



CITY OF MARTINEZ

**CITY COUNCIL AGENDA
May 18, 2011**

TO: Mayor and City Council
FROM: Terry Blount, AICP, Planning Manager
SUBJECT: Sustainable Communities Strategy-Initial Vision Scenario
DATE: May 3, 2011

RECOMMENDATION:

That the City Council provide feedback to staff on the Sustainable Communities Strategy-Initial Vision Scenario.

BACKGROUND:

Senate Bill (SB) 375, adopted in 2008, called 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). The SCS integrates several existing planning processes and is required to accomplish the following objectives:

- 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; and
- 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 our regional target established by the California Air Resources Board.

The SCS is a land use strategy required to be included as part of the Bay Area's 25-year Regional Transportation Plan (RTP). 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.

DISCUSSION:

Staff previously provided the City Council with an overview of the Sustainable Communities Strategy (SCS) process (see Attachment 1). This overview was provided as background information for a briefing for city council members and planning commissioners that took place at the Contra Costa Transportation Authority (CCTA) offices January 31st. 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), this will be followed by more detailed SCS scenarios that refine the Initial Vision Scenario (spring and fall 2011), and then later a final draft will be compiled (early 2012). MTC and ABAG staff have asked that all city councils in the Bay Area review the Initial Vision Scenario (see Attachment 2)

and provide feedback to them on its contents. MTC and ABAG have been soliciting feedback on the Initial Vision Scenario through various forums. They have met with the planning directors/managers in Contra Costa County, as well as the CCTA Board. The Board reviewed the Initial Vision Scenario, as well as the comments made by the planning directors/managers and directed CCTA staff to provide their comments to MTC and ABAG (see Attachment 3).

MTC and ABAG have compiled the following questions to be asked of all local city councils:

- 1) Is the proposed place type appropriate for your Priority Development Area (PDA)? Given the availability of resources, is the proposed urban scale, mix of uses, and expected household growth appropriate?
- 2) What transportation improvements would help support the PDA in your jurisdiction?
- 3) What additional funding would be needed to support housing growth?
- 4) If the Initial Vision Scenario growth estimate is too high, should some of the growth be shifted to another part of your jurisdiction, elsewhere in the County, or elsewhere in the region?
- 5) What are the challenges for your local jurisdiction to attract and retain jobs that match your local workforce?

Place Types

Regarding the proposed place types, the City's PDA has been assigned to the category Transit Neighborhood. Place types include such categories as Regional Center, Suburban Center, and Mixed Use Corridor. A place type groups neighborhoods or centers with similar sustainability characteristics and physical and social qualities such as the scale of housing buildings, frequency and type of transit, quality of the streets, concentration of jobs, range of services, or cultural events. Place types are vision oriented; they capture the key desirable sustainability features of a given community over a long term. Some place types (e.g. Regional Center) describe places that play a major role in the regional economy, have major transit infrastructure, and bring workers from throughout the region. Other places described by place types (e.g. Transit Town Center) are planned as mixed-use neighborhoods that are predominantly residential with primarily local serving jobs and services and transit connectivity to large cities in the region. Each place type represents a unique set of challenges towards sustainable growth.

In the Bay Area PDAs provide a starting point for the designation of place types. Within the region's existing urbanized footprint and connected by high-quality transit, PDAs are neighborhoods that local governments have identified as capable of taking on more housing and in some cases employment growth. There are currently more than 120 PDAs in 60 jurisdictions. Together they encompass less than three percent of the region's land area but based upon currently adopted plans have capacity for over half of the region's growth in households to 2035. Understanding the capacity of the region's PDAs, including the impact of transit improvements and capital infrastructure investments, is an important consideration relative to the development of the SCS.

PDAs were assigned place types either at the time of submittal by the respective local jurisdiction for adoption by the regional agencies, by the local jurisdiction participating in the PDA Assessment process, or where the local jurisdiction had not selected a place type, by the regional agency planning staff. Since a place type was not assigned when the City applied for a PDA designation, one was chosen during the recent PDA Assessment process. The Assessment

process included the completion of a questionnaire by staff that MTC and ABAG put together as part of the SCS Initial Vision Scenario development. Correlating the responses to the questionnaire with the definitions of the place types, Transit Neighborhood was chosen as the appropriate place type for the City's PDA.

The following is the definition of Transit Neighborhood from the *Station Area Planning Manual* (MTC 2007):

Transit Neighborhoods are primarily residential areas that are served by rail service or multiple bus lines that connect at one location. Transit neighborhoods have low-to-moderate densities, and the transit stations are often a more minor focus of activity than more intense place types. Secondary transit service is usually less frequent and well-connected. Transit Neighborhoods usually do not have enough residential density to support a large amount of local-serving retail, but can be served by nodes of retail activity. Transit Neighborhoods can be found in both older urbanized areas developed as "streetcar suburbs" or in more recently developed suburban areas. Transit Neighborhoods often have significant development opportunities, so, if desired by the surrounding community, there is the potential to transform these areas into Urban Neighborhoods. Transit Neighborhoods are usually just as intense within a 1/4-mile radius of the transit station as they are within 1/2-mile. Examples of Transit Neighborhoods include El Cerrito del Norte BART, Whisman Station in Mountain View, Glen Park in San Francisco, and Ohlone Chynoweth in San Jose.

Initial Vision Scenario Growth Estimates

The Initial Vision Scenario includes projections for the period 2010-2035 for the increase in the number of households and jobs in the Bay Area. The bulk of this increase is targeted to be accommodated within the region's PDAs and other growth opportunity areas. For Martinez the projections by Census tract are as follows:

SCS Base Case Version 4 - March 14, 2011

Tract	RTAZ_1	HH2010	HH2035	Job2010	Job2035	Growth 2010-2035	
						HH	Jobs
316000	1092	477	602	2,064	2,128	125	64
317000	1093	1,069	1,094	1,706	1,766	25	60
318000	1091	1,670	1,695	2,400	2,475	25	75
319000	1094	3,186	3,211	1,840	1,941	25	101
320001	1095	1,202	1,222	3,505	3,641	20	136
320002	1096	3,471	3,496	3,454	3,702	25	248
321101	1124	2,572	2,592	4,430	4,611	20	181
321102	1126	1,563	1,583	264	320	20	56
321103	1125	1,853	1,873	531	587	20	57
321200	1123	41	61		1	20	1
322000	1126						
347000	1131	135	135	43	48		5
356002	1087	90	100	52	56	10	4
Totals		17,329	17,664	20,289	21,275	335	986

Tract 316000 corresponds roughly with the City's PDA. The Downtown Specific Plan created a land use regulatory framework that would ultimately permit up to 871 additional housing units within the Plan area. This is well above the 125 units that would need to be accommodated as part of the Initial Vision Scenario. The remaining household growth required to be accommodated within the remainder of the City can easily be done so through infill development and the construction of accessory dwelling units (permitted by-right in all single-family zoned areas).

FISCAL IMPACT:

None.

ACTION:

Provide feedback to staff on the Sustainable Communities Strategy-Initial Vision Scenario.

ATTACHMENTS:

1. One Bay Area-Overview of the Sustainable Communities Strategy
2. Sustainable Communities Strategy-Initial Vision Scenario
3. Contra Costa Transportation Authority Board Comments on the Initial Vision Scenario, dated April 26, 2011
4. Sustainable Communities Strategy Frequently Asked Questions

APPROVED BY:



City Manager

OneBayArea

Overview of the Sustainable Communities Strategy

This staff 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. This report is based on reports provided by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

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.

The purpose of this report is to provide local decision makers with an overview of the SCS in relation to local land use policies, implementation needs, and quality of life, including key policy considerations for local jurisdictions.

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 our 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 thereby increasing energy independence and decreasing 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; and
- 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. FOCUS Priority Development Areas (PDAs) are 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 needs through 2035.

PDAs 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 PDAs 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-Corridors 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 and the composition of a County/Corridor Working Group according to their needs and ongoing planning efforts. In Contra Costa County the working group is comprised of the Planning Directors/Managers from each local jurisdiction which meets regularly at the Contra Costa Transportation Authority (CCTA) offices. The County/Corridor Working 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. 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).

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; and
- Be evaluated against the greenhouse gas reduction target as well as the additional performance targets adopted for the SCS.

Detailed Scenarios

By 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 Regional Housing Needs Allocation (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 land use choices and 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.

UNIQUE LOCAL ROLE OF THE CITY OF MARTINEZ IN THE SUSTAINABLE COMMUNITIES STRATEGY

The Downtown Martinez Intermodal Station Area is a designated PDA and will play a key role in the development of the SCS. The PDA includes the area contained within ¼ mile of the Intermodal Station (see attached map). The PDA designation was approved in 2007 and is located within the Downtown Specific Plan (DSP) area. The PDA is a natural fit with this area of the City as the community-developed vision for Downtown contained in the DSP is that of a mixed-use, walkable, and transit-oriented area. The land uses envisioned by the DSP in the PDA include higher-density housing and mixed use. The designation of this area of Downtown as a PDA and the importance that it will play with the development of the SCS places the City in a very good position to receive funding assistance for infrastructure, housing, and transit improvements.

It is also fortuitous that City is currently in the process of updating its General Plan. The effort to create the SCS is being fully integrated into the update process. Overall, the City is a full participant in the efforts to focus the region's growth to specific areas and to identify opportunities for mixed use, infill development near transit and job centers, with an emphasis on housing.

BENEFITS FOR ALL

The SCS provides an opportunity for local jurisdictions 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—with 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:

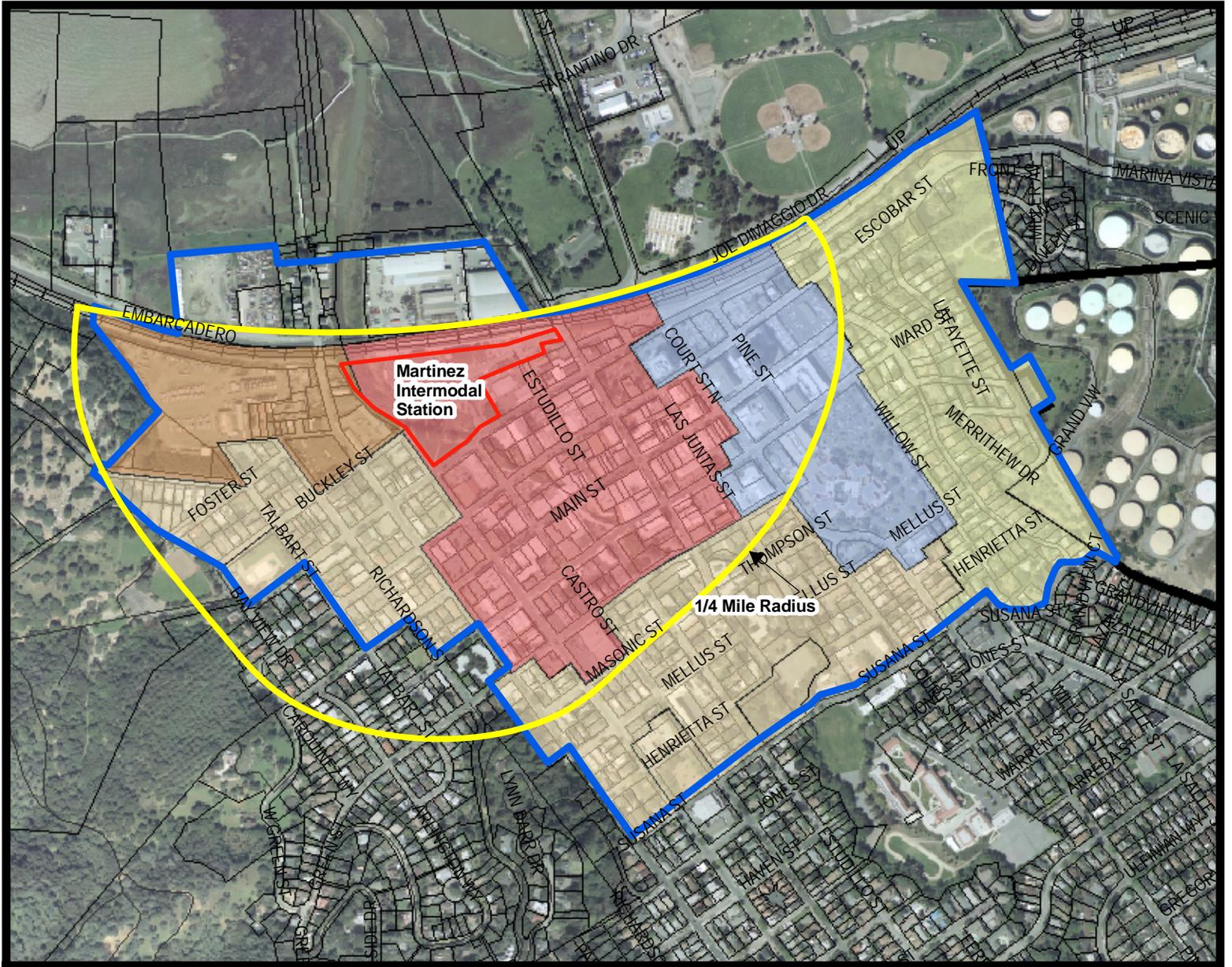
- Grants for affordable housing close to transit;
- Infrastructure bank to support investments that can accommodate housing and jobs close to transit;

- Transportation investment in areas that can significantly contribute to the reduction of greenhouse gas emissions through compact development; and
- Infrastructure investments in small towns that can improve access to services through walking and transit.

NEXT STEPS

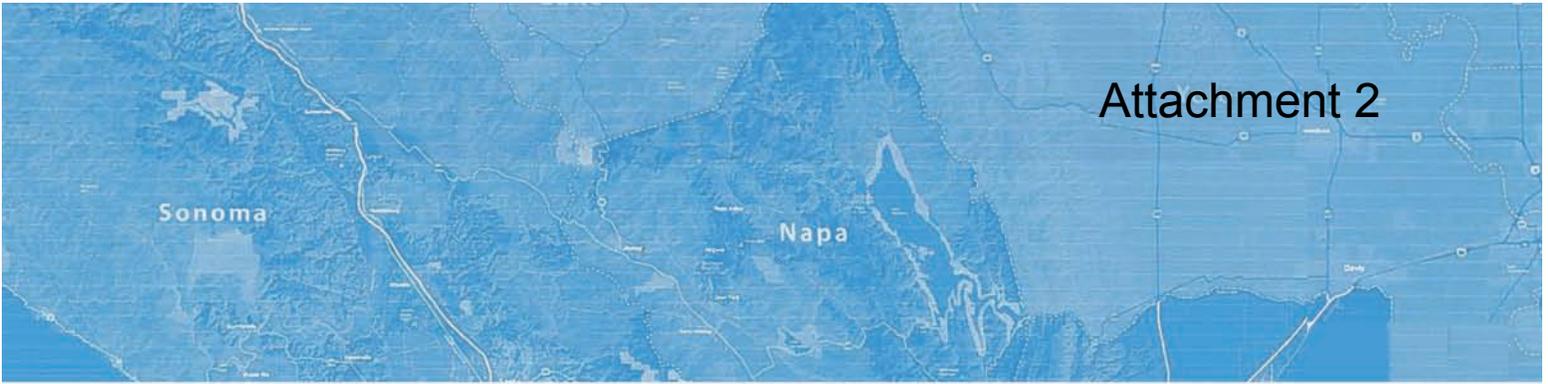
- Regional agencies expect to release an Initial Vision Scenario in early February 2011.
- City staff will subsequently provide a report to the City Council and Planning Commission describing the overall approach, regional context, and local implications for the City.
- City staff will seek City Council and Planning Commission feedback and response to the Initial Vision Scenario to be shared with regional agencies. This feedback will serve as a basis for the development of Detailed SCS Scenarios through July 2011.

Priority Development Area City of Martinez



Legend

- Intermodal Station Area
- 1/4 Mile Station Radius
- Downtown Specific Plan Boundary
- Downtown Core 29-43 Units/Acre
- Downtown Neighborhood 12-35 Units/Acre
- Downtown Shoreline 17-35 Units/Acre
- Civic - County Offices, Courts and Public Uses
- Grandview 7-17 Units/Acre



BayArea Plan

Initial Vision Scenario Overview For Public Discussion

March 11, 2011





Overview of the Initial Vision Scenario

In 2008, Senate Bill 375 (Steinberg) was enacted. The state law requires that our Regional Transportation Plan contain a Sustainable Communities Strategy (together, Plan Bay Area) that integrates land-use planning and transportation planning. For the 25-year period covered by Plan Bay Area, the Sustainable Communities Strategy must identify areas within the nine-county Bay Area sufficient to house all of the region’s population, including all economic segments of the population. It must also attempt to coordinate the resulting land-use pattern with the transportation network so as to reduce per capita greenhouse-gas emissions from personal-use vehicles (automobiles and light trucks).

The Initial Vision Scenario for Plan Bay Area is a first-cut proposal that identifies the areas where the growth in the region’s population might be housed. This proposal builds upon a rich legacy of integrative planning in the Bay Area. For over a decade, the region and its local governments have been working together to locate new housing in compact forms near jobs, close to services and amenities, and adjacent to transit so that the need to travel long distances by personal vehicle is reduced. Compact development within the existing urban footprint also takes development pressure off the region’s open space and agricultural lands. We have referred to this type of efficient development as “focused growth,” and the regional program that supports it is called FOCUS. (See Table 1.)

Planning for New Housing and Supporting Infrastructure

The Initial Vision Scenario is constructed by looking first at the Bay Area’s regional housing needs over the next 25 years. This analysis was performed using demographic projections of household growth. It is not a forecast of the region, and does not take into account many factors that constrain the region’s supply of new housing units, such as limitations in supporting infrastructure, affordable housing subsidies, and market factors. The principal purpose of the Initial Vision Scenario is to articulate how the region could potentially grow over time in a sustainable manner, and to orient policy and program development to achieve the first phases of implementation. Under the assumptions of the Initial Vision Scenario, the Bay Area is anticipated to grow by over 2 million people, from about 7,350,000 today to about 9,430,000 by the year 2035. This population growth would require around 902,000 new housing units. The Initial Vision Scenario proposes where these new units might be accommodated. (See Tables 2 -12 and maps.)

This Initial Vision Scenario is designed around places for growth identified by local jurisdictions. These places are defined by their character, scale, density, and the expected housing units to be built over the long term. Using “place types,” areas with similar characteristics and physical and social qualities, ABAG asked local governments to

identify general development aspirations for areas within their jurisdictions. These places were mostly the Priority Development Areas (PDAs) already identified through the FOCUS program. They also included additional Growth Opportunity Areas, some similar to PDAs and others with different sustainability criteria.

Based on local visions, plans and growth estimates, regional agencies distributed housing growth across the region, focusing on PDAs and Growth Opportunity Areas. ABAG in some cases supplemented the local forecast with additional units based on the typical characteristics of the relevant locally-selected place type. ABAG also distributed additional units to take advantage of significant existing and planned transit investment, and it assigned some units to locally identified areas that present regionally significant development opportunities for greater density.

The Initial Vision Scenario accommodates 97 percent of new households within the existing urban footprint. Only 3 percent of the forecasted new homes require “greenfield development” (building on previously undeveloped lands). Priority Development Areas and Growth Opportunity Areas contain about 70 percent of the total growth (743,000 households).

Among counties, three take the lion’s share of growth: Santa Clara, Alameda and Contra Costa absorb a little over two-thirds of the total. These same counties also are anticipated to take the majority of the region’s job growth (64 percent). (See Tables 13 – 22.) The region’s three major cities do a lot of the heavy lifting. Thirty-two percent of the forecast and proposed housing growth occurs in San José, San Francisco and Oakland. Seventeen percent goes to medium-sized cities like Fremont, Santa Rosa, Berkeley, Hayward, Concord, and Santa Clara.

The analysis embodied in the Initial Vision Scenario is founded on the location of housing. Employment forecasting and distribution in this Scenario is not directly related to land use policy. Employment location can have a strong influence on travel demand, vehicle miles traveled, and vehicle greenhouse-gas emissions. In light of these factors and considering economic competitiveness, transit sustainability, and a balanced relationship between employment and housing, regional agencies will be embarking, with local partners, on further analysis regarding appropriate employment locations in relation to future housing growth and the transportation network. This will inform the development of the detailed scenarios.

The Initial Vision Scenario reflects the transportation investments from MTC’s current Regional Transportation (known as the Transportation 2035 Plan). To support the increased housing growth, it also includes some tentatively proposed improvements to the region’s transit network. These include increased frequencies on over 70 local bus and several express bus routes, improved rail headways on BART, eBART, Caltrain, Muni Metro, VTA light-rail, and Altamont Commuter Express, and more dedicated bus lanes in San Francisco and Santa Clara counties, all resulting in overall growth in transit capacity. However, the Bay Area’s transit system is financially unsustainable with operators unable to afford to run the current service levels into the future, much less expanded headways contemplated under the Initial Vision Scenario. MTC’s Transit Sustainability Project will propose a more sustainable transit system for inclusion in the detailed scenarios to be tested.

Measuring Performance Against Targets

The Initial Vision Scenario results in a 12 percent per capita greenhouse gas emissions reduction from personal-use vehicles in 2035, compared to a 2005 base year. This reduction falls short of the region's state-mandated 15 percent per capita greenhouse gas emissions reduction target. It's clear that additional strategies will need to be employed if we want to attain the greenhouse gas targets, and other targets previously adopted by ABAG and MTC.

MTC and ABAG have adopted a set of Plan Bay Area performance targets to describe in specific, measureable terms the region's commitment and progress toward the "three E" principles of sustainability (Economy, Environment, and Equity). The Initial Vision Scenario meets some regional targets, including accommodating all the projected housing need by income level (in other words, no more in-commuting by workers who live in other regions); reducing the financial burden of housing and transportation on low-income households by providing more affordable housing; and housing the majority of new development within the existing urban core. Also, more residents are projected to ride transit, walk and bike more than existing residents because much of the new housing is located close to services, amenities and jobs, and adjacent to transit in complete communities. (See Figure 1 for the target results.)

The Initial Vision Scenario brings more residents into the region, thus increasing the total amount of travel. New residents will still drive for some trips. Even though vehicle miles traveled per capita in the Bay Area are projected to be lower in the Initial Vision Scenario than it is today, total miles driven within the region are projected to increase. With more Bay Area residents and more miles driven within the region, we can also expect an increase in the total number of injuries and fatalities. Health impacts from exposure to particulate emissions from automobiles and trucks are likewise projected to worsen with more driving; however, state and federal efforts to clean up heavy duty truck engines will more than off set the increases from automobiles, resulting in overall reductions sooty particulate pollution.

Finally, it must be said that while bringing more people into the Bay Area will increase the amount of driving and collisions within the region, it is still a net win in the larger sense. The amount of overall driving and greenhouse gas emissions statewide is certainly less than if the new residents were commuting to Bay Area jobs from communities in neighboring regions that do not offer such amenities.

Next Steps

The Initial Vision Scenario is offered as basis for discussion with local governments, stakeholders, and the general public about how the Bay Area can accommodate all its population growth over the next quarter century. It is by no means a fait accompli. Over the next several months we will seek input through elected official briefings, local government staff discussions, and public workshops. The comments received will assist ABAG and MTC in developing and testing a range of detailed scenarios that achieve the greenhouse gas emission reduction targets.

The purpose of the SCS is to forge consensus in the Bay Area on a preferred long-term regionwide growth pattern. Under SB 375, local governments are explicitly not required to update their general plans in accordance with the SCS. The SCS does not carry the same authority as Regional Housing Needs Allocation but it will inform the distribution of housing at the local level. The adopted SCS land development pattern will help guide regional policies and investments that are made pursuant to the Regional Transportation Plan. These regional policies and investments are intended to create financial and other incentives to implement the adopted land pattern in the SCS. ABAG is currently working with its Housing Methodology Committee to develop a methodology for distributing regional eight-year housing targets to Bay Area local jurisdictions; the methodology will be adopted by ABAG later this year.

The Initial Vision Scenario kicks off a two-year conversation among local jurisdictions and regional agencies on what ultimately will become the Sustainable Communities Strategy, as a part of Plan Bay Area. During that time, the regional agencies will engage local agencies and the public to help identify and assess several detailed Sustainable Communities Strategy scenarios that demonstrate ways that land-use strategies, transportation investments, pricing and other strategies could achieve our adopted goals and targets. The scenarios also will need to address how the Bay Area's land-use plans can assist adaptation to climate change. The Sustainable Communities Strategy will need to coordinate regional agencies' initiatives and requirements related to sea-level rise, air quality, and other climate change related issues.

These detailed scenarios will lead to selection of a preferred scenario early next year that would include an integrated transportation investment and land-use plan; this plan would also undergo a detailed environmental impact review that local agencies could use to streamline environmental assessments of their own local development projects as provided for in SB 375. Finally, the ABAG and MTC boards would be asked to adopt the complete Plan Bay Area, including a Sustainable Communities Strategy, by April 2013. (See Figure 2.)

The regional agencies look forward to further dialogue on these assumptions with our local government and transportation partners, stakeholders, and the general public.

Attachments

Table 1
San Francisco Bay Area Demographic Overview
2010-2035

Scenario	Households	Population	Employed Residents	Jobs
2010 (Actual)	2,669,800	7,348,300	3,152,400	3,271,300
2035 Current Regional Plans	+ 635,400	+1,717,900	+881,600	+1,129,200
2035 PDA Growth Increment	+ 266,800	+ 363,700	+ 165,000	+ 93,600
2035 Initial Vision Scenario	+ 902,200	+2,081,600	+1,046,600	+1,222,800

Note: Current Regional Plans refers to MTC's adopted Transportation 2035 Plan, as well as ABAG's Projections 2009, which was updated to reflect new economic forecasts.

Table 2A
Initial Vision Scenario – Total Households and Household Growth by County

County	2010 Households	2035 Households	Household Growth	Percent Change
Alameda	557,651	770,397	212,746	38.2%
Contra Costa	392,680	546,653	153,973	39.2%
Marin	106,447	117,124	10,678	10.0%
Napa	51,260	56,061	4,801	9.4%
San Francisco	346,680	436,794	90,114	26.0%
San Mateo	264,516	358,337	93,821	35.5%
Santa Clara	613,947	867,813	253,866	41.3%
Solano	148,160	187,776	39,616	26.7%
Sonoma	188,430	231,373	42,943	22.8%
Regional Total	2,669,772	3,572,327	902,556	33.8%

Table 2B
Initial Vision Scenario – Total Households and Household Growth in Priority Development Areas and Growth Opportunity Areas by County (which is a subset of Table 2A)

County	2010 Households	2035 Households	Household Growth	Percent Change
Alameda	161,100	293,700	132,600	82%
Contra Costa	35,100	135,700	100,600	287%
Marin	4,700	10,900	6,200	134%
Napa	300	1,900	1,600	618%
San Francisco	346,700	436,800	90,100	26%
San Mateo	87,400	162,700	75,300	86%
Santa Clara	78,300	253,800	175,600	224%
Solano	4,100	26,600	22,500	543%
Sonoma	25,200	55,500	30,300	121%
Regional Total	742,800	1,377,700	634,800	85%

Table 3
Initial Vision Scenario – Total Jobs and Job Growth by County

County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Alameda	675,591	925,449	249,859	37.0%
Contra Costa	345,931	479,373	133,442	38.6%
Marin	129,679	151,097	21,418	16.5%
Napa	70,136	88,838	18,703	26.7%
San Francisco	544,755	713,651	168,897	31.0%
San Mateo	330,135	452,226	122,091	37.0%
Santa Clara	858,399	1,238,400	380,001	44.3%
Solano	126,328	176,711	50,383	39.9%
Sonoma	190,369	267,588	77,219	40.6%
Regional Total	3,271,321	4,493,333	1,222,012	37.4%

* Employment by jurisdiction within each County can be found in Section 3.

Table 4
Initial Vision Scenario – Alameda County Total Households and Household Growth by Jurisdiction

Alameda County	2010 Households	2035 Households	Household Growth	Percent Change
Alameda	31,774	39,873	8,099	25.5%
Albany	7,150	9,317	2,167	30.3%
Berkeley	46,146	61,876	15,730	34.1%
Dublin	15,572	32,216	16,644	106.9%
Emeryville	5,770	13,260	7,490	129.8%
Fremont	71,004	98,564	27,560	38.8%
Hayward	46,300	61,283	14,982	32.4%
Livermore	28,662	40,801	12,138	42.3%
Newark	13,530	19,331	5,802	42.9%
Oakland	160,567	226,019	65,453	40.8%
Piedmont	3,810	3,820	10	0.3%
Pleasanton	24,034	33,819	9,785	40.7%
San Leandro	31,647	40,447	8,800	27.8%
Union City	20,420	25,900	5,480	26.8%
Alameda County Unincorporated	51,265	63,872	12,606	24.6%
Countywide Total	557,651	770,397	212,746	38.2%

Table 5
Initial Vision Scenario – Contra Costa County Total Households and Household Growth
by Jurisdiction

Contra Costa County	2010 Households	2035 Households	Household Growth	Percent Change
Antioch	32,668	46,365	13,697	41.9%
Brentwood	18,250	24,284	6,034	33.1%
Clayton	3,966	4,090	124	3.1%
Concord	46,296	65,624	19,328	41.7%
Danville	16,574	17,920	1,346	8.1%
El Cerrito	10,422	20,905	10,483	100.6%
Hercules	8,361	17,431	9,070	108.5%
Lafayette	9,589	11,068	1,479	15.4%
Martinez	14,769	16,156	1,387	9.4%
Moraga	5,811	6,995	1,184	20.4%
Oakley	10,835	17,508	6,673	61.6%
Orinda	6,868	8,788	1,920	28.0%
Pinole	7,336	12,623	5,287	72.1%
Pittsburg	20,849	36,261	15,412	73.9%
Pleasant Hill	15,247	17,861	2,614	17.1%
Richmond	37,897	63,439	25,542	67.4%
San Pablo	9,975	13,027	3,052	30.6%
San Ramon	22,061	36,682	14,621	66.3%
Walnut Creek	33,890	40,244	6,354	18.7%
Contra Costa County Unincorporated	61,016	69,382	8,366	13.7%
Countywide Total	392,680	546,653	153,973	39.2%

Table 6
Initial Vision Scenario – Marin County Total Households and Household Growth by
Jurisdiction

Marin County	2010 Households	2035 Households	Household Growth	Percent Change
Belvedere	949	969	20	2.1%
Corte Madera	3,948	4,721	773	19.6%
Fairfax	3,301	3,361	60	1.8%
Larkspur	8,036	8,377	341	4.2%
Mill Valley	6,267	6,631	364	5.8%
Novato	20,375	21,153	778	3.8%
Ross	780	790	10	1.3%
San Anselmo	5,310	5,370	60	1.1%
San Rafael	23,164	28,209	5,045	21.8%
Sausalito	4,310	4,400	90	2.1%
Tiburon	3,844	4,242	398	10.4%
Marin County Unincorporated	26,162	28,900	2,738	10.5%
Countywide Total	106,447	117,124	10,678	10.0%

Table 7**Initial Vision Scenario –Napa County Total Households and Household Growth by Jurisdiction**

Napa County	2010 Households	2035 Households	Household Growth	Percent Change
American Canyon	5,761	7,392	1,632	28.3%
Calistoga	2,140	2,171	31	1.4%
Napa	29,440	32,019	2,579	8.8%
St. Helena	2,440	2,533	93	3.8%
Yountville	1,110	1,230	120	10.8%
Napa County Unincorporated	10,370	10,716	346	3.3%
Countywide Total	51,260	56,061	4,801	9.4%

Table 8**Initial Vision Scenario – San Francisco County Total Households and Household Growth**

San Francisco County	2010 Households	2035 Households	Household Growth	Percent Change
San Francisco	346,680	436,794	90,114	26.0%
Countywide Total	346,680	436,794	90,114	26.0%

Table 9**Initial Vision Scenario – San Mateo County Total Households and Household Growth by Jurisdiction**

San Mateo County	2010 Households	2035 Households	Household Growth	Percent Change
Atherton	2,490	2,580	90	3.6%
Belmont	10,740	12,759	2,019	18.8%
Brisbane	1,730	5,324	3,594	207.7%
Burlingame	13,247	19,431	6,184	46.7%
Colma	460	1,372	912	198.3%
Daly City	31,261	43,095	11,834	37.9%
East Palo Alto	7,780	12,310	4,530	58.2%
Foster City	12,210	13,767	1,557	12.8%
Half Moon Bay	4,440	4,730	290	6.5%
Hillsborough	3,837	4,589	752	19.6%
Menlo Park	12,432	17,563	5,130	41.3%
Millbrae	8,308	12,910	4,602	55.4%
Pacifica	14,320	14,600	280	2.0%
Portola Valley	1,730	1,780	50	2.9%
Redwood City	29,620	41,032	11,412	38.5%
San Bruno	15,262	21,699	6,437	42.2%
San Carlos	11,909	15,707	3,798	31.9%
San Mateo	38,643	56,678	18,035	46.7%
South San Francisco	20,288	30,522	10,234	50.4%
Woodside	2,029	2,059	30	1.5%
San Mateo County Unincorporated	21,780	23,830	2,050	9.4%
Countywide Total	264,516	358,337	93,821	35.5%

Table 10
Initial Vision Scenario – Santa Clara County Total Households and Household Growth
by Jurisdiction

Santa Clara County	2010 Households	2035 Households	Household Growth	Percent Change
Campbell	16,892	21,002	4,110	24.3%
Cupertino	19,830	21,588	1,758	8.9%
Gilroy	14,330	22,118	7,788	54.3%
Los Altos	10,670	11,968	1,298	12.2%
Los Altos Hills	3,053	3,088	35	1.1%
Los Gatos	12,430	13,151	721	5.8%
Milpitas	19,030	38,758	19,728	103.7%
Monte Sereno	1,229	1,269	40	3.3%
Morgan Hill	12,399	20,040	7,641	61.6%
Mountain View	32,114	50,348	18,234	56.8%
Palo Alto	26,705	38,692	11,987	44.9%
San Jose	305,087	435,585	130,498	42.8%
Santa Clara	43,403	67,672	24,269	55.9%
Saratoga	11,000	11,118	118	1.1%
Sunnyvale	54,170	73,425	19,255	35.5%
Santa Clara County Unincorporated	31,604	37,991	6,386	20.2%
Countywide Total	613,947	867,813	253,866	41.3%

Table 11
Initial Vision Scenario – Solano County Total Households and Household Growth by
Jurisdiction

Solano County	2010 Households	2035 Households	Household Growth	Percent Change
Benicia	11,329	13,527	2,198	19.4%
Dixon	5,617	8,222	2,605	46.4%
Fairfield	36,061	52,476	16,415	45.5%
Rio Vista	3,540	4,737	1,197	33.8%
Suisun City	9,132	10,548	1,415	15.5%
Vacaville	32,620	41,775	9,155	28.1%
Vallejo	42,043	47,814	5,771	13.7%
Solano County Unincorporated	7,817	8,677	860	11.0%
Countywide Total	148,160	187,776	39,616	26.7%

Table 12
Initial Vision Scenario – Sonoma County Total Households and Household Growth by Jurisdiction

Sonoma County	2010 Households	2035 Households	Household Growth	Percent Change
Cloverdale	3,211	4,639	1,428	44.5%
Cotati	2,832	3,387	555	19.6%
Healdsburg	4,390	5,284	894	20.4%
Petaluma	21,775	24,713	2,938	13.5%
Rohnert Park	15,718	20,395	4,677	29.8%
Santa Rosa	62,886	83,010	20,124	32.0%
Sebastopol	3,325	3,595	270	8.1%
Sonoma	4,476	5,036	560	12.5%
Windsor	8,884	13,809	4,925	55.4%
Sonoma County Unincorporated	60,933	67,505	6,572	10.8%
Countywide Total	188,430	231,373	42,943	22.8%

Table 13
Initial Vision Scenario – Alameda County Total Jobs and Job Growth by Jurisdiction

Alameda County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Alameda	25,347	37,416	12,069	47.6%
Albany	4,476	4,974	498	11.1%
Berkeley	69,782	78,575	8,794	12.6%
Dublin	18,058	33,400	15,342	85.0%
Emeryville	18,198	25,479	7,281	40.0%
Fremont	86,839	128,484	41,645	48.0%
Hayward	66,135	84,730	18,595	28.1%
Livermore	28,485	46,930	18,445	64.8%
Newark	19,049	21,799	2,750	14.4%
Oakland	187,328	254,846	67,518	36.0%
Piedmont	2,091	2,171	80	3.8%
Pleasanton	52,775	70,158	17,382	32.9%
San Leandro	38,532	51,606	13,074	33.9%
Union City	17,919	33,560	15,642	87.3%
Alameda County Unincorporated	40,576	51,320	10,744	26.5%
Countywide Total	675,591	925,449	249,859	37.0%

Table 14**Initial Vision Scenario – Contra Costa County Total Jobs and Job Growth by Jurisdiction**

Contra Costa County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Antioch	18,529	37,530	19,001	102.5%
Brentwood	6,766	7,731	965	14.3%
Clayton	874	1,158	284	32.5%
Concord	58,731	88,097	29,366	50.0%
Danville	12,837	13,610	772	6.0%
El Cerrito	5,154	7,917	2,763	53.6%
Hercules	2,747	5,344	2,597	94.5%
Lafayette	10,087	10,898	810	8.0%
Martinez	16,919	17,845	926	5.5%
Moraga	4,603	5,525	922	20.0%
Oakley	2,720	7,378	4,658	171.3%
Orinda	5,689	6,352	663	11.6%
Pinole	5,280	6,410	1,130	21.4%
Pittsburg	12,432	24,657	12,224	98.3%
Pleasant Hill	13,815	19,148	5,333	38.6%
Richmond	37,077	57,222	20,145	54.3%
San Pablo	5,403	8,025	2,622	48.5%
San Ramon	36,286	48,905	12,619	34.8%
Walnut Creek	49,309	56,967	7,659	15.5%
Contra Costa County Unincorporated	40,672	48,654	7,982	19.6%
Countywide Total	345,931	479,373	133,442	38.6%

Table 15**Initial Vision Scenario – Marin County Total Jobs and Job Growth by Jurisdiction**

Marin County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Belvedere	776	838	62	8.0%
Corte Madera	6,482	9,202	2,720	42.0%
Fairfax	1,642	1,923	281	17.1%
Larkspur	6,708	7,158	451	6.7%
Mill Valley	8,181	9,900	1,719	21.0%
Novato	25,385	30,753	5,368	21.1%
Ross	827	924	97	11.7%
San Anselmo	4,754	5,170	416	8.8%
San Rafael	43,649	50,324	6,676	15.3%
Sausalito	6,543	7,740	1,198	18.3%
Tiburon	3,494	3,997	503	14.4%
Marin County Unincorporated	21,238	23,166	1,927	9.1%
Countywide Total	129,679	151,097	21,418	16.5%

Table 16**Initial Vision Scenario – Napa County Total Jobs and Job Growth by Jurisdiction**

Napa County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
American Canyon	2,204	4,321	2,117	96.0%
Calistoga	2,748	3,243	495	18.0%
Napa	34,272	44,565	10,293	30.0%
St. Helena	5,763	6,191	428	7.4%
Yountville	2,104	2,624	520	24.7%
Napa County Unincorporated	23,044	27,894	4,850	21.0%
Countywide Total	70,136	88,838	18,703	26.7%

Table 17**Initial Vision Scenario – San Francisco County Total Jobs and Job Growth by Jurisdiction**

San Francisco County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
San Francisco	544,755	713,651	168,897	31.0%
Countywide Total	544,755	713,651	168,897	31.0%

Table 18**Initial Vision Scenario – San Mateo County Total Jobs and Job Growth by Jurisdiction**

San Mateo County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Atherton	2,485	2,632	147	5.9%
Belmont	6,635	11,738	5,102	76.9%
Brisbane	7,991	17,402	9,411	117.8%
Burlingame	21,905	26,728	4,823	22.0%
Colma	3,111	4,310	1,199	38.5%
Daly City	16,772	27,084	10,312	61.5%
East Palo Alto	2,105	6,484	4,379	208.1%
Foster City	13,923	18,560	4,637	33.3%
Half Moon Bay	4,355	5,539	1,184	27.2%
Hillsborough	1,624	2,277	653	40.2%
Menlo Park	25,145	29,501	4,356	17.3%
Millbrae	6,731	10,238	3,507	52.1%
Pacifica	6,051	7,467	1,415	23.4%
Portola Valley	1,686	1,888	202	12.0%
Redwood City	48,682	63,717	15,035	30.9%
San Bruno	13,537	17,938	4,401	32.5%
San Carlos	15,024	21,976	6,952	46.3%
San Mateo	43,337	58,896	15,559	35.9%
South San Francisco	41,328	54,485	13,157	31.8%
Woodside	2,381	2,498	117	4.9%
San Mateo County Unincorporated	45,326	60,869	15,542	34.3%
Countywide Total	330,135	452,226	122,091	37.0%

Table 19**Initial Vision Scenario – Santa Clara County Total Jobs and Job Growth by Jurisdiction**

Santa Clara County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Campbell	22,099	26,897	4,798	21.7%
Cupertino	30,513	35,283	4,770	15.6%
Gilroy	16,652	22,666	6,014	36.1%
Los Altos	10,250	11,511	1,261	12.3%
Los Altos Hills	1,845	1,937	93	5.0%
Los Gatos	18,275	20,700	2,425	13.3%
Milpitas	46,784	55,624	8,840	18.9%
Monte Sereno	400	532	132	33.1%
Morgan Hill	12,698	20,806	8,109	63.9%
Mountain View	50,074	64,507	14,434	28.8%
Palo Alto	73,303	78,163	4,860	6.6%
San Jose	342,799	593,219	250,420	73.1%
Santa Clara	103,186	138,386	35,200	34.1%
Saratoga	6,826	7,279	453	6.6%
Sunnyvale	72,392	96,408	24,016	33.2%
Santa Clara County Unincorporated	50,304	64,481	14,177	28.2%
Countywide Total	858,399	1,238,400	380,001	44.3%

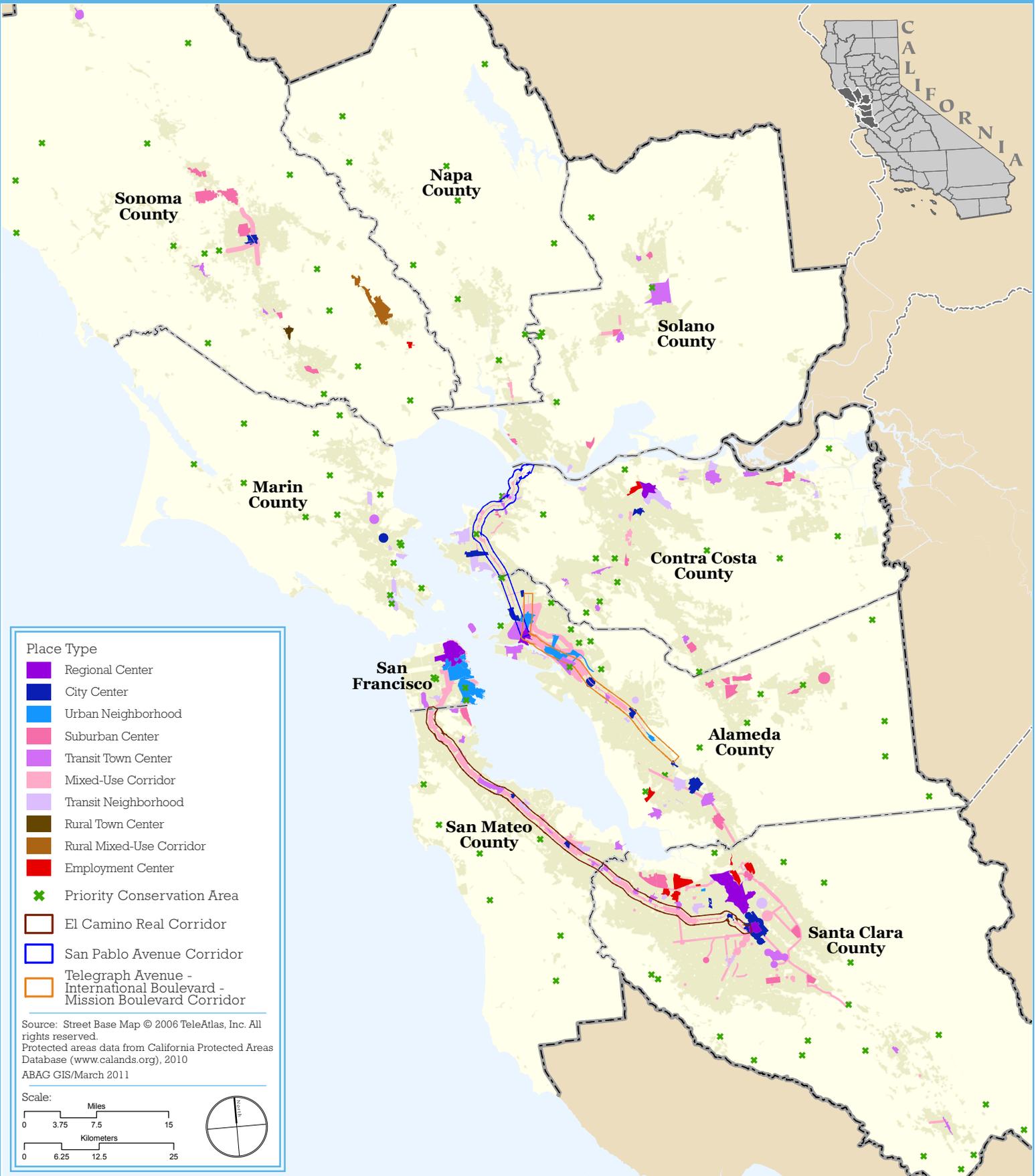
Table 20**Initial Vision Scenario – Solano County Total Jobs and Job Growth by Jurisdiction**

Solano County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Benicia	14,043	17,485	3,442	24.5%
Dixon	4,330	7,239	2,909	67.2%
Fairfield	42,864	60,579	17,716	41.3%
Rio Vista	1,191	2,327	1,136	95.3%
Suisun City	3,210	4,637	1,428	44.5%
Vacaville	23,422	35,030	11,608	49.6%
Vallejo	28,415	38,258	9,843	34.6%
Solano County Unincorporated	8,853	11,156	2,302	26.0%
Countywide Total	126,328	176,711	50,383	39.9%

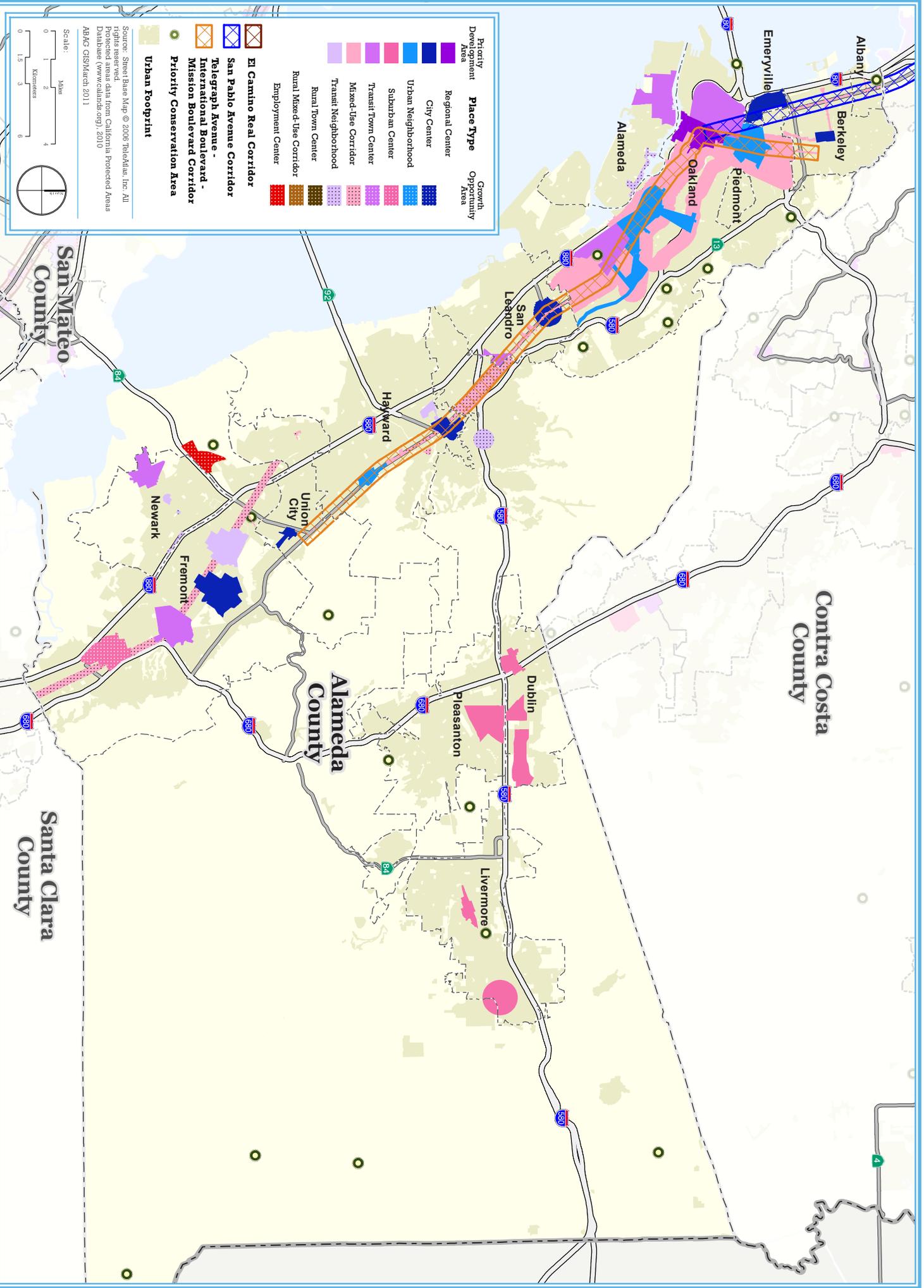
Table 21**Initial Vision Scenario – Sonoma County Total Jobs and Job Growth by Jurisdiction**

Sonoma County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Cloverdale	1,430	1,961	531	37.1%
Cotati	2,043	2,192	149	7.3%
Healdsburg	5,111	6,193	1,082	21.2%
Petaluma	26,968	34,870	7,902	29.3%
Rohnert Park	13,566	21,506	7,940	58.5%
Santa Rosa	72,324	117,005	44,680	61.8%
Sebastopol	4,753	5,333	581	12.2%
Sonoma	7,005	7,924	919	13.1%
Windsor	5,154	7,782	2,628	51.0%
Sonoma County Unincorporated	52,015	62,822	10,807	20.8%
Countywide Total	190,369	267,588	77,219	40.6%

PlanBayArea



Place Type for Priority Development Areas and Growth Opportunity Areas



Priority Development Area

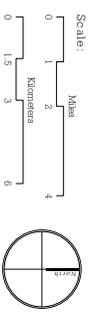
Place Type

Growth Opportunity Area

- Regional Center
- City Center
- Urban Neighborhood
- Suburban Center
- Transit Town Center
- Mixed-Use Corridor
- Transit Neighborhood
- Rural Town Center
- Rural Mixed-Use Corridor
- Employment Center

- El Camino Real Corridor
- San Pablo Avenue Corridor
- Telegraph Avenue - International Boulevard - Mission Boulevard Corridor
- Priority Conservation Area
- Urban Footprint

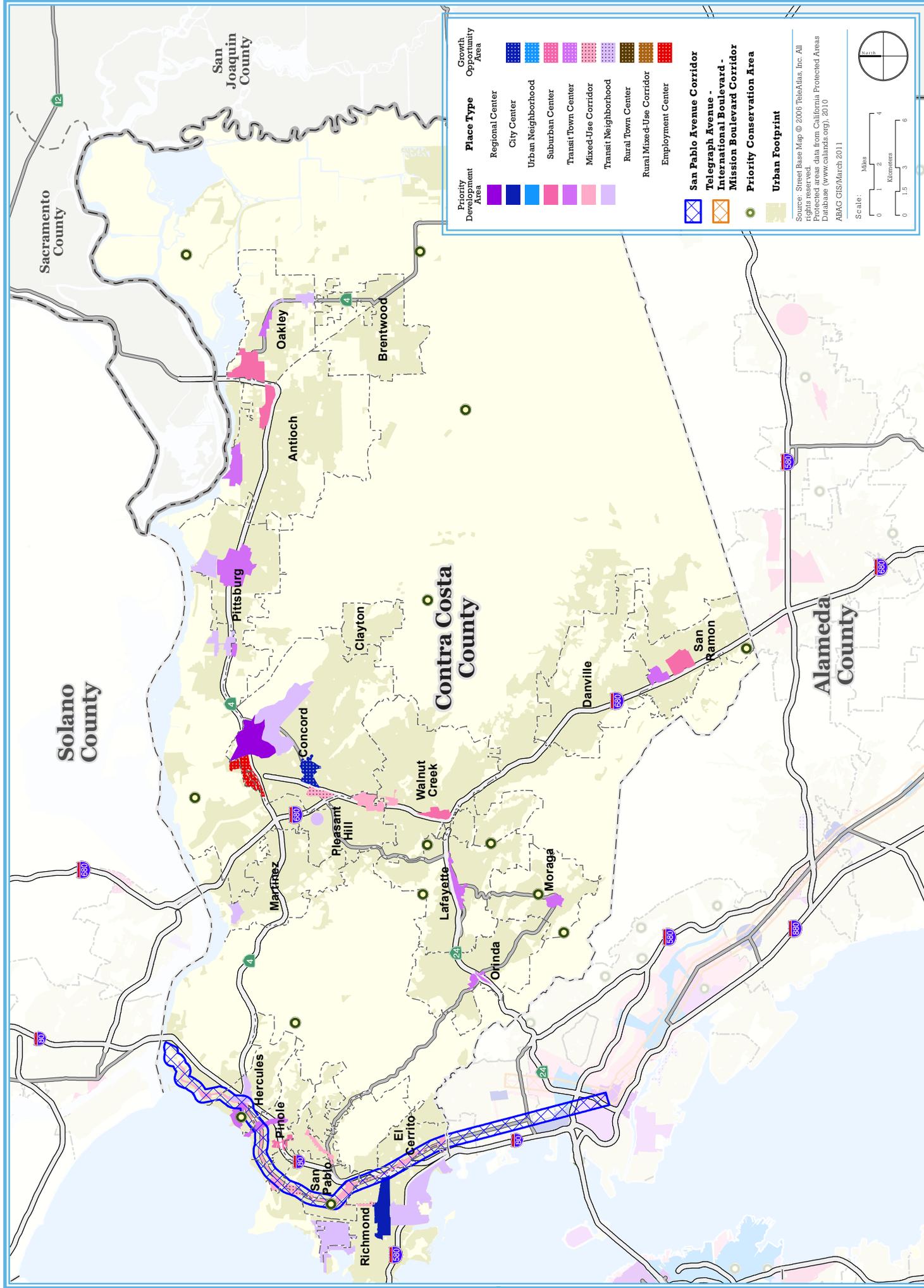
Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calandis.org); 2010
 ABAG GISMarch 2011



Plan Bay Area

Place Type for Priority Development Areas and Growth Opportunity Areas in Alameda County





Priority Development Area	Place Type	Growth Opportunity Area
[Purple box]	Regional Center	[Blue grid box]
[Dark Blue box]	City Center	[Light Blue grid box]
[Light Blue box]	Urban Neighborhood	[Pink grid box]
[Pink box]	Suburban Center	[Light Pink grid box]
[Light Pink box]	Transit Town Center	[Light Purple grid box]
[Lightest Pink box]	Transit-Use Corridor	[Lightest Purple grid box]
[White box]	Transit Neighborhood	[Green grid box]
[White box]	Rural Town Center	[Green grid box]
[White box]	Rural Mixed-Use Corridor	[Green grid box]
[White box]	Employment Center	[Red grid box]

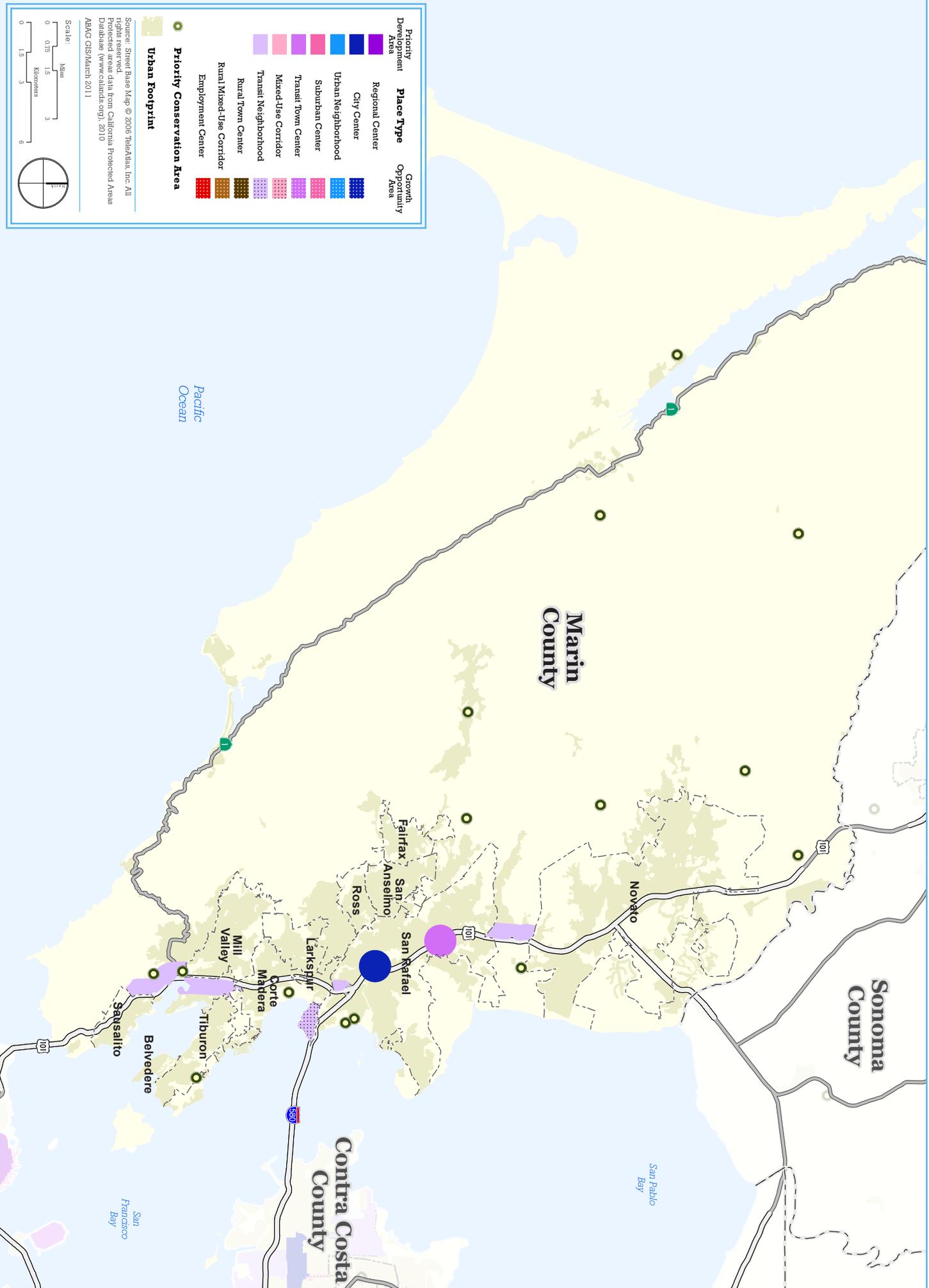
- San Pablo Avenue Corridor
- Telegraph Avenue - International Boulevard Corridor
- Mission Boulevard Corridor
- Priority Conservation Area
- Urban Footprint

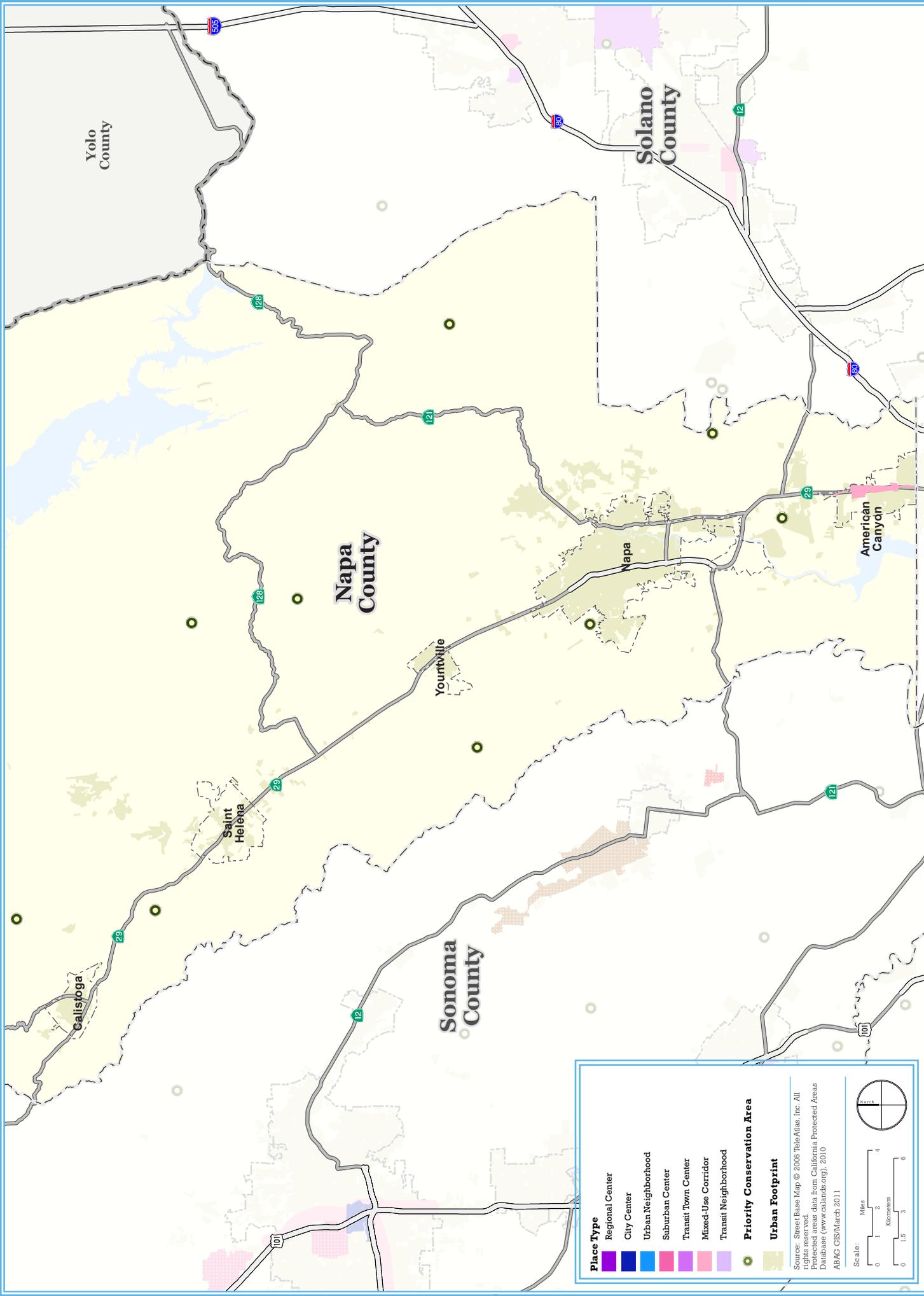
Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calandis.org), 2010
 ABAG GIS/March 2011



Plan Bay Area

Place Type for Priority Development Areas and Growth Opportunity Areas in Marin County





Place Type

- Regional Center
- City Center
- Urban Neighborhood
- Suburban Center
- Transit Town Center
- Mixed-Use Corridor
- Transit Neighborhood
- Priority Conservation Area
- Urban Footprint

Source: StreetBase Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calandis.org), 2010
 ABAG GIS/March 2011

Scale:

Miles: 0 1 2 4

Kilometers: 0 1.5 3 6

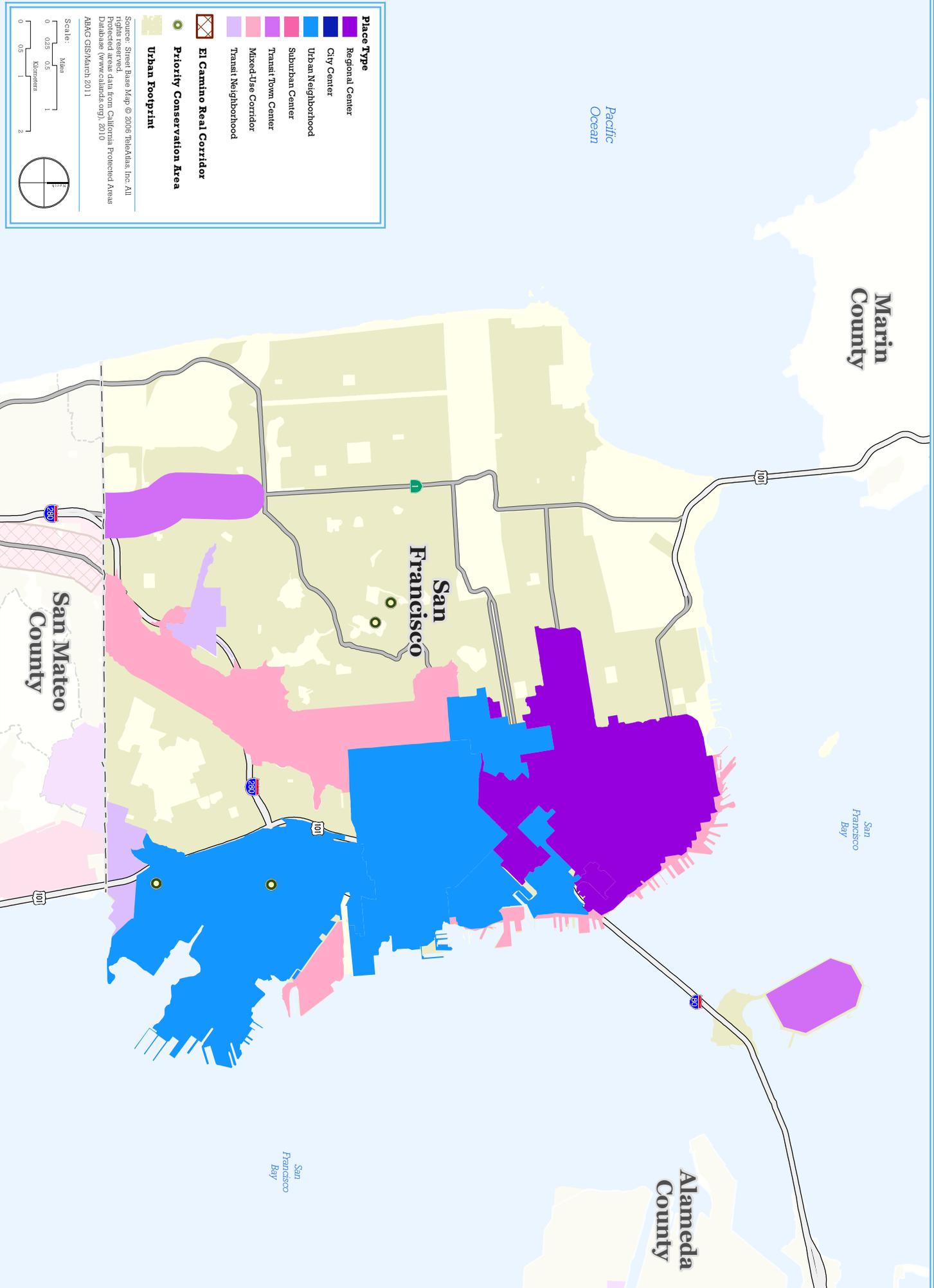
North

Marin
County

San
Francisco
Bay

Alameda
County

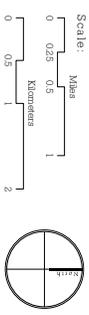
Pacific
Ocean



Place Type

- Regional Center
- City Center
- Urban Neighborhood
- Suburban Center
- Transit/Town Center
- Mixed-Use Corridor
- Transit Neighborhood
- El Camino Real Corridor
- Priority Conservation Area
- Urban Footprint

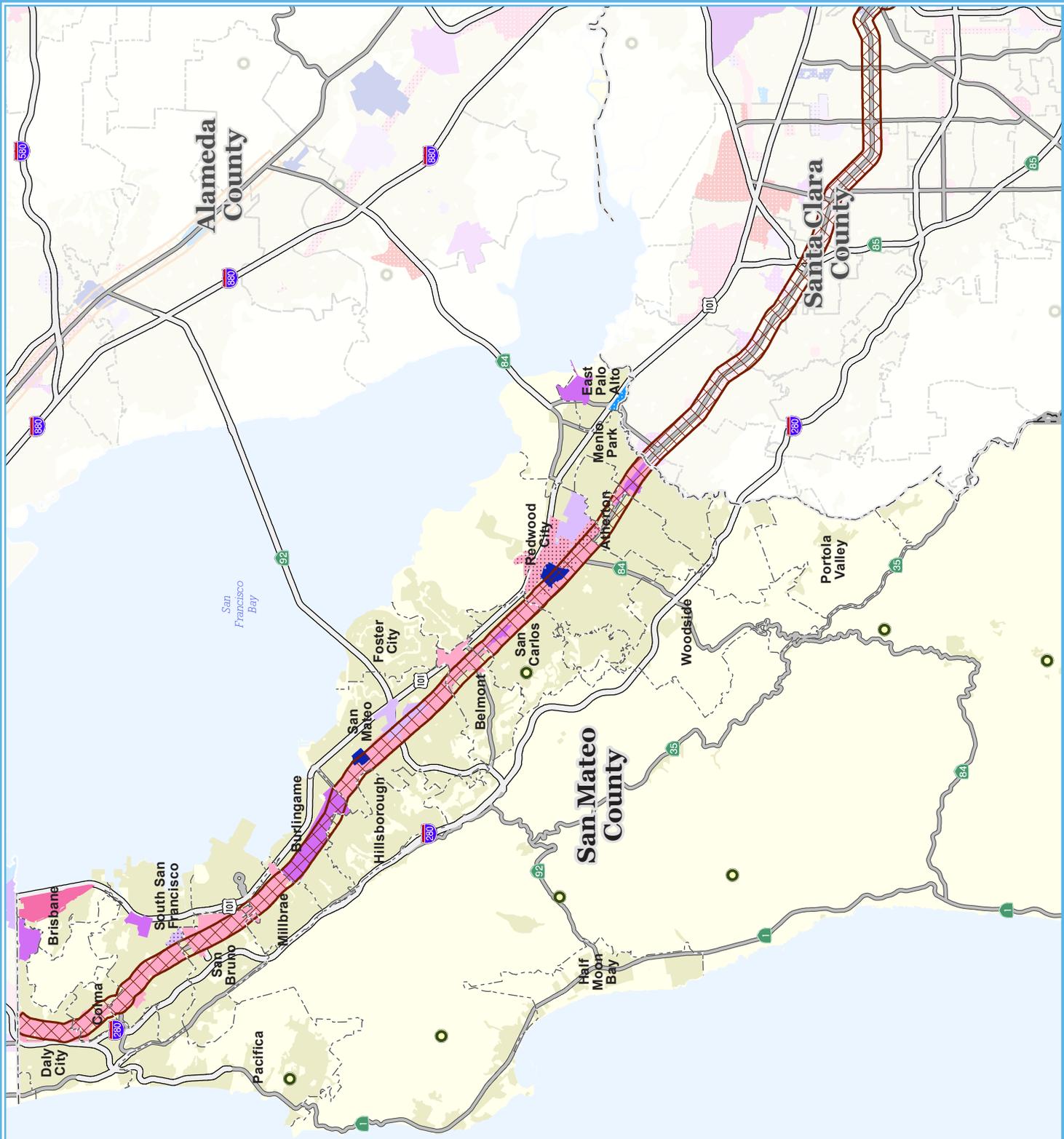
Source: Street Base Map, © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calandis.org), 2010
 ABAG GIS/March 2011



Plan Bay Area

Place Type for Priority Development Areas in San Francisco





Pacific Ocean

Priority Development Area	Place Type	Growth Opportunity Area
	Regional Center	
	City Center	
	Urban Neighborhood	
	Suburban Center	
	Transit Town Center	
	Mixed-Use Corridor	
	Transit Neighborhood	
	Rural/Town Center	
	Rural/Mixed-Use Corridor	
	Employment Center	
	El Camino Real Corridor	
	Telegraph Avenue - International Boulevard - Mission Boulevard Corridor	
	Priority Conservation Area	
	Urban Footprint	

Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calandis.org), 2010
 ABAG GIS/March 2011

Scale: Miles 0 0.75 1.5 3 6
 Kilometers 0 1.5 3 6

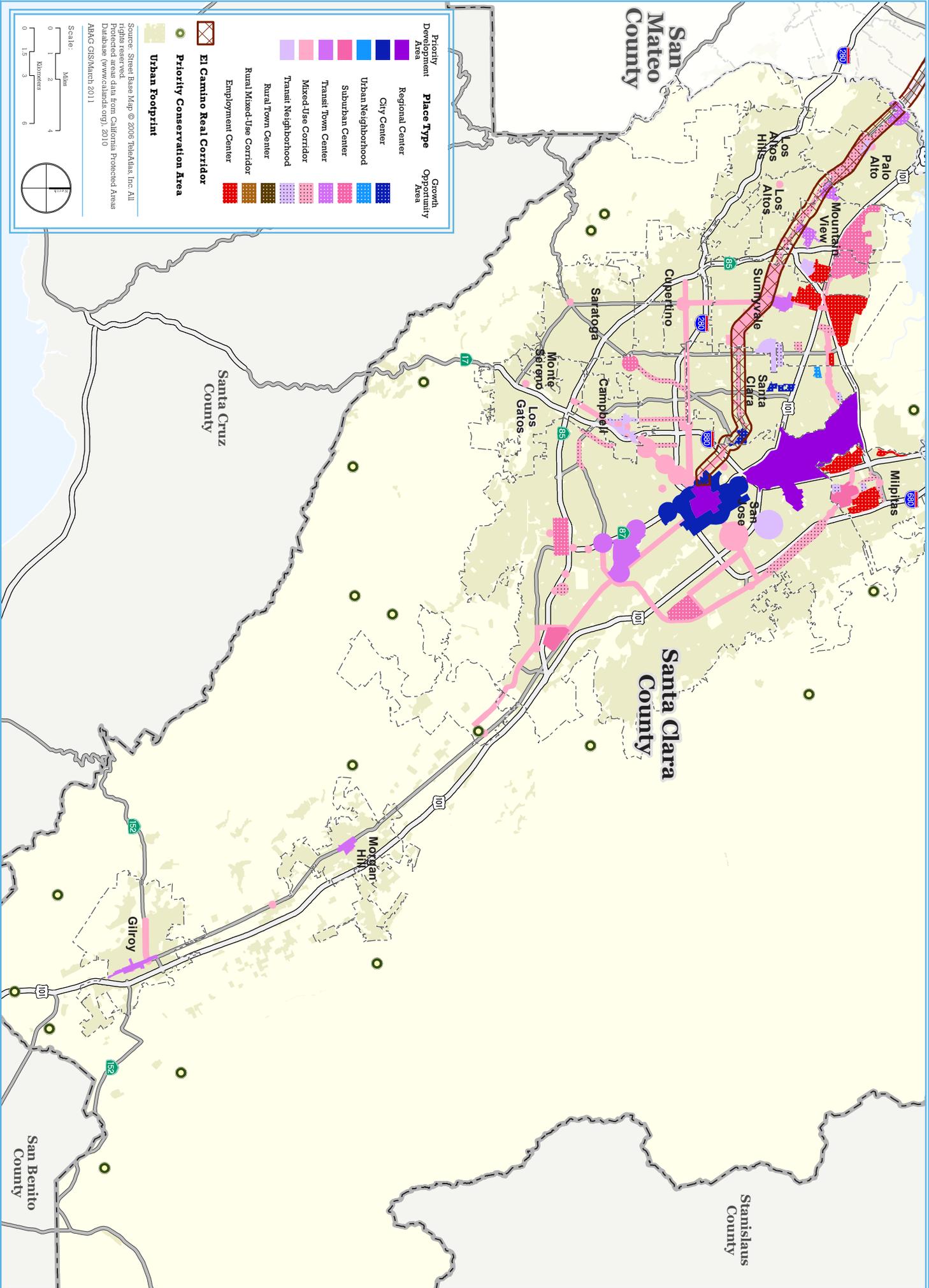
Plan Bay Area

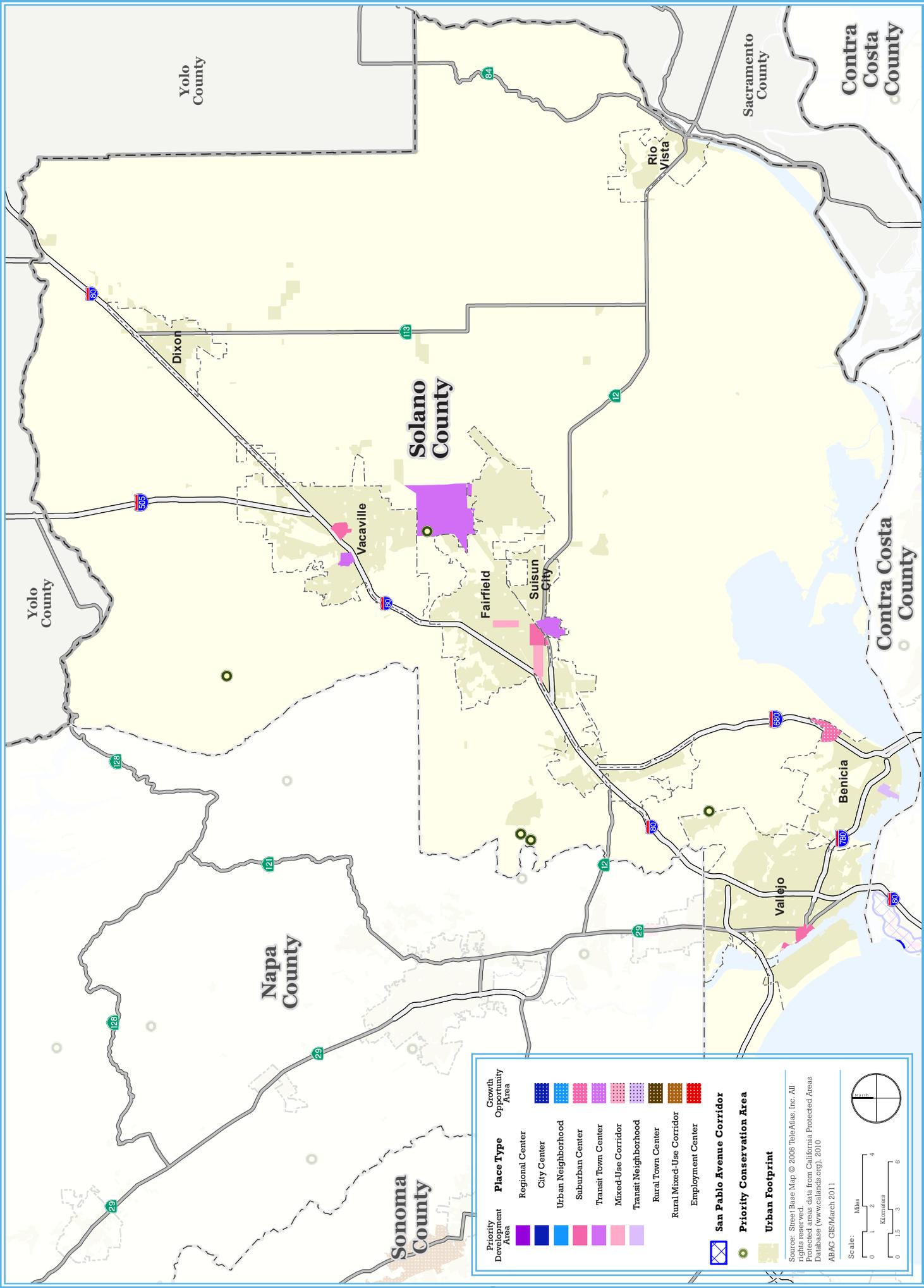
Place Type for Priority Development Areas and Growth Opportunity Areas in San Mateo County



Plan Bay Area

Place Type for Priority Development Areas and Growth Opportunity Areas in Santa Clara County





Priority Development Area	Place Type	Growth Opportunity Area
	Regional Center	
	City Center	
	Urban Neighborhood	
	Suburban Center	
	Transit Town Center	
	Mixed-Use Corridor	
	Transit Neighborhood	
	Rural Town Center	
	Rural Mixed-Use Corridor	
	Employment Center	
	San Pablo Avenue Corridor	
	Priority Conservation Area	
	Urban Footprint	

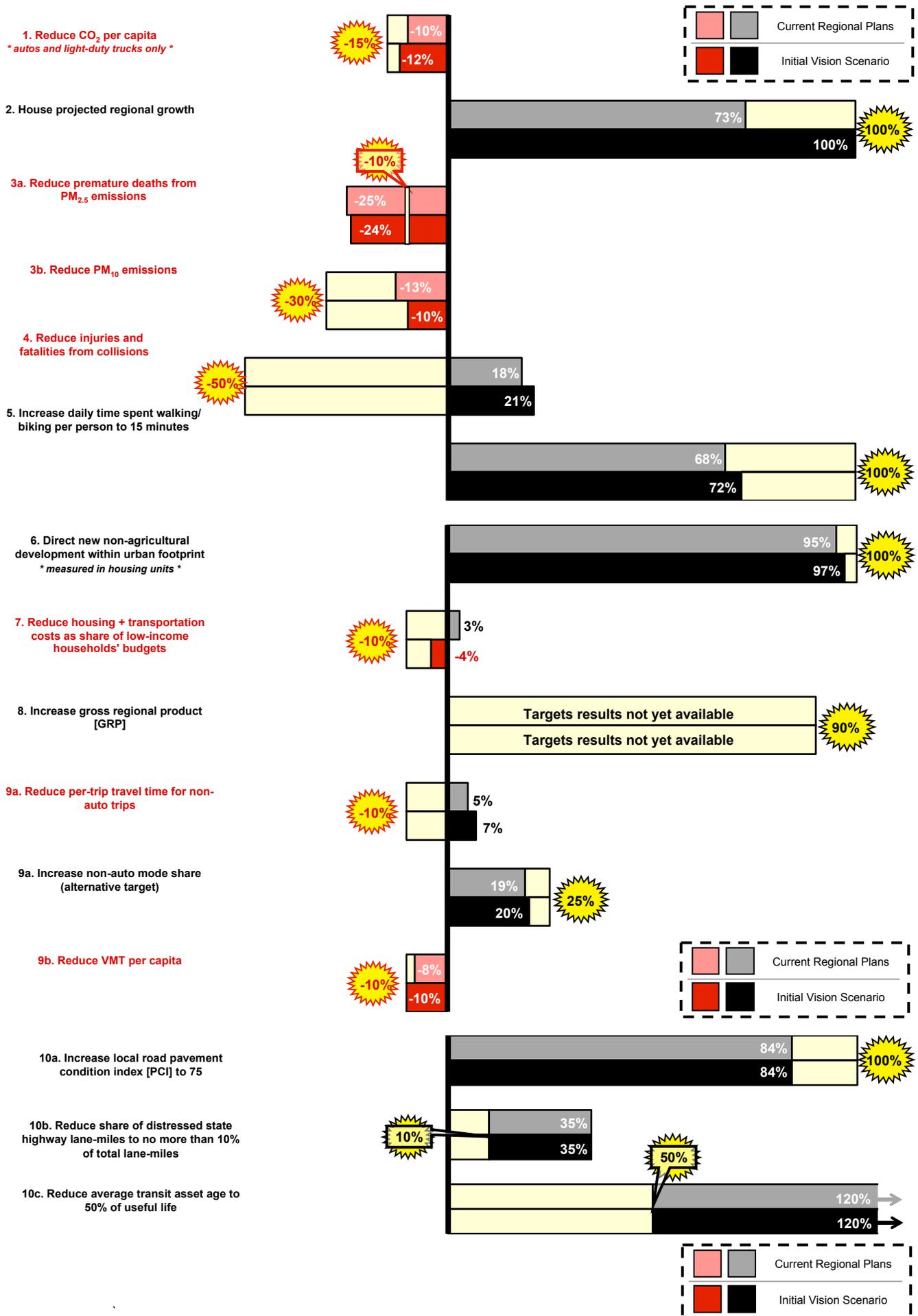
Source: Shesl Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calands.org), 2010
 ABAG GIS/March 2011

Scale: 0 1 2 4 Miles / 0 1.5 3 6 Kilometers

North

Figure 1

Target Results





CONTRA COSTA
transportation
authority

COMMISSIONERS

David Durant, Chair

April 26, 2011

Don Tatzin,
Vice Chair

Ms. Adrienne J. Tissier, Chair
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4770

Mr. Mark Green, Chair
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94607-4756

Janet Abelson

Geneveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Subject: Comments on the "Initial Vision Scenario"

Karen Mitchoff

Dear Ms. Tissier and Mr. Green,

Julie Pierce

At its meeting on March 16, 2011 the Authority received a presentation on MTC/ABAG's "Initial Vision Scenario" (IVS). We would like to thank your staff, Doug Kimsey of MTC, and Sailaja Kurella of ABAG, for attending that meeting, and for their informative presentation of the IVS to our Board.

Karen Stepper

Robert Taylor

Randell H. Iwasaki,
Executive Director

On April 20, the Authority reconvened and deliberated on a set of comments developed by the Contra Costa Planning Directors, a forum comprised of the top planning staff from each of our local jurisdictions. This letter transmits our initial comments on the IVS, along with recommended next steps for developing the detailed Sustainable Communities Strategy (SCS) scenarios.

We preface our comments by acknowledging that the purpose of the IVS was to initiate a discussion about a consensus-oriented regional approach to steering long-term sustainable growth and to thereby explore a potential regional sustainable growth scenario where development of two of the most vital ingredients to a sustainable Bay Area – housing production and transit service – was unconstrained. That is, we recognize that the purpose was to explore where development might occur without taking into account many factors that constrain the region's supply of new housing units and construction of infrastructure improvements, such as availability of funding, employment forecasting and current employment distribution, the overall economy and other market factors, so that discussion could ensue regarding how the Bay Area can accommodate projected population growth over the next quarter century in a sustainable way. We also recognize that future phases of the SCS process will include developing a range of detailed scenarios and testing feasible land-

use/transportation alternatives to achieve the greenhouse gas emission reduction targets mandated by SB 375.

We appreciate that MTC/ABAG has developed this vision, which provides us with useful information on what could be achieved if some of the existing barriers to sustainability were removed. We will continue to refer back to the valuable lessons learned from the IVS as we work with you to craft an SCS. Accordingly, our comments below assume that the SCS alternatives will be financially “realistic,” and that the forecast will reflect pragmatic objectives and policies as required for an internally consistent RTP under SB 375.

Our comments focus on balancing the regional distribution of growth, moving employment towards emerging population centers, and concentrating development in the PDAs to create a more realistic framework for smart growth.

1. Establish a more realistic and balanced regional growth forecast.

While the housing forecast is intentionally unconstrained in the IVS, our understanding is that the IVS job forecast ultimately used was constrained. We therefore are concerned that the job growth projected for the region may be well above market realities and inconsistent with historic levels – and therefore that the IVS may overstate the housing potentially needed in the unconstrained scenario. The methodology used by ABAG, as referenced in the staff Memorandum to the Executive Board dated November 5, 2010, does not, in our opinion, provide adequate justification for a sustained differential between national and Bay Area growth; the structural changes and weak employment increases that have occurred in the Bay Area over the past decade, in our view portend weaker employment growth than ABAG is currently envisioning. Moreover, we believe that the substantial projected region-wide increase in non-worker households is at best questionable.

We strongly believe that if constrained employment forecasting and current employment distribution are going to be used as part of an unconstrained scenario, revised regional, County-wide and jurisdiction-specific development forecasts should be prepared, informed by the available regional forecasts provided by State, academic, and commercial forecasting entities. In our view, the revised forecasts should reflect a technically sound relationship between job growth and housing demand, commuting patterns, and workers per household assumptions.

2. Place employment where the necessary market conditions and development capacity exist and also close to existing and emerging population centers.

Contra Costa, and the region as a whole, has many communities that are currently housing-rich, where residents are commuting to other parts of the region for employment.

Consistent with smart growth principles, new employment should therefore be focused partially on providing jobs for existing residents. We therefore support adding regional employment centers in close proximity to current and projected housing.

Adding regional employment centers in areas suitable for such development and close to growing population centers, creates the potential for reducing vehicle miles traveled (VMT). One example is East Contra Costa, an area that currently shows the highest travel times (and distances) of anywhere in the County. This area, and other similar ones in the region, has a ready and sizable labor force nearby and the capacity for job growth, particularly if it is spurred by active economic development programs.

To reduce both overall GHG emissions for the region, and GHG emissions per capita, we propose to work with MTC/ABAG staff in partnership to identify the best locations for employment near transit and transportation facilities to encourage shorter commutes and more use of transit. We note that while San Jose, Oakland, and San Francisco are taking on a significant amount of growth, Contra Costa as a whole has equal or greater potential to become a magnet for future employment growth along major transit corridors.

3. Concentrate development in all Priority Development Areas (PDA), identified Growth Opportunity Areas (GOA) and other urbanizing areas.

The IVS places much of the future development in PDAs, GOAs and other urban areas, but this allocation appears overdone in some instances where the allocations are not just “unconstrained” but very likely physically impossible. At the same time allocations have not been carried to the full potential of other jurisdictions. In addition, some locations with identified PDA/GOA locations show negative growth in the IVS, however, this may be a simple error. Comprehensively identifying the sites within urban areas with capacity for smart growth and defining these locations as PDAs and/or GOAs could create a more realistic framework for smart growth.

Next Steps: Proposed Approach for Developing Detailed SCS Scenarios

We propose to work in partnership with MTC/ABAG staff to develop the detailed SCS scenarios, applying what we've learned from the IVS, while working towards a preferred SCS that is both feasible and realistic. Here are four steps that we believe can result in achieving the SCS objectives:

Step One – Refine the Forecast: Based upon the current economic situation, and assuming reasonable growth levels for housing and employment into the future, the growth forecast for the Bay Area should remain at or below historic levels, and therefore lower than the attached forecasts for Current Regional Plans and the IVS. Once the SCS forecast has been benchmarked to historic levels, we would propose to work with you to tighten and improve the forecasting assumptions for Contra Costa.

Step Two – House the Region's Population: SB 375 requires that the SCS "house all the population of the region," however, it leaves the regional agency with significant flexibility on how best to accomplish this. In the IVS, "all" of the population (including all workers) was housed by increasing housing production by 267,000 dwelling units, while at the same time reducing the average number of workers per household (from 1.42 to 1.22). Even if more affordable housing is provided in the future, a large percentage of households will still require more than one income to afford a house in the Bay Area. We therefore suggest that MTC/ABAG assume at least 1.4 Workers per Household in the 2035 forecast. This would still accomplish the jobs-housing balance that SB 375 aspires to, without introducing unrealistically high housing production numbers.

Step Three – Assume Financially Constrained Transportation Investments: Regarding the transit investments, tripling the service frequency on existing transit lines under the IVS, while desirable, cannot be funded under the financial constraints of the RTP, and therefore it cannot be included in the SCS. Given that gas tax revenues are expected to further erode due to improved fuel economy and electric cars, available future revenues are likely to go down. We therefore suggest a balanced transportation investment program, maintaining available transit service, while also investing in streets and roads, and moreover, improving the efficiency of our freeway system through implementation of the Freeway Performance Initiative (FPI).

Step Four – Introduce Pricing and TDM: We believe that pricing and TDM should be applied on the margin, in a realistic fashion to help achieve the GHG emission reduction target. For example, due only to supply constraints, gas prices could easily surpass the

Ms. Adrienne Tissier

Mr. Mark Green

April 26, 2011

Page 5

2035 price of \$5.35/gallon (\$2009) assumed in the IVS. TDM is another area where we can expect to see significant improvements in efficiency. We anticipate a dramatic increase in tele-work over the next 25 years, and we are optimistic that new opportunities will allow for expanded casual carpooling through the use of smart phone "apps". TDM strategies can provide a one-for-one reduction in GHG emissions (a one percent increase in the share of trips that are eliminated due to TDM activities could result in a one percent decrease in Vehicle Miles Travelled (VMT) and per capita Greenhouse Gas (GHG) emissions).

We appreciate this opportunity to provide initial feedback on the IVS. During the coming weeks, local staff will provide more detailed comments at the census tract level.

We look forward to working with you in partnership, as you initiate the development of the detailed SCS scenarios.

Sincerely,



David E. Durant

Chair

cc: CCTA Board Members and Alternates
CMA Directors
RTPC Managers
Contra Costa Planning Directors

File: 13.03.08.01

Attach: Current Regional Plans and IVS Forecasts for Households and Jobs

**SF BAY AREA HOUSEHOLD GROWTH FORECASTS 2010-2035
COMPARING CURRENT REGIONAL PLANS AND INITIAL VISION SCENARIO**

HOUSEHOLDS

	BASE₁	CURRENT REGIONAL PLANS₂				INITIAL VISION SCENARIO₃			
	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year
ALAMEDA	557,300	708,000	150,700	27%	6,028	770,000	212,700	38%	8,508
CONTRA COSTA	384,400	480,500	96,100	25%	3,844	538,400	154,000	40%	6,160
MARIN	104,600	112,300	7,700	7%	308	115,300	10,700	10%	428
NAPA	51,200	54,600	3,400	7%	136	56,000	4,800	9%	192
SAN FRANCISCO	346,700	415,000	68,300	20%	2,732	436,800	90,100	26%	3,604
SAN MATEO	264,400	322,800	58,400	22%	2,336	358,200	93,800	35%	3,752
SANTA CLARA	614,000	827,300	213,300	35%	8,532	867,900	253,900	41%	10,156
SOLANO	148,200	171,300	23,100	16%	924	187,800	39,600	27%	1,584
SONOMA	188,300	211,300	23,000	12%	920	231,300	43,000	23%	1,720
BAY AREA TOTAL	2,659,100	3,303,100	644,000	24%	25,760	3,561,700	902,600	34%	36,104

₁ 2010 base normalized to Current Regional Plans

₂ Current Regional Plans, ABAG 3/14/11

₃ Initial Vision Scenario, ABAG 3/14/11

SF BAY AREA JOB GROWTH FORECASTS 2010-2035
COMPARING CURRENT REGIONAL PLANS AND INITIAL VISION SCENARIO

JOBS

	BASE ₁	CURRENT REGIONAL PLANS ₂				INITIAL VISION SCENARIO ₃				
	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year
ALAMEDA	675,600	906,300	230,700	34%	9,228	675,600	925,400	249,800	37%	9,992
CONTRA COSTA	345,900	469,500	123,600	36%	4,944	345,900	479,400	133,500	39%	5,340
MARIN	129,700	147,900	18,200	14%	728	129,700	151,100	21,400	16%	856
NAPA	70,100	87,000	16,900	24%	676	70,100	88,800	18,700	27%	748
SAN FRANCISCO	544,800	698,800	154,000	28%	6,160	544,800	713,700	168,900	31%	6,756
SAN MATEO	330,100	442,900	112,800	34%	4,512	330,100	452,200	122,100	37%	4,884
SANTA CLARA	858,400	1,213,000	354,600	41%	14,184	858,400	1,238,400	380,000	44%	15,200
SOLANO	126,300	173,000	46,700	37%	1,868	126,300	176,700	50,400	40%	2,016
SONOMA	190,400	262,200	71,800	38%	2,872	190,400	267,600	77,200	41%	3,088
BAY AREA TOTAL	3,271,300	4,400,600	1,129,300	35%	45,172	3,271,300	4,493,300	1,222,000	37%	48,880

₁ 2010 base normalized to Current Regional Plans

₂ Current Regional Plans, ABAG 3/14/11

₃ Initial Vision Scenario, ABAG 3/14/11

OneBayArea

Sustainable Communities Strategy

Frequently Asked Questions

What is the Sustainable Communities Strategy?

The Sustainable Communities Strategy (SCS) is an integrated land use and transportation plan that all metropolitan regions in California must complete under Senate Bill 375. In the San Francisco Bay Area this integration includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP).

What will the SCS do?

State law requires that the SCS accomplish three principal objectives:

1. Identify areas to accommodate all the region's population associated with Bay Area economic growth, including all income groups, for at least the next twenty-five years;
2. Develop a Regional Transportation Plan that meets the needs of the region; and
3. Reduce greenhouse-gas emissions from automobiles and light trucks.

In responding to these three state mandates, the SCS will also need to be responsive to a host of other regional and local quality-of-life concerns.

What size of population will the SCS need to accommodate?

The Bay Area currently has 7.3 million people. Over the next twenty-five years it is expected to grow by about another two million; this additional growth is equivalent to approximately five times the current population of the City of Oakland.

What are the greenhouse-gas reduction targets?

On August 9, 2010, the California Air Resources Board (ARB) staff proposed a seven percent reduction target for 2020 and a fifteen percent reduction target for 2035 for the Bay Area. These targets are based on per capita greenhouse gas emissions from passenger vehicles relative to 2005. Final greenhouse gas (GHG) targets will be adopted by ARB on September 23, 2010.

Who will prepare the SCS?

Within the Bay Area, the law gives joint responsibility for the SCS to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC). The two agencies will work with the Bay Area Air Quality Management District

(the Air District) and the Bay Conservation and Development Commission (BCDC). They will also partner with local governments, county congestion management agencies and a wide range of stakeholders to ensure broad public input in the SCS's preparation.

How will the SCS affect local land-use control?

SB 375 does not alter the authority of city and county governments to make decisions about local land use and development. However, the law does require that the SCS be consistent with the Regional Housing Needs Allocation (RHNA) and therefore affects the next iteration of housing elements in local general plans.

How does the SCS relate to the Regional Transportation Plan (RTP) and RHNA?

Regional Transportation Plans include land use projections. The SCS will be the land use allocation in the next RTP, slated for adoption in March 2013. SB 375 stipulates that the SCS will incorporate an 8-year housing projection and allocation pursuant to RHNA.

Aside from the RHNA requirement, why would local governments want to conform to the SCS?

1. To benefit from incentives that will be available to conforming localities—for example, Transportation for Livable Communities (TLC) funding, Station Area Planning Grants, investments from the Regional Transportation Plan, and assistance in meeting the requirements of the California Environmental Quality Act (CEQA);
2. To improve the quality of life of our neighborhoods by providing cleaner air, improved public health, better mobility, more walkable streets, and homes closer to transit, jobs, and services.

Why the emphasis on automobiles and light trucks?

Transportation is the largest single source of greenhouse gases in California. In the Bay Area, it accounts for 41 percent of our emissions, and over three quarters of these come from personal travel in on-road vehicles. If we are to significantly reduce our contribution to global warming, then we need to reduce the impact of our travel within the region. The SCS aims to reduce emissions by:

- Reducing the separation of land uses (jobs, stores, schools, and homes) and encouraging more complete, mixed-use communities, so people can drive less and increase their walking, biking, and use of transit;
- Clustering more homes, jobs and other activities around transit, so people will be encouraged to take transit rather than drive; and
- Planning land uses and transportation together, so we can manage traffic congestion and vehicle speeds, reducing emissions from excessive idling and other inefficiencies.

Land use development changes very slowly and many places will not change much. How much difference can the SCS really make?

We acknowledge that it will likely be decades before changes in the land use pattern make an appreciable difference to the total emissions from personal vehicles. Improvements in vehicle technology and transportation pricing mechanisms (e.g., parking) are likely to have a greater impact, both in the short and longer term. However, the impact of more efficient vehicles could be significantly reduced if the amount we drive and congestion continue to increase because of inefficient land uses. There is a broad consensus that there isn't just one thing that we should do; we will need to move on all fronts. Changes in technology will have to be accompanied by changes in travel behavior if we have any hope of reducing emissions to the levels required by the middle of this century. If we are to be successful in reconfiguring the region by 2050 or so, we need to start now.

While we implement the long-term land-use changes, is there anything we can do that will have more immediate impact?

Yes. The state law which requires an SCS allows us to use transportation measures and policies. These might include road pricing (new and increased tolls), parking regulations, and incentives to accelerate the adoption of alternative vehicles like electric cars, among others.

The extraordinarily high gas prices in 2008 demonstrated that an increase in the cost of driving had an immediate effect on travel patterns: fewer people drove, while more took transit. However, while transportation pricing policies could be powerful and fast-acting measures, the impact on people's pocketbooks will be politically contentious and difficult to implement. In addition, the equity consequences could be particularly challenging: we do not want to make life more unaffordable for those who are already struggling. If we increase the costs of driving, we need to supply land use and transportation choices so people have a genuine ability to avoid or mitigate those costs.

What are some of the other regional efforts related to the SCS?

The Air District and BCDC are developing policies and regulations that will affect the region's land use pattern and placement of public infrastructure, including transportation.

In its effort to control local and regional air pollution (smog, particulate matter, and airborne toxins), the Air District is considering an indirect source rule (ISR) that regulates the construction and long-term transportation impacts of land development. The ISR may require mitigation or payments in lieu of development that increases automobile travel and vehicle emissions. The Air District also recently adopted new thresholds for the evaluation of development projects under CEQA.

BCDC will be releasing an adaptation plan to prepare for inevitable sea-level rise and storm surges affecting areas on and near the Bay shoreline. This will have implications for the location of future development and perhaps for the relocation of existing development and infrastructure. The SCS needs to consider this adaptation work.

What if the SCS is not able to meet its targets?

If we cannot meet the greenhouse-gas reduction targets in the SCS, then we must prepare an Alternative Planning Strategy (APS) to accompany the SCS. The APS will be structured like the SCS, but it is an unconstrained plan that does not have to be as feasible or achievable as the SCS, since it would not be adopted as part of the RTP. The APS would identify the physical, economic, or political conditions required to meet the regional greenhouse gas targets. The APS may provide some CEQA streamlining to housing or mixed-use development projects which are consistent with certain aspects of its land use pattern.

What type of CEQA assistance might be provided through the SCS or APS?

The CEQA relief to be provided through the SCS or APS could include the following:

1. Residential or mixed use projects that comply with the general use designation, density, building intensity and other policies specified for the project area in the SCS will not be required to deal with growth-inducing impacts or transportation-related project-specific or cumulative impacts on global warming or on the regional transportation network required by CEQA.
2. Transit priority projects, which meet a number of land use, density and location criteria as well as including high-quality transit might be totally exempt from CEQA or might qualify for a streamlined review called a sustainable communities environmental assessment.

The SCS sounds like a big project. Are we starting from scratch?

Thankfully, we are not. For over a decade, the Bay Area has been encouraging more focused and compact growth to help revitalize older communities, develop complete communities, reduce travel time and expense, make better use of the existing transportation system, control the costs of providing new infrastructure, protect resource land and environmental assets, promote affordability, and generally improve the quality of life for all Bay Area residents. Reducing greenhouse-gas emissions just provides another reason to continue and accelerate these ongoing efforts.

Responding to the regional agencies' FOCUS program, over sixty local governments have voluntarily designated over 120 Priority Development Areas (PDAs). Located within existing urbanized areas and served by high-quality public transit, PDAs consume only about three percent of the region's land area but are being planned by their local jurisdictions to house nearly one-half of the region's projected population growth to the year 2035. FOCUS PDAs and associated incentive programs like TLC – which has reached its 10-year anniversary – provide a solid foundation upon which to build the SCS.

How much time do we have to complete the Sustainable Communities Strategy?

According to the State, the Bay Area's SCS is due in March 2013. However, a draft SCS needs to be completed by the beginning of 2012 so it can guide the investments in the transportation plan, to ensure consistency with the eight-year RHNA, and make sure that environmental impact documents are completed in time to allow sufficient public review. We will receive our final greenhouse-gas targets from the California Air Resources Board in September 2010. That leaves less than a year and a half to work with all our partners to actually produce the SCS.

Over the next few months, we will build the necessary analytic tools, strengthen partnerships with local governments and other stakeholders, and work out the information and engagement mechanisms to make the process transparent and worthy of public support.

Who should we contact with questions?

- Doug Kimsey, MTC, (510) 817-5790, dkimsey@mtc.ca.gov
- Ken Kirkey, ABAG, (5410) 464-7955, kennethk@abag.ca.gov
- Henry Hilken, BAAQMD, (415) 749-4642, hhilken@baaqmd.gov
- Joe LaClair, BCDC, (415) 352-3656, joel@bcdca.gov