



AGENDA

SPECIAL MEETING CLAYTON CITY COUNCIL

Monday, January 31, 2011

6:30 p.m.

**Contra Costa Transportation Authority's (CCTA) Board Room
Suite 100, 2999 Oak Road, Walnut Creek, CA**

Mayor: David T. Shuey
Vice Mayor: Howard Geller

Council Members
Joseph A. Medrano
Julie K. Pierce
Hank Stratford

- A complete packet of information containing staff reports and exhibits related to each public item is available for public review in City Hall located at 6000 Heritage Trail on Monday prior to the Council meeting.
- Agendas are posted at: 1) City Hall, 6000 Heritage Trail; 2) Library, 6125 Clayton Road; 3) Ohm's Bulletin Board, 1028 Diablo Street, Clayton; and 4) City Website at www.ci.clayton.ca.us
- Any writings or documents provided to a majority of the City Council after distribution of the Agenda Packet and regarding any public item on this Agenda will be made available for public inspection in the City Clerk's office located at 6000 Heritage Trail during normal business hours.
- If you have a physical impairment that requires special accommodations to participate, please call the City Clerk's office at least 72 hours in advance of the meeting at (925) 673-7304.

*** CLAYTON CITY COUNCIL ***

January 31, 2011

6:30 P.M.

1. **CALL TO ORDER** – Mayor Shuey.

2. **PRESENTATION**

- (a) Study Session and collective briefing on plans for regional implementation of state-mandated Senate Bill 375 – Sustainable Communities Strategy (SCS), by staff from Contra Costa Transportation Authority (CCTA) and from the Association of Bay Area Governments (ABAG).

Staff recommendation: No action to be taken. Information study session only.

3. **ADJOURNMENT** – the next regularly scheduled meeting is Tuesday, February 1, 2011 at 7:00 p.m.

TRANSPAC

Meeting Notice and Agenda

PLEASE NOTE DATE, TIME & LOCATION

Monday, January 31, 2011

6:30 PM – 9:30 PM

**Contra Costa Transportation Authority – Suite 100
2999 Oak Road, Walnut Creek, CA**

- 1. Convene Meeting/Pledge of Allegiance/Self-Introductions**
- 2. Public Comment**

At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

- 3. Overview of SB 375.** Presentation by Martin Engelmann, CCTA Deputy Executive Director, Planning, and group discussion of the basic requirements of the SB 375 legislation, which requires that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) develop a Sustainable Communities Strategy (SCS) for inclusion in the 2013 Regional Transportation Plan (RTP). Review of overall schedule and major steps towards implementation, FAQs, and discussion of the SCS "Vision Scenario".
- 4. Implementing and Responding to SB 375 at the Local Level:** Discussion led by Martin Engelmann, CCTA Deputy Executive Director, Planning and ABAG staff, on current efforts to develop the Contra Costa portion of the SCS for the Bay Area, including use of the information developed through Contra Costa's Shaping Our Future; roles and responsibilities for local jurisdictions; how SB 375 affects the Regional Housing Needs Allocation (RHNA); development of Priority Development Areas; expected challenges.
- 5. Engagement Strategy for SB 375:** Discussion led by City of Clayton Councilmember and ABAG representative Julie Pierce, on how members of the public, local jurisdictions and CCTA can work effectively with MTC and ABAG towards development of the SCS.
- 6. For the Good of the Order**
- 7. Adjournment:** The next meeting is scheduled for February 10, 2011 at 9 a.m in the Community Room at Pleasant Hill City Hall.

**Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360 Pleasant Hill, CA 94523
(925) 969-0841 FAX (925) 969-9135**

NOTE: The purpose of this TRANSPAC meeting is to provide a briefing to public officials in TRANSPAC jurisdictions on the SB 375/Sustainable Communities (SCS) process.

As such, this gathering meets the definition of an exception to the definition of "meeting" in the Brown Act. As such, a majority of TRANSPAC local jurisdiction Councilmembers may attend 1) a conference or similar gathering open to the public that involves a discussion of issues of general interest to the public; or 2) an open and publicized meeting organized to address a topic of local community concern by a person or organization other than the local agency; or 3) an open and noticed meeting of another body of the local agency, or at an open and noticed meeting of a legislative body of another local agency. (Govt. Code 54952.2).

TRANSPAC, has convened this meeting, City Councilmembers and Planning Commissioners from other jurisdictions can attend as long as these representatives do not discuss among themselves, other than as part of the scheduled meeting, City business related to their own city.

At some point, TRANSPAC jurisdictions may need to take action(s) with respect to this issue but it is unknown at this time to define those actions on an agenda in advance of this meeting. At some later point in time, individual jurisdictions may need to agendaize this issue for consideration on their own agendas or a special joint meeting may need to be held pursuant to Government Code section 54954(b)(3) if all jurisdictions want to discuss some particular action.

The meeting has been convened by TRANSPAC which reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.



The Basics of SB 375: Transportation, Housing and Greenhouse Gases

About the Institute for Local Government

The Institute for Local Government is the nonprofit research affiliate of the League of California Cities and the California State Association of Counties. ILG's mission is to promote well-informed, ethical, inclusive, effective and responsive local government in California through innovative (state of the art) resources, tools and programs.

The Institute's Current Program Areas Include:

- Climate Change
- Collaborative Governance Initiative
- Communities for Healthy Kids
- Intergovernmental Conflict Resolution
- Healthy Neighborhoods
- Land Use & Environment
- Local Government 101
- Public Service Ethics

For More on SB 375:

Visit www.ca-ilg.org/sb375 for links, analysis and additional information, including:

- California State Association of Counties Summary:
www.counties.csac.org
- League of California Cities Analysis:
www.cacities.org



Reducing Greenhouse Gas Emissions through Coordinated Regional and Local Planning for Housing and Transportation

SB 375 (Chapter 728, Statutes of 2008 directs the California Air Resources Board to set regional targets for reducing greenhouse gas emission. The new law establishes a "bottom up" approach to ensure that cities and counties are involved in the development of regional plans to achieve those targets.

SB 375 builds on the existing framework of regional planning to tie together the regional allocation of housing needs and regional transportation planning in an effort to reduce greenhouse gas (GHG) emissions from motor vehicle trips.

What is SB 375?

AB 32, California's *Global Warming Solutions Act of 2006*, gives the California Air Resources Board authority over sources of greenhouse gas emissions, including cars and light trucks. According to the California Air Resources Board, transportation accounts for some 40 percent of greenhouse gas emissions, with cars and light trucks accounting for almost three-quarters of those emissions (30 percent overall).

SB 375, authored by Senator Darrell Steinberg, directs the Air Resources Board to set regional targets for the reduction of greenhouse gas emissions. Aligning these regional plans is intended to help California achieve GHG reduction goals for cars and light trucks under AB 32, the state's landmark climate change legislation.

Because the existing regional transportation planning and housing allocation processes are overseen by local elected officials selected by their peers to serve on regional agency boards, the law is intended to ensure that cities and counties are closely involved in developing an effective plan for the region to achieve the targets.

To increase public participation and local government input, the law strengthens several existing requirements for public involvement in regional planning. The new law establishes a collaborative process between regional and state agencies to set regional GHG reduction targets, and provides CEQA incentives for development projects that are consistent with a regional plan that meets those targets. Cities and counties maintain their existing authority over local planning and land use decisions.

SB 375 Has Three Major Components:

1. Using the regional transportation planning process to achieve reductions in greenhouse gas emissions consistent with AB 32's goals;
2. Offering California Environmental Quality Act incentives to encourage projects that are consistent with a regional plan that achieves greenhouse gas emission reductions; and
3. Coordinating the regional housing needs allocation process with the regional transportation process while maintaining local authority over land use decisions.

How Will SB 375 work?

1. SB 375 sets up a collaborative process between metropolitan planning organizations (MPOs) and the ARB to establish greenhouse gas emissions targets for each region in the state. A Regional Targets Advisory Committee including city and county officials is advising ARB on the targets.
2. SB 375 requires each MPO to include a "Sustainable Communities Strategy" in the regional transportation plan that demonstrates how the region will meet the greenhouse gas emission targets. If the sustainable communities strategy falls short of meeting the targets, the region must prepare an "alternative planning strategy" that, if implemented, would meet the targets.
3. SB 375 requires that decisions relating to the allocation of transportation funding be consistent with the Sustainable Communities Strategy.
4. SB 375 creates California Environmental Quality Act (CEQA) streamlining incentives for projects that are consistent with the regional Sustainable Communities Strategy (or the Alternative Planning Strategy if one is required.)
5. SB 375 changes housing element law to synchronize the schedule and develop common land use assumptions for regional housing and transportation planning.
6. SB 375 strengthens the existing requirements for input by the public and local officials into the development and review of MPO plans.



SB 375, General Plans and Local Land Use

Local officials will be key decision-makers in how the provisions of SB 375 are ultimately implemented.

While the Air Resources Board is responsible for setting region-wide greenhouse gas emission targets for each MPO in the state, each MPO will be responsible for developing its own sustainable communities strategy (and alternative planning strategy if necessary). MPOs are governed by local elected officials.

Neither the "sustainable communities strategy" nor the "alternative planning strategy" will supersede a city's or county's general plan or other planning policies or authorities. Nor must a local agency's planning policies be consistent with either strategy.

Rather, these strategies provide a basis for determining eligibility of residential development or transportation projects for SB 375's CEQA streamlining incentives, if cities or counties choose to offer them.

More About Sustainable Communities Strategies

The sustainable communities strategy is a growth strategy for the region which, in combination with transportation policies and programs, strives to reduce greenhouse gas (GHG) emissions and, if it is feasible, help meet ARB's targets for the region.

Specifically, a Sustainable Communities Strategy (SCS) will:

- Identify the general location of uses, residential densities, and building intensities within the region;
- Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan;
- Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region;
- Identify a transportation network to service the transportation needs of the region;
- Gather and consider the best practically available scientific information regarding resource areas and farmland in the region; and
- Quantify the reductions in GHG emissions the SCS is projected to achieve and any shortfall in reaching the regional target.

It is important to emphasize that this development pattern must comply with federal law, which requires that any pattern be based upon "current planning assumptions" that include the information in local general plans and sphere of influence boundaries.

If the sustainable communities strategy will not achieve the region's greenhouse gas reduction target, the region must also prepare a separate document called the "alternative planning strategy." Projects consistent with this strategy also qualify for CEQA incentives.

Source: California State Association of Counties Summary of SB 375