

The San Francisco Bay Area

SB 375

Association of
Bay Area Governments
General Assembly

April 23, 2009

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SB 375

- Progress

- Existing Regional Planning Programs

- Regional Housing Needs Allocation (RHNA)
 - Regional Transportation Plan (RTP)
 - FOCUS
 - Projections

- Moving Forward

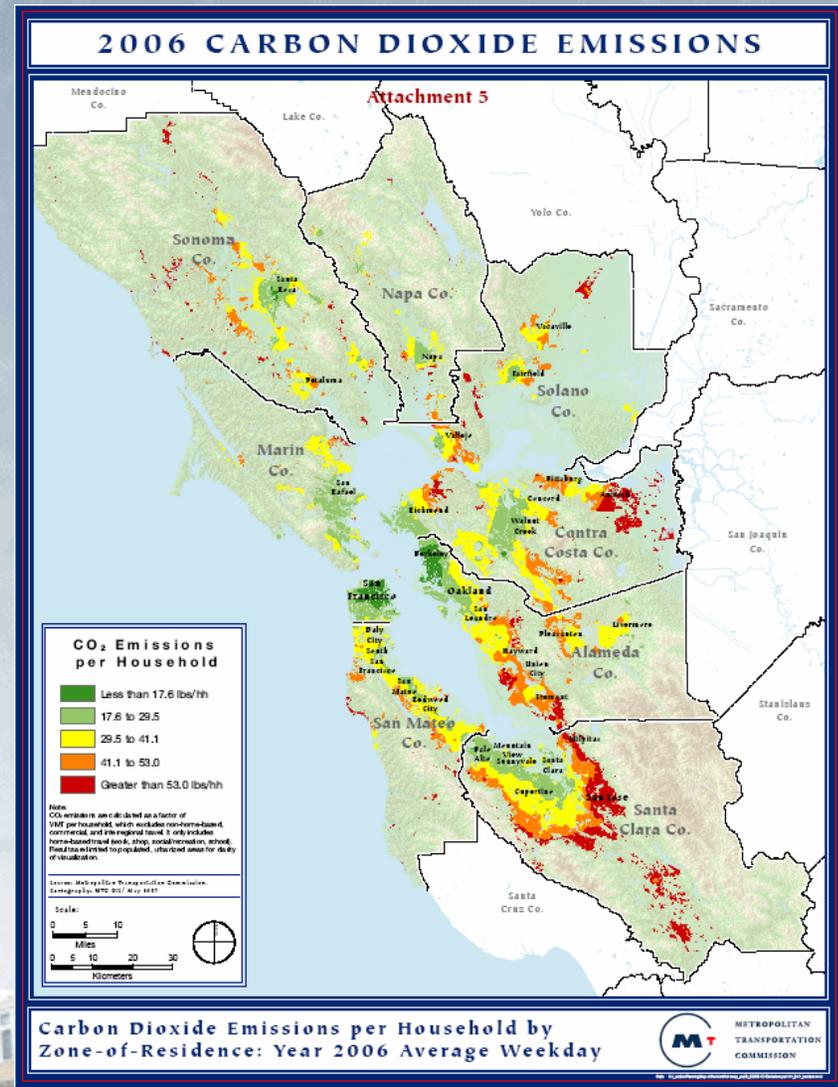
- SB375

- Key Elements
 - Potential Pathways to Success



Premise: **Location Matters**

Growing Cooler:
Compared to sprawl,
compact
development results
in a 20 to 40 percent
reduction in VMT
and hence in CO₂





AB 32 & SB 375 Implementation



CLIMATE CHANGE PROPOSED SCOPING PLAN

a framework for change

OCTOBER 2008

Pursuant to AB 32

The California Global Warming Solutions Act of 2006

Prepared by
the California Air Resources Board
for the State of California

Arnold Schwarzenegger
Governor

Linda S. Adams
Secretary, California Environmental Protection Agency

Mary D. Nichols
Chairman, Air Resources Board

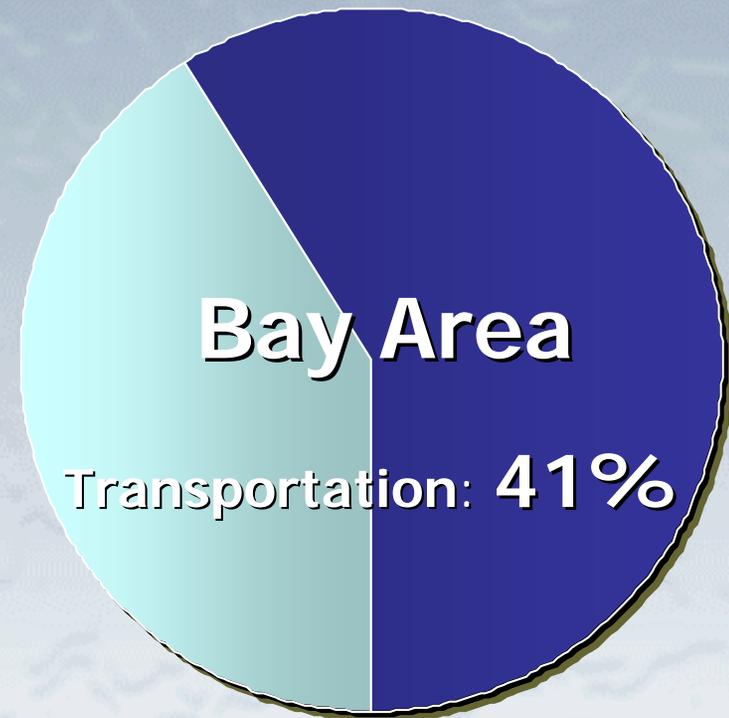
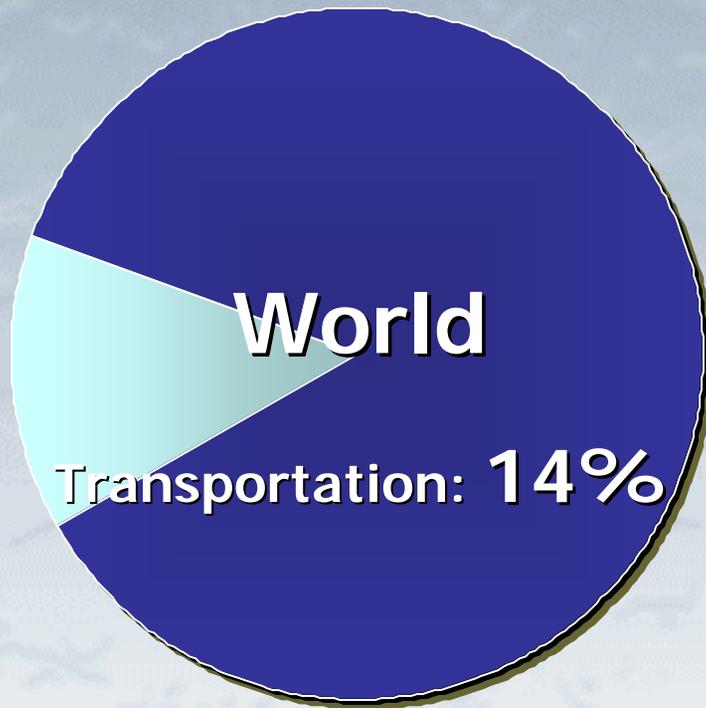
James N. Goldstene
Executive Officer, Air Resources Board

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Premise: **Transportation is Critical**

Green House Gases Compared



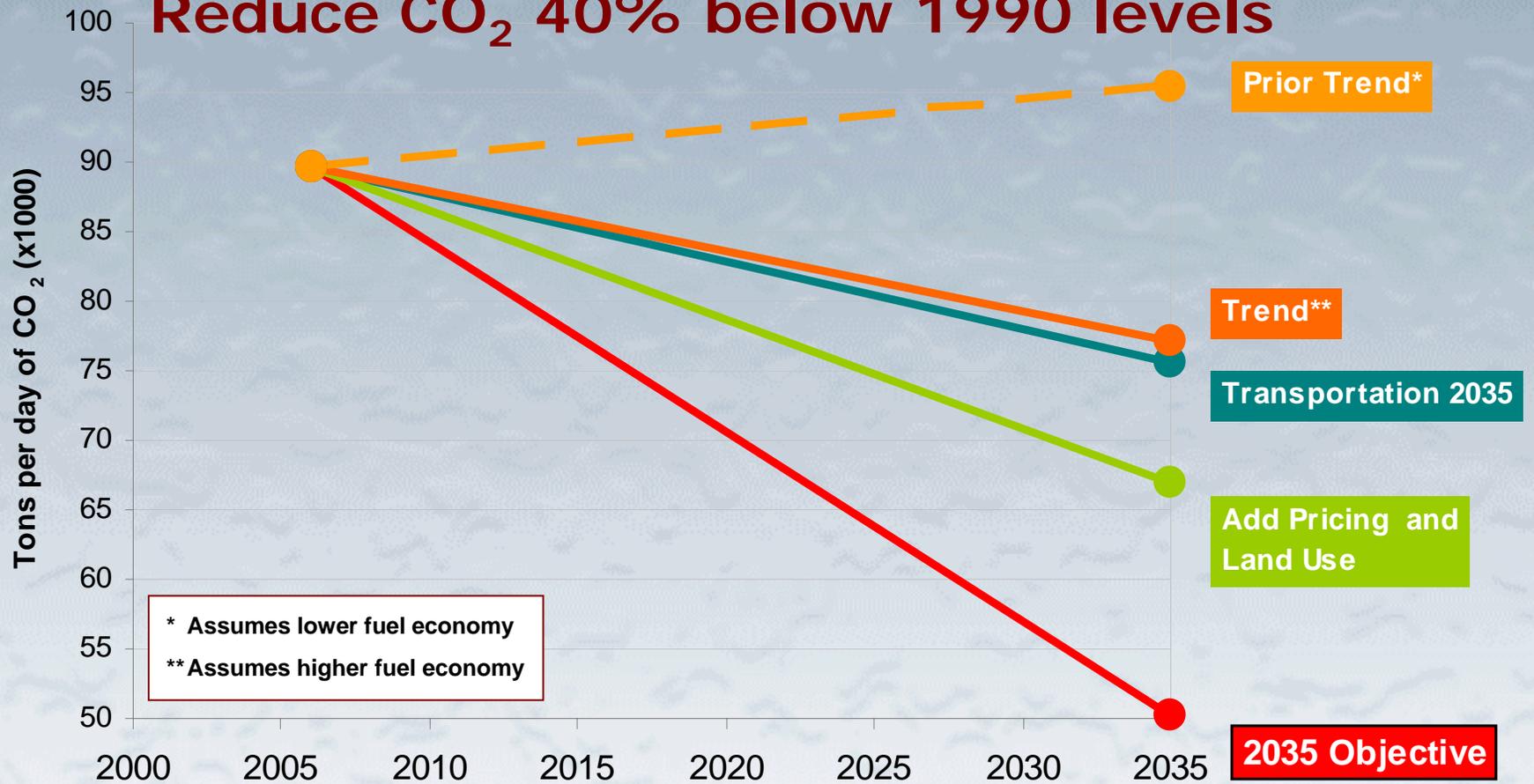
Existing Program- Regional Housing Needs Allocation (RHNA)

- **“Smart or Focused” Growth Methodology (2008) Directs Regional Housing Need:**
 - *To transit-served Infill Jurisdictions*
 - *Away from Rural, Unincorporated Areas*
- **Regional Commitment to Secure Resources for Jurisdictions With Increased Allocations**



Existing Program – Transportation 2035

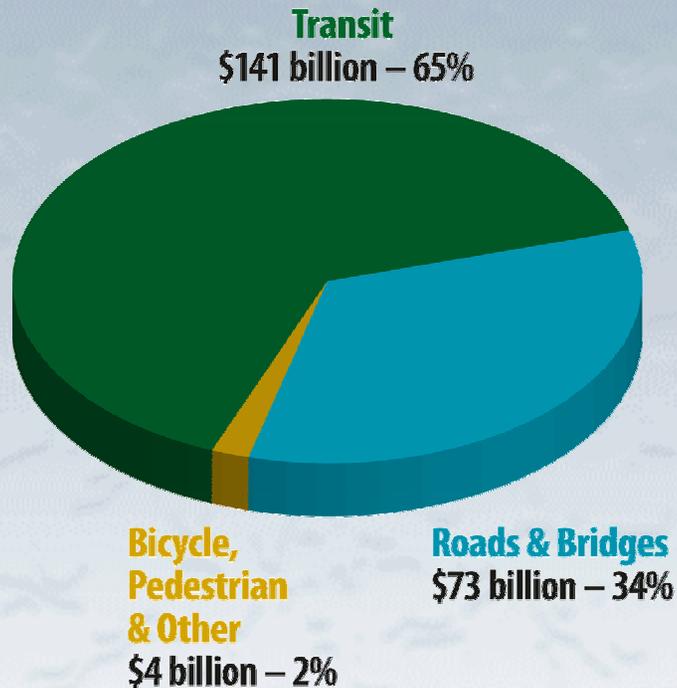
Reduce CO₂ 40% below 1990 levels



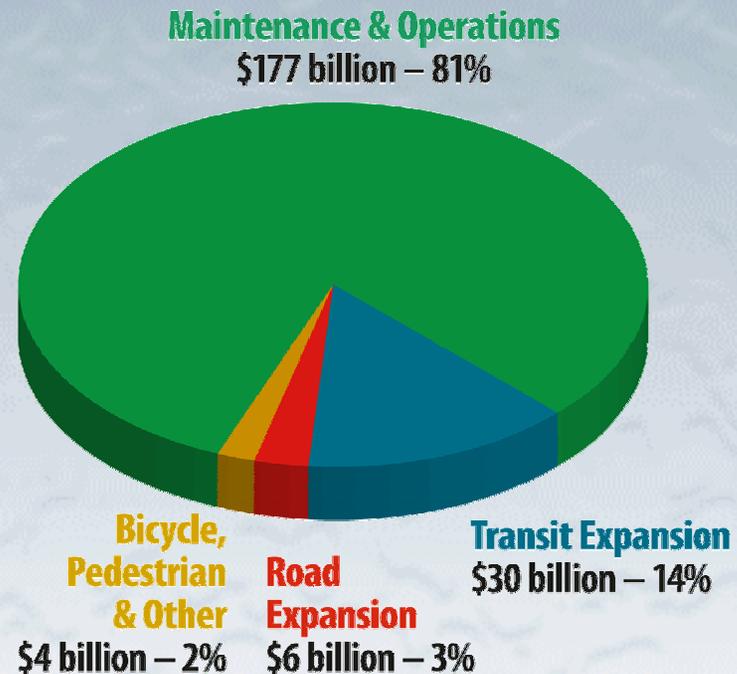
Existing Program - Transportation 2035

Plan Expenditures:

By Mode

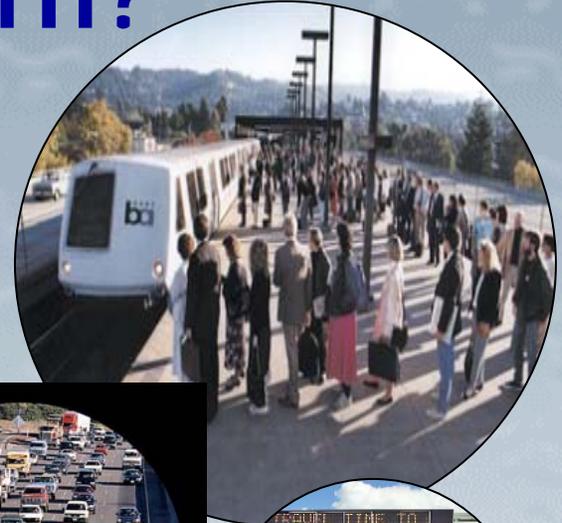


By Function

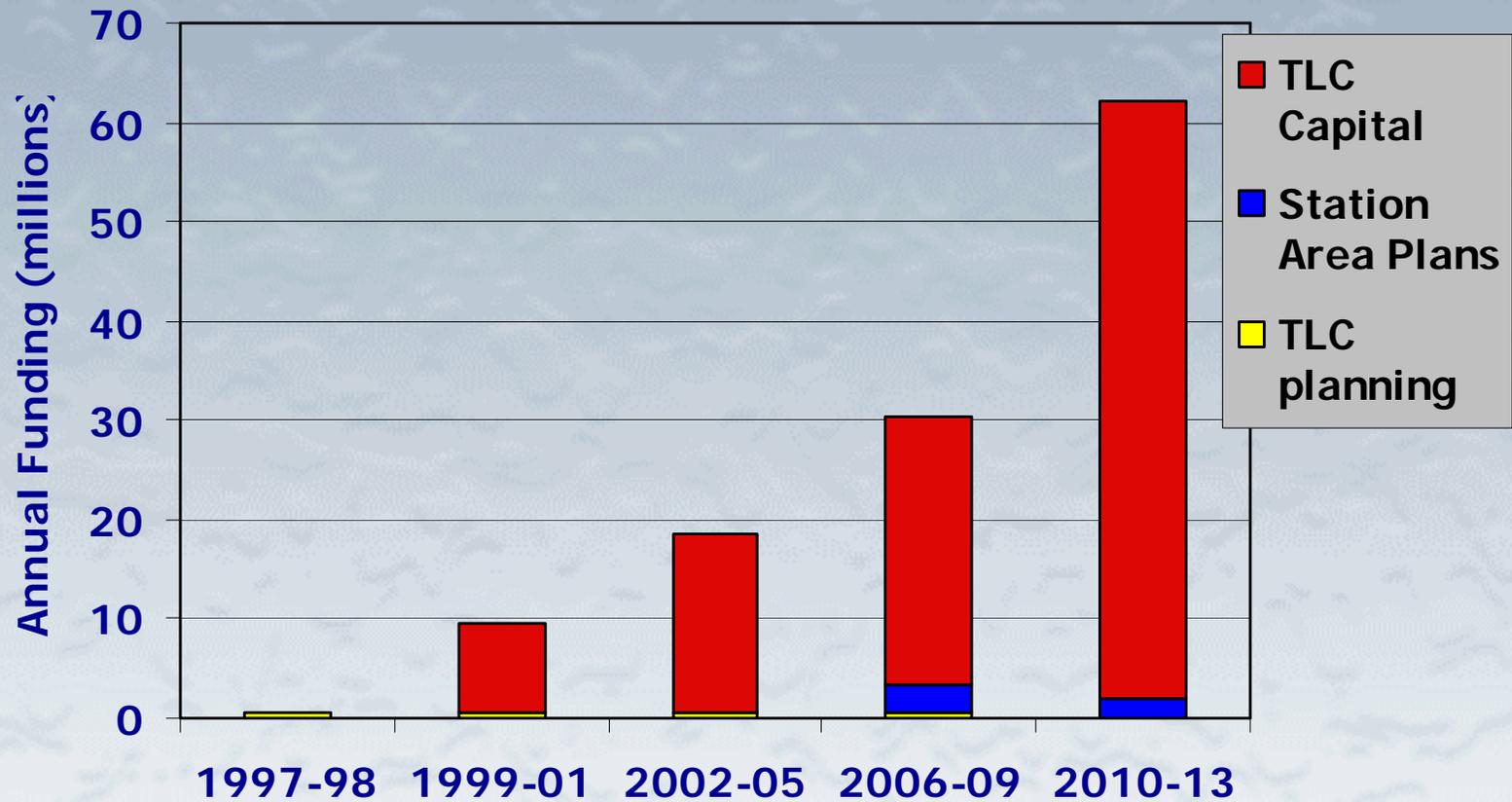


Transportation 2035 – What Did We Learn?

- Infrastructure projects alone are not nearly enough
- Road pricing has a much bigger effect in short-term
- Focused growth helps us reach targets in longer term
- Technology innovations can get us even closer to closing the gap
- Shifts in individual behavior ultimately drive change



Transportation for Livable Communities



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Transit-Oriented Development Policy

	BART	Light Rail	BRT	Commuter Rail	Ferry
Housing units within half-mile of station	3,850	3,300	2,750	2,200	2,500



Regional Program -FOCUS Priority Development Areas

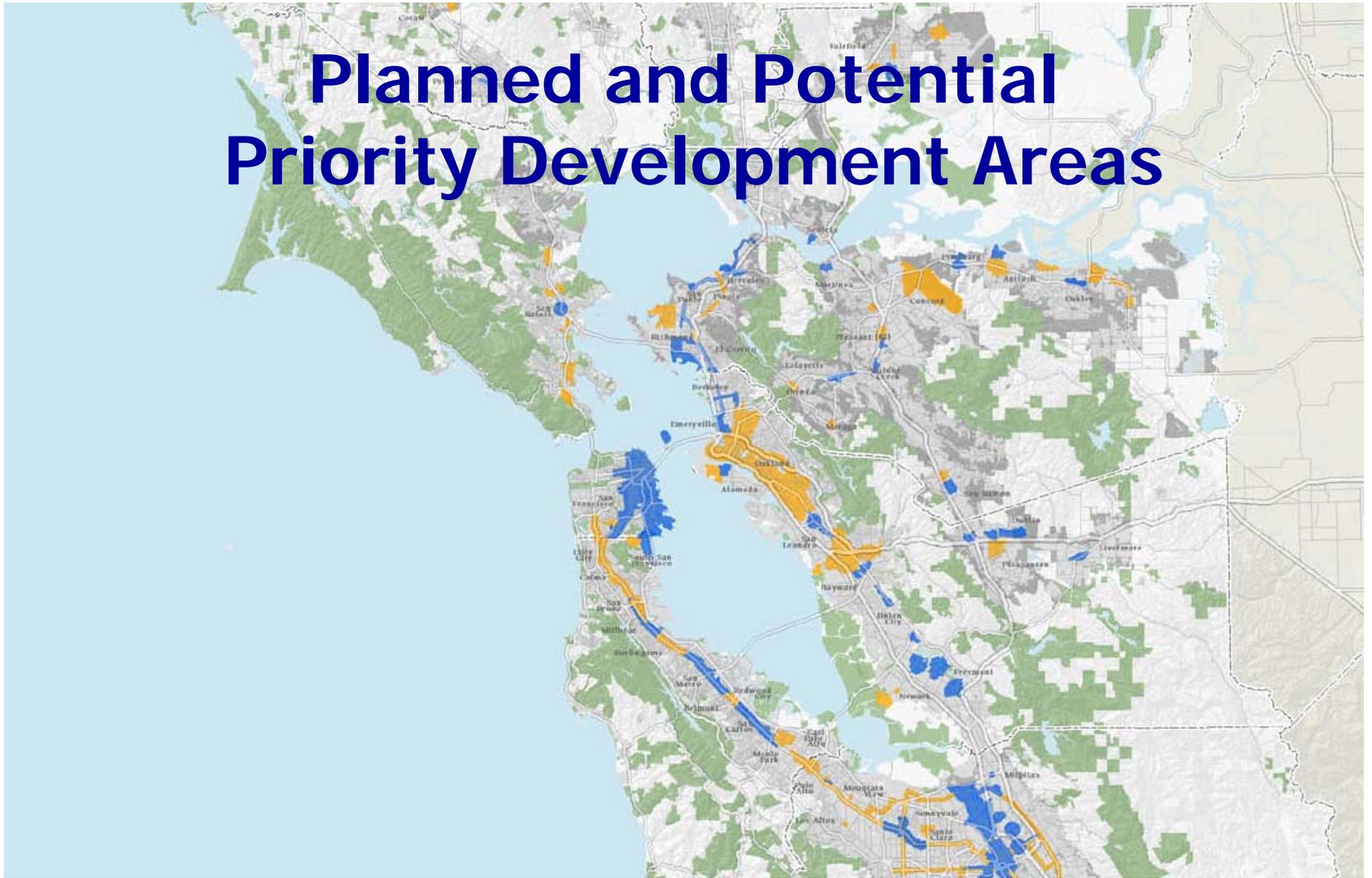
- About 60 jurisdictions
- Over 120 areas
- About 425,000 new housing units by 2035
- About 3% of region's land area
- About 55% of projected regional growth
- Complete Communities that will meet the day-to-day needs of residents



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Planned and Potential Priority Development Areas



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PDA Incentives

FOCUS creates new opportunities to encourage and assist cities in community development

Planning Grants

Station Area
Planning Funds:
\$22M over 3-4 yrs

\$7.5M in FY07-08

Capital Grants

Regional
Transportation Plan

\$60ml per year

Props 1C & 84

Foundations

Technical Assistance

On Call Consultants

Best Practice
sharing

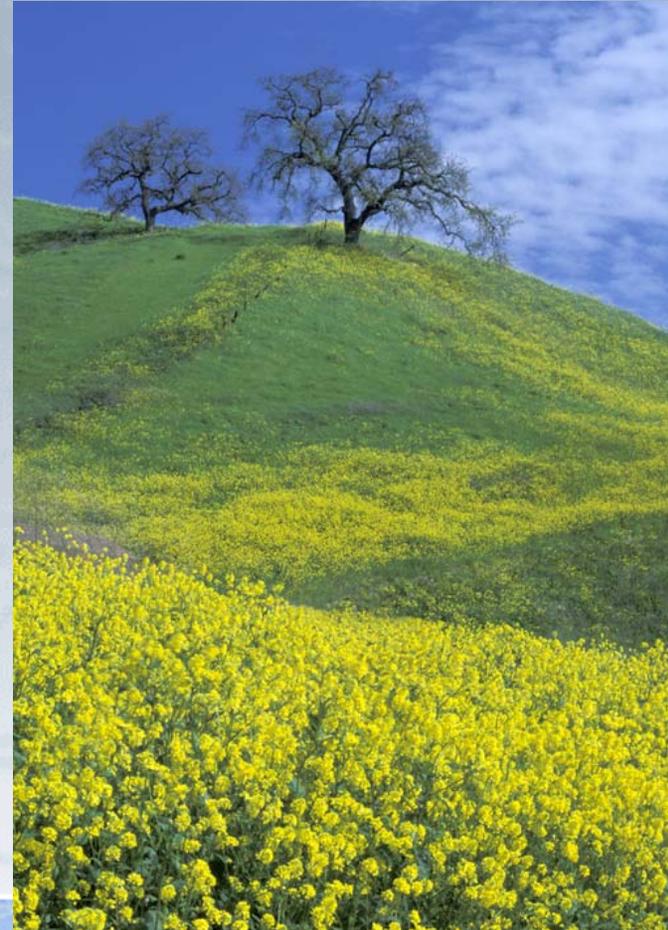
Planning services

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Regional Program - FOCUS Priority Conservation Areas

- 100+ near-term land conservation opportunities
- regionally significant
- high local support
- encompass many types of resources: farmland, recreation, watersheds, etc.
- State Coastal Conservancy providing significant support



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Regional Program - Projections 2009: Performance Targets

↓ Driving per capita
by 10 percent

↓ Carbon emissions
by 40 percent

↓ PM2.5
by 10 percent

↓ PM10
by 45 percent

↓ Congestion
by 20 percent

↓ Greenfield
Development

↑ Non-auto access to
jobs and services
by 20 percent

what if?

alternative growth scenarios

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Projections 2009: Two Futures

Scattered Success

- Consistent with *Projections 2007*
- Some growth in urbanized areas, near job centers and transit
- Within cities, growth mostly continues as projected within local plans
- Continued growth in areas far from jobs, without transit or walkability, i.e. North Bay and eastern Contra Costa

Focused Future

- More aggressive than *Projections 2007*
- Most growth in urbanized counties, near jobs and transit
- Within counties & cities, growth directed to downtowns and transit areas to promote, non-auto mobility
- Nominal growth in areas without transit or jobs, i.e. North Bay counties, eastern Contra Costa

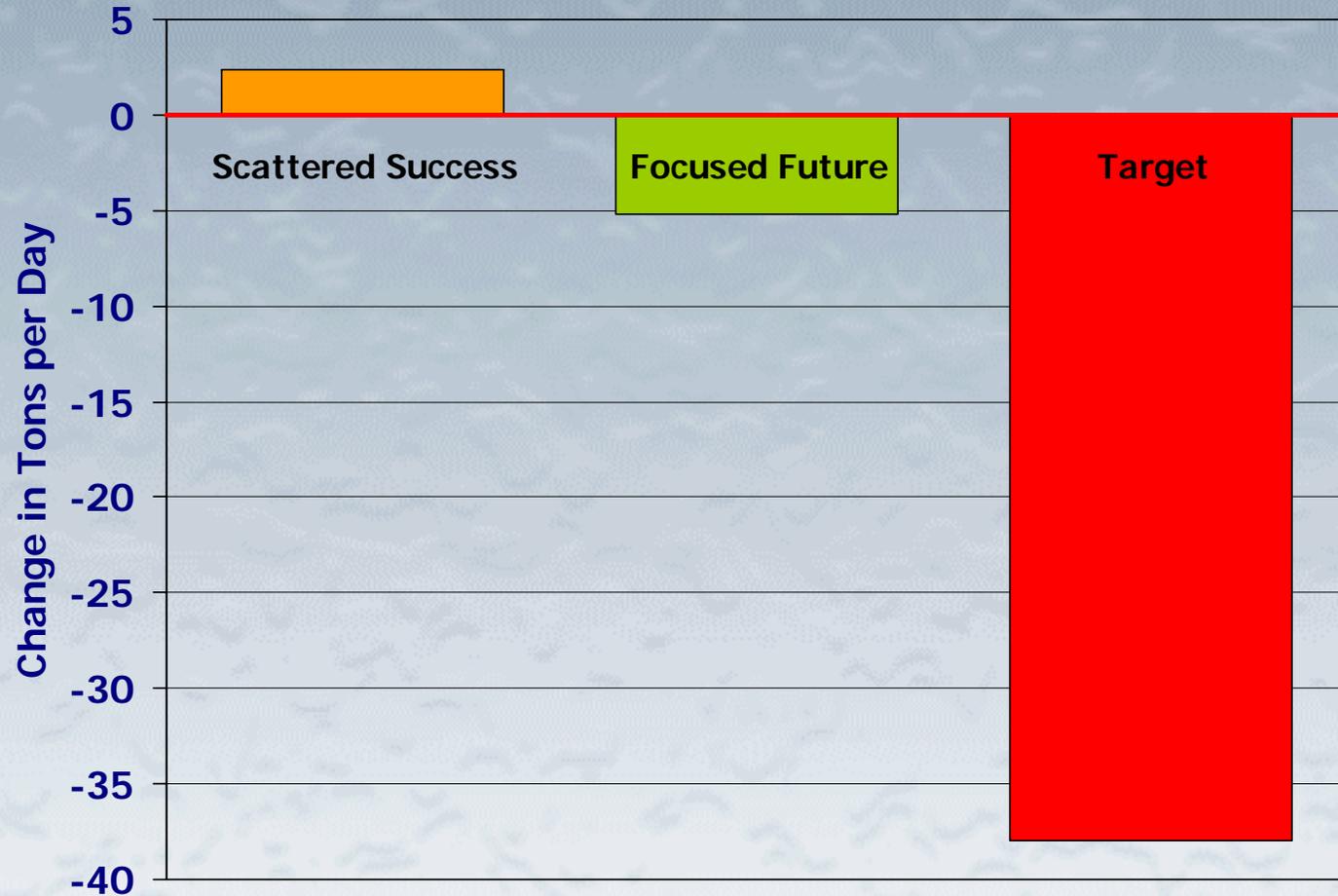
what if?

alternative growth scenarios



Projections 2009

Regional CO₂ Emissions



SAN FRANCISCO Business Times

Friday, February 27, 2009

Bay Area Authorities Team Up for Stimulus Money

Bay Area authorities are working to put together a regional effort to maximize the amount of federal stimulus cash that flows to the area.

With details still emerging about the nation's \$787 billion stimulus package, local leaders and economic development officials are busy on how much money they can expect, or how to apply for it.

But to make their best case for that money, several groups will work with the Bay Area Council Economic Institute, which has been tapped by the state to draw up a regional plan that shows where the Bay Area could best spend the money and what impact the cash would have.

The plan likely will emphasize projects that are ready to start within the next two years and focus on the region's infrastructure needs, land use goals and economic development strategy.

The economic institute is a division of the Bay Area Council, which advocates public policy on behalf of major San Francisco area companies like Cisco Systems Inc., Gap Inc. and Oracle Corp.

The economic institute said it will work with groups like the Metropolitan Transportation Commission and the East Bay's Economic Development Alliance for Dranson to devise its plan. The full contingent of agencies was

still being compiled this week, said Sam Randolph, the institute's CEO. Other groups that might be tapped into the strategy are the Area Governments, local e

Stanford University e California, Berkeley executives, all of wh institute's board.

With billions of dol that might be tapped

"If we don't have on Jim Wanderman, CE Council. Without a c out while fighting w

California officials e billion worth of pro are ready to start, po 800,000 jobs. That in in energy and effici road, transit and rail health care investme water and sewer prog

Some of the stimulu directly to states and foundation. Such as the \$60 million that Cal modernization moner cash — like \$4.3 bill electrical grid invest For large chunks of o

San Francisco Chronicle

WEDNESDAY, FEBRUARY 25, 2009

Effort Seeks to Scrap Two-thirds Vote Rule

California opinion leaders who turned out Tuesday at a forum on government reform said their top priority is getting rid of the Legislature's requirement for a two-thirds vote to approve state budgets and taxes, which has been blamed for record-long budget delays.

The supermajority rule and the months-long effort it took the Legislature to find the needed votes last week to pass the new budget dominated the all-day session, which looked at possible reforms to government in the state and the best way to bring them about.

"We have to drop the two-thirds rule," said Mark Paul, a senior scholar with the New America Foundation, a nonpartisan public policy institute. "It's been a social ailment experiment for the past 75 years for the budget and the last 30 years for taxes, and it has failed utterly."

U.S. Gov. John C. Calhoun called the two-thirds rule "approved by voters in 1850 as a constitutional amendment for budgets and extended to tax increases as part of voter-approved Proposition 13 in 1978," an effort to demonstrate

"In Sacramento, it's not majority rule, but minority rule," he said. "We've had ourselves in knots with the two-thirds rule, so it's time to go back and move to a simple majority rule for everything."

Initiative measures to cut the requirement for the passage of a budget and new taxes from two-thirds down to 55 percent have been approved for circulation and similar measures, also aimed for a 2010 ballot, are in the works.

The plans face a California Republic GOP legislators in only those that get a Legislature dom

Republican v that to pass the m needed three (Rapp and in the state b leaders were able a spending cap th

Despite the impo battle, an end to it thing. Proposition initiatives aimed 6 announced in 20 of the vote.

Expecting a two-o only causes delay modifications, but the voters to deal problems with th

Accountability an

THE WALL STREET JOURNAL

FEBRUARY 26, 2009

Tax Time: Obama Urged to Raise Gas Taxes To Save Roads

President Obama this week urged the country to hold its ground on challenges and take responsibility for the future. Today he was sharply reminded by a Congressionally-appointed commission to do the same when it comes to filling the massive hole in the nation's transportation budget.

In a report issued today, the National Surface Transportation Infrastructure Financing Commission said that raising gasoline taxes

pollen are and U.S. k. The on both

as in the transport and size how to sustain and

is falling. fishing to means fewer get only needed to on taxes, let

is a a only cover

The shortfall is set to grow to a whopping \$2.3 billion through 2015, the report says, painting a bleak picture.

We will face increasingly deteriorating roadways, bridges and transit systems. We will suffer from more accidents and fatalities... We will endure even greater spans of our lives stuck in traffic, wasting our time and sapping our businesses of vital economic activity and productivity. We will waste non-renewable petroleum and harm our environment unnecessarily. And, finally but importantly, every day of delay is a day when inflation, neglect, and inefficient use waste scarce taxpayer and

The trick, obviously, drivers on how they're acting if boiling water. They've been v

A recent propo failed miserably vociferously of vehicle-enters that state is devices install

Mr. Atkins by the best score at they need to get us, he says, "i

San Francisco Chronicle

SUNDAY, FEBRUARY 22, 2009

Turning to Parking Meters to Reduce Traffic

Traffic engineers across the country are turning to a competition on

ing the block technology to meeting with a The strategy all hours when at when spaces

gher prices will be too long. That, spaces and are on the street

er meters could

looking a fare of ag. Los Angeles

of a program, began.

Los Angeles has already raised rates for the first time in nearly two decades, now charging as much as \$4 an hour for curb-side parking in parts of downtown. Later this year, the city plans to adjust rates at about 15,000 parking meters in the downtown area based on demand.

Some motorists are balky at the plan.

"I think the rate is ridiculous as it is," Sharon Tillman said as he rebounded a meter in Little Tokyo on a recent weekday. He complained that traffic hasn't improved since the rates there jumped from \$1 to \$2 an hour.

The pricing strategy is based on research by Donald Shoup, a professor of urban planning at the University of California, Los Angeles whose 2005 book, "The High Cost of Parking," has influenced parking policy in many cities.

Shoup said curb-side parking is largely underpriced compared to the cost of parking in private lots and garages, a situation that encourages people to create the open spots on the street and causes an unnecessary amount of congestion.

In an observation of traffic near the UCLA campus, Shoup found that motorists spend an average of 3.3 minutes driving around half a mile to search of a

San Francisco Chronicle

FRIDAY, FEBRUARY 20, 2009

Transit to See Service Cuts, Fare Increases

What changes: The revised budget cuts state assistance for public transit operations for the remainder of the fiscal year, leaving just \$76 million of the \$206 million promised to operators in California when the original budget was adopted. The reduction shrinks an \$80 million blow to Bay Area transit agencies.

Next year there will be no transit assistance coming from Sacramento. Transportation agencies, already seeing less money for operations due to declining tax revenue in the economic downturn, have yet to make final decisions on how to balance the books.

What it means to you: Riders might see less service, higher fares and slower vehicles. BART is considering raising fares and reducing the frequency of train service. AC Transit is considering service cuts and fare hikes. The San Francisco Municipal Railway

plans to defer maintenance, which could result in more crowded cars.

Reaction: "The state's abandonment of transit operations, even in relatively strong, is a huge setback for people who want to get to work, to school or to the doctor in an environmentally sustainable way," said Matt Spinkman, Johnson Time BART spokesman. Larkin Johnson said the funding loss "is equivalent of losing the fare gates wide open every weekday for nearly a month."

Highlights

— California transit agencies lost three-quarters of state funding for the remainder of this fiscal year. For Bay Area transit agencies, the combined state amount to \$80 million. State transit assistance for next year was eliminated.

The Washington Post

U.S. Has Dual Task on Climate Change

Friday, February 20, 2009... Secretary of State Hillary Rodham Clinton's decision to make her first overseas trip to China, where she arrives today, highlights the daunting tasks the new administration faces as the world scrambles to

month titled "The Road to Copenhagen" and had privately urged Clinton to make her first overseas trip to China to discuss global warming.

Several foreign officials have praised the new administration for its outreach. Javier Solana, the European Union's foreign policy chief, met with administration officials several days in climate-change issues during a trip to Washington last week and noted, "They are very much engaged already."

"This is the year to finalize an agreement," he said. "Everybody is working on that direction, also here. That is the sentiment and the determination they have."

The new U.S. climate envoy, Todd Stern, is traveling with Clinton throughout Asia, and he has met privately with his British counterparts and others.

Many developing nations, however, say they are waiting to see whether the United States adopts a binding carbon cap and what emissions cuts it will seek from major emerging economies.

"The question is how will the U.S. engage?" said Mathias van Schalkwyk, South Africa's minister of environmental affairs and tourism, in a recent interview. "To enable us to move forward, the U.S. must show its hand."

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SB 375 – The Basics

- **Implemented by ABAG and MTC in Bay Area**
- **CO₂ Targets**
- **Sustainable Communities Strategy**
- **(or) Alternative Planning Strategy**
- **Link between RTP and RHNA**
- **CEQA Relief**



SB 375 – CO₂ Targets

- **Regional Target – Nine County Bay Area**
- **For 2020 and 2035**
- **For Cars and Light Trucks only**
- **CARB must consider methodology adopted by Regional Target Advisory Committee**
- **Regions may recommend targets**



SB 375 – Sustainable Communities Strategy

- Accommodates all regional housing demand
- Integrates forecasted development pattern with 2013 Regional Transportation Plan
- Seeks to achieve regional CO₂ target
- Provides access to CEQA Relief
- Must be realistically attainable (Clean Air ACT)



SB 375 – Alternative Planning Strategy (APS)

- Prepared if SCS is unable to meet target
- Unconstrained by Federal realism requirement
- Not part of the Regional Transportation Plan
- Provides access to CEQA relief
- Provides feedback regarding what is needed to produce a viable SCS



SB 375 – Timeline

- **May–Sept 2009: Consideration of Potential Framework for Developing Policy at JPC, ABAG and MTC**
- **Late 2009–2012: Civic Engagement, Planning and Modeling**
- **Sept 2010: Regional Target adopted by CARB**
- **2013: Adoption of SCS, RHNA, RTP**
- **2013–2015: Housing Element Development**



SB 375 - Implementation

- Challenge to *status quo* & business as usual
- Integration
 - ABAG & MTC
 - RTP & RHNA
 - Modeling and Planning
 - SB 375 and Other Initiatives
 - Bay Area and Surrounding Regions
- Inclusion of all those required to make it work
- Momentum building upon our current efforts
- Incentives for complete communities
- Impact on actual emissions





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