Informational report to provide an overview of the Association of Bay Area Government's and Metropolitan Transportation Commission's process for development of the Sustainable Communities Strategy (SCS) pursuant to Senate Bill 375 and its relationship to local land use policies, implementation needs and quality of life, including key policy considerations for the City of Oakland.

INTRODUCTION

This informational report describes Senate Bill 375, the Sustainable Communities Strategy (SCS) and the effect of the law on local governments as well as the Bay Area as a region. This report is based on reports provided by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

SB375 is California state law that requires California's Air Resources Board to develop regional reduction targets for greenhouse gas emissions and prompts the creation of regional plans to reduce emissions from vehicle use throughout the state. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies. The MPOs are required to develop the SCS through integrated land use and transportation planning and demonstrate an ability to attain the proposed reduction targets by 2035.

The SCS will be developed in partnership among regional agencies, local jurisdictions and Congestion Management Agencies (CMAs) through an iterative process. 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 purpose of this report is to provide the Planning Commission members with an overview of the SCS in relation to local land use policies, implementation needs, and quality of life, including key policy considerations for the City of Oakland.

BACKGROUND

Purpose and Approach

Senate Bill 375 became law in 2008 and is considered landmark legislation for California relative to land use, transportation and environmental planning. It calls for the development of a Sustainable Communities Strategy in all metropolitan regions in California. Within the Bay Area, the law gives joint responsibility for the SCS to the Metropolitan Transportation Commission and the Association of Bay Area Governments. These agencies will coordinate with the Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC).

The SCS integrates several existing planning processes and is required to accomplish the following objectives:

1. 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;
2. Forecast a land use pattern, which when integrated with the transportation system, reduces greenhouse gas emissions from automobiles and light trucks and is measured against our regional target established by the California Air Resources Board (CARB).

The SCS is a land use strategy 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 ABAG prepare an updated eight-year Regional Housing Need Allocation (RHNA) that is consistent with the SCS. Local jurisdictions will then be required to update their Housing Elements to accommodate the housing needs identified in the RHNA, including allocating the need for very low, low and moderate income housing in a manner that takes into account existing concentrations of those households within the region.

Since both the RTP and the RHNA must be consistent with the SCS, for the first time there is a mandate that regional transportation plans and regional housing plans be based on the same projections of future growth. The SCS, RTP and RHNA will be adopted simultaneously in early 2013.

The SCS is not just about assigning housing need to places or achieving greenhouse gas targets. The primary 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 us achieve a Bay Area which is both more livable and more economically competitive on the world stage. 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 and decrease reliance that increases energy independence and decreases 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 our dependence on imported food stocks and their high transport costs.

In recognition of the importance of these other goals, ABAG and MTC will adopt performance targets and indicators that will help inform decisions about land use patterns and transportation investments. These targets and indicators will apply to the SCA and the RTP. The targets and indicators are being developed by the Performance Targets and Indicators Ad Hoc Committee of the Regional Advisory Working Group (RAWG), which includes local planning and transportation staff, non-profit organizations and business and developer's organizations. The targets are scheduled for adoption early 2011 and the indicators will be adopted in spring 2011.

Building on Existing Efforts

In many respects the SCS builds upon existing efforts in many Bay Area communities to encourage more focused and compact growth while recognizing the unique characteristics and differences of the region's many varied communities. FOCUS[1] Priority Development Areas (PDAs) are locally-identified and regionally adopted infill development opportunity areas near transit. The PDAs provide a strong foundation upon which to structure the region's first Sustainable Communities Strategy. PDAs account for only three percent of the region's land area. However, local governments have indicated that based upon existing plans, resources, and incentives the PDAs can collectively accommodate over fifty percent of the Bay Area's housing need through 2035.

Six Oakland areas have been designated as Planned PDAs by ABAG, including:

- West Oakland Transit Town Center;
- MacArthur Transit Village Urban Neighborhood;
- Fruitvale/Dimond Urban Neighborhood;
- Eastmont Town Center Urban Neighborhood;
- Downtown and Jack London Square Regional Center; and
- Coliseum BART Station Area Regional Center.

Two other areas, where specific plans are under development, are designated as Potential PDAs that can be designated as Planned PDAs once the specific plans are complete:

- Broadway/Valdez Retail District Specific Plan; and
- Lake Merritt BART Station Area Plan.

Partnership

To be successful, the SCS will require a partnership among regional agencies, local jurisdictions, Congestion Management Agencies (CMAs), transit agencies, and other regional stakeholders.

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[1] FOCUS is a regional development and conservation strategy that promotes a more compact land use pattern for the Bay Area. It unites the efforts of four regional agencies (ABAG, MTC, BAAQMD, and BCDC) into a single program that links land use and transportation by encouraging the development of complete, livable communities in areas served by transit, and promotes conservation of the region's most significant resource lands.

MTC and ABAG are engaged in an intense information exchange with County-Corridors Working Groups throughout the Bay Area. These Groups are organized by county, by sub-regions within counties, and by corridors that span counties. They typically include city and county planning directors, CMA staff, and representatives of other key agencies such as transit agencies and public health departments. Working Group members are responsible for providing updates and information to their locally elected policy makers through regular reports like this one and eventually through recommended council or board resolutions which acknowledge the implications of the SCS for each jurisdiction.

Each county has established an SCS engagement strategy and the composition of a County/Corridor Working Group according to their needs and ongoing planning efforts. The Technical Advisory Working Group of the Alameda Countywide Transportation Plan (CWTP) along with those attending the SCS Planning Director's Meetings will make up the County/Corridor Working Group applicable to Oakland. The County/Corridor Working Groups provide an opportunity for all of the region's jurisdictions to be represented in the SCS process and to provide ongoing information to, and input from, local officials through staff reports by working group members to the city councils and/or boards of supervisors as the SCS process evolves through 2011.

In addition to the County-Corridor Working Groups, a Regional Advisory Working Group (RAWG), composed of local government representatives and key stakeholders provides technical oversight at the regional level. City staff in the Planning and Housing & Community Development Divisions in CEDA and the Transportation Services Division in Public Works are all participating in the RAWG process.

Process – SCS Scenarios

The final SCS will be the product of an iterative process that includes a sequence of growth and supportive transportation scenarios starting with an initial Vision Scenario, followed by more detailed SCS scenarios that refine the initial "Vision Scenario" and final draft. For more information about the timeline, see SCS Schedule, included as ***Attachment A*** to this report.

Initial Vision Scenario

ABAG and MTC will release an initial Vision Scenario based in large part on input from local jurisdictions through the county/corridor engagement process and information collected. The Vision Scenario will encompass 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 PDAs, transit corridors, employment areas, as well as infill opportunity 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

By the early spring of 2011 the conversation between local governments and regional agencies will turn to the feasibility of achieving the initial Vision Scenario by working on the 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 jurisdictions will provide input, which will then be analyzed for the release of the Preferred Scenario by the end of 2011. The County/Corridor Working Groups as well as the RAWG will facilitate local input into the scenarios through 2011. The analysis of the Detailed Scenarios and Preferred Scenario takes into account the Performance Targets and Indicators.

Regional Housing Needs Allocation

As described above, 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 required consideration of housing needs by income group. Cities will discuss their strategies for the distribution of housing needs at the county level and decide if they want to form a sub-regional RHNA group by March 2011. 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 at their next Housing Element update.

This is a condensed description of the RHNA process. Additional details about procedural requirements (e.g., appeals, revisions and transfers) and substantive issues (e.g., housing by income category and formation of sub-regions) will be discussed in a separate document.

Regional Transportation Plan

The SCS brings an explicit link between the land use choices and the transportation investments. MTC's and ABAG's commitment to the reduction of greenhouse gas emissions and provision of housing for all income levels translates into an alignment of the development of places committed to these goals and infrastructure and housing funding. The regional agencies will work closely with the CMAs, transportation agencies and local jurisdictions to define financially

constrained transportation priorities in their response to a call for transportation projects in early 2011 and detailed project assessment that will be completed by July/August 2011; the project assessment will be an essential part of the development of Detailed SCS Scenarios. The RTP will be analyzed through 2012 and released for review by the end of 2012. ABAG will approve the SCS by March 2013. MTC will adopt the final RTP and SCS by April 2013.

Environmental Review

Regional agencies will prepare one Environmental Impact Report (EIR) for both the SCS and the RTP. The EIR might assist local jurisdictions in streamlining the environmental review process for some of the projects that are consistent with the SCS. Local jurisdictions are currently providing input for the potential scope of the EIR. Regional agencies are investigating the scope and strategies for an EIR that could provide the most effective support for local governments.

Additional Regional Tasks

MTC, ABAG and the Bay Area Air Quality Management District are coordinating the impacts of CEQA thresholds and guidelines recently approved by the Air District. The Air District is currently developing tools and mitigation measure related to the CEQA thresholds and guidelines to assist with development projects in PDAs. The four regional agencies will be coordinating other key regional planning issues including any adopted climate adaptation-related policy recommendations or best practices encompassed in the Bay Plan update recently released by BCDC.

KEY ISSUES AND IMPACTS

Fiscal Impact

There are no immediate fiscal impacts. The implementation of this program does not require any additional budget allocation at this time; thus far, staff have incorporated meeting attendance, data research and documentation into their current workload. However, as the SCS development process requires continued and a greater time commitment for participation, input, and communication with local decisions makers, additional staffing is needed and will also be required when the SCS is adopted, scheduled for early 2013.

Regional agencies are exploring the following support of the SCS:

- Grants for affordable housing close to transit;
- 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.

PDAs have been supported by planning grants, capital funding and technical assistance grants form MTC. The current Regional Transportation Plan (RTP) allocates an average of $60 million a year to PDA incentive-related funding. Future RTPs, consistent with the SCS, will be structured to provide policies and funding that is supportive of PDAs and potentially other opportunity areas for sustainable development in the region.

As mentioned earlier, regional agencies will prepare one Environmental Impact Report (EIR) for both the SCS and the RTP. This EIR might assist local jurisdictions in streamlining the environmental review process for some of the projects that are consistent with the SCS

Unique Local Role of the City of Oakland in the Sustainable Communities Strategy

ABAG projects that a substantial portion of the region's future growth will be accommodated in the PDAs, particularly in the three core cities of San Francisco, San Jose and Oakland. While future growth presents many opportunities for Oakland, there are challenges and obstacles that must be overcome for this growth to be achieved successfully.

Oakland and ABAG's Disparate Household Growth Projections for 2035

Oakland's and ABAG's 2035 household growth projections for the period 2000-2035 present a significant difference. The City projects growth of approximately 42,000 households over the 35 year time period while ABAG has a much more ambitious projection of 61,000 households. (Projections for households and housing units are basically the same.)

The Housing Element identified potential growth by counting units already produced since 2007, units under construction, units with final planning approvals, and units in proposed and planned projects. In addition, potential build out on identified "housing opportunity sites" throughout the city was projected. Because this projection includes the City's opportunity sites and is far above what could possibly be built by 2014, these numbers are deemed appropriate projections through 2035, and in fact assume a very high rate of growth over the next 25 years.

Attachment B to this report includes a map which illustrates the difference between Oakland's and ABAG's numbers. The blue shading indicates areas where ABAG projections are lower than the City's, while yellow shading indicates areas where ABAG numbers are higher than the City's. Areas where ABAG's projections are less than 100 households off from the City's projections are small and not of concern. Also included are maps showing household growth between 2000 and 2035 according to Oakland's and ABAG's projections for 2035. These maps help to make a visual comparison between the two projected growth patterns.

Staff believes that ABAG's additional 18,473 household projections present an unattainable goal and has urged ABAG to modify these numbers as they are not likely to be achieved.

Potential Barriers to Future Development in Oakland's PDAs

ABAG and MTC expect the Priority Development Areas to be the foundation for identifying areas of future population and employment growth in the Bay Area's Sustainable Communities Strategy. PDA Assessment will identify the areas that are most ready to accommodate significant additional growth in ways that will create complete communities as well as the policies and resources needed to make that growth a reality. The assessment will evaluate the scale and type of growth planned to occur in Planned PDAs, the strategies needed to ensure that this growth results in complete communities, how ready local governments and communities are for growth to occur and the investments needed to support this growth. This information will be used to help MTC and ABAG allocate resources available through regional funding programs and prioritize additional funding to the PDAs through the SCS.

Oakland's six PDA narratives address what has to occur in order to fully realize this PDA vision. Potential barriers identified are:

- Basic infrastructure, such as sidewalks, sidewalk widening and bulb-outs, safe crossings, street lighting, curbs, gutters and sewer capacity;
- Street trees and landscaping, bus shelters, pedestrian lighting and other streetscape improvements as well as improved pedestrian and bicycle amenities and facilities;
- Public safety;
- Conflicts between industrial and residential land uses (West Oakland);
- Clean up and remediation of contaminated properties (West Oakland);
- Improved access to and from the BART Station/transit;
- Bicycle land connectivity from the BART Station to the nearby employment centers and surrounding neighborhood;
- Capital upgrades to existing neighborhood parks to increase livability in the area;
- Neighborhood identity;
- Address the 24% poverty rate in the district (Downtown);
- Balance the need to grow and improve while addressing the issues of equity and maintaining racial and ethnic diversity will be the most difficult task for continuing development (Downtown);
- Maintenance and rehabilitation of historic buildings (Coliseum).

PDA Assessment: Completeness – Schools

Oakland's schools were not addressed in the narratives of Oakland's six PDAs. However, it is important to note that the filter used by the SCS process for evaluating the completeness of PDAs includes metrics related to schools. Schools are an important factor in regional land use and transportation patterns, as 12 percent of all trips made in the Bay Area are school-based. Schools also play an important role in community building, and are a major determinant of households' location decisions. The SCS finds that access to high quality schools, defined by both the educational quality of school programs and a school's role as a local, place-based community asset, are key metrics for assessing completeness. School quality will be measured based on school, student, and staff characteristics, as well as school performance. School

accessibility will be measured by identifying the number/proportion of schools that are accessible by either walking or taking transit.

Since regional and local city governments lack jurisdiction related to schools, the SCS is seeking direction on what planning efforts, investments, and interagency coordination within and across local jurisdictions are needed to support this aspect of complete communities.

The completeness metric related to schools may be a barrier in some of Oakland's PDAs.

Social Equity

The recommended performance targets provide for equitable access by decreasing by 10% the share of low-income and lower-middle income residents' household income consumed by housing and transportation. Low income and working class families in the Bay Area spend a larger share of household income on housing and transportation when compared to families in other major U.S. cities. The 10% reduction target would bring the Bay Area in line with the national average.

In addition the SCS is 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.

Staff has advocated for additional equity measures that include improved access for low income populations to complete communities, including those with better educational and employment opportunities. An equitable development strategy should not just reduce housing and transportation costs without also providing for a more equitable distribution of low income households throughout the region, not by involuntary displacement, but by providing greater opportunities in areas that have historically had low numbers of low income households.

EFFECT SUMMARY

Potential Benefits

The SCS provides a potential opportunity for the City of Oakland to advance local goals as part of a coordinated regional framework. By coordinating programs across multiple layers of government, the SCS could improve public sector efficiency and create more rational and coordinated regulation and public funding. The SCS connects local neighborhood concerns, such as new housing, jobs and traffic, to regional objectives and resources. As such, it is a platform for cities and counties to discuss and address a wide spectrum of challenges, including high housing costs, poverty, job access, and public health, and to identify local, regional, and state policies to addresses them. In this way, the SCS could potentially reward those cities whose decisions advance local goals that are consistent with SCS goals.

Potential Constraints

However, while there are potential SCS opportunities that would benefit the City of Oakland, there are also potential issues that could present constraints to Oakland's utilization of those benefits. A few examples are outlined below:

The SCS/RTP will prepare an EIR that might assist local jurisdictions in streamlining the environmental review process. It is uncertain at this time if the SCS/RTP EIR scope will assist urbanized areas where infill development is difficult and complex due to recent regional standards that are more difficult to meet in dense urban areas and that impact the cost of infill development in urbanized areas. If the thresholds/scope are not tailored to these greater urban impacts, but to suburban thresholds instead, streamlining the Environmental Review Process could put urbanized areas such as Oakland at a disadvantage. In addition, infill projects in urbanized areas face additional significant constraints most often not found in suburban areas including existing infrastructure deficiencies and community concerns regarding potential negative impacts on the quality of life in long-established neighborhoods.

ABAG's projection for Oakland 2035 households at 18,473 households above Oakland's projections could lead to escalated CEQA air quality, greenhouse gas emissions, and transportation/traffic impacts that exceed the thresholds/scope of the Environmental Impact Report (EIR) prepared and adopted by the SCS and RTP regional agencies to streamline SCS consistent development. This also could result in additional environmental review, rather than streamlining the process.

Oakland's PDAs may present some barriers that may exclude Oakland from taking advantage of resources available through SCS regional funding programs to the PDAs, as these funds will be allocated to those PDAs most ready to accommodate significant additional growth in ways that will create complete communities. For example, public safety and walkability are PDA assessment metrics that might present barriers in some of the Oakland PDAs. PDA assessment school metrics may be difficult to meet in Oakland, and the City does not have any local jurisdiction over the School District to effect change that would meet those metrics.

Conclusion

While there appears to be numerous potential SCS benefits to Oakland, there are potential obstacles that must be addressed in order for the SCS to be successfully implemented in Oakland. As one of the three major urbanized areas of the Bay where growth is most likely to occur, regional regulations and standards should be promoting infill opportunities, not adding additional hurdles. Aspects of the SCS Vision, and actions of other regional agencies, could have the unintended consequence of making the infill growth they are supposed to encourage actually harder to complete. How the SCS will address these issues through resource allocation and streamlining the environmental review process remain uncertain at this time.

Next Steps

1) Regional agencies expect to release an initial Vision Scenario in early February 2011..
2) City staff will subsequently provide a report to the Planning Commission and to City Council describing the overall approach, regional context, and local implications for the City of Oakland.
3) City staff will seek Planning Commission and City Council feedback and response to the Initial Vision Scenario to be shared with regional agencies. This feedback will serve as a basis for the development of the Detailed SCS Scenarios through July 2011.

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Planner III

Approved for forwarding to Planning Commission by:

ERIC ANGSTADT
Deputy Director
Community and Economic Development Agency

Attachments:

A: Sustainable Communities Strategy Planning Process: Phase I – IV Detail for 2010-2013
B. Maps – Household Growth Projections

Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

Phase 1: Performance Targets and Vision Scenario

OneBayArea

Public Engagement

- GHG Target Workshop
- Local Government Summit
- CARB/Bay Area GHG Workshop
- Regional Response to CARB Draft GHG Target
- Leadership Roundtable Meeting
- Revised Draft Public Participation Plan
- Final Public Participation Plan

Draft Public Participation Plan

County/Corridor Engagement on Vision Scenario

- ABAG Regional Planning Committee
- MTC Policy Advisory Council
- Regional Advisory Working Group
- Executive Working Group
- County and Corridor Working Groups

Milestones

- Projections 2011 Base Case Development
- CARB Releases Draft GHG Target
- CARB Issues Final GHG Target (Statutory Target)
- Adopt Methodology for Jobs/Housing Forecast (Statutory Target)
- Projections 2011 Base Case
- Adopt Voluntary Performance Targets

Initial Vision Scenario Developed by Local Government

Action

- MTC ABAG JPC — May
- MTC ABAG JPC — July — MTC Commission
- MTC ABAG JPC — September
- MTC ABAG JPC — November — ABAG Executive Board
- MTC ABAG JPC — December/January — MTC Commission

March	April	May	June	July	August	September	October	November	December/January

2010

*Subject to change

Phase One Decisions:
- GHG Targets
- Performance Targets
- Public Participation Plan

Policy Board Actions
- Meeting for Discussion/ Public Comment
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- Decision
- Document Release

ABAG - ABAG Administrative Committee
JPC- Joint Policy Committee
MTC- MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

December, 2010

ATTACHMENT A

Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

OneBayArea

Phase Two Actions/Decisions:
- Initial Vision Scenario
- Financial Forecasts
- Detailed SCS Scenarios
- RHNA Methodology
- Preferred SCS Scenario
- Draft RHNA Plan

Targeted Stakeholder Workshops and County Workshops
Web Survey
Possible Telephone Poll

Public Hearing on RHNA Methodology

Targeted Stakeholder Workshops and County Workshops
Web Activity: Surveys, Updates and Comment Opportunities
Possible Telephone Poll

ABAG Regional Planning Committee
MTC Policy Advisory Council
Regional Advisory Working Group
Executive Working Group
County and Corridor Working Groups

Scenario Planning

Release Initial Vision Scenario Begin Public Discussion
Development of Detailed SCS Scenarios
Selection of Detailed SCS Scenarios to be evaluated
Technical Analysis of SCS Scenarios
SCS Scenario Results
Release Preferred SCS Scenario
Approve Preferred SCS Scenario for EIR

Transportation Policy and Investment Dialog

Develop Draft 25-Year Transportation Financial Forecasts and Committed Transportation Funding Policy
Transportation Policy Investment Dialogue
Call for Transportation Projects and Project Performance Assessment

Regional Housing Need Allocation

Start Regional Housing Need Allocation (RHNA)
Release Draft RHNA Methodologies
Adopt RHNA Methodology
State Dept. of Housing & Community Development Issues Housing Determination
Release Draft RHNA Plan

Equity Analysis

Analysis of Equity Issues of Initial Vision Scenario
Develop Equity Analysis Methodology for Detailed SCS Scenarios
Equity Analysis of SCS Scenarios

MTC ABAG
MTC ABAG JPC
MTC ABAG JPC
MTC ABAG (SCS Scenarios)
ABAG Executive Board (RHNA)
ABAG Executive Board
MTC ABAG JPC
MTC ABAG JPC
MTC ABAG
MTC ABAG
ABAG Executive Board (RHNA)

February	March	April	May/June	July	August	September	October	November	December/January	February

2011 → 2012

December 2010

*Subject to change

Policy Board Actions
- Meeting for Discussion/ Public Comment
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- Decision
- Document Release
- JOINT document release by **ABAG** and **MTC**

ABAG - ABAG Administrative Committee
JPC- Joint Policy Committee
MTC- MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012–2013*

OneBayArea

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption

EIR Kick-Off (Scoping) Public Meeting

Web Activity: Surveys, Updates and Comment Opportunities

County Workshops/Public Hearings on Draft SCS/RTP & EIR

Web Activity: Surveys, Updates & Comment Opportunities

ABAG Regional Planning Committee

MTC Policy Advisory Council

Regional Advisory Working Group

Executive Working Group

County and Corridor Working Groups

Prepare SCS/RTP Plan

Release Draft SCS/RTP Plan for 55-Day Review

Response to Comments on Draft SCS/RTPs

Adopt Final SCS/RTP Plan

Conduct EIR Assessment

Develop CEQA Streamlining Consistency Policies

Agency Consultation on Mitigation Measures

Release Draft EIR for 55-Day Review

Release Draft Conformity Analysis for 30-Day Review

Response to Comments on EIR and Air Quality Conformity Analysis

Certify Final EIR

Prepare Transportation Conformity Analysis

Draft RHNA Plan Close of Comments/ Start of Appeals Process

Public Hearing on RHNA Appeals

Response to Comments from RHNA Appeals

Release Final RHNA

ABAG Adopts Final RHNA

State Department of Housing & Community Development Reviews Final RHNA

Make Conformity Determination

Conduct Equity Assessment of Draft SCS/RTP Plan

Release Equity Analysis Report

ABAG Executive Board

ABAG Executive Board (RHNA)

ABAG Executive Board (RHNA)

ABAG Executive Board (RHNA)

MTC ABAG

MTC ABAG

MTC

MTC ABAG JPC

ABAG Executive Board

MTC Commission

March	April	May/June	July/August	September/October	November	December	January	February	March	April

2012 → 2013

Phase Three Actions/Decisions:
- Draft SCS/RTP Plan
- Draft EIR
- Draft RHNA Plan
- Final RHNA

Phase Four Decisions:
- Final SCS/RTP Plan
- Final EIR
- Final Conformity

December 2010

*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment

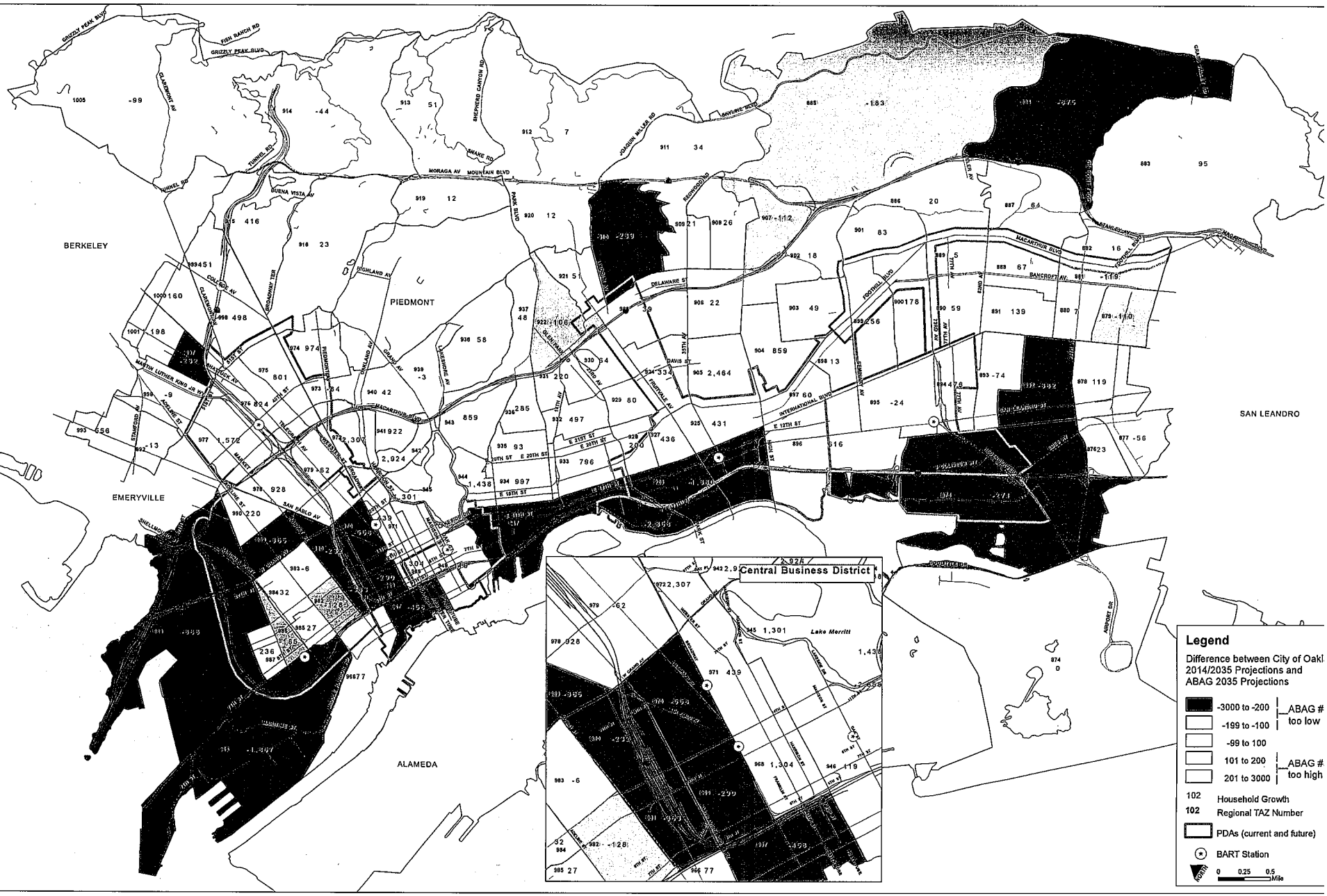
Decision

Document Release

JOINT document release by **ABAG** and **MTC**

ABAG - ABAG Administrative Committee
JPC- Joint Policy Committee
MTC- MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

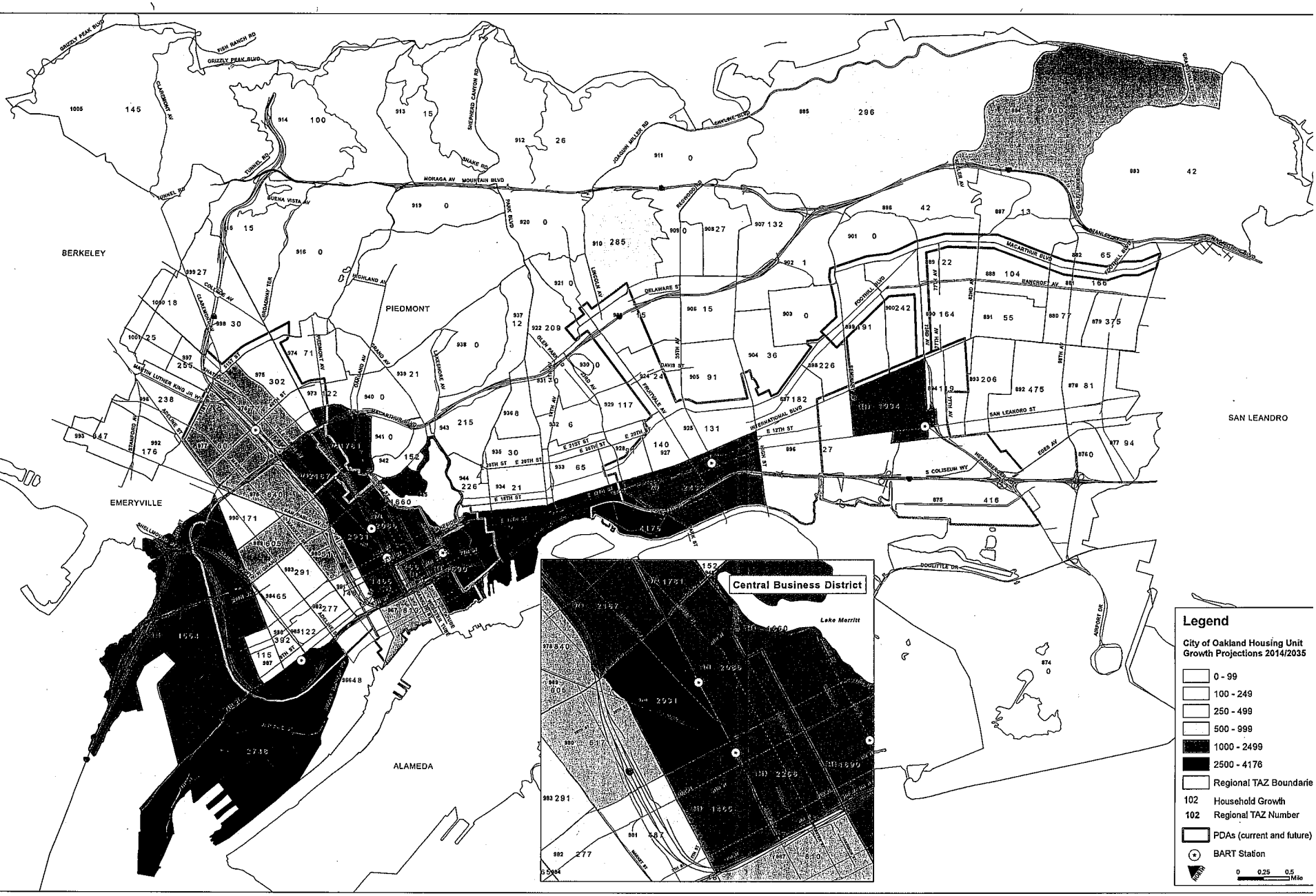


Regional Traffic Analysis Zones

Housing Units - Difference Between ABAG 2035 and Oakland 2014/2035 Projections

September 2

ATTACHMENT B



Regional Traffic Analysis Zones

City of Oakland Housing Unit Growth Projections 2014/2035

September 15

Regional Traffic Analysis Zones

ABAG Housing Unit Growth Projections 2035

September 1