

One Bay Area

SUSTAINABLE COMMUNITIES STRATEGY



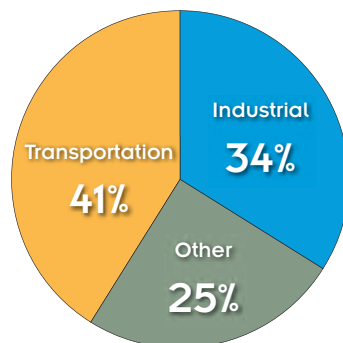
California Senate Bill 375 (2008) aims to reduce greenhouse gas emissions through development of a Sustainable Communities Strategy, which integrates transportation and land-use planning. It's a tall order to be sure. But it's also a great chance to leave our nine-county San Francisco Bay Area in better shape for future generations. The Strategy will need to reflect the region's progressive values, and be developed in close collaboration with local elected officials and community leaders.

Focus on Reducing Transportation-Related Greenhouse Gas Emissions

The law calls upon metropolitan planning organizations (MPOs) in 18 regions in California to develop an integrated transportation, land-use and housing plan known as a Sustainable Communities Strategy (Strategy), with the ultimate goal of reducing greenhouse gas emissions for cars and light-duty trucks. In the Bay Area, this involves the Metropolitan Transportation Commission (MTC), as the MPO, and the region's Council of Governments, the Association of Bay Area Governments (ABAG).

SB 375 also waives certain requirements of the California Environmental Quality Act (CEQA) for projects in regions that develop a Sustainable Communities Strategy. The Strategy must integrate planning for transportation, land use and housing. Specifically, it must:

1. Identify specific areas in the nine-county Bay Area to accommodate all the region's projected population growth, including all income groups, for at least the next 25 years; and
2. Try to achieve targeted reductions in greenhouse gas emissions from cars and light trucks.



The transportation sector, which includes cars and light trucks, accounts for 41 percent of all greenhouse gas emissions in the Bay Area.

The Benefits of Integrated Land Use and Transportation

- Integrating land uses (jobs, stores, schools, homes, etc.) and encouraging more complete communities can reduce automobile trips and emissions.
- 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.

Goals Rooted in Economy, Environment and Equity

The Strategy will reflect the "Three E" goals of sustainability — Economy, Environment and Equity. The vision will be crafted with guidance from local government officials and Bay Area residents to help support a prosperous and globally competitive economy, provide for a healthy and safe environment, and produce equitable opportunities for all Bay Area residents. The Strategy will establish targets or benchmarks for measuring our progress toward achieving these goals.

Who will prepare the Bay Area's Sustainable Communities Strategy?

ABAG and MTC will develop the Strategy in partnership with the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission. The four regional agencies will team with local governments, county congestion management agencies, local planning and public works directors, city and county managers, public transit agencies, interested residents, stakeholders and community groups to ensure that all those with a stake in the outcome are actively involved in the Strategy's preparation.

Despite the daunting list of agencies and officials involved, the strategy will focus on a simple and fragile fact: there is only one Bay Area to pass on to our children and grandchildren.

What's the relationship between the Sustainable Communities Strategy and the Regional Transportation Plan?

MTC must adopt the Sustainable Communities Strategy as part of its next Regional Transportation Plan (RTP) for the Bay Area, which is due in 2013. Because state and federal law require everything in the plan to be consistent, the RTP's investments must be consistent with the Strategy and must be judged to be realistically achievable in the RTP's 25-year planning horizon. This also means the Strategy must be in sync with local land-use plans.



Community vitality and walkability are key to developing a Sustainable Community Strategy. Shown above is one of Oakland Chinatown's innovative pedestrian crossings.



ABAG's next Regional Housing Need Allocation must follow the development pattern specified in the Sustainable Communities Strategy.

What's the relationship between the Sustainable Communities Strategy and the Regional Housing Need Allocation?

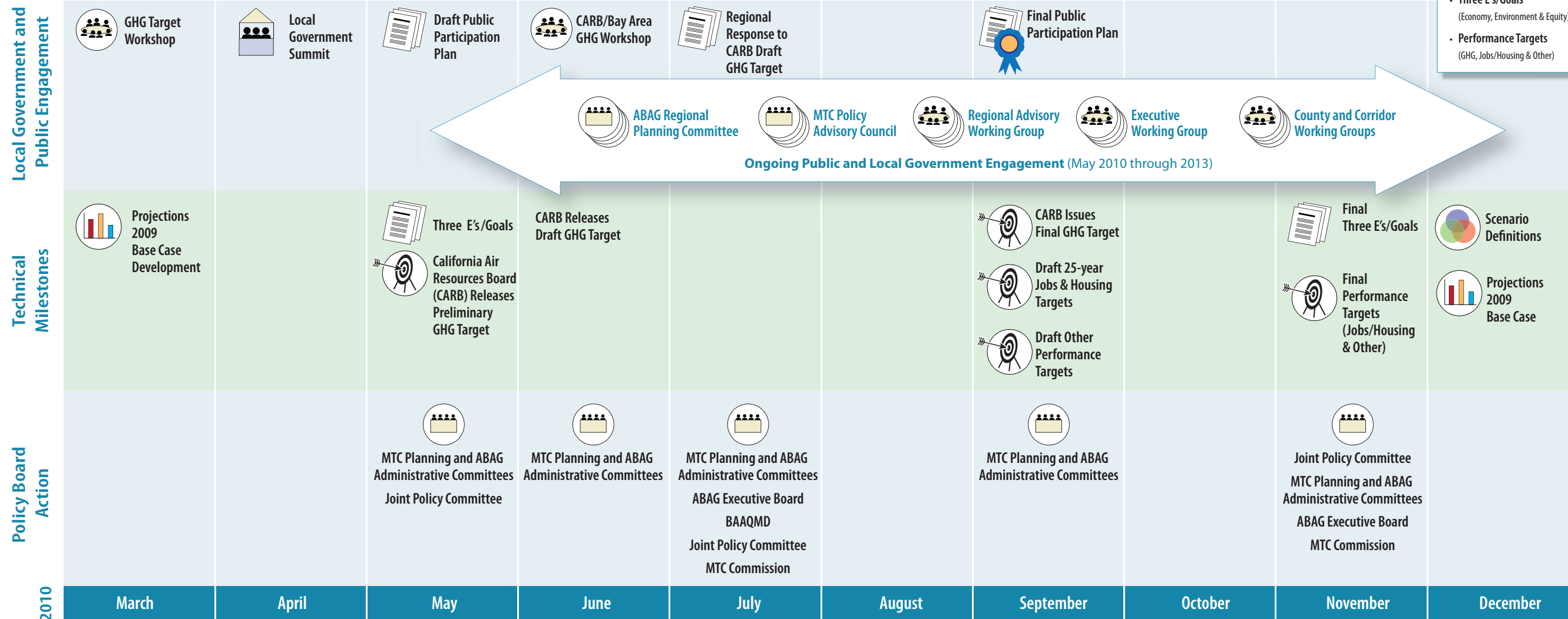
ABAG administers the state-required Regional Housing Need Allocation (RHNA). State law requires that the RHNA follow the development pattern specified in the Sustainable Communities Strategy. ABAG will adopt the next RHNA at the same time that MTC adopts the RTP. Local governments will then have another 18 months to update their housing elements. Related zoning changes must follow within three years.

Planning Process: Phase 1 Detail for 2010

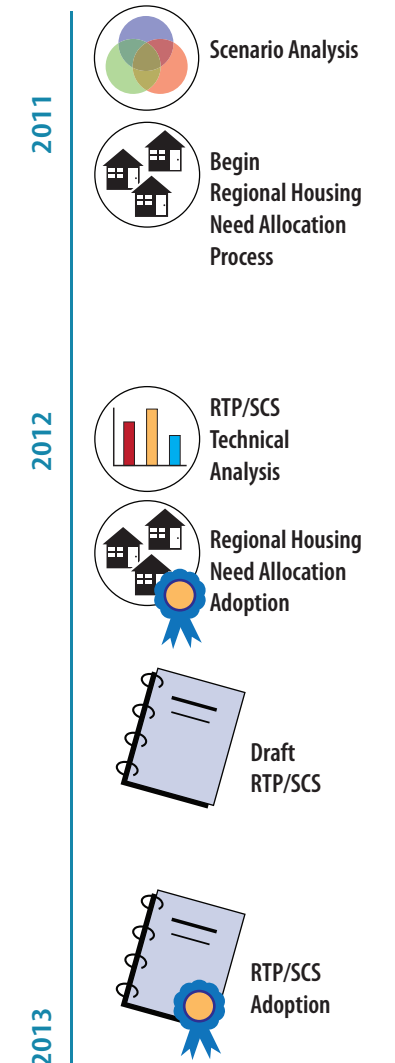
Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) Architecture: Three E's and Goals, Performance Targets, Growth Projections and Initial Scenarios

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- Phase One Decisions:**
- Public Participation Plan
 - Three E's/Goals (Economy, Environment & Equity)
 - Performance Targets (GHG, Jobs/Housing & Other)



Phases 2-4



Aren't we already building sustainable communities in the Bay Area?

Yes! Local leaders have been pursuing more compact growth to help revitalize older communities, reduce travel time and expense, bolster the existing transportation system, control the costs of providing new infrastructure, conserve resources, promote affordability, and generally improve the quality of life for Bay Area residents. Responding to the regional agencies' FOCUS initiative, over 60 local governments have voluntarily designated more than 120 Priority Development Areas (PDAs), where much new growth would be concentrated.

Located within existing urbanized areas and served by high-quality public transit, PDAs consume only about 3 percent of the region's land area but are being planned by their local jurisdictions to house over half of the region's projected population growth to the year 2035. FOCUS and associated incentive programs, like MTC's Transportation for Livable Communities initiative, provide a solid foundation upon which to build the Sustainable Communities Strategy.



Simply put, the Sustainable Communities Strategy can be a way to make our cities and towns better places to live.



The Sustainable Communities Strategy can help cities and counties qualify for regional discretionary funds and streamline the CEQA process for new projects.

How do I get involved in the Sustainable Communities Strategy?

For more information and to sign up to receive regular updates on the Bay Area's Sustainable Communities Strategy, please visit www.OneBayArea.org, call 510.817.5831 or 510.464.7995, or send an email to: info@OneBayArea.org.



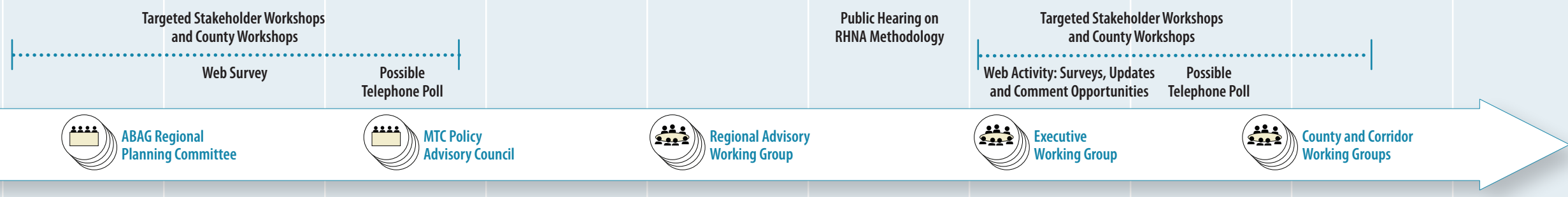
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Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

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

Local Government and Public Engagement



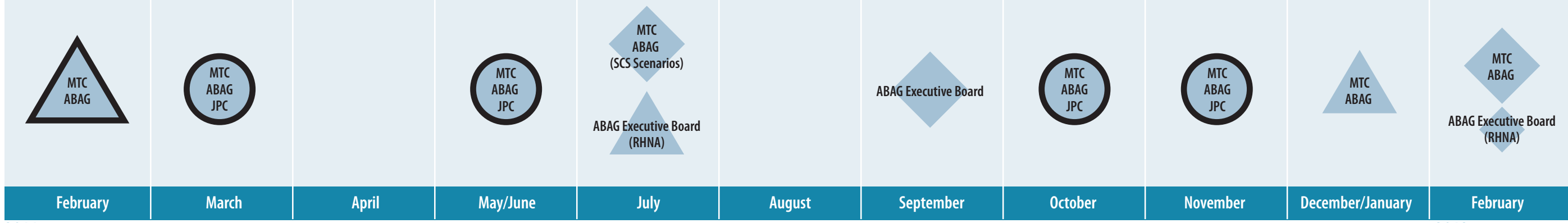
- Phase Two Actions/Decisions:**
- Initial Vision Scenario
 - Financial Forecasts
 - Detailed SCS Scenarios
 - RHNA Methodology
 - Preferred SCS Scenario
 - Draft RHNA Plan

Milestones

Release Initial Vision Scenario Begin Public Discussion	Development of Detailed SCS Scenarios	Selection of Detailed SCS Scenarios to be evaluated	Technical Analysis of SCS Scenarios	SCS Scenario Results	Release Preferred SCS Scenario	Approve Preferred SCS Scenario for EIR
Develop Draft 25-Year Transportation Financial Forecasts and Committed Transportation Funding Policy	Transportation Policy Investment Dialogue					
Call for Transportation Projects and Project Performance Assessment						
Start Regional Housing Need Allocation (RHNA)		Release Draft RHNA Methodologies	Adopt RHNA Methodology	State Dept. of Housing & Community Development Issues Housing Determination		Release Draft RHNA Plan
Analysis of Equity Issues of Initial Vision Scenario	Develop Equity Analysis Methodology for Detailed SCS Scenarios	Equity Analysis of SCS Scenarios				

- Scenario Planning
- Transportation Policy and Investment Dialogue
- Regional Housing Need Allocation
- Equity Analysis

Policy Board Action



2011 → 2012

*Subject to change

Policy Board Actions

● 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



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

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Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012–2013*

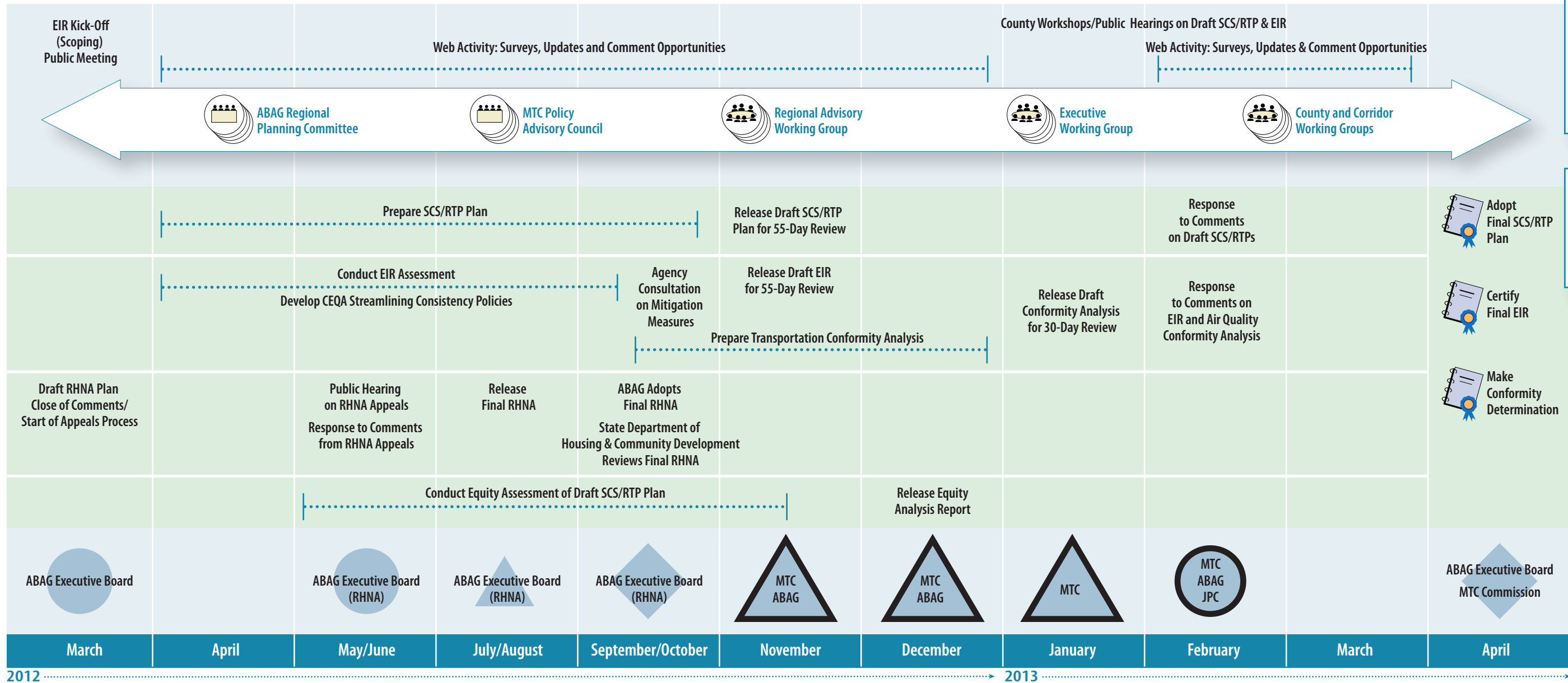
Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption

Local Government and Public Engagement

Milestones

Policy Board Action



- Phase Three Actions/Decisions:**
- Draft SCS/RTP Plan
 - Draft EIR
 - Draft RHNA Plan
 - Final RHNA

- Phase Four Decisions:**
- Final SCS/RTP Plan
 - Final EIR
 - Final Conformity

*Subject to change

Policy Board Actions

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Fact Sheet

SB 375 (STEINBERG): LINKING REGIONAL TRANSPORTATION PLANS TO STATE GREENHOUSE GAS REDUCTION GOALS

- Requires metropolitan planning organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) – a new element of the regional transportation plan (RTP) – to strive to reach the greenhouse gas (GHG) reduction target established for each region by the California Air Resources Board. The target for the Bay Area is a 7 percent per capita reduction by 2020 and a 15 percent per capita reduction by 2035. The 2013 RTP will be the Bay Area’s first plan that is subject to SB 375.
- In the Bay Area, the SCS will be developed in conjunction with the Association of Bay Area Governments (ABAG), which is responsible for the land-use and housing assumptions. The SCS adds three new elements to the RTP: (1) a land use component that identifies how the region could house the entire population of the region over the next eight and 25 years; (2) a discussion of resource and farmland areas to be protected; and (3) a demonstration of how the development pattern and the transportation network can work together to reduce GHG emissions.
- If the SCS falls short of the targets, the MPO must adopt an “alternative planning strategy” (APS) that achieves them. Because the APS is not formally part of the RTP it can include bolder ideas that rely upon changes in law, such as pricing strategies or new funding sources not anticipated the RTP.
- ARB is required to review and approve the SCS, but is not allowed to change it. If the SCS does not reach the target, the MPO is required to develop an APS that ARB agrees would reach the target.
- Requires the MPO to conduct extensive outreach with local government officials and adopt a public participation plan for the SCS that includes a minimum number of workshops in each county as well as three public hearings on the draft SCS prior to adoption of a final RTP.
- Provides assurance that transportation projects programmed for funding prior to 2012 and contained in the 2009 federal transportation improvement program, funded by Proposition 1B, or a voter approved sales tax measure approved prior to 2009 will not be held to a stiffer environmental standard than existed prior to the law’s enactment.
- Synchronizes regional housing needs assessment (RHNA) process with RTP process, requires local governments to rezone their general plans to make them consistent with the updated housing element and requires RHNA allocations be consistent with the development pattern in the SCS. Moves RHNA to an eight-year cycle, rather than a five-year one.
- Streamlines the California Environmental Quality Act (CEQA) for housing and mixed-use projects that meet specified criteria, such as proximity to public transportation.