Sustainable Communities Strategy

A Local-Regional Partnership

Informational Workshop
First District City Councils
January 29, 2011, Pleasanton, CA
Senate Bill 375

- Landmark legislation for California on land use, transportation, and environmental planning passed in 2008
- A local-regional process to support neighborhood development, conserve resources, and create a sustainable region
To build a Bay Area that thrives and prospers...

- Walkable, affordable places with services and amenities
- Sustainable transportation system
- Attractive place for business
- Protected natural resources
- Safe, healthy, and resilient communities
Plan Requirements

- Adopt by 2013 (ABAG and MTC)
- Reduce greenhouse gas emissions from driving in the Bay Area by 15% per capita by 2035
- Use realistic demographic and revenue assumptions
- House the region’s population at all income levels
- Align transportation investments, housing growth, and land use planning
What is New?

• Regional Transportation Plan will align with and support Sustainable Communities Strategy land use pattern.

• Regional Housing Needs Allocation changes to an 8-year cycle.

• Regional Housing Needs Allocation will be consistent with the Sustainable Communities Strategy.

• No change to local authority over land use decisions.
Building on an Existing Framework

Map Legend:
- Priority Development Area: Planned
- Priority Development Area: Potential
- Within Urban Footprint
- Within Urban Growth Limits
- Protected Open Space

FOCUS: A development and conservation strategy for the San Francisco Bay Area

OneBayArea: Working for Sustainability

Priority Development Areas in Alameda County
<table>
<thead>
<tr>
<th>City</th>
<th>Areas</th>
<th>New Housing</th>
<th>New Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dublin</td>
<td>West Dublin, Town Center, Transit Center</td>
<td>2800</td>
<td>8900</td>
</tr>
<tr>
<td>Fremont</td>
<td>City Center, Centerville, Irvington</td>
<td>4700</td>
<td>2700</td>
</tr>
<tr>
<td>Livermore</td>
<td>Downtown, Vasco Road TOD</td>
<td>2800</td>
<td>1300</td>
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<tr>
<td>Pleasanton</td>
<td>Hacienda</td>
<td>TBD</td>
<td>TBD</td>
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Fremont
Irvington District Bay Street

Grant Amount: $1.6 million
Participants: City of Fremont
Purpose: Pedestrian improvements for new development near Irvington BART station
Transportation for Livable Communities Grants

Downtown Livermore

Grant Amount: $2.1 million
Participants: City of Livermore
Purpose: Pedestrian connections for new development, transit center

Grant Amount: $2.5 million
Participants: City of Livermore
Purpose: Funds to support purchase of affordable housing site near transit center
Transportation for Livable Communities Grants

East Dublin BART

Grant Amount: $3,750,000

Participants: City of Dublin, BART, County of Alameda

Purpose: Pedestrian access for new TOD
West Pleasanton BART

Grant Amount: Privately financed

Participants: BART, City of Pleasanton, City of Dublin

Purpose: First ever infill BART station
Identification of Places, Policies and Strategies

County/Corridors Engagement Process
Regional Advisory Working Group

Initial Vision Scenario
March 2011

Development of Realistic Detailed Scenarios
July 2011

Preferred SCS Scenario
Early 2012

Analysis against Targets and Indicators
Evaluate Transportation Investment Trade-offs
# SCS Performance Targets

*Adopted by ABAG and MTC in January 2011*

<table>
<thead>
<tr>
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<th>Statutory Targets (2)</th>
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<tr>
<td>1</td>
<td>Reduce per capita GHG emissions from cars and light-duty trucks by 15%</td>
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<tr>
<td>2</td>
<td>House 100% of the region’s growth by income level and without displacing current low-income residents</td>
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<th>Voluntary Targets (8)</th>
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<tr>
<td>3</td>
<td>Reduce premature deaths from exposure to particulate emissions by 10%</td>
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<tr>
<td>4</td>
<td>Reduce injuries and fatalities from all collisions by 50%</td>
</tr>
<tr>
<td>5</td>
<td>Increase average daily walking and biking time per person by 60%</td>
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<tr>
<td>6</td>
<td>Direct all non-agricultural development within the urban footprint</td>
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<tr>
<td>7</td>
<td>Reduce the share of low-income and lower-middle income residents’ household income consumed by transportation and housing by 10%</td>
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<tr>
<td>8</td>
<td>Increase gross regional product (GRP) by 90%</td>
</tr>
<tr>
<td>9</td>
<td>Decrease non-auto per-trip travel time by 10%; Decrease automobile vehicle miles traveled by 10%</td>
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<tr>
<td>10</td>
<td>Maintain the transportation system in a state of good repair</td>
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<td></td>
<td>- Increase average Road Pavement Condition Index to 75 or better</td>
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<td></td>
<td>- Decrease distressed state highway lane-miles to less than 10%</td>
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<tr>
<td></td>
<td>- Reduce average transit asset age to 50% of useful life</td>
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Potential Investment Strategies

- Grants for affordable housing close to transit
- Infrastructure bank to support investments in housing and jobs close to transit
- Transportation investments that reduce greenhouse gas emissions
- Infrastructure investments in small towns providing services and improving pedestrian access
Public Participation Plan

- Local government workshops in each county
- Workshops with engaged stakeholders in all nine counties
- Targeted outreach in low-income communities
- Regional telephone poll
- Focus groups
- Web-based interactive tools to gather input
City/County Involvement in the SCS

- Participate in County/Corridor Leadership Group
- Staff participation in working groups coordinated by the Congestion Management Agency
- Submit transportation project proposals through the CMA
- Participate in County-wide stakeholder workshops
- Respond to the Initial Vision Scenario to be released in March 2011 and the Detailed Scenarios to be released later this year
Integration of Regional Goals

- **BAAQMD** — CEQA Guidelines
- **BCDC** — Bay Plan and Adaptation Strategies
NOTE: Will only use the following slide in the unlikely event of a more detailed question about the project evaluation process
Project Evaluation Process

Benefit/Cost Measures
- Delay & travel time
- Particulate emissions
- CO₂ emissions
- Collisions
- Direct user costs

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