

Planning for Progress Mobility Workshop

Sustainable Communities Strategy: Mobility and Focused Growth

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Background: the Basics of new State Legislation

- SB 375 changes the regional transportation and land use planning process to help achieve reductions in GHG emissions, consistent with AB 32
 - Will set passenger vehicle GHG reduction targets for CA's 18 MPOs for 2020 and 2035
 - Adds Sustainable Communities Strategy as new element to Regional Transportation Plans
- Establishes a New Housing Target to house the entire population



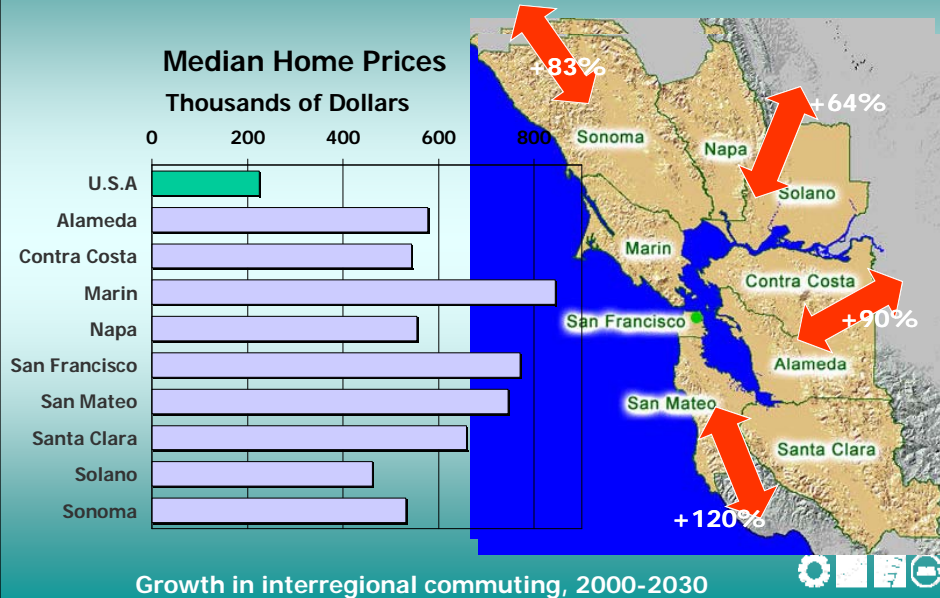
A New Regional Housing Target

- SCS changes regional land use forecasts
 - House the entire population, all income segments
 - Regional Housing Needs Allocation (RHNA) Consistent with the SCS
 - Identify density and intensity of land use
 - Forecast alternative scenarios

- Developing Regional Housing Target Requires Extensive Local Government Engagement
 - PDA Assessment: input on local growth potential
 - Engagement will continue through Fall 2011



"Drive 'til you Qualify" Development Pattern



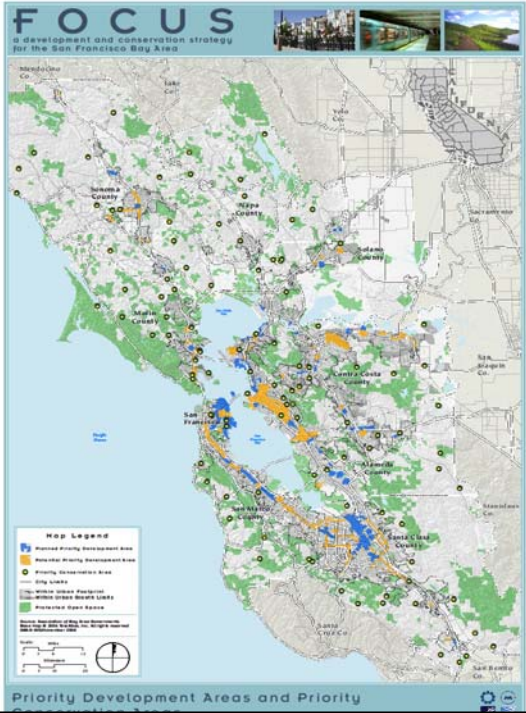
Hello, FOCUS Priority Development Areas

Locally nominated

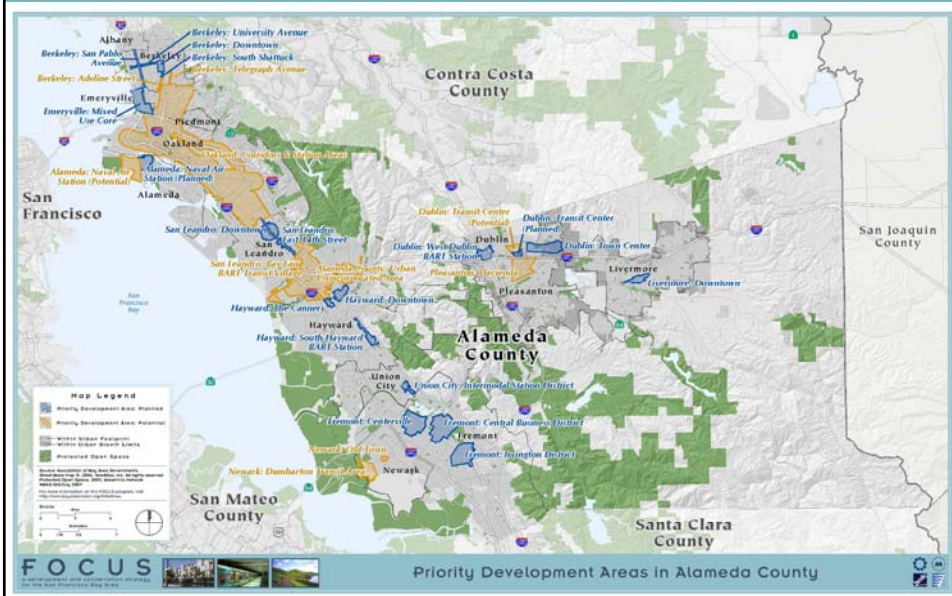
Existing
Communities

Near Transit

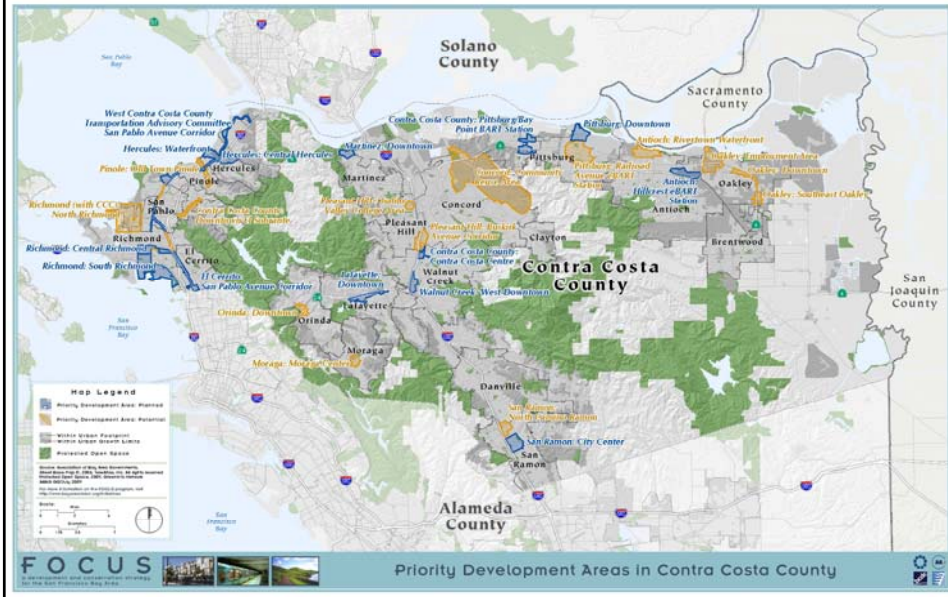
Planned for more
housing



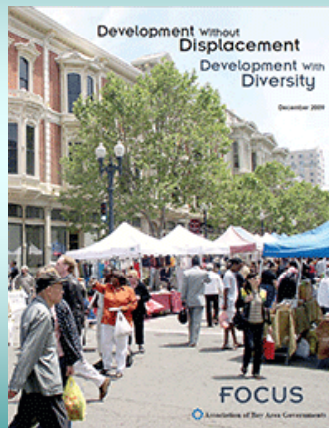
Alameda County Priority Development Areas



Contra Costa County Priority Development Areas



What Does New Development Mean?



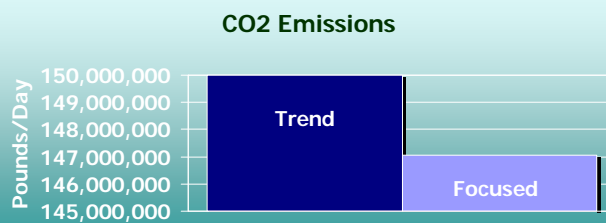
- An enormous opportunity to create a new framework for investing in urban neighborhoods
- Recognize that transit-oriented neighborhoods have seen income and property value increases that have made existing homes less affordable
- Low-income households have left areas with excellent transit service for areas with less transit
- Emphasizes the need for balanced development that engages current residents, preserves housing, uses upzoning strategically and supports local jobs and businesses



Strengthening the Connection

The Benefits of Mixed-Income TOD include:

- Truly Affordable Housing
- Increased Transit Ridership
- Broadened Access to Opportunity
- Workforce Stability
- Health Benefits of TOD Extended to All Incomes
- *GHG Reduction*



The Money Slide

- Station Area Planning funds: \$22 Million over 3-4 years
- Transportation for Livable Communities grants: \$70 Million for PDAs from MTC, more from Counties
 - Flexibility for non-transportation infrastructure (sewer upgrades, land assembly)
- Climate Innovation Grants for PDAs
- State and Federal Sustainable Communities Funds
- Affordable TOD Fund: \$10 Million and Growing



Sustainable Communities Strategy Key Milestones

- September, 2010: ARB sets regional greenhouse gas (GHG) emission reduction targets for each of the 18 MPOs in California.
- Fall 2010: Regional Housing Target and Employment estimates adopted.
- Through 2011: Alternative Growth Scenarios developed; reviewed by County/Corridor workgroups.
- February 2012: Draft Sustainable Communities Strategy.
- September 2012: Regional Housing Needs Allocation Adopted.
- February 2013: Final Regional Transportation Plan



Next Steps: 2010 Timeline



Public Participation Plan

- SB 375 requires MPOs to adopt public participation plan for the SCS
 - MTC will update federally-required Public Participation Plan (Res. 3821) and ABAG will adopt similar plan in September 2010
- Plan Elements include:
 - Engagement of broad spectrum of stakeholders
 - Local governments, transportation partners, community and business organizations, low-income communities, etc.
 - Use of various participation techniques
 - Workshops, grants to community organizations to host community meetings, visualization tools, public opinion polls and Web surveys, etc.
 - Use of new and existing advisory groups, including ABAG Board, MTC, JPC, Regional Advisory Working Group, and County/Corridor Working Groups



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