Sustainable Communities Strategy Leadership Summit
Saturday, May 14, 2011, 9:00 a.m. to 12:30 p.m.
Sunol Golf Course
6900 Mission Road, Sunol, CA 94586

Hosted by Scott Haggerty, 1st District Supervisor,
and Nadia Lockyer, 2nd District Supervisor,
Alameda County

Meeting Agenda

Meeting Outcomes:

- Receive an overview of regional and countywide planning and regulatory processes related to the development of the Sustainable Communities Strategy (SCS)
- Discuss how Alameda County should grow over the next 25 years in a SCS and what partnerships are needed
- Identify what support is needed from the regional and countywide agencies to support the SCS as it relates to Alameda County
- Identify the next steps in advancing the County’s SCS-related work

9:00 – 9:10 a.m. 1. Welcome and Introductions
   - Supervisors Scott Haggerty and Nadia Lockyer

9:10 – 10:10 a.m. 2. Presentation on Regional and Countywide Planning Efforts
   Multi-agency presentations will be made by:
   - Metropolitan Transportation Commission: Doug Kimsey, Director of Planning
   - Association of Bay Area Governments: Kenneth Kirkey, Director of Planning
   - Bay Area Air Quality Management District: Henry Hilken, Director of Planning, Rules and Research
   - Bay Area Conservation and Development Commission: Joe LaClair, Chief Planner
   - Alameda County Transportation Commission: Art Dao, Executive Director
   - East Bay Economic Development Alliance: Karen Engel, Executive Director
10:10 – 10:40 a.m. 3. **Question & Answer Session on Presentations**

10:40 – 11:50 p.m. 4. **Connecting the Pieces: Breakout Session Discussions**
Breakout sessions will include brainstorming and strategy discussions around sustainable development in Alameda County, barriers to implementation, and resources and/or collaborations necessary to support a Sustainable Communities Strategy.

12:50 – 12:10 p.m. 5. **Report Back from Breakout Session**
Each breakout group will report back on key items identified during the breakout sessions.

12:10 – 12:25 p.m. 6. **Discussion of Next Steps**

12:25 – 12:30 p.m. 7. **Meeting Adjournment**

**Attachments:**
A. Agency Presenter Overviews
B. MTC and ABAG Plan Bay Area (March 2011)
C. RTP/SCS Schedule
D. Bay Area Air Quality Management District CEQA Guidelines
E. BCDC Adapting to Rising Tides Fact Sheet
F. CWTP-TEP Welcome Guide
G. East Bay Economic Development Alliance Fact Sheet

**Packet Materials and Presentations** available at: [www.acgov.org/board](http://www.acgov.org/board) and [www.alamedactc.org](http://www.alamedactc.org)

**Location Information:** Sunol Golf Course, 6900 Mission Road, Sunol, CA 94586

**Accommodations/Accessibility:** Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend.
Sustainable Communities Strategy Presenters

The region and the county are engaged in planning for development over the next 25 years through a Regional Transportation Plan (RTP) update and development of a Sustainable Communities Strategy (SCS). The following SCS partners, and many others, are essential in moving forward a workable strategy, which integrates transportation and land-use planning, to meet the reductions in greenhouse gas emissions required by California Senate Bill (SB) 375 as well as to support the housing requirements in the bill. Each agency plays a role in planning, policy, regulations and funding as well as supporting job development.

| **Metropolitan Transportation Commission**  
| [http://www.mtc.ca.gov/](http://www.mtc.ca.gov/)  
| Guided by its 19-member policy board, the Metropolitan Transportation Commission (MTC) functions as the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. As both the state-designated regional transportation planning agency and the region’s metropolitan planning organization, the MTC regularly updates the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities. |

| **Association of Bay Area Governments**  
| [http://www.abag.ca.gov/](http://www.abag.ca.gov/)  
| The Association of Bay Area Governments is a regional planning agency and local government service provider committed to enhancing the quality of life in the San Francisco Bay Area through advocacy, collaboration and excellence in the areas of planning, research and member services. ABAG is working closely with MTC on the 2013 update to the RTP, in conjunction with the SCS. In March 2011, ABAG and MTC released the Initial Vision Scenario, which provides a starting point for conversations with local governments and Bay Area residents about where new development should occur, and how new long-term transportation investments can serve this new growth. |

| **Bay Area Air Quality Management District**  
| As the first regional air pollution control agency in the country, the Bay Area Air Quality Management District has been working to improve regional air quality since 1955 and regulates stationary sources of air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano and southern Sonoma counties. The District’s California Environmental Quality Act (CEQA) Guidelines assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality. The District will be instrumental in ensuring the Bay Area meets SB 375 requirements. |
| San Francisco Bay Conservation and Development Commission  
| http://www.bcdd.ca.gov/  
| Created by the California Legislature in 1965, the 27-member San Francisco Bay Conservation and Development Commission (BCDC) responds to public concern over the future of the open water, marshes and mudflats of greater San Francisco Bay, including Suisun, San Pablo, Honker, Richardson, San Rafael, San Leandro and Grizzly Bays and the Carquinez Strait. The Commission regulates all filling and dredging in San Francisco Bay; protects Suisun Marsh, California’s largest remaining wetland; administers the federal Coastal Zone Management Act; and participates in California’s oil spill prevention and response planning program. The BCDC is a key partner in addressing the effects of climate change.  

| Alameda County Transportation Commission  
| http://www.alamedactc.org  
| The Alameda County Transportation Commission (Alameda CTC) is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). Members include the 14 cities in Alameda County, the County of Alameda, AC Transit, BART, ACCMA and ACTIA. The Alameda CTC is leading the Alameda County Countywide Transportation Plan update, which supports the RTP and SCS, and the development of a Transportation Expenditure Plan that identifies funding priorities for an extension of the existing transportation sales tax, known as Measure B.  

| East Bay Economic Development Alliance  
| http://www.edab.org/  
| The East Bay Economic Development Alliance’s (East Bay EDA) bi-county mission is to establish the East Bay as a world-recognized location to grow businesses, attract capital and create quality jobs in both Alameda and Contra Costa Counties. Founded in 1990 by Alameda County, its 14 cities and special districts make up the Economic Development Advisory Board. The East Bay EDA is assisting in the RTP/SCS process by providing valuable input on the housing and land use aspects of transportation planning and development to facilitate job growth throughout the region. |
BayArea Plan

Building on a Legacy of Leadership  March 2011

Association of Bay Area Governments
Metropolitan Transportation Commission
Plan Bay Area is one of our region’s most comprehensive planning efforts to date. It is a joint effort led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in partnership with the Bay Area Air Quality Management District (BAAQMD) and other regional government agencies, the Bay Area Council, the Bay Conservation and Development Commission (BCDC), the East Bay Regional Park District, the Golden Gate National Recreation Area, and a growing number of other organizations and individuals. We have joined forces to prepare a plan that includes a Sustainable Communities Strategy (SCS) and a regionally coordinated land-use development strategy. The plan also incorporates land-use and transportation policies that help support our goal of reducing transportation-related greenhouse gas emissions and accommodating all needed housing growth within the region’s borders.

The Bay Area is home to the world’s 19th-largest economy. It is one of the most highly developed and diverse regions in the world, with a population of over 7 million people. The region’s economy is driven by a variety of industries, including technology, finance, healthcare, and entertainment. The Bay Area is also home to some of the nation’s most prestigious universities and research institutions, which contribute significantly to the region’s economic growth.

The Bay Area is a region of great natural beauty, with a diverse range of ecosystems and landscapes. The region is home to a variety of wildlife, including protection under federal and state laws. The Bay Area also has a rich cultural heritage, with a diverse mix of communities and traditions that have shaped the region’s identity over time.

The Bay Area is also known for its vibrant arts and culture scene. The region is home to a number of world-renowned museums, theaters, and musical venues, as well as a thriving independent culture. The Bay Area is also home to a number of annual events and festivals, including the San Francisco International Film Festival, the San Francisco Festival of Arts, and the San Francisco Music Festival. These events attract visitors from around the world and help to promote the region’s cultural heritage.

The Bay Area is also home to a number of recreational opportunities. The region is home to a number of parks and trails, including the San Francisco Bay Area Trail, the Bay Area Greenway Trail, and the Bay Area Bicycle Trail. These trails provide opportunities for hiking, cycling, and other outdoor activities.

The Bay Area is a region of great economic and cultural diversity, with a rich history and a bright future. The region is a leader in a number of key industries, including technology, finance, and healthcare, and is home to some of the nation’s most prestigious universities and research institutions. The Bay Area is also known for its vibrant arts and culture scene, as well as its natural beauty and recreational opportunities. The region is a true gem, and we invite you to participate, to comment, to help innovate, as we launch Plan Bay Area for a sustainable, prosperous future.
The Bay Area has made farsighted regional planning a top priority for decades. In fact, one of the main reasons our region is so livable today is because of the actions of past leaders. Previous generations recognized the need for a mass transit system, including regional systems such as BART and Caltrain that have helped make the Bay Area the envy of other metropolitan regions. Our transbay bridges also add cohesion to our regional transportation system by connecting communities across the bay. Likewise, we owe our system of parks and open space to past generations of leaders who realized that a balance between urbanized areas and open space was essential to a healthy environment and livable communities. For example, ABAG’s pathbreaking efforts in the 1960s and ‘70s led to the Bay Area’s first open space, coastal protection and environmental management plans.

Plan Bay Area is about building on our legacy of leadership. It means doing more of what we’ve done well and figuring out how to do better in the face of new challenges. Most importantly, it’s about partnering with elected officials, planners, community organizations representing the environment, economy and social equity, and the public in each jurisdiction to ensure that we plan appropriately for both our region and the communities in which we live and work.

"At the simplest level, sustainability means meeting the needs of current generations without harming the ability of future generations to meet their needs too."

A Legacy of Bay Area Achievements | 1934–1955

- **1934**: Formation of the East Bay Regional Park District, the largest urban regional park district in the country.
- **1939**: Stanford classmates Bill Hewlett and Dave Packard launch Hewlett-Packard, laying the foundation for Silicon Valley and the high-tech revolution.
- **1945**: Creation of the Bay Area Council, the region’s business-sponsored, public-policy advocacy organization.
- **1955**: East Bay voters create California’s first special transit district, the Alameda-Contra Costa Transit District (AC Transit), which provides regional bus service.
- **1955**: Bay Area Air Quality Management District (BAAQMD) created to regulate air pollution.

In Sonoma County, the city of Santa Rosa has developed a community-based vision for the downtown area. The plan will help make Santa Rosa a sustainable community by creating a transit-supportive environment in and around the planned commuter rail station downtown. The plan promotes a mixture of residential, retail, office and open space in a pedestrian-friendly urban environment, including 3,250 new residential units, 296,000 square feet of new commercial/retail space, and 197,000 square feet of new civic/office use.

Sensor Bill 375 (Steinberg, 2008) requires California’s 18 metropolitan regions to incorporate a Sustainable Communities Strategy in their federally mandated regional transportation plans. The law also requires that planning for future housing be consistent with the Sustainable Communities Strategy. In other words, sustainability is now a required overlay to transportation and land-use planning. At the simplest level, sustainability means meeting the needs of current generations without harming the ability of future generations to meet their needs too.

While we work to implement SB 375, Plan Bay Area offers an opportunity to address other goals. SB 375 aims to reduce greenhouse gas emissions from cars and light trucks, which is critically important in the fight against climate change, but the benefits of sustainable communities extend beyond stabilizing our climate. Sustainability is inextricably connected to a robust and prosperous economy, livable communities and quality of life.

A Legacy of Leadership

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What Are Sustainable Communities?

Sustainable communities are places where people want to live and work, now and in the future.

They meet the diverse needs of existing and future residents, including housing and transportation, are sensitive to their natural environment, and contribute to a high quality of life. They are safe and inclusive, well-planned and constructed, efficiently operated, and offer equal opportunity and access to services for all. Sustainability is about creating vibrant, complete communities that help our residents live in closer-knit neighborhoods and spend less time driving by promoting development of jobs, housing, and services close to public transit.

Here in the Bay Area, the generations that came before us gave us a head start in creating sustainable communities. Building on that legacy are newer efforts, such as the regional agencies’ FOCUS initiative. This regional development and conservation strategy promotes a compact land-use pattern through the designation of Priority Development Areas (PDAs) in existing urban areas served by transit. Also identified are Priority Conservation Areas (PCAs), regionally significant open spaces for which there exists a broad consensus for long-term protection. Supporting FOCUS is MTC’s Transportation for Livable Communities Program (TLC), which provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

Benefiting Communities

The “three E’s” that underlie sustainability are economy, environment and equity.

We need all three, and they are not mutually exclusive. A strong economy benefits a healthy environment and vice versa. Likewise, a strong economy helps ensure equal opportunity for everyone. People need jobs to afford housing, and the region needs a diversified economy to accommodate different skills and education levels.

For example, a community is not sustainable if people who provide essential services, such as police and firefighters, cannot afford to live there and have to commute by car from far away, raising transportation costs, congesting our roads, polluting the air and wasting time that could be spent with their families.

Making sustainable communities an integral part of Plan Bay Area offers the chance to promote a range of livability factors:

Quality of Life
Planning for sustainable communities will lay the groundwork for creating better places to live and work, now and for future generations.

Access and Mobility
People will have more transportation choices, making it easier to get around, whether commuting, going to school, shopping, recreating, or visiting friends and family.

Public Health
With compact development, people do not have to travel as far, reducing the need to drive. This means less pollution, cleaner air, and a more physically fit population as more people of all ages and physical abilities choose to walk or bicycle to their destinations.

Vibrant Communities
Compact communities where transit, jobs, schools, services and recreation are conveniently located near people’s homes are not just more livable; they are also safer and engender a stronger sense of community.

Sustainability Snapshot | East Bay

The first phase of the Fruitvale Transit Village, around Oakland’s Fruitvale BART Station, was completed in 2004. It includes 47 apartments, over 30,000 square feet of retail space, 60,000 square feet of office space, a health clinic, a community resource center and a library. Phase II will include up to 450 mixed-income residential units that will replace a 3.5-acre BART surface parking lot. The new units will feature state-of-the-art green building and energy saving systems.
A Vision for Getting From Here to There

Planning for the Bay Area’s future takes cooperation and shared vision.

We do not claim to have all the answers, and there is no guarantee of success. The public’s participation and input will be critical to creating a shared vision for our region.

One of the first steps is to craft an “Initial Vision Scenario.” This scenario is intended to prompt public discussion about how and where to place future jobs and housing, and how to ensure that future development is supported by our regional network of roadways, transit, and bicycle and pedestrian facilities. It will begin to articulate the Bay Area’s vision of future land uses and demonstrate how changes in land use, when integrated with transportation improvements, perform relative to statutory greenhouse gas and housing targets, as well as other voluntary performance targets. It will serve as a starting point for the development, analysis, and discussion of a range of detailed planning alternatives.

Local jurisdictions and citizens are strongly encouraged to participate at public workshops throughout the region in spring 2011. The input and data collected from these workshops will provide the basis for developing detailed sustainable communities strategy alternatives.

Sustainability Snapshot | South Bay

In Santa Clara County, the city of Sunnyvale is redeveloping its downtown to make the community more livable, compact and sustainable. In addition to enhancing the city’s mix of commercial and residential space, the plan calls for creating pedestrian connections to link the area into a unified downtown. Transit options include a Caltrain station and a variety of bus routes.

A Legacy of Bay Area Achievements | 1972–1998

Congress creates the Golden Gate National Recreation Area, in Marin, San Francisco and San Mateo counties.

Activists, led by Ed Roberts, found the Center for Independent Living in Berkeley, the first such center run by and for people with disabilities.

Steve Jobs and Steve Wozniak found Apple Computer in Cupertino, California.

Bay Area voters approve Regional Measure 1, raising bridge tolls to $1 for bridge and transit improvements.

MTC launches Transportation for Livable Communities to fund small improvements with a big impact, such as streetscapes, lighting and bike paths.

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When it comes to creating sustainable communities, housing and transportation go hand in hand.

Yet our long-range plans haven’t always made that link strong enough. Plan Bay Area will join these elements to meet the needs of our growing population.

Housing

Housing is an integral part of Plan Bay Area. ABAG must identify areas within the region sufficient to house an eight-year projection of the regional housing need. This legal requirement is known as the Regional Housing Need Allocation (RHNA). The areas identified must be consistent with the development pattern in the Sustainable Communities Strategy, which will specify areas sufficient to house all economic segments of the population over 25 years.

In keeping with the call for sustainable communities, new housing plans will likely emphasize compact neighborhoods for all income groups close to mass transit. Providing residents with more transportation choices and easy access to amenities and services will create more community cohesion. And since people won’t have to drive as much, they will save money at the gas pump and help reduce tailpipe pollution.

Transportation

MTC adopted its latest regional transportation plan, called Transportation 2035 Plan: Change in Motion, in April 2009. The plan’s name, Change in Motion, anticipated and included many elements of Plan Bay Area’s increased focus on housing and sustainable communities.

A performance-based approach will help us focus on measurable outcomes. Plan Bay Area will apply four important lessons from the Transportation 2035 process: 1) new infrastructure investments we can afford produce only modest benefits at the regional level; 2) road pricing and land-use strategies are more effective than infrastructure investments alone; 3) technology is key to increasing efficiency and reducing congestion; and 4) individuals must change their personal behaviors to help achieve sustainability goals.

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Strengthening the Housing and Transportation Connection

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Planning Challenges

Even the best planners do not have crystal balls.

So while we know the Bay Area will look much different in the middle of the 21st century, there are still challenges and uncertainties.

Growth

Even though the Bay Area’s growth rate is among the lowest in California, a projected increase from 7 million to 9 million people means accommodating nearly a 30 percent increase in population by 2040.

Greenhouse Gas Targets

The California Air Resources Board set ambitious emissions reduction targets for the Bay Area. Relative to a base year of 2005, the targets represent a 10 percent per-capita reduction by 2020 and a 15 percent per-capita reduction by 2035.

Infill Development

The best opportunities for compact development are in urbanized areas, but many such places lack infrastructure funding for new services. Likewise, since infill usually adds population density, new communities must be designed to protect quality of life for current residents and newcomers.

Health and Safety Imperatives

Many potential infill areas are located close to freeways where there is more tailpipe pollution. The risks from breathing toxic gases and sooty particles must be mitigated.

Land-use Authority

Local governments have sole authority to create and implement land-use plans. Each of the nine counties and 101 cities in the region must decide for themselves what is best for their citizens. A culture of cooperation is needed to ensure that we all do our part to make individual communities and our region more sustainable for current and future generations.

Climate Change

Climate change refers to changes in the Earth’s weather patterns, including the rise in the Earth’s average temperature due to an increase in carbon dioxide and other heat-trapping “greenhouse gases” (GHGs) in the atmosphere. Climate scientists agree that global warming is a man-made problem caused by the excessive burning of fossil fuels like petroleum and coal. Transportation accounts for about 40 percent of the Bay Area’s GHG emissions.

Climate change is expected to significantly affect the Bay Area’s public health, air quality and transportation infrastructure through sea level rise and extreme weather. Rising temperatures related to climate change will result in more smoggy days and associated respiratory and heart illnesses. Melting glaciers are predicted to cause sea level rise, which may flood much of the transportation infrastructure in low-lying areas of the region, including San Francisco and Oakland international airports.

Climate change also threatens our fresh drinking water supply and is expected to increase the frequency and severity of wildfires like the 1991 Oakland-Berkeley firestorm.

Make no mistake: We can make the world a better place, but the benefits start at home. Consider clean energy innovations, such as the electric vehicles being built at the former NUMMI plant in Fremont, and photovoltaic panels being built by multiple Bay Area companies. These technologies won’t just help fight climate change; they can attract investment, new companies and jobs to ensure the Bay Area’s continued prosperity, and promote sustainable communities and a high quality of life.

Our Shared Future

Plan Bay Area by itself will not reduce greenhouse gas emissions on a global scale. But if it is innovative and appealing, we can lead by example. Just as the Bay Area’s culture of innovation created the high-tech and biotech revolutions, spreading computers and cures around the world, so we can do the same in the burgeoning clean-tech sector.

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How to Get Involved

In 2010, the regional agencies adopted an extensive Public Participation Plan.

The document lays out the steps the agencies will take to involve residents in decisions affecting Bay Area transportation and land-use policies.

Plan Bay Area workshops are being scheduled in all nine counties in spring 2011, and there will be additional opportunities for public engagement in the fall and through adoption of Plan Bay Area in 2013. The OneBayArea website is updated regularly with notices and agendas of upcoming meetings, hearings and workshops, and other content.

For more information, contact us:
www.OneBayArea.org
info@OneBayArea.org
510.817.5757

Follow us:
facebook.com/OneBayArea
twitter.com/OneBayArea

OneBayArea

Launched by four regional agencies — ABAG, MTC, BAAQMD and BCDC — in 2010, OneBayArea is an acknowledgment that we are stronger when we join together — all 101 cities, nine counties and 7 million of us! Through this campaign we hope to address environmental and economic challenges by harnessing our joint creativity, resources and force of will.

The first collaboration under the OneBayArea umbrella, Plan Bay Area starts the conversation on how to integrate land use and transportation.
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Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

Phase 1: Performance Targets and Vision Scenario

Local Government and Public Engagement

- GHG Target Workshop
- Local Government Summit

Policy Board Action

- Leadership Roundtable Meetings
- Revised Draft Public Participation Plan
- County/Corridor Engagement on Vision Scenario

Milestones

- Projections 2011 Base Case Development
- CARB Releases Draft GHG Target
- CARB Issues Final GHG Target
- Finalize for Public Participation Plan
- Adopt Methodology for Jobs/Housing Forecast (Statutory Target)

- Developing Vision Scenario

- Adopt Voluntary Performance Targets

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

- MTC ABAG JPC
- MTC ABAG JPC
- MTC ABAG JPC

March April May June July August September October November 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

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

CARB/Bay Area

OneBayArea

Revised Draft Public Participation Plan

Regional Response to CARB Draft GHG Target

Draft Public Participation Plan

Leadership Roundtable Meetings

Regional Advisory Working Group
### Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

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

#### Local Government and Public Engagement Milestones

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<td>Release Vision Scenario</td>
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<td>Detailed SCS Scenario(s) Development</td>
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<td>Technical Analysis of SCS Scenario(s)</td>
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<td>SCS Scenario Results/and Funding Discussions</td>
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<td>Release Preferred SCS Scenario</td>
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<td>Approval of Draft SCS</td>
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#### Targeted Stakeholder Workshop and County Workshops

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<td>Targeted Stakeholder Workshop</td>
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<td>Public Hearing on RHNA Methodology</td>
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<td>Web Activity Surveys, Updates and Comment Opportunities</td>
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#### Phase Two Decisions:

- Vision Scenarios
- Financial Forecasts
- Detailed SCS Scenarios
- RHNA Methodology
- Preferred SCS Scenario
- Draft RHNA Plan

#### Scenario Planning

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*Subject to change

### OneBayArea

- **February 2011:**
  - Joint document release by ABAG, JPC and MTC
- **January/February 2012:**
  - ABAG - ABAG Administrative Committee
  - JPC - Joint Policy Committee
  - MTC - MTC Planning Committee
### Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012–2013*

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**Milestones**
- Phase Three Decisions:
  - Draft SCS/RTP Plan
  - Draft EIR
  - Draft RHNA Plan

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

---

*Subject to change

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

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ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
MTC- MTC Planning Committee
California Environmental Quality Act

Air Quality Guidelines

Updated May 2011

This document is 222 pages long. For the full document, visit http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_May%202011_5_3_11.ashx
California Environmental Quality Act

Air Quality Guidelines

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939 Ellis Street
San Francisco, CA 94109
415-749-5000

UPDATED MAY 2011
The following updates were made in May 2011 to the June 2010 CEQA Guidelines:

2: Thresholds of Significance
   - In table 2-1, updated the effective date for the risk and hazards threshold for new receptors.
   - In section 2.2, clarified that GHG threshold is based on carbon dioxide equivalent emissions and not just CO2.

3: Screening Criteria
   - In section 3.2, clarified that the screening values in Table 3-1 may not be applied as screening level sizes for risk and hazard impacts.
   - In section 3.3, clarified that the carbon monoxide screening criteria do not apply to stationary source projects.
   - In section 3.5.1, clarified that projects with demolition activities that are inconsistent with BAAQMD’s Regulation 11, rule: Asbestos Demolition, Renovation, and Manufacturing cannot be screened using the screening level in Table 3-1.

4: Operational-Related Impacts
   - In section 4.2.1, page 4-5, clarified that the GHG threshold is based on carbon dioxide equivalent emissions; and clarified use of BGM as preferred model for estimating greenhouse gas emissions from a proposed land use project

5: Local Community Risk and Hazard Impacts
   - Updated sections 5.2.6 and 5.2.7 to reflect the updated stationary source, highway, and roadway screening tools made available in May 2011.

6: Local Carbon Monoxide Impacts
   - In section 6.1, clarified that the carbon monoxide screening criteria do not apply to stationary source projects and that potential carbon monoxide impacts from stationary sources should be modeled using AERMOD.

8: Assessing and Mitigation Construction-Related Impacts
   - In section 8.1.1, removed Table 8-1.

Appendix B: Air Quality Modeling Instructions and Project Examples
   - Pages B-11 to B-13, clarified the percent reductions that apply to construction mitigation measures and corrected references to tables and sections in the CEQA Guidelines.

Other minor editorial edits were made throughout the CEQA Guidelines as needed.
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Planning for the Bay’s Future

The San Francisco Bay shapes the area’s economy, culture, and landscape—supporting prosperous businesses, vibrant neighborhoods, and productive ecosystems. Through visionary planning efforts, the Bay Area has preserved and protected this prosperity. Now, as the impacts of a changing climate are becoming clear, it is time to extend that vision to meeting the challenges of rising tides in San Francisco Bay.

The bay is rising and is projected to continue to rise. In fact, today’s flood is expected to be the high tide of the future. 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 250,000 residents, critical infrastructure, diverse habitats, and valuable community resources.

“Over 280 square miles of shoreline land and over a quarter million residents are at risk of flooding at just moderate levels of sea level rise.”

Source: Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline, BCDC, 2009

Adapting to Rising Tides

Building on its regional assessment of Bay Area impacts from mid- and end-of-century sea level rise (titled Living With a Rising Bay), the San Francisco Bay Conservation and Development Commission (BCDC) has partnered with the National Oceanic and Atmospheric Administration Coastal Services Center (NOAA CSC) to work with Bay Area communities in planning for sea level rise. The Adapting to Rising Tides (ART) project will be a collaborative effort involving community officials and stakeholders to address two specific questions:

How will sea level rise and other climate change impacts affect the future of Bay Area communities, ecosystems, infrastructure, and economy?

What strategies should we pursue, both locally and regionally, to address these challenges and reduce and manage these risks?
The timing and scope of the ART project could not be more appropriate. While rising tides in San Francisco Bay pose a serious challenge, the region is well positioned to demonstrate leadership and take tangible steps to protect the assets of the Bay and its shoreline. Some local efforts are already underway to address sea level rise and many more are just beginning.

Building on these existing efforts, the ART project will work with Bay Area communities to:

- Identify current and future vulnerabilities within a sub-region of the Bay Area.
- Evaluate strategies and tools to support community-based adaptation planning.
- Use the lessons learned to develop a regional adaptation planning process.

Communities have an opportunity to play a leadership role in finding solutions to the challenges of sea level rise. Actions taken today will provide benefits for decades to come. Please join BCDC and NOAA CSC in ensuring the continued vibrancy of the Bay Area and its communities.

**ART in Context: Part of a Sustainable Bay Area**

Addressing climate change requires both mitigation and adaptation. Mitigation is critical, and the region is working to reduce greenhouse gas emissions; however, mitigation alone cannot serve as the region’s only climate strategy. No matter how successful mitigation efforts are, the greenhouse gas emissions of the past will result in impacts like sea level rise over the next half-century. Therefore, the region must consider adaptation actions that will reduce the vulnerability of the built and natural environment to the effects of climate change.

**How to Get Involved**

The goal of the ART project is to increase the Bay Area’s resilience to sea level rise and climate change while protecting its environmental and economic assets.

Your active participation is needed and welcome! For more information, please visit the ART website: [www.risingtides.csc.noaa.gov](http://www.risingtides.csc.noaa.gov).

For more information, contact:

Lindy Lowe  
BCDC Senior Planner  
lindyl@bcdca.ca.gov

Rebecca Lunde  
NOAA CSC, West Coast Regional Coordinator  
rebecca.lunde@noaa.gov
Get Involved!

We want to hear from you! The more people we hear from, the better our plan will be. Learn more about the planning process by checking out the project website and attending one of the upcoming workshops. Please encourage everyone you know in Alameda County to participate.

Community Workshops

Thursday, February 24th — Oakland
City of Oakland City Hall—Hearing Room 3 (1 Frank H. Ogawa Plaza)
5:30–6:00 pm — Informational Open House
6:00–7:30 pm — Workshop

Monday February 28th — Fremont
Fremont Public Library—Fukaya Room A (2400 Stevenson Boulevard)
6:30–7:00 pm — Informational Open House
7:00–8:30 pm — Workshop

Wednesday March 9th — Hayward
Hayward City Hall—Conference Room A (777 B Street)
6:30–7:00 pm — Informational Open House
7:00–8:30 pm — Workshop

Wednesday March 16th — San Leandro
San Leandro Library—Karp Room (300 Estudillo Avenue)
6:30–7:00 pm — Informational Open House
7:00–8:30 pm — Workshop

Thursday, March 24th — Dublin
Dublin Public Library—Community Meeting Room (200 Civic Plaza)
6:30–7:00 pm — Informational Open House
7:00–8:30 pm — Workshop

Another round of community workshops will be held in Fall 2011.

All locations are ADA and transit accessible.

Attend a Meeting

Regular monthly meetings of the Steering Committee, Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG) are open to the public.

- The Steering Committee meets the fourth Thursday of the month.
- The TAWG meets the second Thursday of the month.
- The CAWG meets the first Thursday of the month.

Meeting information and materials are available on the project website. Visit www.alamedactc.org/CWTP_TEP and click on the Meetings Calendar button to confirm meeting dates and times.

Additional opportunities

We will also be conducting outreach activities throughout the County, including working with existing groups of all kinds to receive the broadest possible input. If you belong to a group that would like more information, please contact us through our website. Individuals can also learn more and provide feedback, and get regular updates and announcements through the website, www.alamedactc.org.

We hope you will get involved!
Overview
Countywide transportation planning and future land use development are intricately linked. Current planning efforts will guide local, state and federal funding for project and program implementation to maintain, operate and expand the multi-modal transportation systems in Alameda County. Two plans are being developed in Alameda County that will guide these expenditures: the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP).

About the Alameda County Transportation Commission
The CWTP update is being overseen by the Alameda County Transportation Commission (CTC), a new agency that was formed in 2010 by the merger of two existing organizations, the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA).

Alameda CTC is a joint powers authority whose members include the 14 cities in Alameda County, the County of Alameda, AC Transit, and BART. A reauthorization of the TEP is being considered because the current Measure B capital projects have been largely built or committed and the economic downturn has reduced funding for many programs supported by Measure B.

About the Alameda County Transportation Plan

- The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides transportation funding decisions for Alameda County’s transportation system over the next 25 years.
- The CWTP is updated every four years and serves as a guide for transportation programs and infrastructure investment decisions in Alameda County. It includes capital, operating and maintenance funding for roads and highways, public transit (including senior and disabled transportation) and projects that support walking and biking.
- All transportation projects and programs requesting state, federal or regional funding must be consistent with this Plan.
- For the first time, the plan must be closely coordinated with land use decisions to reduce the impacts of greenhouse gases, consistent with State legislation.

About the Transportation Expenditure Plan

- The sales tax Transportation Expenditure Plan (TEP), (currently known as Measure B) is a key source of local funding for transportation projects and programs, such as operations and maintenance, in Alameda County. The first Measure B was approved in 1986 and was extended with a new set of projects and programs in 2000 by 81.5% voter approval.
- In the existing measure, 60% of the collected funds are dedicated to programs such as local street and road repair, bicycle and pedestrian safety, transit and paratransit operations, and a small amount for transit oriented development. 40% of the collected funds are dedicated to capital projects including transit and highway infrastructure improvements.
- The TEP will be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a 2/3rds majority to pass. The existing Measure B will continue to be collected until 2022 unless it is replaced by a new measure.
- A reauthorization of the TEP is being considered because the current Measure B capital projects have been largely built or committed and the economic downturn has reduced funding for many programs supported by Measure B.

Data Sources: ABAG Projections, Alameda County, ESRI
The East Bay Economic Development Alliance (East Bay EDA) – a unique partnership of private and public sector leaders in the San Francisco East Bay – helps make the East Bay one of the most dynamic, globally competitive and sustainable business environments in the world.

East Bay EDA brings to bear the leadership and collaborative resources of all of its members: Alameda and Contra Costa counties, 28 cities, the Port of Oakland, the University of California Berkeley, all three national research laboratories (LBNL, LLNL, and Sandia), California State University East Bay, all of the region’s community colleges, chambers of commerce, labor organizations, non-profit and philanthropic organizations, all of the special districts serving the East Bay, as well as dozens of the East Bay’s largest companies.

With its focus on creating a thriving business climate, East Bay EDA is the vehicle through which East Bay leaders collaborate to achieve their shared goal of a healthy, vibrant economy able to create and sustain quality jobs.

Mission
Establish the East Bay as a world-recognized location to grow business and attract capital in a way that creates quality jobs.

Objective
Enhance the competitiveness and sustainability of the East Bay economy.

Strategies
East Bay EDA pursues four primary strategies in its work: (1) shape economic understanding; (2) lead collaborative efforts; (3) promote the East Bay; and (4) serve our members. Each of these is supported by a series of actions that comprise East Bay EDA’s annual work plan.

2011 Priorities

- Complete an East Bay Business Climate & Jobs Report and related signature event in Fall 2011.
- Engage in state and regional policy and planning in a manner that effectively articulates the East Bay’s economic, business, and job-related interests.
- Develop and begin implementation of a marketing and communications plan for East Bay EDA and for marketing the East Bay.
- Expand private sector engagement and membership.