2) allow the regional agencies to work effectively with transportation planners at the CMAs, transit agencies, and city planners who are actively managing growth in their jurisdictions to better integrate land use, transportation, air quality, and shoreline planning.

The proposal includes an engagement of local elected officials and key staff at the county and corridor level. If we are successful, this process will:

- Strengthen the linkage between transportation investment and housing/employment growth.
- Confirm the PDA framework as the central strategy to manage growth in the region.
- Share information from existing ongoing work about what incentives, policies and investments are needed for PDA's to be successful.
- Introduce regional investment strategies designed to achieve the Sustainable Communities Strategy while respecting other key regional objectives.
- Lay the groundwork for local governments' partnership in developing and assigning housing and employment allocations.
- Ensure planning consistency with air quality concerns, Bay adaptation planning, and transit sustainability.

Working with Local Leadership

Under the auspices of the Joint Policy Committee (JPC), elected officials representing ABAG, MTC, BAAQMD and BCDC will convene and facilitate a leadership roundtable in each county with the following participants who already are vested with an interest in land use and transportation planning:

- Elected Officials from local jurisdictions
- Congestion Management Agency Board members and staff

- City Managers and Planning Directors from cities with and without PDAs
- Transit Agency representatives who are involved in planning and operating corridor transit services, including multi-county corridors.

The leadership roundtable meetings are targeted for the June-August 2010 time frame and will be planned and scheduled with staff from the regional agencies, CMAs, and local jurisdictions. At these meetings elected officials and staff will discuss the principles, schedules, and guidelines required by SB 375, the relationship between development of the SCS and the Regional Housing Needs Allocation (RHNA) process, the identification of key public transit corridors, including those that cross county lines, and the future partnership process for inter-County transportation and land use planning. The participants will also discuss the process for ongoing partnership with local elected officials through the development and adoption of the SCS.

Working at the Staff Level – (County/Corridor Working Group)

The leadership roundtable will identify the leaders of the staff partnership process and structure to take on the responsibilities for the key milestones leading to the adoption of the SCS. It is anticipated that in most counties this process will utilize the CMA or county-level planning director groups that are already in place, and supplemented as necessary. It is expected that the CMA's will have an important organizing role in developing the structure of these meetings. The regional agencies have already begun working with the CMAs to engage local government staff and will continue to coordinate with them shape the agenda and structure of the County/Corridor Working Group meetings.

In addition to meetings held at the county level, the regional agencies will hold meetings of the Regional Advisory Working Group (RAWG) and the Executive Working Group, and engage public interest stakeholders throughout the SCS process.

Defining the Corridors

One of the advantages of the County/Corridor approach is to leverage jurisdictional knowledge within the County structure while also recognizing the challenge of planning across County lines. MTC and ABAG will draft preliminary corridor maps based on major transit and transportation corridors, commute sheds, clusters of PDAs, and places with high levels of interaction. These draft maps will be presented to open or continue conversations on the specific corridor opportunities and challenges, and as a visual foundation for discussing the allocation of growth. Each Corridor likely will include a mix of place types (i.e. regional center, neighborhood center, rural center, etc.) with different capabilities to absorb population and employment growth. The County/Corridor Working groups will design a process to define their respective corridor boundaries and process for determining how to distribute growth within each corridor.

ABAG and MTC will provide baseline regional, county and corridor information

such as the jobs-housing forecast, economic and demographic information, employment center and commute patterns, trip generations, transit corridor information, transit sustainability issues, PDA Assessments, and T 2035 investments. In addition to the baseline information for the County and Corridor, the SCS process will determine key metrics relevant to SB 375 (e.g., emission reduction and housing targets and the RTP (economic, environmental and equity targets).

Inter-Regional Travel

One of the key issues for the region is to provide sufficient housing closer to the job base in the Bay Area and stem a trend toward in-commuting from the Central Valley where housing and land costs are much lower. These long commutes, if unabated, could result in extreme congestion on major highways that the Bay Area depends on both for goods movement and for internal circulation. Planning to reduce mega-regional sprawl will require a deeper understanding of how the inter-regional economies work as well as the incentives for persons to engage in long commutes into the Bay Area. While this requires attention from the regional agencies, this issue will be raised in the counties that are most impacted.

Next Steps

1. Confirm or modify this proposed approach based on discussion at the Executive meeting on June 7.
2. Letter from ABAG President and MTC Chair to members of the ABAG Executive Board, MTC Commission, BAAQMD Board, and BCDC Board announcing the partnership process and requesting the members' participation as conveners of Leadership roundtables;
3. Letter from ABAG and MTC to local elected officials announcing the time and meeting of the County/Corridor Leadership roundtable;
4. Regional agency staff work with CMA staff in each County to handle meeting logistics;
5. Regional agency and CMA staffs coordinate the preparation and distribution of agenda and materials for each Leadership roundtable meeting.