



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Planning Committee

DATE: June 4, 2010

FR: Executive Director

RE: SB 375 Overview and Building Local Agency Partnerships

As you know, SB 375 (Steinberg) 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 (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 associated with job growth, 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 (GHG) 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).

Thus far, staff has been mostly focused on updating the Committee on CARB's efforts to develop statewide GHG emission reduction targets. For your June 2010 meeting, we thought it would be helpful to take a couple of steps back to review how the region's existing plans and programs will fit in with our SCS development. 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 the:

- 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

Successful development and implementation of the Bay Area's Sustainable Communities Strategy (SCS) requires an active partnership with local jurisdictions. 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 Bay Area Partnership, 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. All of these groups will meet on an as needed basis throughout the development of the SCS.

The attached powerpoint provides a summary of the SB375/SCS overview and a proposed Corridor/County Leadership partnering proposal. We will provide additional information on SCS development at your meeting.

Steve Heminger

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