

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

Overview

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

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

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

Meeting Purpose

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

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

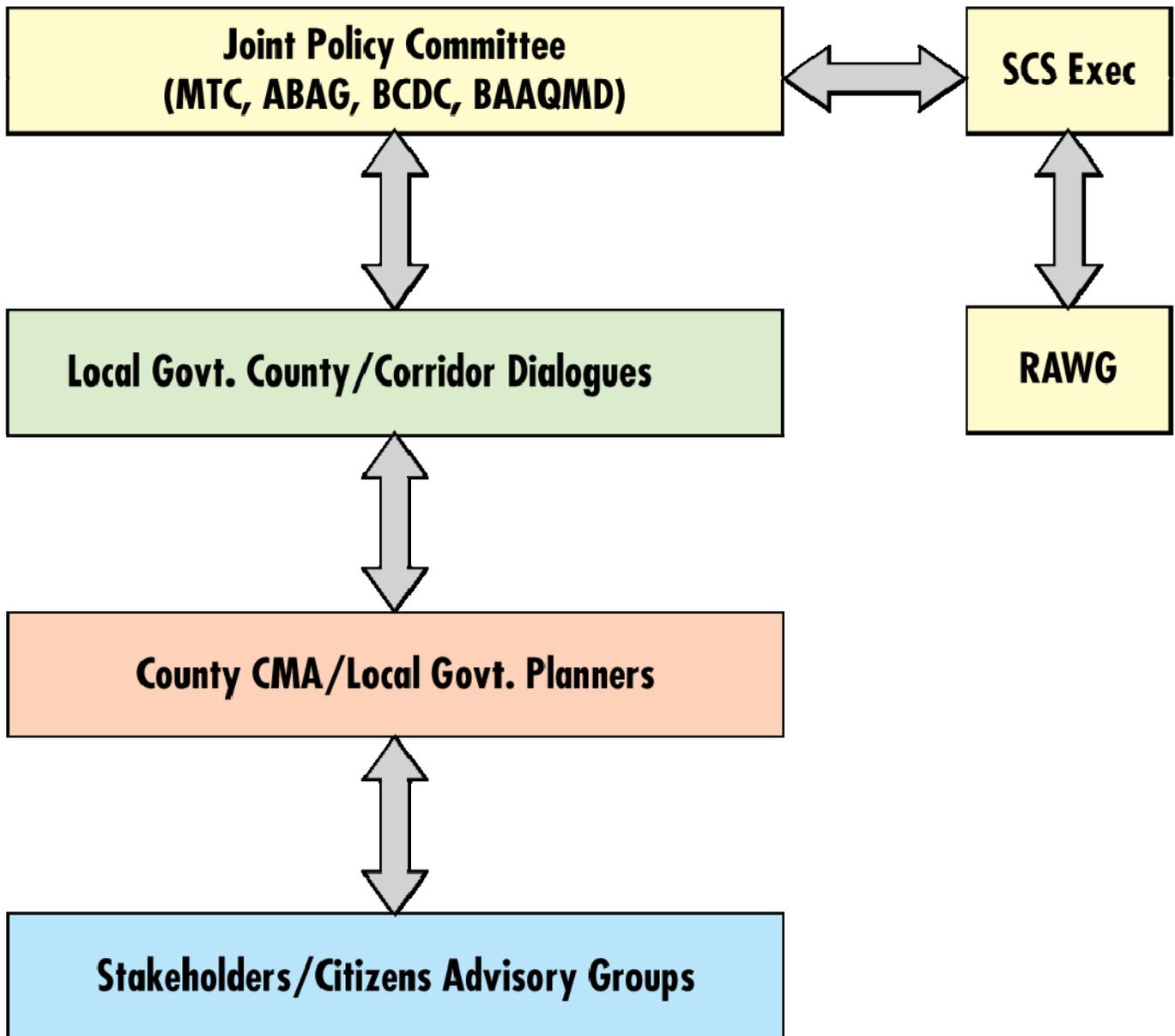


Given the need to more closely integrate these activities, the public engagement process will be supplemented by a partnership of local governments and regional agencies that will bring together elected officials, planning directors, county congestion management agencies, and local transit agencies.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

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

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

SCS Local Govt. Partnership





Association of
Bay Area
Governments



Bay Area Air Quality
Management
District



Metropolitan
Transportation
Commission



Bay Conservation and
Development
Commission