

SUSTAINABLE COMMUNITIES STRATEGY LEADERSHIP SUMMIT

Hosted by:

Scott Haggerty, 1st District Supervisor

Nadia Lockyer, 2nd District Supervisor

Alameda County



May 14, 2011

BayArea Plan

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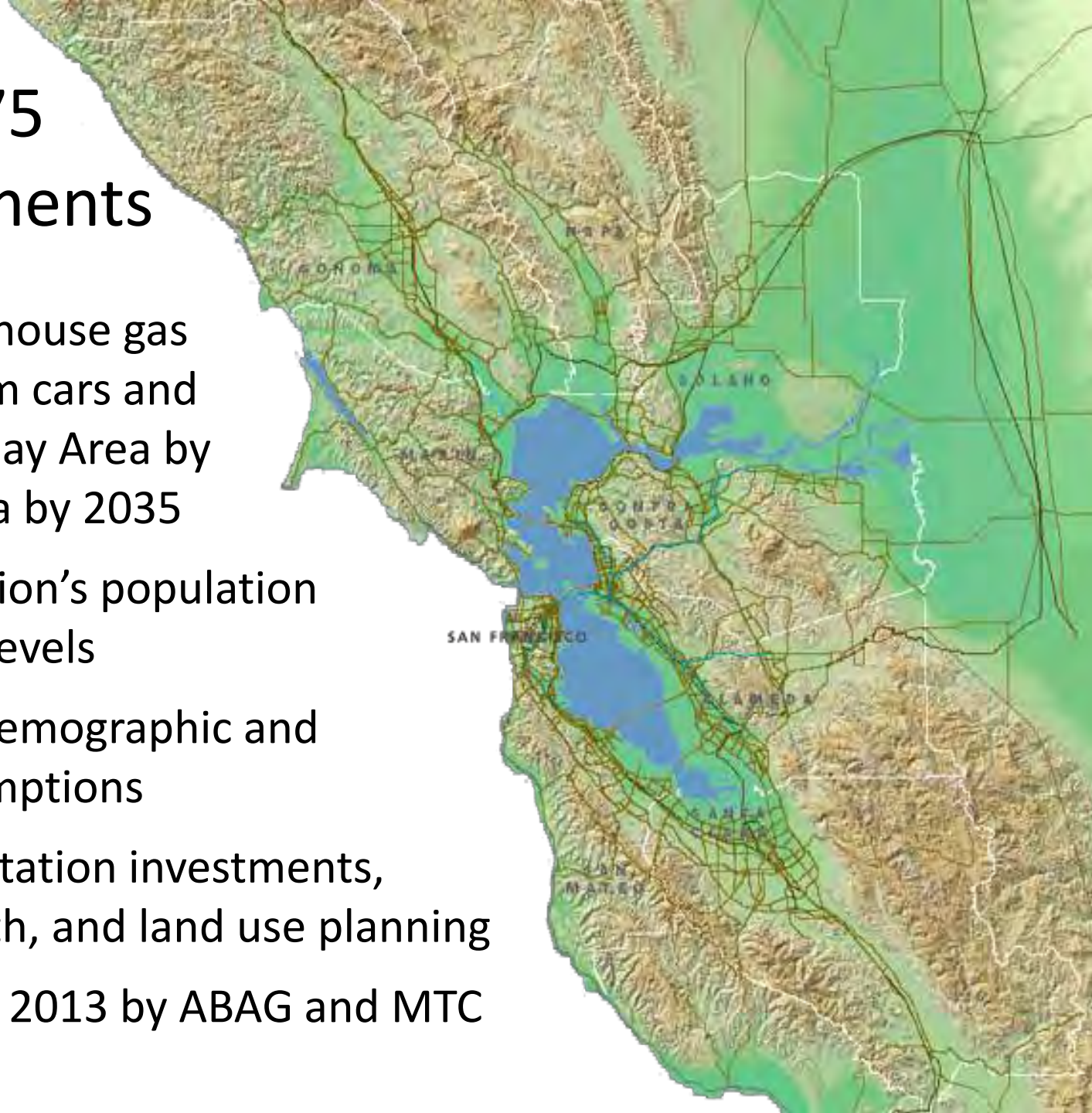
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METROPOLITAN
TRANSPORTATION
COMMISSION

SB 375 Requirements

- Reduce greenhouse gas emissions from cars and trucks in the Bay Area by 15% per capita by 2035
- House the region's population at all income levels
- Use realistic demographic and revenue assumptions
- Align transportation investments, housing growth, and land use planning
- Adopt in early 2013 by ABAG and MTC



Initial Vision Scenario

Building on an Existing Framework

- Local-regional partnership to support sustainable growth and protect natural resources
- A sustainable regional growth pattern supported by policies and incentives
- Incorporates local input on places and policies for sustainable growth via locally-selected Priority Development Areas (PDAs)



Regional Growth Overview

Scenario	Households	Population	Employed Residents	Jobs
2010	2,669,800	7,348,300	3,152,400	3,271,300
2035 Current Regional Plans	+633,500	+1,717,900	+881,600	+1,129,100
2035 Growth Increment	+269,000	+363,700	+165,000	+92,900
2035 Initial Vision Scenario	+902,500	+2,081,600	+1,046,600	+1,222,000
Total 2035 Initial Vision Scenario	3,572,300	9,429,900	4,199,000	4,493,300

Initial Vision Scenario

Housing Distribution

COUNTY	2010 Households	2035 Households	2010-2035 Growth	2010-2035 Growth Rate
Alameda	557,700	770,400	212,700	38%
Contra Costa	392,700	546,700	154,000	39%
Marin	106,400	117,100	10,700	10%
Napa	51,300	56,100	4,800	9%
San Francisco	346,700	436,800	90,100	26%
San Mateo	264,500	358,300	93,800	36%
Santa Clara	613,900	867,800	253,900	41%
Solano	148,200	187,800	39,600	27%
Sonoma	188,400	231,400	42,900	23%
TOTAL	2,669,800	3,572,300	902,600	34%

Initial Vision Scenario

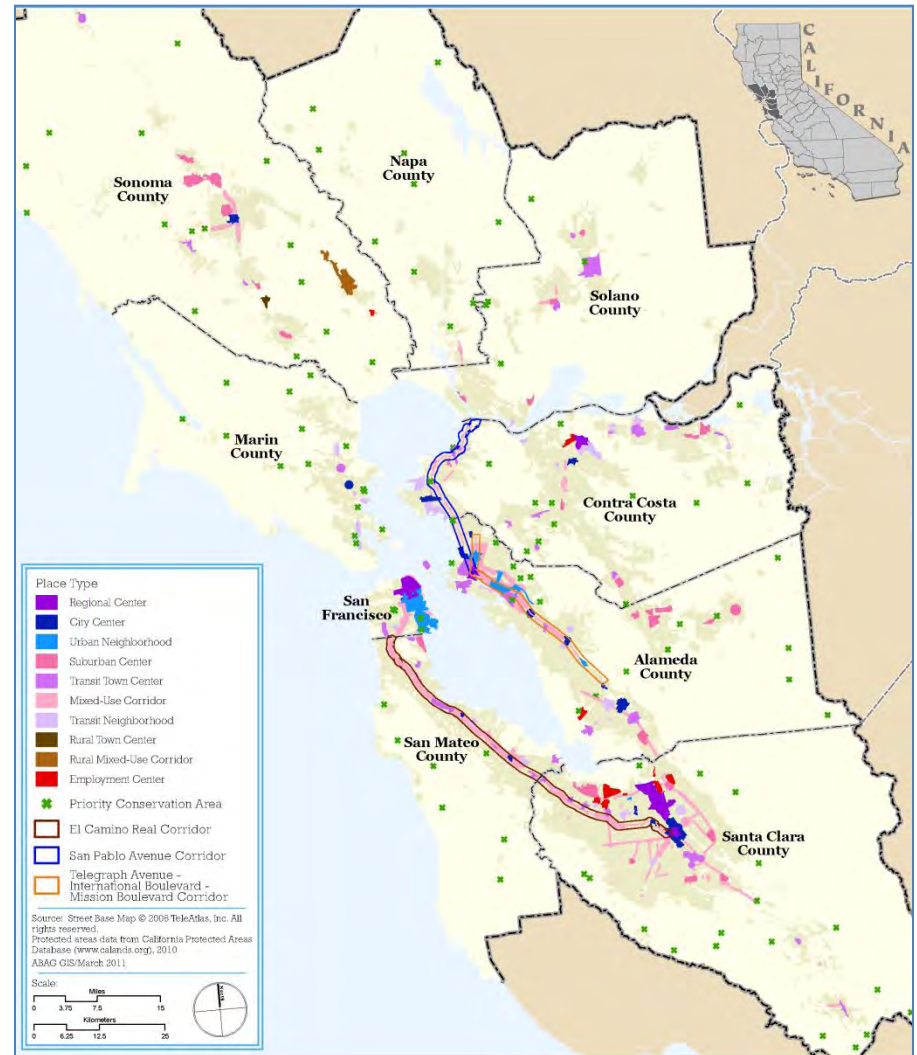
East/South Alameda County

Housing Distribution

Jurisdiction	2010 Households	2035 Households	2010-2035 Growth	2010-2035 Growth Rate
Dublin	15,572	32,216	16,644	106.9%
Fremont	71,004	98,564	27,560	38.8%
Hayward	46,300	61,283	14,982	32.4%
Livermore	28,662	40,801	12,138	42.3%
Newark	13,530	19,331	5,802	42.9%
Pleasanton	24,034	33,819	9,785	40.7%
Union City	20,420	25,900	5,480	26.8%
Unincorporated	51,265	63,872	12,606	24.6%

Housing Distribution

- 70% of growth in PDAs and Growth Opportunity Areas
- 97% of growth within the existing urban footprint
- Preserves character of existing residential neighborhoods
- Utilizes existing transit; strengthens planned transit
- Provides for rapid growth in senior population
- Lower per capita water use due to growth location, development type



Employment Distribution

COUNTY	2010 Jobs	2035 Jobs	2010-2035 Growth	2010-2035 Growth Rate
Alameda	675,600	925,400	249,900	37%
Contra Costa	345,900	479,400	133,400	39%
Marin	129,700	151,100	21,400	17%
Napa	70,100	88,800	18,700	27%
San Francisco	544,800	713,700	168,900	31%
San Mateo	330,100	452,200	122,100	37%
Santa Clara	858,400	1,238,400	380,000	44%
Solano	126,300	176,700	50,400	40%
Sonoma	190,400	267,600	77,200	41%
TOTAL	3,271,300	4,493,300	1,222,000	37%

Initial Vision Scenario

Transportation Network

- Transportation 2035 is base network with Express Lane Backbone system
- Improvement to existing transit services adjacent to Initial Vision growth areas
- Increased frequencies on over 70 local bus routes and several express bus routes
- Increased frequencies on BART, eBART, Caltrain, Muni Metro, VTA Light Rail, and ACE
- 60 miles of dedicated bus lanes in San Francisco and Santa Clara counties



SCS/RTP Performance Targets

1	Reduce CO2 emissions from cars and light trucks by 15% in 2035 <i>(IVS achieves 12%)</i>
2	House 100% housing growth by all income segments, without displacing current low-income residents
3	Reduce premature deaths from PM exposure 10%
4	Reduce injuries and fatalities from collisions by 50%
5	Increase walking and biking 60%
6	Direct development within urban footprint
7	Decrease H+T costs 10% for low-income households
8	Increase GRP by 90%
9	Decrease average per-trip travel time by 10% for non-auto modes Decrease automobile vehicle miles traveled per capita by 10%
10	Maintain the transportation system in a state of good repair

Outreach to Local Jurisdictions

What Have We Heard?

- Accommodating all demand for housing regionally and locally will be a big challenge (particularly given market conditions)
- Placement of housing and jobs appears too aggressive in some areas, while growth potential in other PDAs is underutilized
- Difficult for many jurisdictions to even plan for future growth given staff resources
- Substantial focused growth planning completed but inadequate capital resources to support development
- Need to consider jobs/housing balance-fit
- Need to develop an economic development strategy

Alternative Land Use Scenario Concepts

More Concentrated Growth

Housing and Employment Growth is distributed among Priority Development Areas (PDAs) in a manner that reduces greenhouse gas reductions and incorporates local input on Initial Vision Scenario, increased employment location emphasis

Most Concentrated Growth

Housing and Employment growth is concentrated in and around existing centers

Dispersed Growth

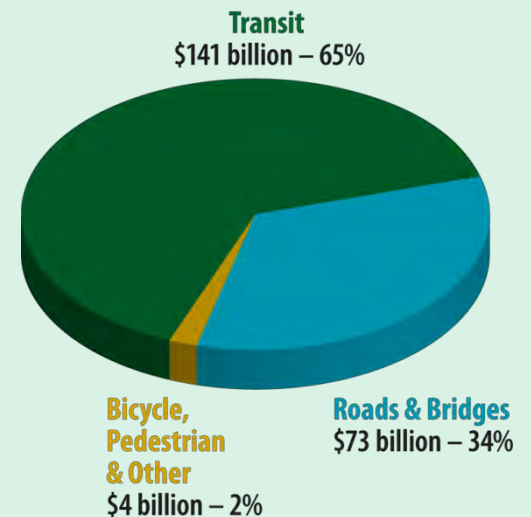
Shifting more jobs towards housing growth in outer areas of the region

Alternative Transportation Scenarios

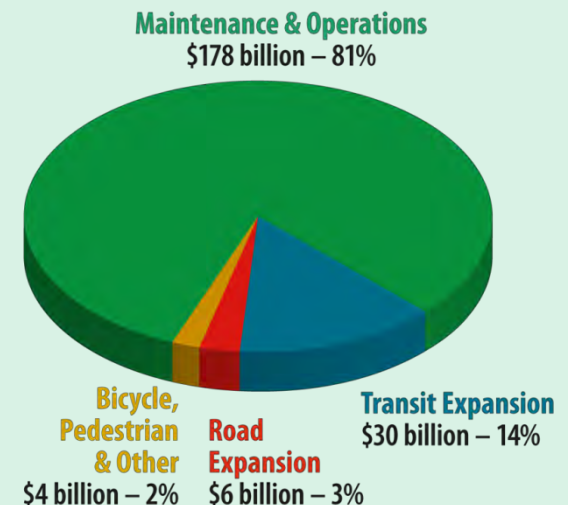
- Continued maintenance focus
- Transit sustainability options
- Strategic expansion
- Your ideas?

Transportation 2035 Plan Expenditures

By Mode



By Function



Alternative Transportation Policy Scenarios

- Transportation Demand Management (e.g., telework, commuter benefits, ridesharing services)
- Eco-Driving (e.g., establish 55 mph speed limit, educate drivers about how to drive to save fuels and reduce emissions)
- Electric vehicle and charging infrastructure (beyond what's assumed by Air Resources Board)
- Parking Pricing (e.g., charge higher rates during peak hours, charge for employer parking)
- Other Pricing Strategies (e.g., Regional Express Lane Network, other tolling or vehicle fee approaches)

Alternative Scenario Timeline

Develop alternative scenarios through an iterative process	Now – June 2011
Present alternative scenarios for initial review and then approval by MTC and ABAG	June – July 2011
Start scenario analysis	August 2011
Release scenario results	October 2011
Seek public review and comment on scenario results	October 2011
Review of preferred scenario by MTC and ABAG	January 2012
Approval of preferred scenario by MTC and ABAG	February 2012



Bay Area Air Quality Management District

Henry Hilken, Director of Planning,

Rules and Research

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Why Update the BAAQMD CEQA Guidelines?

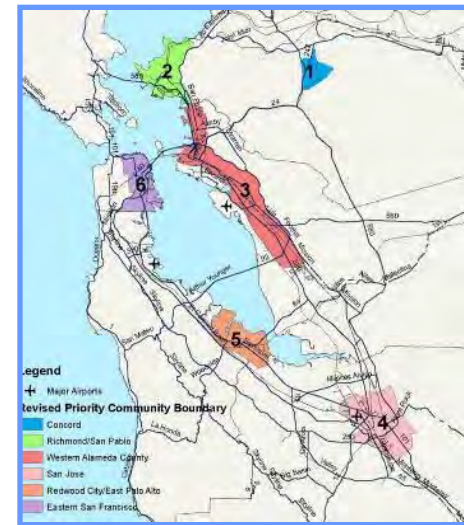
- Provide guidance to local lead agencies in evaluating air quality impacts of land use development
- Include thresholds of significance, analytical tools, mitigation measures
- Last published 1999, update needed
 - Attain health-based air quality standards for ozone & fine PM
 - Reduce local health impacts from toxic air contaminants & fine PM
 - ✓ Highest exposures to toxics & fine PM near roadways, industry
 - GHG reductions to achieve AB 32, SB 375
- Goal: encourage air quality beneficial land use
 - Support infill, TOD, mixed use
 - Minimize public health impacts of new development

GHG Thresholds

- Address critical void
 - No thresholds for GHGs in CEQA previously existed
 - Legal scrutiny by AG, environmental groups
- Based on AB 32 and Scoping Plan – allows statewide consistency
- Thresholds options – land use projects
 - Plan based – consistency with GHG reduction strategy OR
 - “Bright line” – 1,100 metric tons/yr OR
 - Efficiency based – 4.6 tons/service population/yr (residents and employees)
- Credit for lower vehicle use/efficiencies of infill, mixed use projects
- Thresholds will be revisited if/when State guidance available
- Consistent w/Office of Planning & Research State CEQA Guidelines
- Provides certainty: legally defensible approach, level playing field

Local Community Risks and Hazards

- CARE program identifies 6 priority communities in Bay Area
 - High emissions, concentrations of toxics & vulnerable populations
- Quantitative thresholds or plan-based approach
 - Address new sources of pollution *and* new receptors near existing sources (e.g. freeways)
 - Thresholds address PM and toxic risk
 - Consider *localized* impacts – within 1,000 feet
 - Consider individual sources and cumulative impacts
- Promote infill, while protecting residents
- Potential conflicts may often be resolved through site specific analysis and reasonable mitigation
- Encourage community risk reduction plans
 - Community-wide plans to reduce cumulative impacts
 - Pilot projects in San Jose, San Francisco



Assisting Implementation / Support for Infill, TOD

- Support plan-based approaches to minimizing GHGs, local AQ impacts
- Provide technical support to local government, developers
 - Provide training and technical support tools
 - Assist with analyses, data requests, etc.
 - Funding and technical assistance for climate action plans and community risk reduction plans
- Update & refine screening tools, clarify project screening process
- Refine and standardize mitigation measures
- Collaborate with regional, local agencies on community-wide planning in PDA communities

Regional Agency Collaboration

- Convened Air Quality/PDA workgroup with MTC & ABAG
 - Encourage & assist in addressing air quality impacts in station area plans
 - Streamline CEQA review for future projects
 - Coordinate with S.B. 375 process
 - Presented to local planners at Station Area Planning workshop
- Participating in and tracking S.B. 375 process
- Discussing regional programs with Bay Area Planning Directors
 - Participate at BAPDA Symposium June 2011





*San Francisco Bay
Conservation and Development Commission*

Bay Area Conservation and Development Commission Joe LaClair, Chief Planner

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Adapting to Rising Tides

The ART Project

Living with a Rising Bay

A Regional Sea Level Rise Assessment



Photo: Noelle Murata



Photo: Jessica Merz



Photo: Mark Taylor, EBRPD



The map illustrates shoreline areas of San Francisco Bay that could be inundated by a 16-inch (blue) and 55-inch (purple) sea level rise.

The ART Subregion



The **ART** Project

The goal of the ART Project is to increase the preparedness and resilience of Bay Area communities to sea level rise and other climate change impacts while protecting ecosystem and community services.



CLIMATE CHANGE ADAPTATION IN ACTION

Local Governments Factor Future Sea Level Rise Into Coordinated Watershed-Level Development

San Francisco Creek Joint Powers Authority: Highway 101 to San Francisco Bay Flood Protection Project

Synopsis

Many Bay Area communities will face increased flood risk as sea level continues to rise and storms and flooding events potentially become more frequent. Communities along the San Francisco Creek are no exception, and sea level rise stands to exacerbate existing flood protection challenges that have occurred in the past with heavy storms causing millions of dollars in damage. The San Francisco Creek Joint Powers Authority (SFCJPA), covering a 30,000-acre watershed, has sought to address these challenges by working to improve flood protection, reevaluate opportunities and habitat benefits to multiple communities it serves.¹ The SFCJPA San Francisco Bay to Highway 101 flood protection project has been designed to protect against a 100-year San Francisco Creek flood event that would occur once every 100 years at a 100-year high tide event, that includes 26 inches of sea level rise. The SFCJPA assumed this design would be resilient until X. For this project, finding common ground among all interested parties was key in incorporating innovative flood protection techniques; to address the diverse information needs of SFCJPA constituent stakeholders, the fundamental goal of the effort is to turn this pathway that currently divides multiple, neighboring communities into one that unites them around a more natural system that is less prone to flooding.

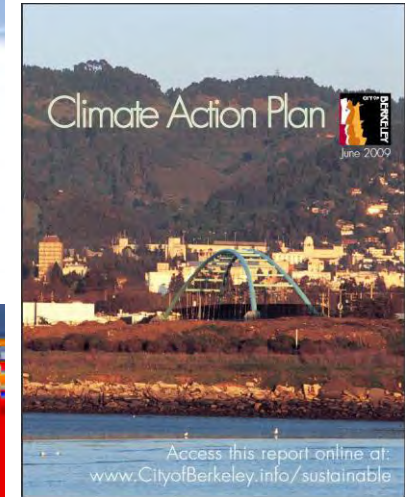
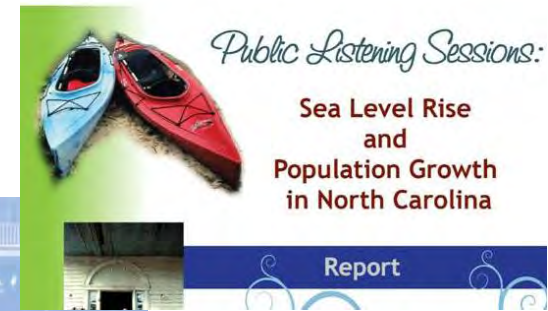
San Francisco Watershed Boundaries and Land Ownership

THE LAY OF THE LAND

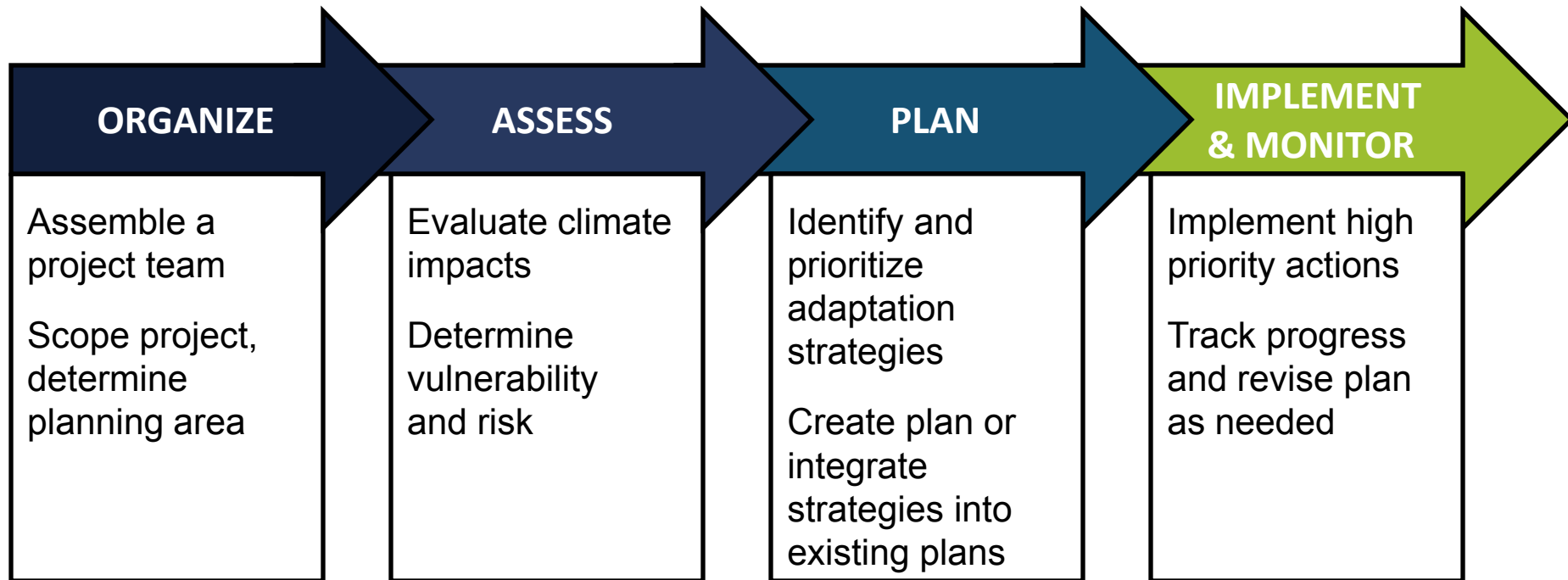
The San Francisco Creek Watershed covers 40 square miles and includes the towns Orinda Park, East Palo Alto, Palo Alto, Menlo Park, Redwood City, San Bruno, San Francisco, San Jose, Santa Clara, Sunnyvale, and Cupertino. The watershed also includes the cities of Berkeley, Emeryville, Oakland, Alameda, Fremont, Hayward, Union City, and San Bruno. The map shows the creek's path from its headwaters in the mountains to the San Francisco Bay. A legend identifies the following areas:

- County of Alameda
- City of Berkeley
- City of Emeryville
- City of Oakland
- City of Alameda
- City of Fremont
- City of Hayward
- City of Union City
- City of San Bruno

Source: Adapted from "The San Francisco Creek Watershed Study," prepared by the San Francisco Creek Joint Powers Authority, 2008.

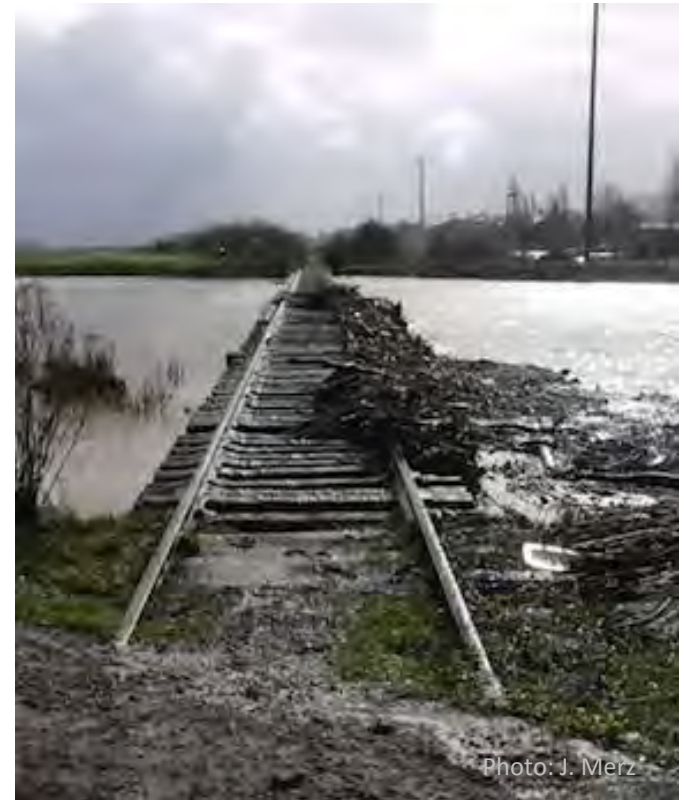


ART Adaptation Planning Process



What is a Vulnerability and Risk Assessment?

Vulnerability is the susceptibility of people, property, and resources to a hazard. It depends on the type of impact, and the sensitivity and adaptive capacity of the impacted.



Risk is the threat posed by an impact or hazard. It depends on the likelihood of an impact and the magnitude of the consequence.

ART Comprehensive Approach

“There is high confidence that neither adaptation nor mitigation alone can avoid all climate change impacts; however, they can complement each other and together can significantly reduce the risks of climate change.”

2007 IPCC Fourth Assessment Report



Photo: Ingrid Taylor

ART Teaming up with Mitigation

Teaming up with mitigation efforts

California is moving ahead with mitigation at regional, state, and local levels. To leverage resources and increase the value and effectiveness of results, the ART project will coordinate with regional-scale mitigation programs.

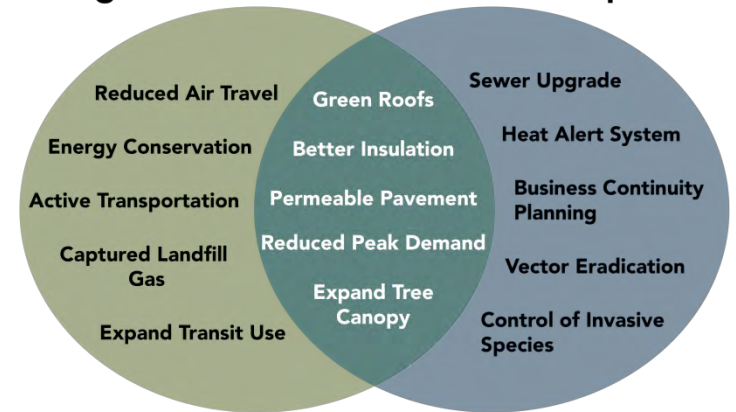
FOCUS

A development and conservation
strategy for the San Francisco Bay Area

OneBayArea

Collaborative efforts for developing the
region's Sustainable Communities Strategy

Mitigation



Source: Penney, J., 2008,
"Emerging Climate Change Adaptation Strategies,"
Clean Air Partnership.

Mitigation and Adaptation

A climate strategy involves both mitigation and adaptation. **Mitigation** refers to policies to reduce greenhouse gas emissions or enhance greenhouse gas sinks. **Adaptation** refers to actions undertaken to reduce the vulnerability of the built and natural environment to the actual or expected effects of climate change.

Source: Intergovernmental Panel on Climate Change, 2007



ART Partnerships

Funding and Support

- NOAA Coastal Services Center
- FHWA
- MTC
- Caltrans
- ICLEI



Projects Assisting **ART**

Regional Assessment



Adaptation Assistance



Adapting to Rising Tides

[Home](#)[About ART](#)[Events](#)[Resources](#)[Contacts](#)

Get Involved

Name:

E-mail:

Organization:

SEND

State of the ART

- Thank you for your interest in becoming an ART community or being part of the ART subregional study. We are pleased to announce that Alameda County, from Emeryville to Union City, has been selected as the ART subregion.
- ART selected to be a part of ICLEI's inaugural Climate Resilient Communities program. View the [press release](#).
- Download the meeting summary and presentations from the [ART Kickoff Meeting](#) on October 22 at the MetroCenter Auditorium in Oakland.

Adapting to Rising Tides: Bay Area Communities Working Together

The San Francisco Bay Conservation and Development Commission (BCDC) is partnering with the National Oceanic and Atmospheric Administration Coastal Services Center (NOAA CSC) to work with Bay Area communities to begin planning for sea level rise.

The Bay Area is already working to reduce greenhouse gas emissions, but mitigation alone will not be adequate to address impending sea level rise and other climate change impacts. The Bay Area must consider adaptation actions that will reduce the vulnerability of the built and natural environment to the effects of climate change. The *Adapting to Rising Tides* (ART) project was created to do just that.

The bay is rising and this is projected to continue. In fact, today's flood is expected to be the future's high tide. Areas that currently flood every ten to twenty years during extreme weather and tides will begin to flood regularly. These areas are home to over 160,000 residents, critical infrastructure, diverse habitats, and valuable community resources.

The ART project will bring community members and local and state officials together to collectively gain a better understanding of how sea level rise and other climate change impacts will affect the Bay Area's ecosystems, infrastructure, and economy. Additionally, ART will identify strategies for community-based adaptation planning to address these challenges and develop a process for implementing them.

Communities have an opportunity to be leaders in planning for the challenges of sea level rise. Actions taken today can serve as a model for the Bay Area and beyond. Please join BCDC and NOAA CSC in planning for the continued success of the Bay Area.

With your participation and support, we will build a strong foundation for the Bay's future. Please join us!

www.risingtides.csc.noaa.gov

Adapting to Rising Tides

Milestones

- Identified Asset Categories
- Agreed to Planning Approach
- Preliminary Metrics to Characterize Assets
- Formed TAC and Communications Group

Adapting to Rising Tides

Subregional Working Group Meeting

Mid-June 2011

Location TBD



Alameda County Transportation Commission

Art Dao, Executive Director

510-208-7400

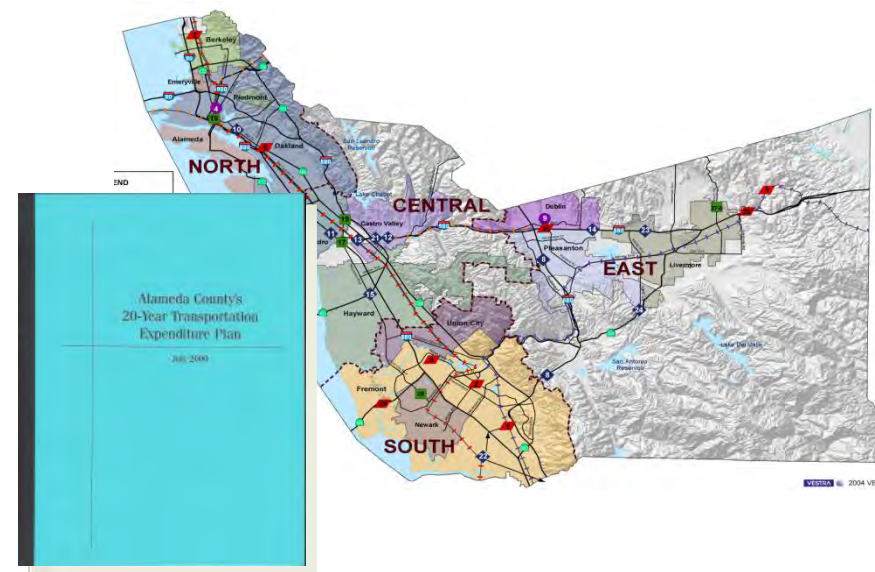
adao@alamedactc.org

Alameda County Transportation Commission

- Two agencies in one: merged July 2010
- Alameda CTC builds on success of both ACCMA and ACTIA for enhanced effectiveness in:
 - Transportation planning and programming
 - Programs and project delivery
 - Advocacy for:
 - ✓ Congestion relief
 - ✓ Mobility and accessibility
 - ✓ Sustainability and livability
- Merger Goals: Save tax dollars, eliminate redundancies, streamline processes

Major Plan Activities

- Development of Countywide Transportation Plan (CWTP) to guide future transportation investments, policy and legislative advocacy:
 - Vision
 - Technical studies
 - Outreach/stakeholder involvement
- Develop Transportation Expenditure Plan from CWTP



Why These Countywide Plans are Important

- Create a premier transportation system, connected and multi-modal
- Complete communities, both livable and affordable
- Provide a sustainable transportation system:
 - Economically
 - Environmentally
 - Equitably



Relationship with Regional Planning

- Integrated land use and transportation plan (SB 375)
 - Regional Transportation Plan (RTP)
 - Sustainable Communities Strategy (SCS)
- RTP/SCS Must:
 - Identify areas to accommodate region's population (growth over next 25 years)
 - Develop an RTP that meets the region's needs
 - Reduce GHGs from automobiles and light trucks
- Countywide Transportation Planning:
 - Feeds projects and programs into RTP/SCS
 - Supports goals of RTP/SCS
 - Integrates land use at the County level



Full Engagement

- Countywide Transportation Plan and Expenditure Plan Development Process
 - Elected Officials Steering Committee
 - Technical Advisory Working Group
 - Community Advisory Working Group
- Community Advisory Committees
 - Paratransit Advisory and Planning Committee (PAPCO)
 - Citizens Advisory Committee (CAC)
 - Bicycle and Pedestrian Advisory Committee (BPAC)
 - Citizens Watchdog Committee (CWC)
- Technical Advisory Committees
 - Alameda County Technical Advisory Committee (ACTAC)
 - Paratransit Technical Advisory Committee (PTAC)
- Quarterly Countywide Transportation Forums



Timeline



NOV. 6, 2012: *VOTE!*

AUG 2012: TEP on Ballot

JUL 2012: Adopt Final Plans

MAY 2012: Polling

JAN 2012: 2nd TEP, Final Draft CWTP

NOV 2011: 1st Draft TEP and Public Workshops

SEP 2011: 1st Draft CWTP

JULY 2011: Project and Program Evaluation Outcomes

SPRING 2011 : Public Workshops, Outreach and Polling

JAN 2011: Finalize Countywide Plans' Vision and Goals

2010: Establish Steering and Advisory Committees and Hire Consultant Team



East Bay Economic Development Alliance

Karen Engel, Executive Director

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Karen@eastbayeda.org

What Makes Our Economy Tick?

- What are we good at?
- How do we make the most of that?
- How are we linked to other regions?
- Economy as a complex eco-system.
- Where do we start?

East Bay Economic Strengths

Old

- Making stuff
- Moving stuff
- Housing people

New

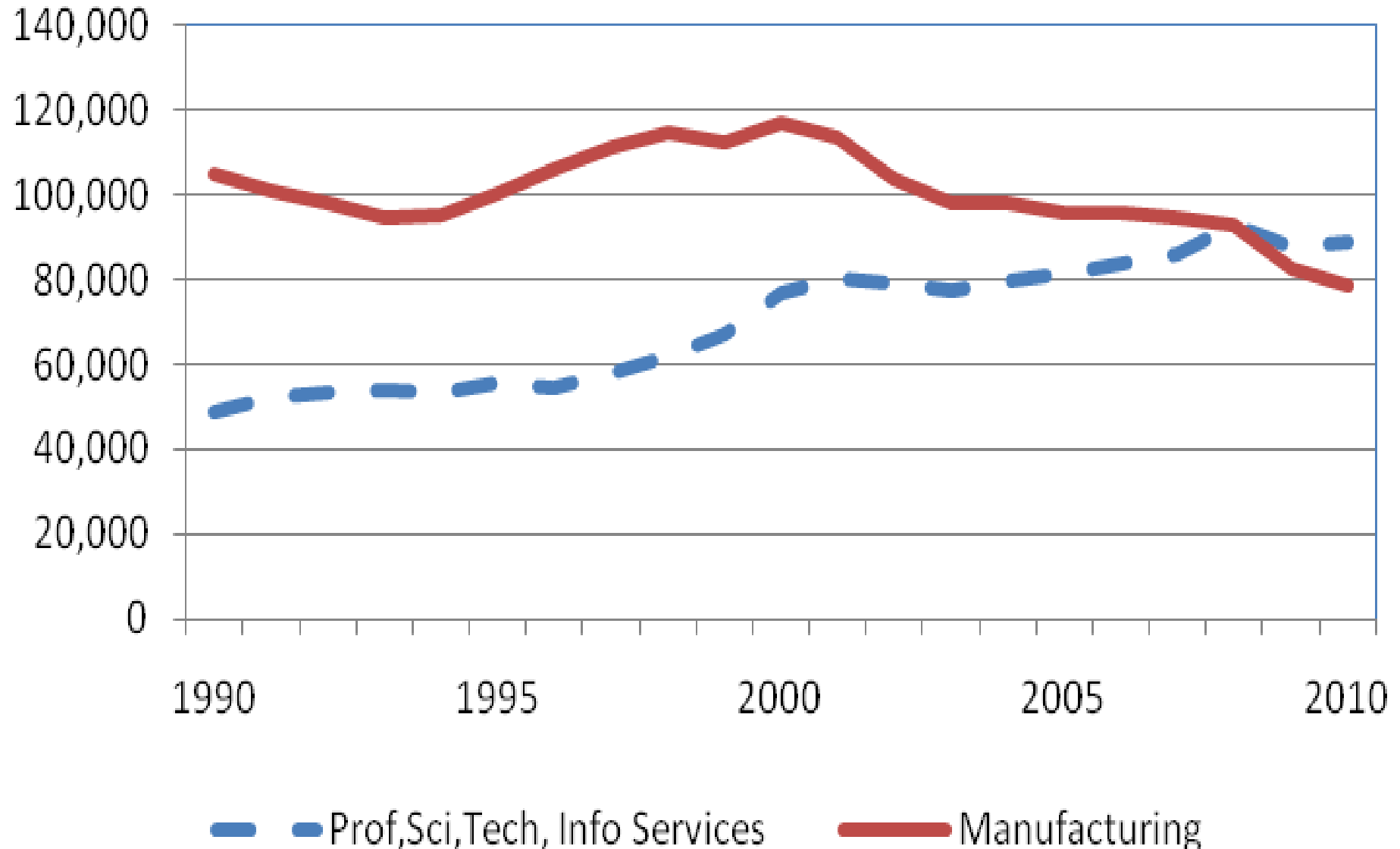
- Inventing stuff
- Producing high value-added services (and some products)
- Housing people

U.S. Manufacturing: Output vs. Jobs January 1972 to March 2009

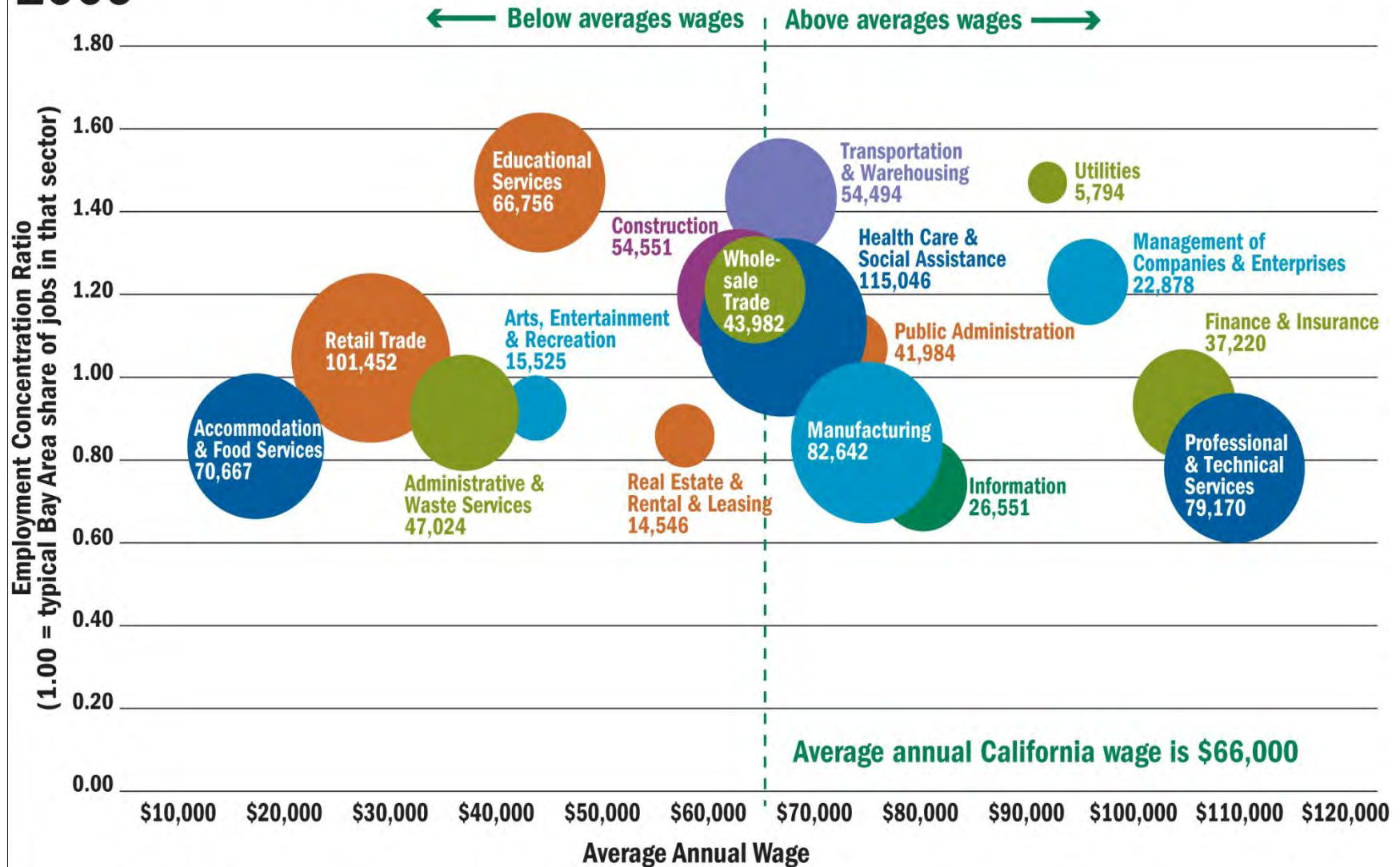


Sources: BLS and Fed Reserve

East Bay Job Trends

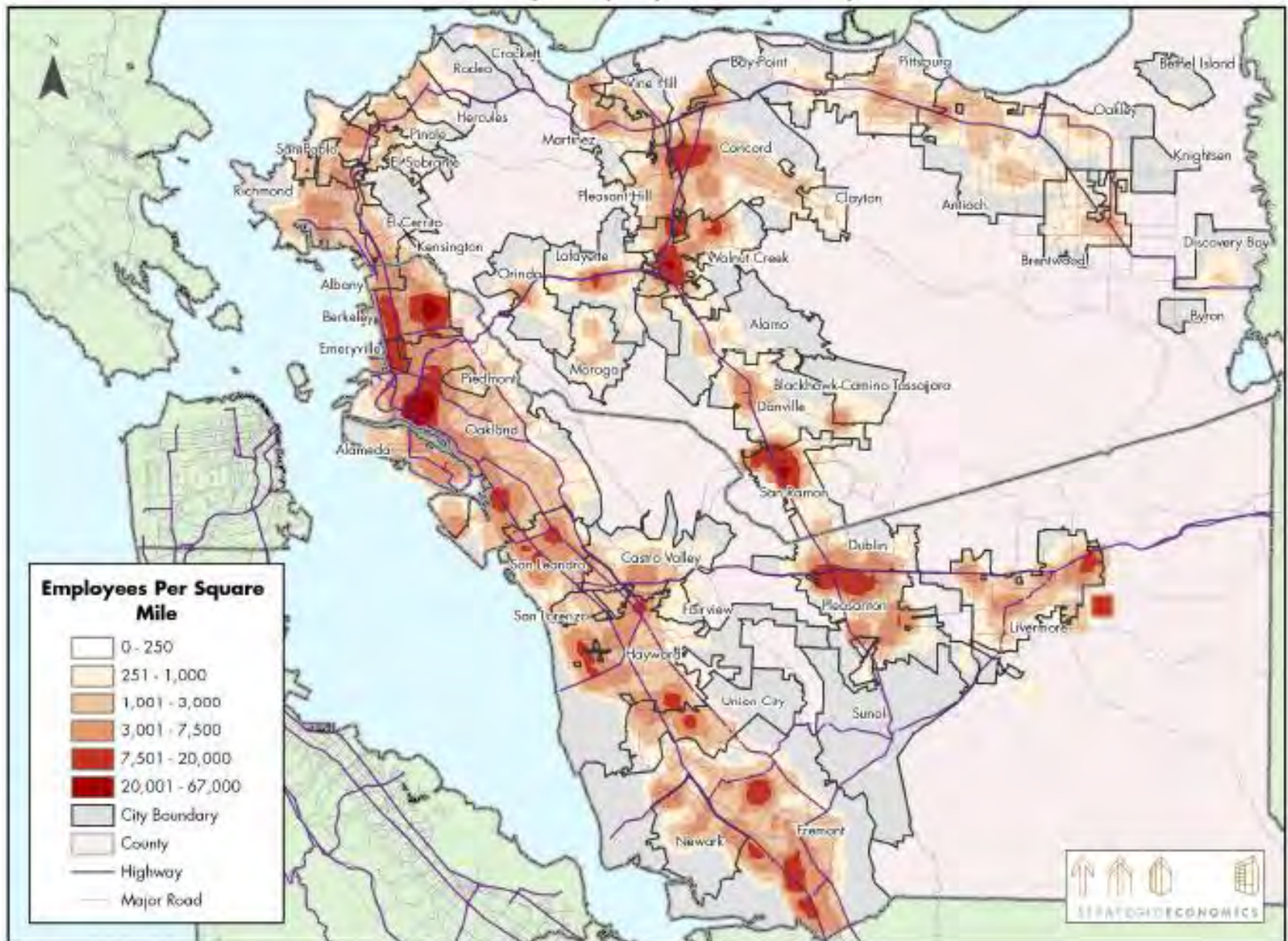


East Bay Employment Concentration and Wages by Industry - 2009

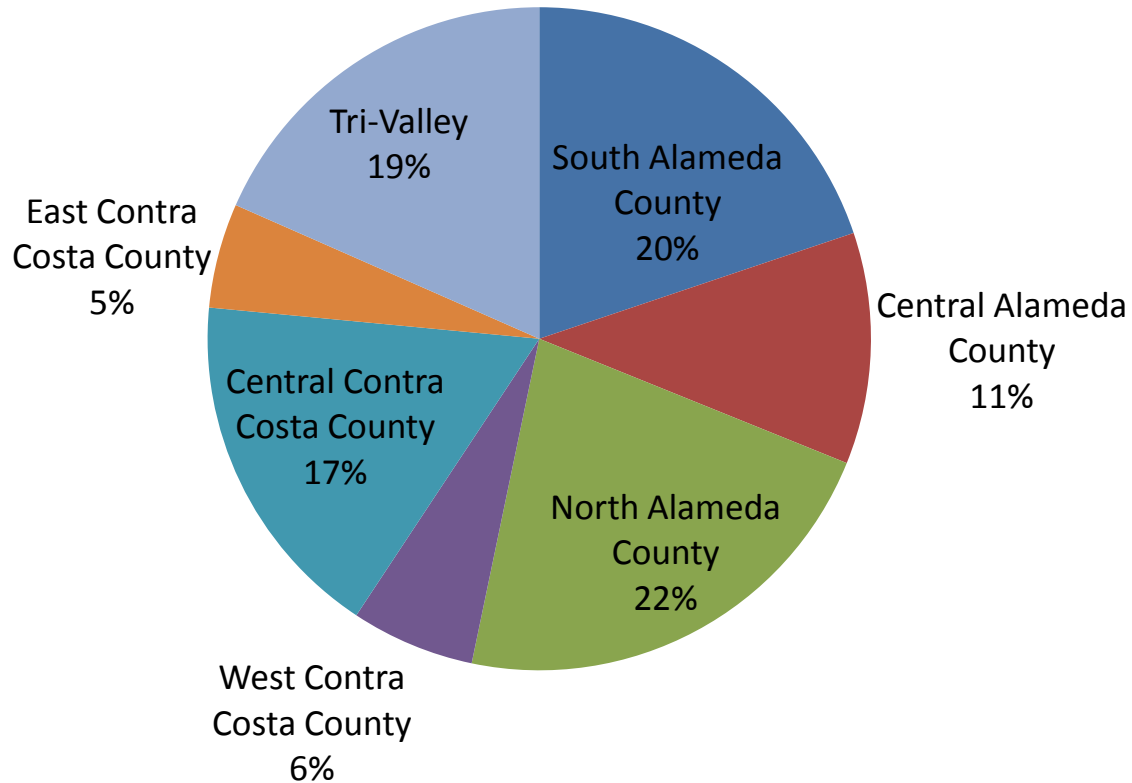


Source: Quarterly Census of Employment and Wages, California Employment Development Department

East Bay Employment Density



East Bay Employment Share by Subarea, 2009



Source: NETS, Compass Economics, Strategic Economics.

Driving Industries Employ 40%

UTILITIES

Water, sewage and other systems

CONSTRUCTION

Highway, street, and bridge construction

MANUFACTURING

Petroleum and coal products manufacturing

Industrial machinery manufacturing

Semiconductor and electronic component mfg.

Medical equipment and supplies manufacturing

Electronic instrument manufacturing

Pharmaceutical and medicine manufacturing

WHOLESALE TRADE

Chemical merchant wholesalers

Commercial equip. merchant wholesalers

Electric goods merchant wholesalers

INFORMATION

Software publishers

Motion picture and video industries

FINANCE AND INSURANCE

Other financial investment activities

Insurance carriers

REAL ESTATE AND RENTAL AND LEASING

Offices of real estate agents and brokers

PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES

Scientific research and development services

Computer systems design and related services

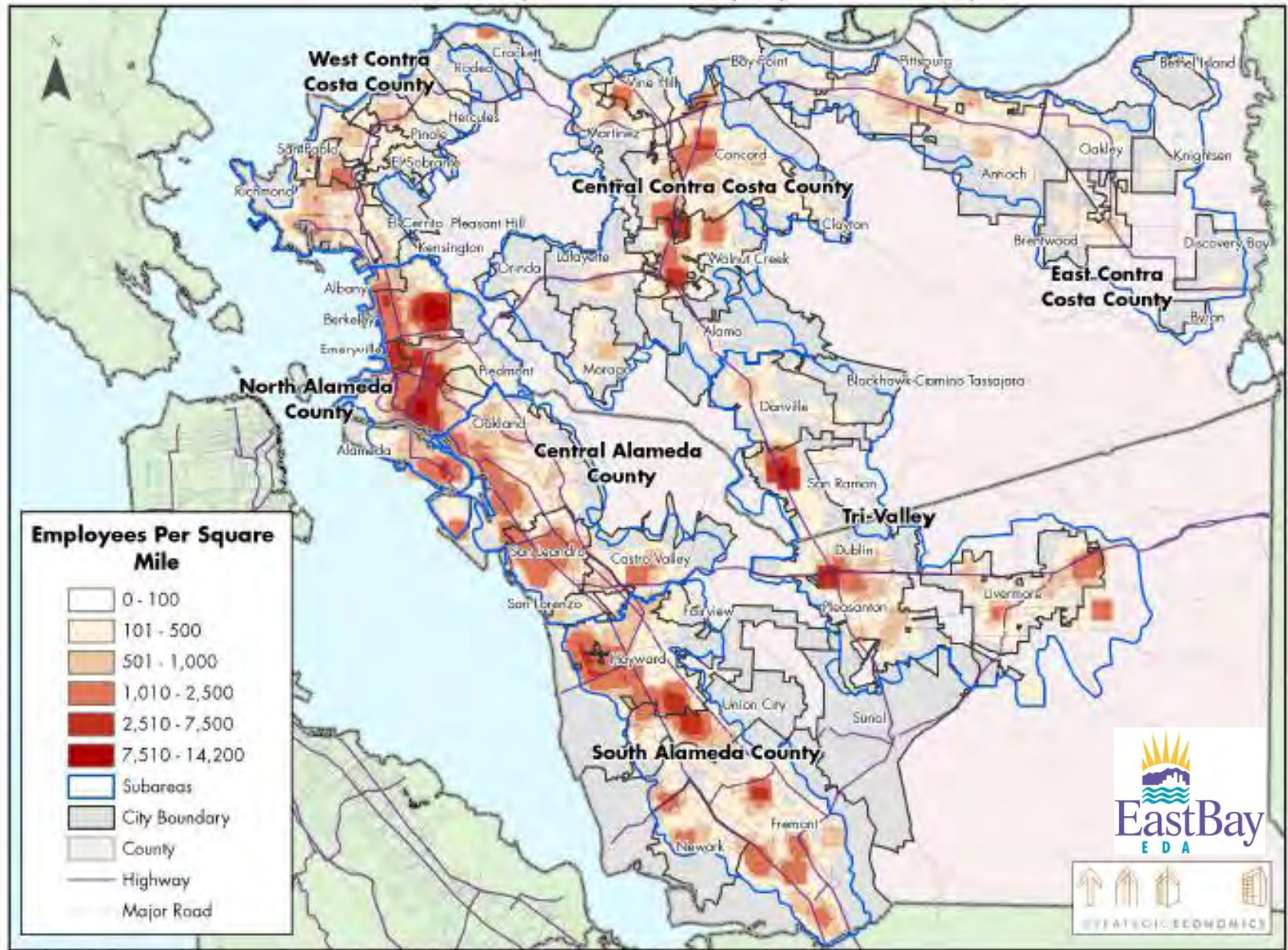
Architectural and engineering services

Management and technical consulting services

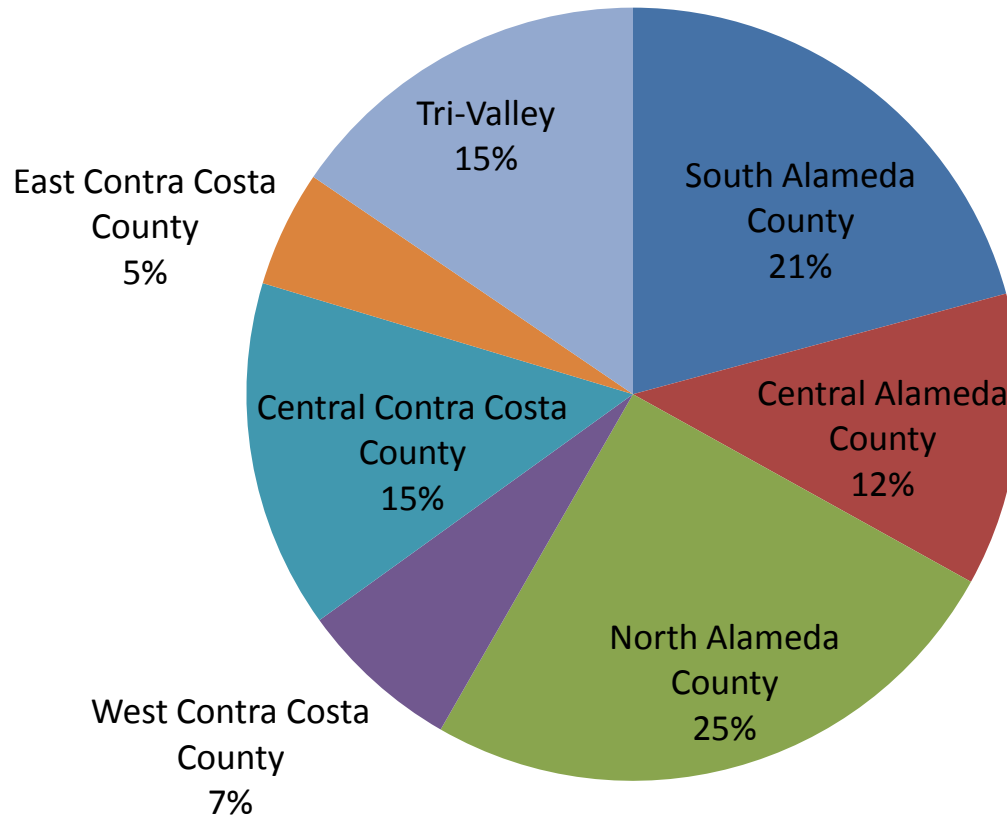
PUBLIC ADMINISTRATION

Administration of economic programs

Employment Density of “Driving” Industries



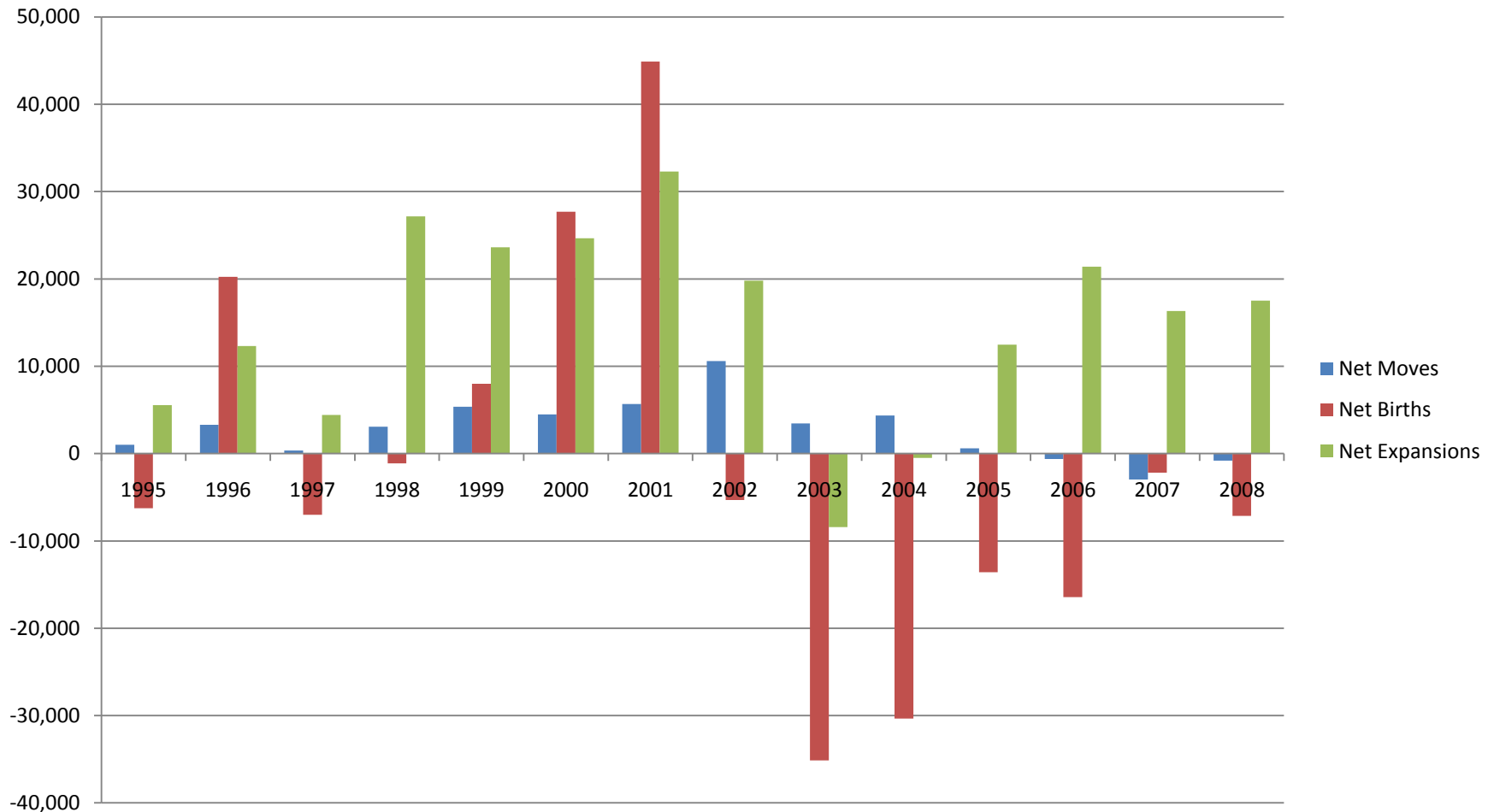
Share of Employment in “Driving Industries” by Subarea, 2009



Source: NETS, Compass Economics, Strategic Economics.

EB Job Growth is Largely Due to Expansions of Existing Firms

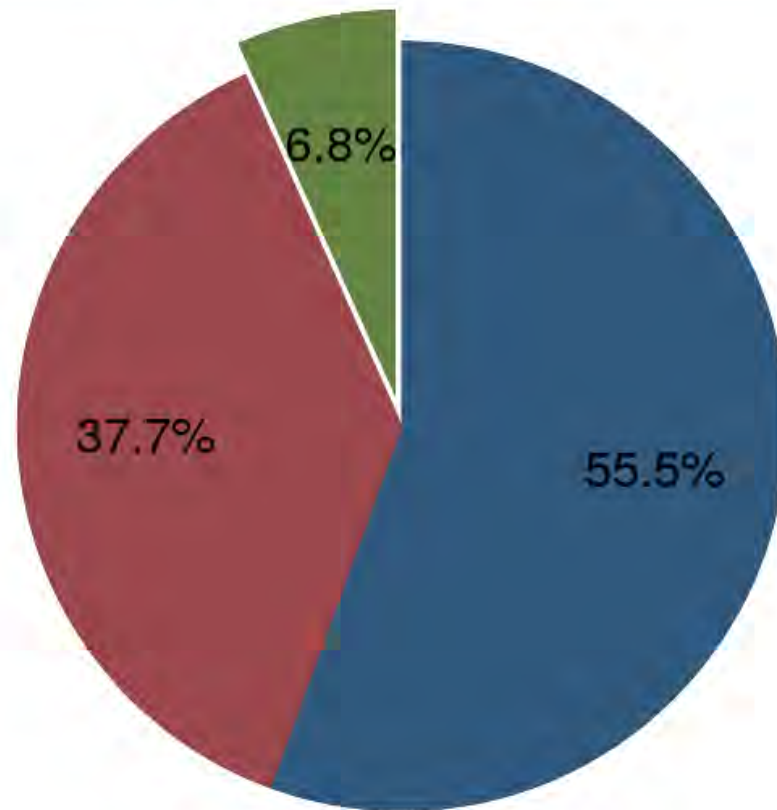
Net Annual Employment Change in the East Bay Region,
1995- 2008



Source: NETS, Compass Economics, Strategic Economics.

Job Creation

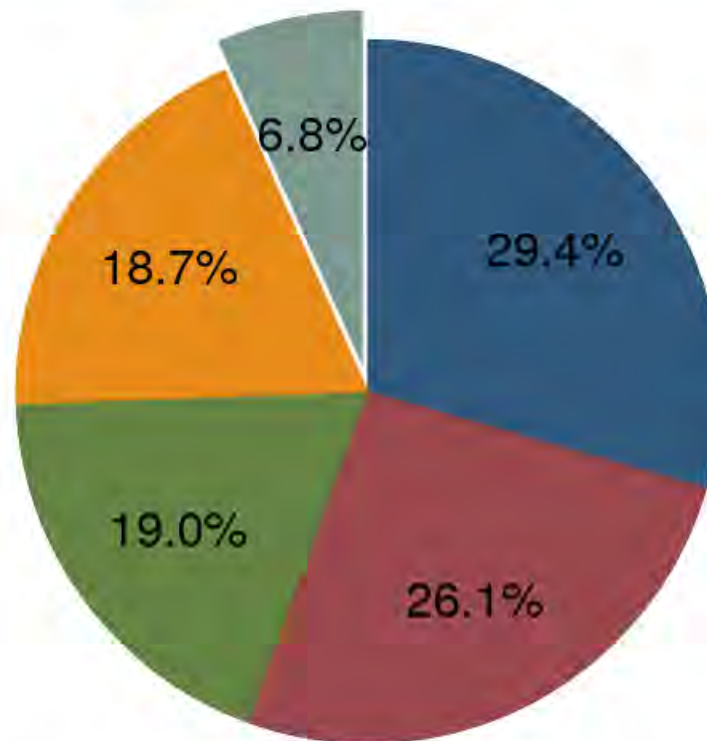
Average over period



Source: NETS 2009, Calculations by Haveman Economic Consulting

Job Creation

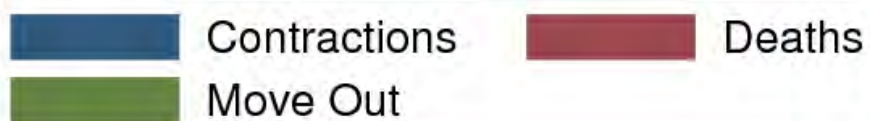
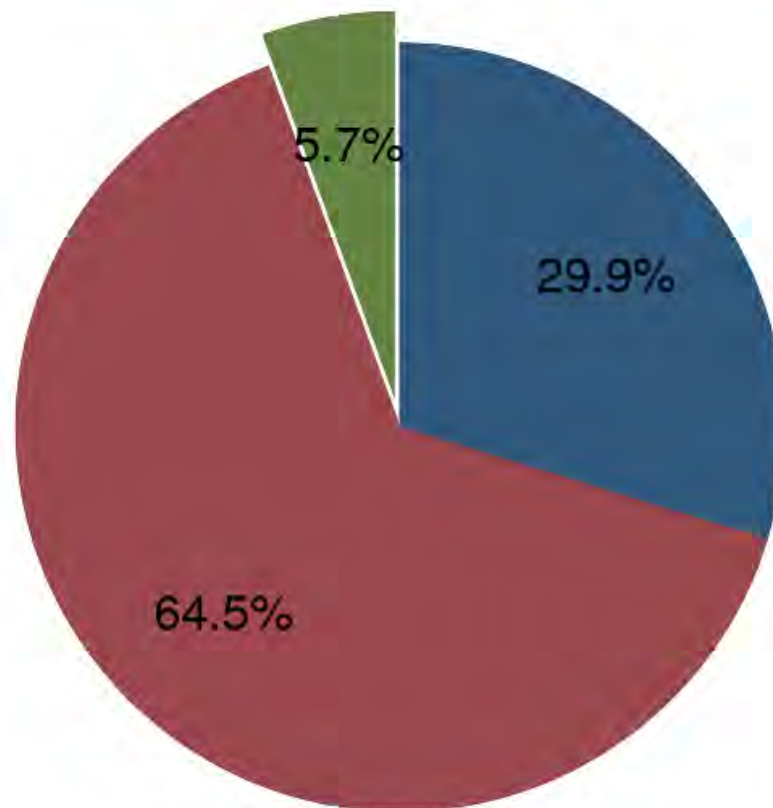
Average over period



Source: NETS 2009, Calculations by Haveman Economic Consulting

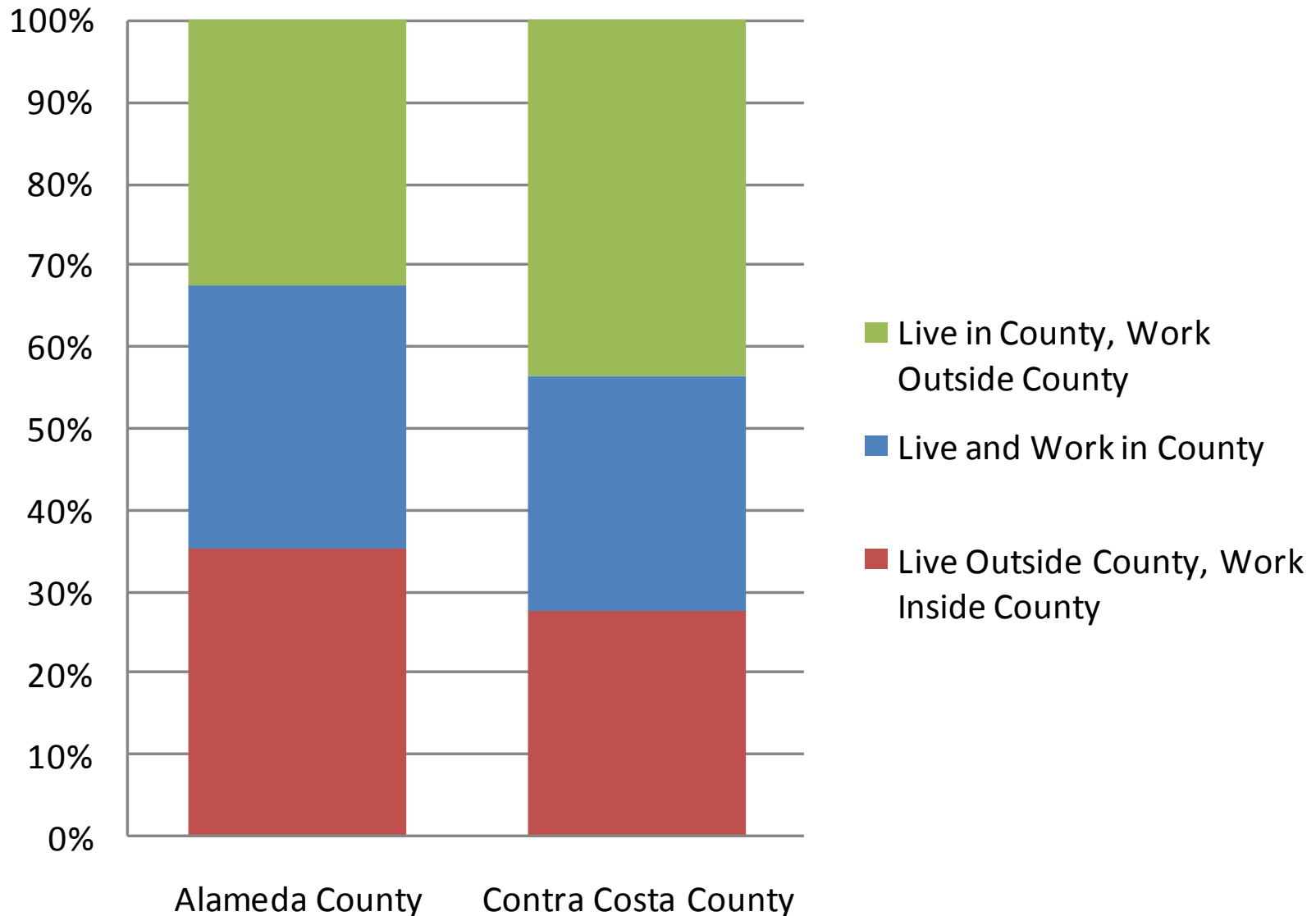
Job Destruction

Average over period



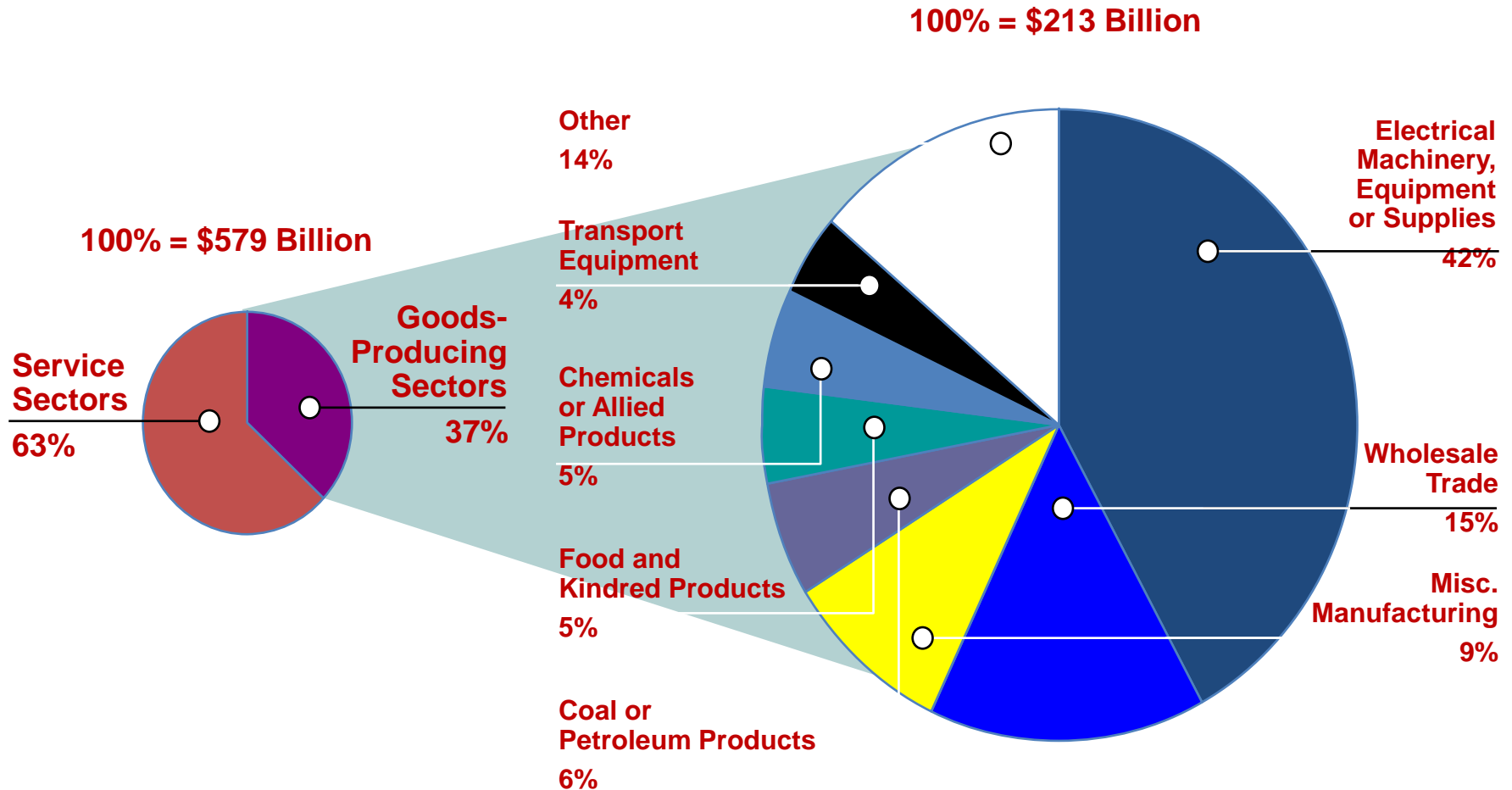
Source: NETS 2009, Calculations by Haveman Economic Consulting

County Commute Patterns by All Jobs

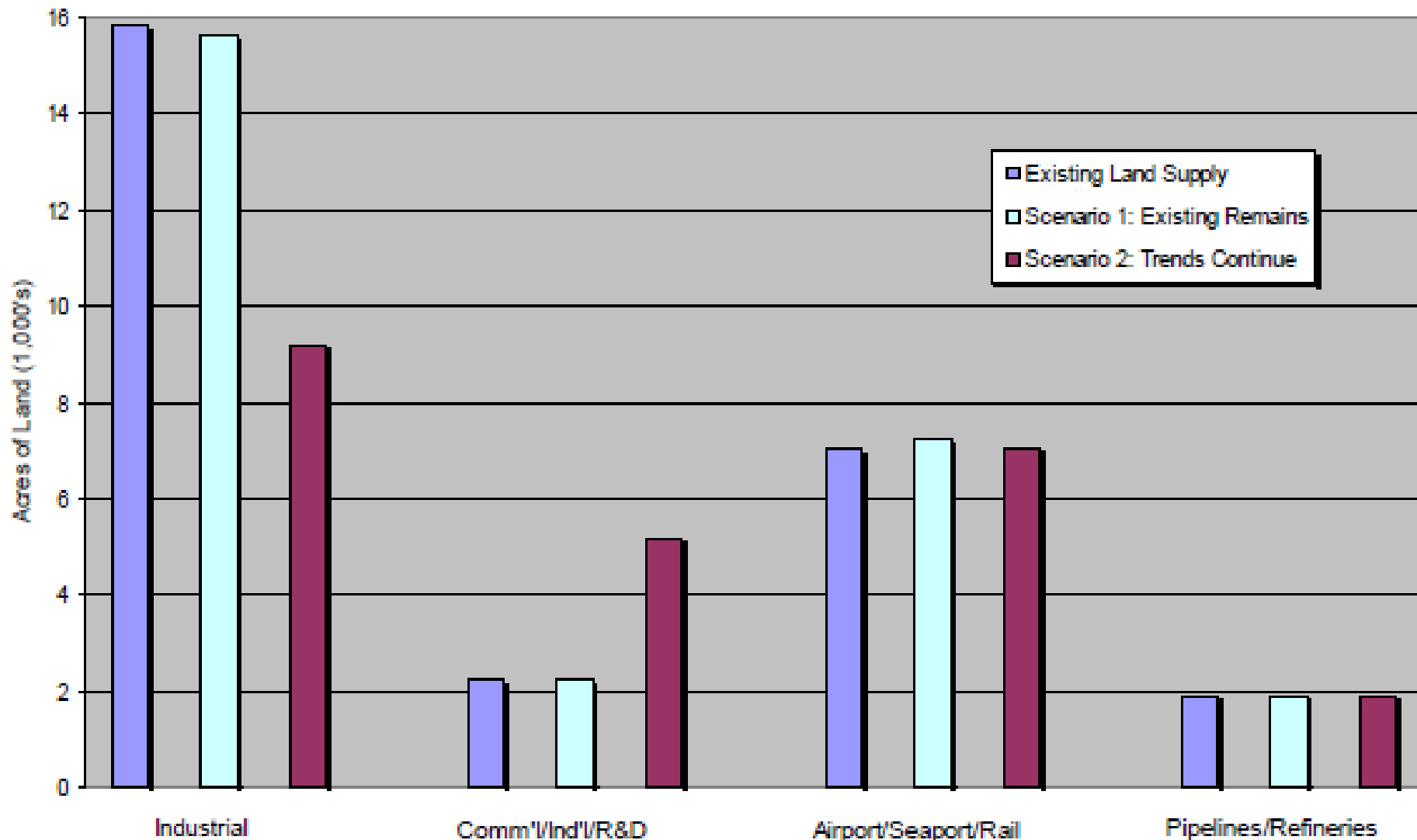


Source: US Census Longitudinal Employer-Household Dynamics Survey, 2009; Strategic Economics, 2011.

Goods Movement-Dependent Industries are Critical to the Bay Area Economy



SUMMARY OF LAND SUPPLY SCENARIOS FOR GOODS MOVEMENT STUDY CORRIDORS
(Existing and Future Acreage Scenarios by Land Use Type)



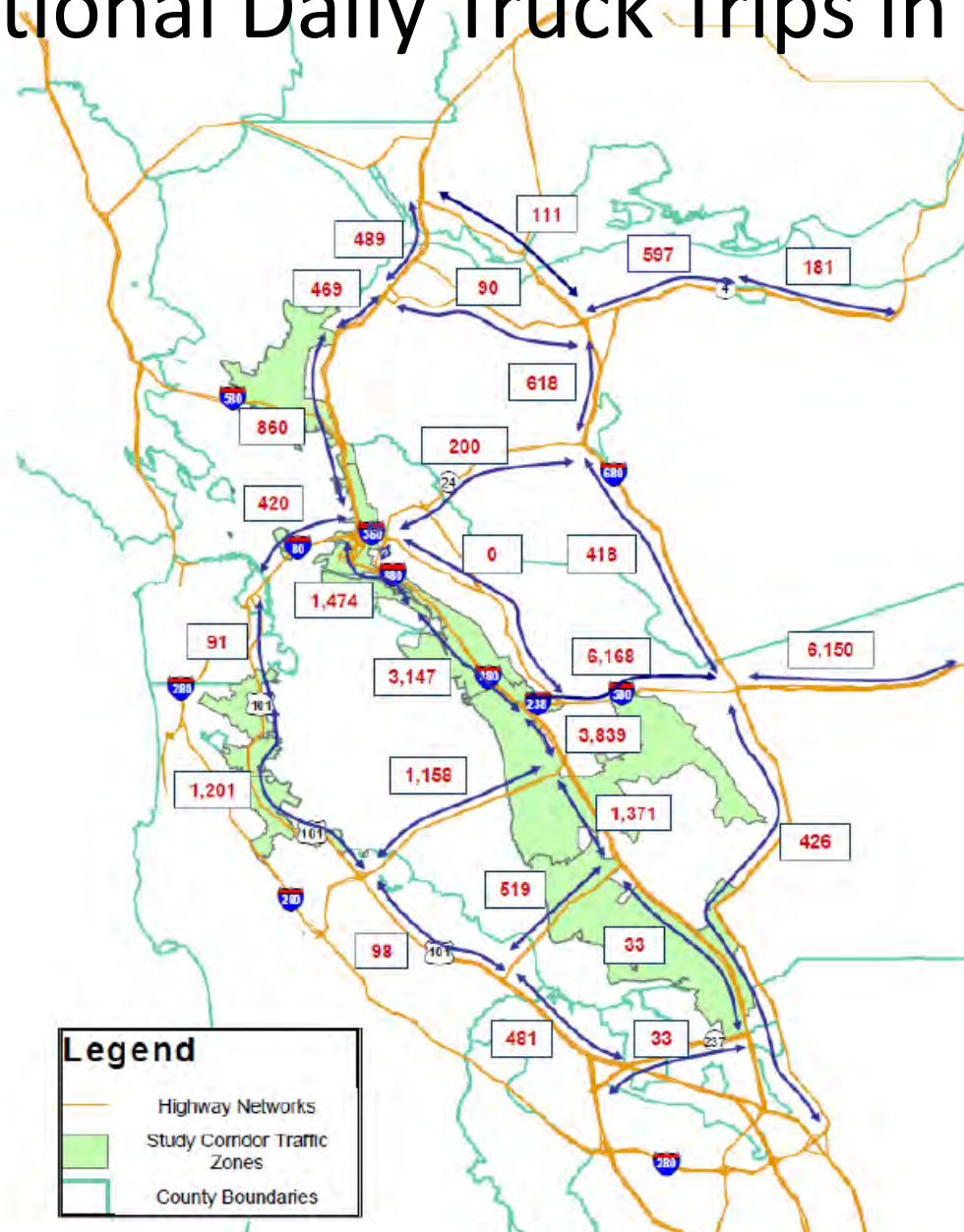
Sources: Pg. 14. MTC Goods Movement Land Use Project, December 2008.

Impacts on the East Bay

CORRIDOR TRANSPORTATION IMPACTS: ADDITIONAL DAILY TRUCK COUNTS

Corridor / Facility	Impacts			
	Additional Daily Trucks* 2035	Additional Trucks As % Of:		
		Daily Trucks 2006	Truck Volumes Otherwise Projected 2035	Total Vehicle Volumes Otherwise Projected 2035
SR-4	597	26%	17%	0.2%
I-80	860	10%	7%	0.3%
I-680	618	7%	5%	0.3%
I-580 (West of I-680)	6,168	66%	46%	2.9%
I-580 (East of I-680)	6,150	39%	24%	2.6%
I-580 Average	6,159	49%	35%	2.8%
I-880	3,839	23%	19%	1.6%
US-101	1,201	12%	8%	0.4%
Bay Bridge	420	7%	5%	0.1%
San Mateo Bridge	1,158	19%	12%	0.9%
Dumbarton Bridge	519	25%	16%	0.5%

Sources: Cambridge Systematics, CalTrans Truck Counts, MTC Models in *Goods Movement Land Use Project*, December 2008. MTC

[illegible]

Next Steps

- Business Climate and Jobs Report available September 2011
- Preliminary findings are being coordinated with the regional and countywide planning efforts
- Bay Area regional economic development strategy under formation



Questions

