

City of Brisbane

Agenda Report

TO: Honorable Mayor and City Council

FROM: Community Development Director via City Manager

SUBJECT: **Update on Senate Bill 375 Sustainable Communities Strategy**

DATE: Meeting of February 7, 2011

City Council Goals:

To promote transportation opportunities that maximize safety, reliability, enhance circulation and create options, thereby reducing reliance on the use of the automobile. (Goal #5)

To develop plans and pursue opportunities to protect natural resources. (Goal#8)

Purpose:

To provide the City Council with: 1) an overview regarding the regional Sustainable Communities Strategy (SCS) required pursuant to Senate Bill 375 (SB 375); and 2) an update on the regional process now underway to develop the SCS.

The SCS is a mandated regional land use/transportation strategy to achieve state-established regional greenhouse gas emission (GHG) reduction targets for vehicles (automobiles and light trucks). It is being developed for the 9-County Bay Area region through a partnership between local governments, regional agencies and congestion management agencies. The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) are coordinating preparation of the SCS, and provided much of the background information for this report.

Recommendation:

That the City Council receive and file this report.

Background:

Senate Bill 375 (SB 375), which took effect on January 1, 2009, requires the state to establish greenhouse gas (GHG) emission reduction targets for all of the state's regions, an important step in achieving emission reductions set forth in Assembly Bill 32, California's 2006 landmark climate change legislation. SB 375 further recognizes the

linkages between transportation, land use, and air quality, and seeks to coordinate related policies and investments to reduce transportation-related greenhouse gas (GHG) emissions.

SB 375 specifically requires the preparation of a SCS for each of the state's metropolitan areas, including the ABAG region. The SCS is a projected land use/transportation pattern intended to achieve regional emission reduction targets established by the state, if feasible. The SCS is further required to 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.

It should be noted that 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 SCS is 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.

Discussion:

SCS Objectives

While the SCS is driven by statutory and regulatory requirements, it is viewed by MTC and ABAG as more than assigning housing need or achieving greenhouse gas targets. The stated 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 the Bay Area attain a higher level of environmental, economic and social sustainability. 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;
- Conserve water and decrease dependence on imported food stocks and their high transport costs.\

SCS Process

The final SCS will be the product of an ongoing iterative process that includes the development of growth/transportation scenarios and the definition of performance targets and indicators against which these scenarios can be evaluated. The process will produce an Initial Vision Scenario (anticipated in March, 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

The Vision Scenario will be 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 Priority Development Areas (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;
- Be evaluated against the greenhouse gas reduction target as well as the additional performance targets adopted for the SCS.

Detailed Scenarios

The next step will involve the development of 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.

SCS Coordination/Outreach

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. A Working Group has

been formed for San Mateo County. In addition to these Working Groups, a Regional Advisory Working Group (RAWG), composed of local government representatives and key stakeholders (local planning and transportation staff, non-profit organizations, environmental, business and developers' organizations) provides technical oversight at the regional level. The County/Corridor Working Groups as well as the RAWG will facilitate local input into the scenarios through 2011.

Local Implications

Regional Housing Needs Assessment (RHNA)

As described previously, the eight-year 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. 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

As a matter of information, C/CAG is proposing to form a RHNA subregion for San Mateo County, similar to the process followed for the 2007-2014 Housing Element. The deadline for formation of a subregion is March 16, 2011. Staff will be scheduling a resolution of support for the City of Brisbane to participate in the San Mateo County RHNA subregion for the City Council's consideration at an upcoming meeting. This subregional approach would be a logical component of and complement to the efforts of the San Mateo County Working Group on the SCS.

Opportunities

The SCS provides an opportunity for the City of Brisbane 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 coordinated regulation and public funding.

Regional agencies are exploring the following support for the SCS:

- 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

- Infrastructure investments in small towns that can improve access to services through walking and transit.

Next Steps


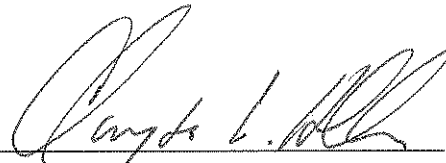
- Regional agencies expect to release an initial Vision Scenario in March 2011.
- City staff will subsequently provide a report to the City Council describing the overall approach, regional context, and local implications for the City of Brisbane.
- The City Council will have the opportunity to provide feedback on the initial Vision Scenario for consideration by the regional agencies. Cumulatively this feedback will serve as the basis for the development of Detailed SCS Scenarios through July 2011.

Fiscal Impact:

None at this time.

Measure of Success:

That the City Council has a fundamental understanding of the ongoing SCS process, and will be prepared to substantively engage in the process as it moves forward.

	
Community Development Director	City Manager