AGENDA

ABAG EXECUTIVE BOARD MEETING NO. 378
Thursday, January 20, 2011, 7:00 PM
METROCENTER AUDITORIUM
101 8th Street (at Oak Street)
Oakland, California

For additional information, please call:
Fred Castro, (510) 464 7913

Agenda and attachments available at:
http://www.abag.ca.gov/meetings/

1. **CALL TO ORDER**

2. **PUBLIC COMMENT**

3. **ANNOUNCEMENTS**

4. **PRESIDENT'S REPORT**

5. **EXECUTIVE DIRECTOR'S REPORT****

6. **CONSENT CALENDAR**
   ACTION: Unless there is a request by a Board member to take up an item on the consent calendar separately, the calendar will be acted upon in one motion.

   A. **Approval of Executive Board Summary Minutes****
   Summary Minutes of Meeting No. 377 held on November 18, 2010

   B. **Grant Applications****
   With Board consent, ABAG will transmit the attached list of federal grant applications to the State Clearinghouse. These applications were circulated in ABAG's "Intergovernmental Review Newsletter" since the last Executive Board meeting.

Please Note: The Board may act on any item on this agenda. **Attachment included.

C. **Appointments to Committees**
President Mark Green requests Executive Board approval of appointments to the following committees:

Bay Conservation and Development Commission
Nominees to be provided at meeting

Administrative Committee
Nominee to be provided at meeting

Legislation and Governmental Organization Committee
Nominee to be provided at meeting

D. **Authorization to Apply for Grant from the U.S. Environmental Protection Agency (EPA) Urban Pesticide Reduction Project****
Authorization is requested to apply for funding from US EPA for Water Quality Improvement Funding and, if approved, for the Executive Director or designee to sign the agreement. This project assists with implementation of the Comprehensive Conservation and Management Plan (CCMP) for the San Francisco Estuary.

E. **Authorization to Apply for and Accept a Grant from California Department of Pesticide Regulation for the Urban Pesticide Reduction Project****
Authorization is requested to apply for a grant of approximately $200,000, and if funded, to enter into agreement with the California Department of Pesticide Regulation for the Urban Pesticide Reduction Project.

7. **PREPARING FOR SEA LEVEL RISE ON THE HAYWARD SHORELINE****
Information: Jeremy Lowe, Associate Principal, PWA, will provide a brief overview of a report prepared for the Hayward on the effects of sea level rise on the Hayward shoreline.

8. **2014-2022 REGIONAL HOUSING NEED ALLOCATION (RHNA) PROCESS****
ACTION: Paul Fassinger, ABAG Research Director, will discuss the RHNA Process with the Board and recommend appointments to the Housing Methodology Committee. SCS/Housing Methodology Committee membership and request Executive Board approval.

9. **SUSTAINABLE COMMUNITIES STRATEGY VOLUNTARY PERFORMANCE TARGETS****
ACTION: Paul Fassinger, ABAG Research Director, and Lisa Klein, Senior Planner, MTC will review comments received on the draft performance target, describe revisions, and request approval from the Executive Board.

10. **APPROVAL OF PROPOSED PRIORITY DEVELOPMENT AREA (PDA) IN CITY OF LIVERMORE****
Information/ACTION: Kenneth Kirkey, ABAG Planning Director, will review the recommendation from the Regional Planning Committee to accept the BART Vasco Road Station Area in Livermore as a PDA.

Please Note: The Board may act on any item on this agenda. **Attachment included.

11. INITIAL VISION SCENARIO—SUSTAINABLE COMMUNITIES STRATEGY**
Information: Kenneth Kirkey, ABAG Planning Director, will provide an update on the Initial Vision Scenario, which will provide a preliminary overview of the Bay Area's future development; its land use pattern and distribution of housing and jobs. It will also provide a first assessment of the future region's performance on the reduction of greenhouse gas emissions as well as other adopted regional performance targets.

12. GROWING SMARTER TOGETHER AWARDS PROGRAM**
Information/ACTION: Rose Jacobs Gibson, Supervisor, County of San Mateo, will lead a discussion on the Growing Smarter Together Awards Program and propose modifications to existing guidelines.

13. LEGISLATION & GOVERNMENTAL ORGANIZATION COMMITTEE REPORT**
Information/ACTION: Committee Chair Mark Luce, Supervisor, County of Napa, will report on Committee activities and ask Board approval of Committee recommendations.

14. FINANCE & PERSONNEL COMMITTEE REPORT**
Information/ACTION: Committee Chair Scott Haggerty, Supervisor, County of Alameda, will report on Committee activities and ask Board approval of Committee recommendations, including the following:

A. Approval of Resolution No. 01-11, Payment of Per Diem to Officers for Designated Meetings

15. ADJOURNMENT

Ezra Rapport

Ezra Rapport, Secretary-Treasurer

Please Note: The Board may act on any item on this agenda. **Attachment included.

ABAG Calendar – January/February 2011

Association of Bay Area Governments
Joseph Bort MetroCenter, 101 8th Street, Oakland, California 94607

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Friday, Jan 21, 2011	**ABAG 50th Anniversary Gala Celebration**	Claremont Hotel, 41 Tunnel Road, Berkeley, CA
Fri, January 21, 10am – 12pm	**ABAG / BAAQMD / BCDC / MTC Joint Policy Committee**	MetroCenter, 101 8th St, Oakland. Contact: Ted Droettboom: 510/464-7942
Wed, January 26, 12pm – 2pm	**San Francisco Restoration Authority Governing Board**	MetroCenter, Room 171, 101 8th Street, Oakland
Fri, January 28, 9:30am – 12:00pm	**Regional Airport Planning Committee (RAPC)**	MetroCenter, Auditorium, 101 8th Street, Oakland
Tue, February 1, 9:00am – 11:30am	**Regional Advisory Working Group Meeting**	MetroCenter, Auditorium, 101 8th Street, Oakland
Wed, February 2, 1pm – 3pm	**Regional Planning Committee**	MetroCenter, Auditorium, 101 8th Street, Oakland
Thu, February 10, 1:30pm – 3:30pm	**Bay Trail Steering Committee**	101 8th Street, Conf Rm B, Oakland
Wed, February 16, 9am – 2pm	**SFEP Green Streets / Cleaner Stormwater Forum**	El Cerrito City Hall, 10890 San Pablo Avenue, El Cerrito, CA 94530
Wed, February 16, 12pm – 2pm	**ABAG POWER Executive Committee**	MetroCenter, 101 8th St Oakland
Tue, March 1, 9:00am – 11:30am	**Regional Advisory Working Group Meeting**	MetroCenter, Auditorium, 101 8th Street, Oakland
Tue, March 15, 9am – 3pm	**Urban Pesticides Committee**	MetroCenter, Room 171, 101 8th Street Oakland
Thu, March 17, 3:30pm – 5:00pm	**Legislation & Governmental Organization**	MetroCenter, Conference Room B, 101 8th St, Oakland
Thu, March 17, 5:00pm – 6:30pm	**Finance & Personnel Committee**	MetroCenter, Conference Room B, 101 8th St, Oakland
Thu, March 17, 7pm – 9pm	**ABAG Executive Board**	MetroCenter Auditorium, 101 8th St, Oakland
Fri, March 18, 10am – 12pm	**ABAG / BAAQMD / BCDC / MTC Joint Policy Committee**	MetroCenter, 101 8th St, Oakland

MEMO

Date: January 12, 2011

To: Executive Board

From: Ezra Rapport
Executive Director

Subject: **Executive Director's Report**

Since my last report the State has a new Governor and Lt. Governor, both of whom are familiar to ABAG and familiar with the region. The State budget continues to be the number one critical issue facing all of us. Governor Brown has proposed several significant changes that will have impacts on local government, the magnitude of which we haven't seen since Proposition 13.

The budget is dependent on a voter approved five year extension of sales tax, income tax, and vehicle license fees. It will require a two thirds majority of the Legislature to put these extensions on the ballot. Other revenues will come from reducing the dependent tax credit, eliminating enterprise zones and redevelopment agencies, changing the tax rules for multi state businesses, using truck weight fees to service transportation bonds, and borrowing from special funds. The budget contains almost $5 billion of cuts, divided among welfare ($1.5b), Medi-Cal ($1.7b), UC and CSU systems ($.5b); services for the developmentally disabled ($.75b); and state bureaucracy ($.2b). The Governor's budget also proposes to shift various programs to local governments, including juvenile justice, adult non violent prisoners, and several mandates, although it is not clear yet how funding shifts will work. ABAG will carefully track developments with the budget and continue reporting potential impacts on our members.

Closer to home on the ABAG front, we continue to look for ways to address our need for a stable source of income for the Agency. I have met both with Senate Speaker Steinberg and Senator Mark DeSaulnier to outline some ideas for ways to provide funding for the region and local government to support the Sustainable Communities Strategy planning process. The Speaker agreed to make this a priority project that we will work on with his office and Sen. DeSaulnier during this session of the legislature.

Summarized below are some of the activities that we have been involved with over the past couple of months.

Retrofit Bay Area
On January 11th, ABAG held the kick-off meeting of the Retrofit Bay Area (Energy Upgrade California) Program Advisory Committee (PAC). The program provides $10,750,000 of marketing and outreach and workforce development funds to the ABAG area, and is designed to increase the level of energy efficiency retrofits in residential homes through county-implemented projects. In addition to county staff the PAC

includes representatives from non-profit training organizations, community colleges, building trades, workforce investment boards, realtor organizations and PG&E. The PAC discussed the initial program Implementation Plan that will be sent to the California Energy Commission later this month.

Sustainable Communities Planning Process and RHNA
During the Executive Board Meeting you will hear reports from key staff on the Interim Vision Scenario that is an important milestone for the Sustainable Communities Strategy (SCS). Concurrent with the release of the Initial Vision Scenario is the creation of an SCS and Housing Methodology Committee. We are in the process of working with our staff, staff of the CMAs, and local planning staff on presentations that will be used by Planning staff to inform city councils about the SCS planning process and its goals. We hope to have as many City Councils as possible hear presentations regarding the SCS by the end of February.

Bay Area-wide Trash Capture Demonstration Project
The San Francisco Estuary Partnership reports that its Bay Area-wide Trash Capture Demonstration Project, funded with federal stimulus money at the end of 2009, is moving into the construction phase. Sixty-six cities and counties are sharing $4.25 million, allocated based on both population and municipalities' trash capture requirements in the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Stormwater Permit.

ABAG has contracted with vendors of many types and sizes of trash capture devices, which will be selected by participating municipalities, ordered through SFEP, purchased by ABAG, and turned over to the cities and counties upon installation. The project is developing a website designed to facilitate information sharing among municipalities, so that they can use information from trash capture experience across the Bay Area to make informed choices about future equipment purchases. The site will map device locations and generate reports about performance of different types of devices in different land use areas, for instance.

Assistance Awards and Coming Events

FOCUS Station Area and Land Use Planning Program. Applications are now available for the fourth funding cycle of the FOCUS Station Area and Land Use Planning Program. The Planning Program is an initiative to finance planning efforts that will result in land use plans and policies that will substantially increase transit ridership around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area.

Grants of up to $750,000 are available to local jurisdictions concentrating planning efforts on a half-mile radius around a transit station. Applicants are limited to 1) areas approved as planned or potential PDAs and 2) station areas in transit extension projects identified under MTC's Resolution 3434 that do not currently meet MTC's TOD policy for minimum housing thresholds. A local cash match of 20% of the total project cost is required. The Station Area & Land Use Planning Program application, guidelines and appendix can be found on the FOCUS website at
http://www.bayareavision.org/initiatives/planninggrants.html

Applications are due March 1, 2011. Please contact Therese Trivedi, MTC Station Area & Land Use Planning program manager, ttrivedi@mtc.ca.gov, with any questions.

FOCUS Technical Assistance Awards. The FOCUS program recently awarded technical assistance to the jurisdictions listed below that responded to the competitive second-cycle call for applications. Fourteen applications totaling $805,500 were received. The objective of this flexible technical assistance program is to support discrete planning projects that will advance implementation of PDA-related plans in support of FOCUS goals. Customized in-kind technical assistance provided by FOCUS program on-call consultants is provided to local jurisdictions seeking to overcome specific policy or planning challenges to the adoption or successful implementation of PDA-related plans.

- El Cerrito, Parking policy and demand analysis/development feasibility analysis, $60,000;
- VTA/San Jose, Parking policy & demand analysis (for San Jose PDAs), $55,000;
- Oakland, Parking policy & demand analysis (Temescal neighborhood), $60,000;
- Suisun City, Development & feasibility analysis, $60,000;
- Cloverdale, Bike/pedestrian feasible design for freeway undercrossing/Caltrans coordination, $30,000.
- Total funding, $265,000

Green Streets/Cleaner Stormwater Forum. On February 16, 2011, the Estuary Partnership is sponsoring a Green Streets/Cleaner Stormwater forum at El Cerrito City Hall. This forum is designed to bring project designers, engineers, planners, and other interested parties together to discuss projects that have gone in the ground to date around the Bay and elsewhere, and lessons learned from those projects. Other objectives for the forum are to hear from landscape architects and engineers about their concerns and perspectives related to green streets, the challenges of retrofitting urban areas, design innovations, and how to move these projects forward in the Bay Area.

ABAG Financial Services
Financings delivered by ABAG and its affiliated entities include:

- $32,462,900 in Multifamily Housing Revenue Bonds on behalf of the City and County of San Francisco for construction of the Arc Light, a 94-Unit Mixed-Income apartment complex;
- $64,020,000 in State of California Insured Revenue Bonds for Channing House, a retirement facility in Santa Clara County, to refund existing ABAG Finance Authority- issued Bonds, construct a new health center, and to remodel other facilities;
- A $30,000,000 refinancing on behalf of the County of San Diego for the La Jolla Country Day School;
- $58,385,000 in Multifamily Housing Revenue Bonds to construct the Potrero Launch Apartments, a 196-unit mixed-income, mixed-use development in San Francisco;
- $30,000,000 in Variable Rate Demand Revenue Refunding Bonds for the Francis Parker School in San Diego;

- $3,000,000 in Variable Rate Revenue Bonds on behalf of the City of Santa Cruz for the Ecology Action organization to help acquire and remodel program facilities;
- $22,500,000 in Variable Rate Demand Revenue Bonds on behalf of Marin County for the Branson School to refinance existing ABAG Finance Authority debt;
- $ 30,000,000 in Variable Rate Revenue Bonds for the Sharp HealthCare system in San Diego County to refund existing debt, make facilities improvements and to purchase major medical equipment;
- $7,000,000 in refinancing for the Computer History Museum Refunding in Santa Clara County, and;
- $3,900,000 in Variable Rate Revenue Bonds on behalf of the County of Contra Costa for acquisition, renovation, and equipping of the healthcare facilities of La Clinica de La Raza, Inc.

SUMMARY MINUTES

ABAG Executive Board Meeting
No. 377, November 18, 2010
MetroCenter Auditorium
101 8th Street, Oakland, California

1. CALL TO ORDER

President Green called the meeting to order at approximately 7:10 p.m.

Representatives and Alternates Present	Jurisdiction
Supervisor Susan L. Adams	County of Marin
Mayor Len Augustine	City of Vacaville
Supervisor John Avalos	County of San Francisco
Councilmember Jane Brunner	City of Oakland
Mayor Ronit Bryant	City of Mountain View
Mayor David Casas	City of Los Altos
Supervisor David Cortese	County of Santa Clara
Mayor Pro Tem Carole Dillon-Knutson	City of Novato
Mayor Jack Gingles	City of Calistoga
Councilmember Pedro Gonzalez	City of South San Francisco
Mayor Mark Green	City of Union City
Supervisor Scott Haggerty	County of Alameda
Supervisor Mike Kerns	County of Sonoma
Director Nancy Kirshner Rodriguez	City of San Francisco
Supervisor Barbara Kondylis	County of Solano
Councilmember Nancy Nadel	City of Oakland
Councilmember Julie Pierce	City of Clayton
Supervisor Gail Steele	County of Alameda
Mayor Pamela Torliatt	City of Petaluma
Supervisor Gayle B. Uilkema	County of Contra Costa
Councilmember Joanne Ward	City of Hercules

Representatives Absent	Jurisdiction
Councilmember Kansen Chu	City of San Jose
Supervisor John Gioia	County of Contra Costa
Supervisor Carole Groom	County of San Mateo
Supervisor Rose Jacobs Gibson	County of San Mateo
Mayor Beverly Johnson	City of Alameda
Councilmember Ash Kalra	City of San Jose
Councilmember Sam Liccardo	City of San Jose
Supervisor Mark Luce	County of Napa
Supervisor Eric Mar	County of San Francisco
Supervisor Ross Mirkarimi	County of San Francisco
Mayor Gavin Newsom	City of San Francisco
Vice Mayor Jean Quan	City of Oakland
Councilmember A. Sepi Richardson	City of Brisbane
Supervisor Ken Yeager	County of Santa Clara
Vice Chair Terry Young	RWQCB

2. PUBLIC COMMENT

There was no public comment.

3. ANNOUNCEMENTS

Nancy Nadel, Councilmember, City of Oakland, announced that a teen center in West Oakland received $5 million from the Proposition 84 funds for a building.

There were no other announcements.

4. PRESIDENT'S REPORT

President Green reported on the following:

The 50th Anniversary planning is well underway. A major event to commemorate ABAG's 50 years of service to the region is being planned for January 21, 2011 at the Claremont Hotel. He asked Board members to provide him or staff with names of potential corporate sponsors.

The Fall General Assembly on October 21st was held in San Jose, the largest city in the region, for the first time in ABAG's history. The theme was Jobs, the Economy, and Sustainability. He thanked Supervisor Dave Cortese, Santa Clara County, and Councilmember Julie Pierce, City of Clayton, who did outstanding jobs in their roles on the program, and those who took the time to drive or take public transportation to San Jose. There were 94 attendees. The program was exceptional. He urged members to go to the ABAG website to see the presentation by keynoter Jon Haveman of Beacon Economics. He encouraged members to keep Santa Clara County or San Jose in the rotation for General Assembly locations.

The Spring General Assembly and Annual Business Meeting will be on April 14, 2011, in Oakland.

President Green reported that he attend a meeting of the California Association of Councils of Governments in September. CALCOG is proceeding with recruitment for a new Executive Director whose role will not include legislative advocacy.

President Green will meet with Art Dao, Executive Director, Alameda County Transportation Authority; Gary Wolff, StopWaste.org; Ezra Rapport; and others to talk about how to get these agencies involved in the Sustainable Communities Strategy process.

President Green announced that he will again visit each of the counties in the upcoming year, having made the rounds of mayors' conferences during his first year in office.

5. EXECUTIVE DIRECTOR'S REPORT

Ezra Rapport, Executive Director, focused his report on the passage of Proposition 26 which limits how local government and the state can issue fees and its impact on ABAG's ability to fund the Sustainable Communities Strategy through a vehicle license fee. Other fees affected include impact fees that are not property related.

He also reported on the $26 billion state budget deficit, the current year's $6 billion deficit, and the ongoing $20 billion structural deficit. A special session of the Legislature has been called to address this issue.

Other items in the Executive Director's report included the following:

Proposition 23 was defeated by the voters who sent a clear message that Californians did not want to suspend AB 32 goals for greenhouse gas reductions. Proposition 26 passed with 52.9 per cent which requires state and local regulatory fees to be adopted by a two-thirds vote. Currently, no ABAG programs are impacted by the passage of Proposition 26. However, two extended producer responsibility bills supported by Hazardous Waste and L&GO Committees –AB 1343 Paint Recycling and AB 2398 carpet stewardship – will likely be affected because the provisions are retroactive to January 2010.

ABAG hosted a Sustainable Purchasing Workshop on October 20, organized at the direction of the Hazardous Waste Management Facility Allocation Committee and was attended by 60 local government staff and consultants.

ABAG PLAN's Sewer Smart Summit was held on October 26 and was attended by more than 100 public works directors, city engineers, sanitary district operators, water district operators, and other city and county staff.

The Earthquake and Hazards Program launched a new website which includes new pages on housing losses; vulnerable housing types; soft story buildings; infrastructure losses; and a Local Government portal.

Legislation Update

SB 1205 (Corbett), vetoed by the Governor citing objections from CalEMA, would have established the Bay Area Disaster Recovery Planning Council to create a long-term regional recovery plan for an earthquake or other major disaster in collaboration with various stakeholders.

H.R. 4715, part of "The Great Waters Bills" would provide up to $1.2 million each year for each National Estuary Program (NEP) starting in 2012 was placed on the Senate Legislative Calendar under General Orders on September 16.

H.R. 5061, the San Francisco Bay Improvement Act of 2010, introduced by Representative Jackie Speier last spring, now also part of the "Great Waters Bill", has been marked up on the Senate side, with substantial differences between the House and Senate versions. No movement on this bill since last report.

President Green thanked Mr. Rapport for his report and congratulated the five counties, including Marin, San Mateo, Santa Clara, San Francisco, and Alameda, which were successful in passing their vehicle license fees.

6. CONSENT CALENDAR

President Green recognized a motion by Pamela Torliatt, Mayor, City of Petaluma, and seconded by Mike Kerns, Supervisor, County of Sonoma, to approve the Consent Calendar. The motion passed unanimously.

A. Approval of Executive Board Summary Minutes**

Approved Summary Minutes of Meeting No. 376 held on September 16 15, 2010.

B. Grant Applications

A list of grant applications was approved for submission to the State

Clearinghouse, having been circulated in ABAG's "Intergovernmental Review Newsletter" since the last Executive Board meeting.

C. Appointments to Committees
Approved appointments to the following committees:

Regional Planning Committee
Ronit Bryant, Mayor, City of Mountain View
Nancy Kirshner Rodriguez, City and County of San Francisco
Connie Galambos Malloy, Director of Programs, Urban Habitat

Metropolitan Transportation Commission
Mark Green, ABAG President (replaces Dave Cortese, Supervisor, County of Santa Clara)

D. Authorization to Amend Contracts with the California Department of Boating and Waterways (DBW)
Authorized the Executive Director or designee to amend the DBW contract by increasing the not to exceed amount to $2,454,280 an increase of up to $150,000.

E. Authorization to Apply for and Accept a Grant from the U.S. EPA Funding for San Pablo Stormwater Spine Project
Authorized the submission of an application to USEPA for San Francisco Bay Water Quality Improvement funding and if funded, for the Executive Director or designee to sign the agreement. The project assists with implementation of the CCMP for the San Francisco Estuary.

F. Authorization to Apply for and Accept a Grant from the State Department of Water Resources (DWR) for Integrated Regional Water Management Program (IRWMP) Funding for the Regional Green Infrastructure Capacity Building Project
Authorized the submission of an application to DWR for IRWMP funding and if approved for the Executive Director or designee to sign the agreement. Approved Resolution No.12-10.

Following approval of the Consent Calendar, President Green recognized the following members of the Executive Board for their service and presented each of those present with a plaque: Len Augustine, Mayor, City of Vacaville; Dan Furtado, Councilmember, City of Campbell (not present); Beverly Johnson, Mayor, City of Alameda (not present); Mike Kerns, Supervisor, County of Sonoma; Gail Steele, Supervisor, Alameda County; Pamela Torliatt, Mayor, City of Petaluma; and Jean Quan, Vice Mayor/Mayor-elect, City of Oakland (not present).

7. STRATEGIC FACILITY PLANNING PROJECT: FINDINGS AND RECOMMENDATIONS**
Executive Director Rapport gave an overview of the Strategic Facility Planning Project and its objectives, followed by Raul Campos, Managing Director and Senior Vice President, CB Richard Ellis, who summarized results of the strategy phase of the Strategic Facilities Planning Project, a collaboration between the BAAQMD, MTC, and ABAG. He described the scope of work and activities completed; key issues in strategy development, including building conditions and disposition values; key planning drivers, including strategy, fit, cost, and market drivers; a financial analysis;

employee locations; transit commute effects; and key findings on consolidation, location, and developing options.

Staff recommended the Board proceed with the next phase of the consolidation strategy and pursue specific options in the Oakland and San Francisco markets for a joint regional facility with the BAAQMD and MTC.

Members discussed cost of buildings in San Francisco and Oakland; differences between Class A and B buildings; possibility of long-term regional agency consolidation; remaining in Oakland; public transit and parking accessibility; obtaining employee feedback and assessing impact on employees; San Francisco's consideration of establishing toll roads; disseminating detailed analyses; the expected completion of phase two in March 2011; thoroughly analyzing both San Francisco and Oakland alternatives; locating in an urban area; benefits to ABAG for consolidation;

Executive Director Rapport reported that adjacency with MTC and other agencies is critical; the assurance from MTC that ABAG will be put in the same financial position it is in today at the end of the process, including ownership; the urgency of the Air District to move; and indicated that staff will follow-up on the request for information on a specific proposal be brought forward so that it is understandable in all its consequences including the accessibility to meetings for elected officials.

Members discussed need for ABAG and MTC to be co-located, including ABAG's providing land use planning to MTC, cooperation between ABAG and MTC staff, and financing of projects provided by MTC; collaboration among agencies to look at options to co-locate; and the impact on Oakland and the East Bay.

President Green made a motion, seconded by Dave Cortese, Supervisor, County of Santa Clara, to proceed with the next phase of the consolidation strategy and pursue specific options in the Oakland and San Francisco markets for a joint regional facility with the BAAQMD and MTC. The motion passed with four nay votes: Jane Brunner, Councilmember, City of Oakland; Carole Dillon Knutsen, Councilmember, City of Novato; Nancy Nadel, Councilmember, City of Oakland; and Len Augustine, Mayor, City of Vacaville.

President Green thanked Mr. Campos for his report.

8. BAY CONSERVATION AND DEVELOPMENT COMMISSION PROPOSED RULE ON SEA LEVEL RISE**

Executive Director Rapport led a discussion on the Bay Conservation and Development Commission's proposed amendments to the Bay Plan, which will update the 21-year-old sea level rise findings and policies and add a new section in the Plan dealing more broadly with climate change and adapting to sea level rise. He described the impact of sea level rise on local jurisdictions and implications for development in areas affected by sea level rise. He described BCDC's jurisdiction and its proposed development guidelines which will be advisory. He spoke about the impact of CEQA on entitlement projects in areas affected and on SCS projects and infrastructure. He described working collaboratively with BCDC to engage on a regional strategy related to the Bay Plan amendment and a process looking at sea

level rise that does not take the Sustainable Communities Strategy off course or present an undue burden on local governments.

Members discussed comments submitted to BCDC on its Bay Plan amendment; impact on transportation infrastructure and housing; engineering solutions to sea level rise; concerns about expansion of BCDC's authority and jurisdiction; looking at BCDC's jurisdiction from a land use perspective.

President Green made a motion, seconded by Barbara Kondylis, Supervisor, County of Solano, to advise the Bay Conservation and Development Commission to work with the Joint Policy Committee prior to taking any formal action with respect to the proposed Bay Plan amendments. The motion passed unanimously.

President Green thanked Mr. Rapport for his report.

9. SUSTAINABLE COMMUNITIES STRATEGY HOUSING TARGETS AND EMPLOYMENT**

Executive Director Rapport provided an overview of the key elements of the SCS housing targets and employment strategy model, including the job forecast estimate through 2035 at 45,000 jobs per year in the Bay Area and the production of housing units to meet household demand at 35,000 units per year.

Paul Fassinger, ABAG Research Director, discussed employment and housing forecast methodology, changes in employment models and housing target inputs and housing formation rates, and resulting lower employment numbers, unchanged population, lower labor force participation, and fewer workers per household. He compared draft employment estimates, described a ten-year forecast error, compared draft labor force participation, described draft 2035 housing targets, and spoke on a 25-year target by income category, He requested Board adoption of employment growth assumptions.

Members discussed senior head of household issue related to group quarters facilities; incorporating the 2010 census data; including comments in reports; student age group population analysis.

President Green recognized a motion by Julie Pierce, Councilmember, City of Clayton, which was seconded by Supervisor Cortese, to approve a revised methodology for forecasting the region's long-term employment growth; the formula for calculating the region's 25-year housing need; and the household formation assumptions to be used in the formula for calculating the 25-year housing need. The motion passed, but with two nay votes: Susan Adams, Supervisor, County of Marin; and Carol Dillon Knutsen, Councilmember, City of Novato.

President Green thanked Mr. Fassinger for his report.

10. 2014-2022 REGIONAL HOUSING NEED ALLOCATION (RHNA) PROCESS**

Executive Director Rapport clarified that the proposal is to combine the policies of the Sustainable Communities Strategy with the Regional Housing Need Assessment in one committee so that the policies converge. The recommendation is for elected officials to serve on the committee, including participation by MTC so that MTC is made aware of the type of incentives that are required for jurisdictions to be able to comply with the policies.

Supervisor Adams commented that the CSAC Housing and Transportation Committee reported on when Councils of Governments were expected to complete their respective Sustainable Communities Strategy and that ABAG's was due by April 2013. She asked about proactively engaging local governments so they can provide meaningful input given the amount of time.

Research Director Fassinger reviewed the schedule of the RHNA methodology. The formation of the methodology and its acceptance by Housing and Community Development occurs earlier and requires that decisions which impact the final determination be made over the next six months. He reviewed the recommendation about the formation of the Sustainable Community and Regional Housing Needs Methodology Committee, its advisory function, composition, and schedule.

Members discussed sharing information about the draft job numbers from the new formula. Staff has contacted some jurisdictions and will continue to do so through the end of the year.

President Green recognized a motion by Supervisor Kerns, which was seconded by Councilmember Pierce, to authorize the formation of a Sustainable Community and Regional Housing Methodology Committee and to approve the recommendation for the committee's composition. The motion passed unanimously.

President Green thanked Mr. Fassinger for his report.

11. COUNTY/CORRIDOR ENGAGEMENT AND VISION SCENARIO**

Kenneth Kirkey, ABAG Planning Director, reported on development of a vision scenario for the Sustainable Communities Strategy in partnership with local jurisdictions, congestion management agencies, stakeholders and the public. The Vision scenario will help form a preliminary regional land use strategy and assess its performance relative to greenhouse gas emissions, housing provision, and other targets.

He gave an overview of the Sustainable Communities Strategy; described the vision scenario approach and development; gave an overview of the SCS to City Councils and the local government and stakeholder engagement; described data exchange engagement, place types, and places and policies for vision scenario; outlined the vision scenario analysis and public participation.

Members discussed analyses of current general plans and Planned Development Areas to determine greenhouse gas outcomes, and the Transportation 2035 analysis; the impact of power plants on these outcomes; and consequences of having housing near BART.

President Green thanked Mr. Kirkey for his report.

12. DRAFT SUSTAINABLE COMMUNITIES STRATEGY PUBLIC PARTICIPATION PLAN**

Joanna Bullock, Senior Planner, and Kathleen Cha, Senior Communications Officer, provided an overview of the joint ABAG/MTC SCS Public Participation Plan, which will be adopted by the MTC Commission in December and the ABAG Executive Board in January. Ms. Bullock spoke about SB 375 and the role of the MPOs in developing a Regional Transportation Plan that incorporates a Sustainable Communities Strategy,

and described MTC's draft Public Participation Plan. Ms. Cha described the development of the SCS and participation by stakeholders, the anticipated outreach, levels of involvement, public participation techniques, and performance measures.

Supervisor Adams recommended adding law enforcement and sewer and water agencies to the outreach.

President Green thanked Ms. Bullock and Ms. Cha for their report.

13. LEGISLATION & GOVERNMENTAL ORGANIZATION COMMITTEE REPORT**

President Green recognized Committee Vice-Chair Carole Dillon Knutsen, Councilmember, City of Novato, who reported on committee activities, including proposed legislative priorities for the 2011 legislative cycle. These include continue to pursue state and federal legislation addressing focused integrated planning and environmentally healthy communities; continue to pursue resources and incentives for planning, infrastructure and services to assist local governments and related climate change and land use solutions; continue to support finance legislation that includes balanced revenue streams and fiscal reforms; continue to support a long-term financial disaster recovery planning initiative; continue to seek state and federal legislation establishing innovative financing and project delivery mechanisms; continue to work on legislation that would ensure that COGs, MPOs, and other affected regional planning agencies receive sufficient funds to fulfill obligations under SB 375; and continue to seek funding/stimulus funds that would support regional agency infrastructure. The committee recommends hosting a legislative reception in Sacramento in January or February 2011.

President Green recognized a motion by Co-Chair Dillon Knutsen, which was seconded by Supervisor Kerns to approve the staff report. The motion passed unanimously.

President Green thanked Co-Chair Dillon Knutsen for her report.

14. FINANCE & PERSONNEL COMMITTEE REPORT**

President Green recognized Chair Scott Haggerty, Supervisor, County of Alameda, who reported on committee activities, including approval of minutes of meeting held September 16, 2010; report on the financial reports for August and September; report on audited ABAG financial reports and single audit; update on proposed Profiles Project; and update on proposed regional facility.

President Green recognized a motion by Chair Haggerty, which was seconded by John Avalos, Supervisor, City and County of San Francisco, to approve the staff report. The motion passed unanimously.

President Green thanked Chair Haggerty for his report.

15. ADJOURNMENT

The meeting was adjourned at approximately 9:25 p.m.

Ezra Rapport, Secretary-Treasurer

*** Indicates attachments.*

**** For information on the L&GO Committee, contact Patricia Jones at (510) 464 7933 or PatJ@abag.ca.gov, or Kathleen Cha at (510) 464 7922 or KathleenC@abag.ca.gov.*

All ABAG Executive Board meetings are recorded. To arrange for review of these tapes, please contact Fred Castro, Clerk of the Board, at (510) 464-7913 or FredC@abag.ca.gov.

Association of Bay Area Governments
Executive Board
Thursday, January 20, 2011

Project Review

.1 Federal Grant Applications Being Transmitted to the State Clearinghouse

Impact Area **MULTI-COUNTY**

Applicant: Bay Area Air Quality Management District

Program: Environmental Protection Agency

Project: School Bus Replacement Project - National Clean Diesel Emmissions Reduction Program

Descriptiom Replace 43 model year (MY) 2003 and older school buses with MY 2007 and retrofit 83 MY 1987 and newer school buses with ARB-verified, Level 3 diesel particulate filters. (EPA Region 9)

Cost:						
	Total	$8,024,211.00	Federal	$3,000,000.00	State:	$0.00
			Applicant	$5,024,211.00	Local	$0.00
					Other	$0.00

Contact: Damian Breen (415) 749-5041
ABAG Clearinghouse Numbe 15197

Santa Clara

Applicant: Santa Clara County Mental Health Department

Program:

Project: 2010 HUD McKinney Vento Homeless Assistance Grants Competition.

Descriptiom Santa Clara County's consolidated application for HUD McKinney Vento Homeless Assistance Grants, which support housing and services for homeless households. Individual projects which have applied are: Abode Services - Sunset Leasing; Bill Wilson Center - Transitional Housing Program for Youth and Young Families; Catholic Charities - Mission Rebuild; Catholic Charities of Santa Clara County - Family Housing, Navigator Scattered Site, New Directions in Housing and Healthcare for the Homeless,; Community Technology Alliance - HMIS SCC, HMIS SCC Expansion; Community Working Group, Inc. - Opportunity Center of the Midpeninsula; Emergency Housing Consortium of Santa Clara County - Scattered-site Transitional Housing for Families #1, Scattered-site Transitional Housing for Families #2, Sobrato Family Living Center-Permanent Housing Program for Homeless Families; Family Supportive Housing, Inc. - Transitional Housing for Families, Transitional Housing for Families#2, Transitional Housing for Famlies #3, Transitional Housing for Famlies #4; InnVision the Way Home - HomeSafe San Jose, InnVision Villa, Julian Street Inn, Montgomery Street Inn, North County Inns, North Santa Clara County Permanent Housing for Families, North Santa Clara County Supportive Housing Coalition, Safe Haven Permanent Housin for Women (Hester Avenue), Smaritan Inns, & Sunset Square; Santa Clara County Department of Mental Health - Mental Health Supportive Housing Program & Off the Streets Project for Homeless Addicted to Alcohol; Santa Clara Unified School District - Career Advantage and Retraining Project; South County Housing Corporation - Sobrato Transitional Apartments; St. Joseph's Family Center - Gilroy Place; West Valley Community Services of Santa Clara County, Inc.- Transitional Housing Program

Cost:						
	Total	$7,482,735.00	Federal	$6,608,460.00	State:	$0.00
			Applicant	$0.00	Local	$0.00
					Other	$874,275.00

Contact: Bob Dolci (408) 793-6451
ABAG Clearinghouse Numbe 15181

Sonoma

Applicant: Magic Mountain Property Owners' Association

Program: USDA Rural Development

Project: Water and Waste Disposal Loan and Grant Program

Descriptiom Water Distribution and Storage Improvements

Cost:						
	Total	$1,690,000.00	Federal	$1,690,000.00	State:	$0.00
			Applicant	$0.00	Local	$0.00
					Other	$0.00

Contact: John Locey (707) 576-1322
ABAG Clearinghouse Numbe 15193

Marin

Applicant:	Town of Tiburon					
Program:						
Project:	ALTA ROBLES RESIDENTIAL DEVELOPMENT					
Descriptiom	Annexation, Prezoning, and Precise Development Planning for eventual subdivison of 52 acres into 14 single family parcels and three open space parcels totaling 18.3 acres. ** This Final Environmental Impact Report (Final EIR) contains the public and agency comments received during the public review period on the Alta Robles Residential Development Draft EIR (Draft EIR). This document has been prepared by the Town of Tiburon Community Development Department in accordance with the California Environmental Quality Act (CEQA). This Environmental Impact Report (EIR) is an informational document intended to disclose to the Town of Tiburon Planning Commission and City Council, other decision makers, and the public the environmental consequences of approving and implementing the Alta Robles Residential Development project					
Cost:	Total	$0.00	Federal	$0.00	State:	$0.00
			Applicant	$0.00	Local	$0.00
					Other	$0.00
Contact:	Diane Henderson (415) 435-7393					
	ABAG Clearinghouse Numbe 15196					

multi county

Applicant:	Bay Area Air Quality Management District					
Program:	Environmental Protection Agency					
Project:	Heavy Truck Replacement Project - National Clean Diesel Funding Assistance Program, FY 2011 Request for Proposals					
Descriptiom	Replace 108 model year 2003 and older heavy-duty trucks with MY 2007 newer trucks					
Cost:	Total	$11,660,250.00	Federal	$3,000,000.00	State:	$0.00
			Applicant	$3,260,250.00	Local	$0.00
					Other	$5,400,000.00
Contact:	Damian Breen (415) 749-5041					
	ABAG Clearinghouse Numbe 15198					

MEMO

Submitted by: **Judy Kelly**
Director, San Francisco Estuary Partnership

Subject: **Authorization to Apply for and Accept a Grant from the U.S. EPA for the Urban Pesticide Reduction Project**

Date: **January 6, 2010**

Executive Summary

Building on SFEP's Urban Pesticide Pollution Prevention Project (UP3 Project) work, we seek grant funding to continue urban pesticide reduction efforts that focus in two areas: assistance to municipalities in successfully implementing reduced-toxicity pest control and outreach to the public about toxicity impacts in local creeks from pest control. The project's outreach component will partner with existing and new regional advertising/communications projects to raise awareness of the importance of San Francisco Bay and citizen behaviors, such as how we control ant invasions, that can help keep the Bay clean or pollute it further.

All urban creeks in San Francisco Bay are impaired for pesticide toxicity and subject to a TMDL (or cleanup plan) for diazinon and pesticide-related toxicity. The TMDL was adopted in 2005, but the problem persists. Monitoring data show the pesticide toxicity in more and more urban areas around the state. Significant changes are needed in pesticide application patterns to effect change in the water quality data.

The total amount of federal funding requested under this grant application is estimated at $ 500,000. Project match of $ 170,000 will be provided by a host of local jurisdictions such as the Bay Area Stormwater Management Agencies Association and UC-IPM. Application is due to EPA by January 28, 2011, expected award would be June 2011.

Recommended Action

The Board is requested to authorize the application to USEPA for San Francisco Bay Water Quality Improvement funding. Should ABAG receive the grant, approval for the Executive Director or designee to sign the agreement is requested. The project assists with implementation of the CCMP for the San Francisco Estuary.

Item 6.D.

MEMO

Submitted by: **Judy Kelly**
Director, San Francisco Estuary Partnership

Subject: **Authorization to Apply for and Accept a Grant from California Department of Pesticide Regulation for the Urban Pesticide Reduction Project**

Date: **January 13, 2010**

Executive Summary

Building on SFEP's Urban Pesticide Pollution Prevention Project (UP3 Project) work, we seek grant funding to continue urban pesticide reduction efforts targeting distinct sectors: municipalities, the public, and commercial building managers. The grant activities include assistance to municipalities in to reduce the amount and toxicity of pesticides used, outreach to the public about ant control, and work to increase the use of reduced-toxicity pest control in commercial buildings. We will be applying to several sources throughout 2011 to support this work.

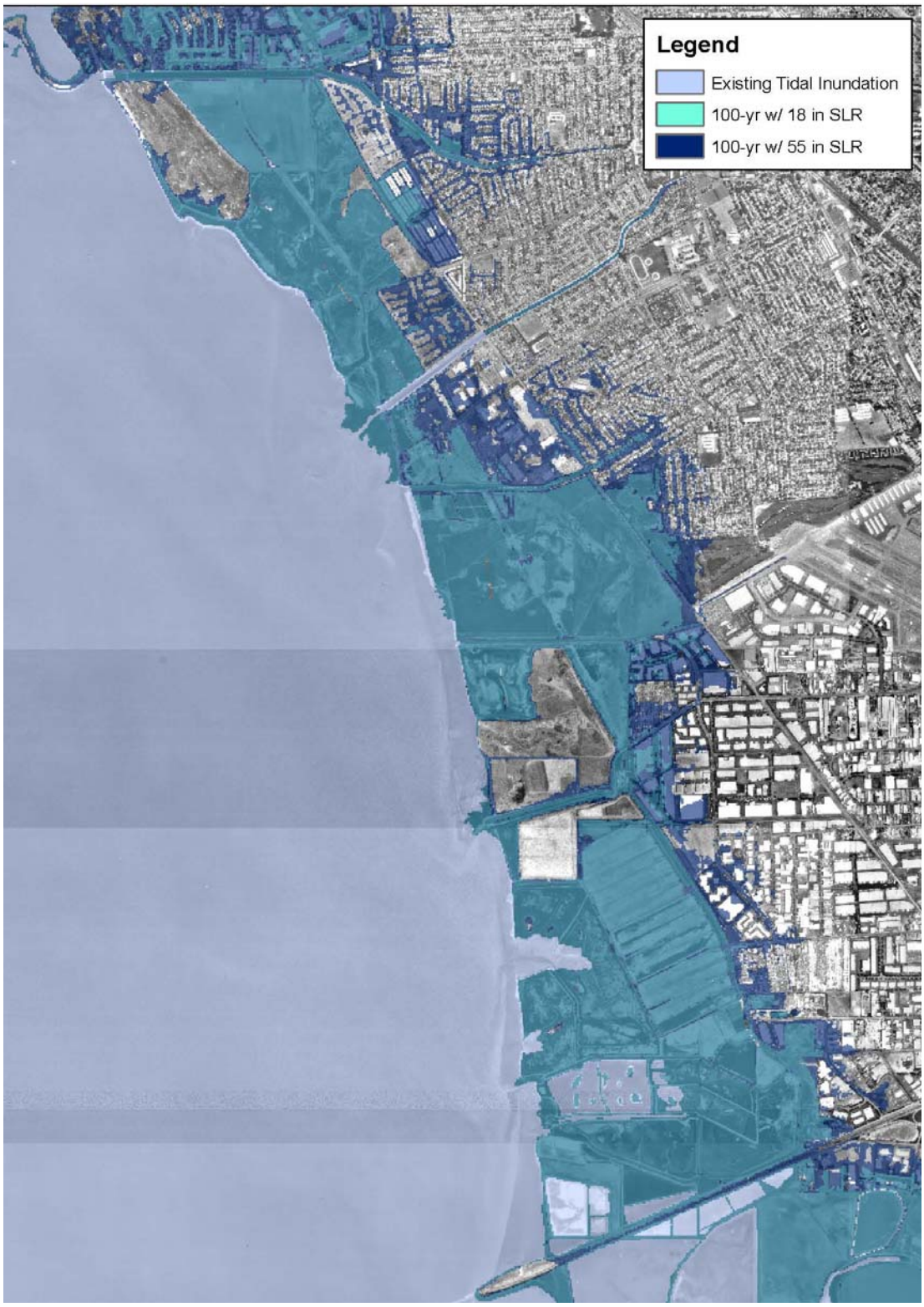
All urban creeks in San Francisco Bay are impaired for pesticide toxicity and subject to a TMDL (or cleanup plan) for diazinon and pesticide-related toxicity. The TMDL was adopted in 2005, but the problem persists. Monitoring data show the pesticide toxicity in more and more urban areas around the state. Significant changes are needed in pesticide application patterns to effect change in the water quality data.

The total amount of federal funding requested under this grant application is estimated at $ 200,000. The grant involves creating a Pest Management Alliance of various stakeholders, which will build on the multi-stakeholder work of the UP3 Project. No match is required for this grant. Potential partners include the Bay Area Stormwater Management Agencies Association. The concept application is due to DPR by February 7, 2011, expected award would be September 2011.

Recommended Action

The Board is requested to authorize the application to CDPR for Pest Management Alliance grant funding. Should ABAG receive the grant, approval for the Executive Director or designee to sign the agreement is requested. The project assists with implementation of the CCMP for the San Francisco Estuary.

Item 6.E.



Source: Knowles 2008

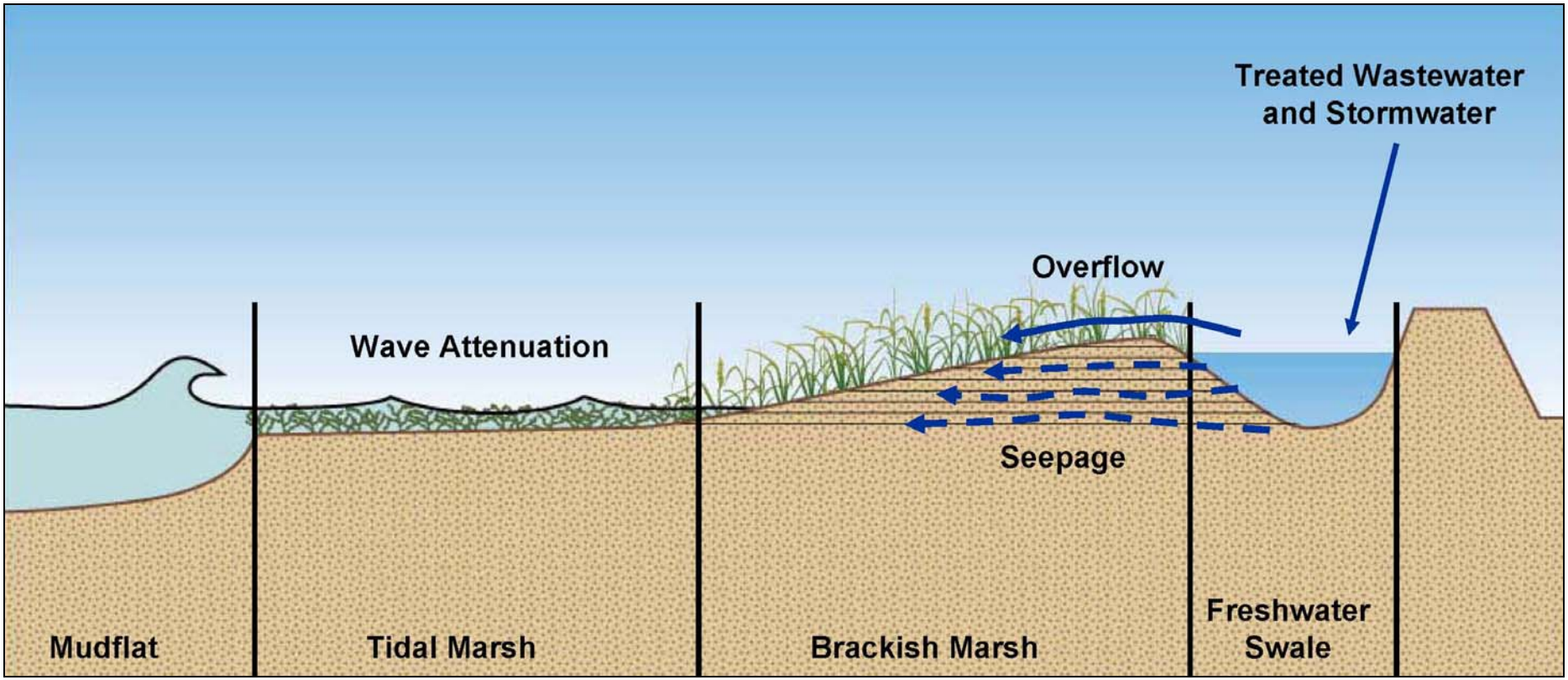
Shows 100-year flood level in addition to sea level rise.

figure ***1***
HASPA Sea Level Rise Study

100-Year Water Level Inundation Map

PWA Ref# 1955.00

PWA



Source:

figure 2
HASPA Sea Level Rise Study

Seepage Through Vegetated Berm

PWA Ref# 1955.00

PWA

Preparing for Sea Level Rise on the Hayward and East Bay Shoreline

Introduction

When the Bay Conservation and Development Commission (BCDC) released a set of maps depicting areas of the San Francisco Bay shoreline vulnerable to sea level rise, the Hayward Area Shoreline Planning Agency (HASPA) took notice. HASPA, which consists of the City of Hayward, the Hayward Area Park and Recreation District, and the East Bay Regional Park District, commissioned a preliminary study by Philip Williams and Associates (PWA) to identify vulnerable infrastructure, and assess the feasibility of protecting shoreline infrastructure and wetlands along the shoreline[1].This is the beginning of HASPA's adaptation efforts. Recommendations from the study will be fed into future versions of the City's Climate Action Plan.

Study Summary

The study addressed the 4.3 miles of shoreline between State Highway 92 and San Lorenzo Creek which primarily consists of tidal marshland mixed with various manmade infrastructure. In addition to residential and commercial properties, the study area is home to the Bay Trail, wastewater treatment facilities, the East Bay Dischargers Association pipeline, railroads, landfills, high pressure gas lines and other services that could be disrupted by sea level rise (Figure 1). Most of the infrastructure is built on reclaimed marshland which has subsequently subsided and is already vulnerable to flooding erosion and rising groundwater. This vulnerability will increase if sea level rises as it is projected to do over the next century.

Unlike traditional forms of planning that are based on a static landscape, planning for sea level rise requires a flexible approach that can adapt to dynamic shifts in the shoreline. Mudflats, marshes and beaches will all tend to move landward as sea level rises; flood hazard zones will enlarge as bay levels rise and wave run-up increases; erosion hazard zones will enlarge as wave energy on the shoreline increases. Development along the shoreline has reduced the shoreline's natural ability to accommodate sea level rise and has reduced the flexibility for potential setbacks. In addition, while all the projections show sea level will rise, the projections of the rate at which it will rise vary widely; the advice being proffered by State and Federal agencies is to 'plan for uncertainty'.

A number of options have been explored in the study, ranging from raising the existing levees to re-establishing natural systems to allow the marshland to adapt on its own. Each option has advantages and disadvantages. Maintaining and raising the existing levees is attractive because the engineering standards for their design and implementation are well developed and widely used. However this option is expected to have high construction and ecologic costs. The levees would have to be continually maintained and improved by both raising and strengthening the structures. These costs are in addition to the loss of the mudflat and salt marsh, which have both ecological and flood protection benefits, as they are "squeezed" against the levees.

[1] The report is available at http://user.govoutreach.com/hayward/faq.php?cid=11038

Another option is to move the levees to a new location further inland. This allows marshes and mudflats to move landward naturally. Realignment takes advantage of the natural protection provided by marshes and mudflats to reduce the risk of flooding and erosion allowing smaller levees to be built. However realignment over relatively flat slopes uses large amounts of land but may provide flood protection benefits for only a relatively short period, particularly if the marshes cannot keep up with sea level rise.

But there are other options for the Hayward shoreline. There is some space to realign, but there are two other opportunities for HASPA to exploit. Firstly, large amounts of treated fresh water pass through the Hayward shoreline in the EBDA pipeline, from treatment plants in the south and east. Redirecting the output to local treatment marshes and disconnecting the EBDA pipeline would remove a major constraint on the Hayward shoreline and improve the resiliency of the EBDA system. The input of fresh water could create more productive brackish marshes, with higher accretion rates, thereby better able to keep up with rising sea levels compared to saline tidal marshes.

A second opportunity is the local availability of sediment trapped at San Leandro Marina and along the flood channels leading to the Bay. In the past this sediment would have entered the Bay and built up mudflats and marshes; this connection has now been broken. The sediment presently trapped could be recovered and hydraulically placed on the bayland edges. Artificial high marsh berms on the marsh edges could be actively managed to keep pace with sea level rise and erosion by periodically raising their crests with thin deposits of sediment.

Combining these opportunities into a high marsh berm with a brackish marsh behind the existing tidal marsh will provide a shoreline that will gradually rise at similar rates to sea level - a truly adaptive and resilient shoreline (Figure 2). This will slow down the landward movement and loss habitat by “squeeze” yet maintain the wave attenuation functions of the marshes. The opening up of diked baylands could provide flood storage that would reduce creek elevations during floods and reduce the need to raise creek levees in the future. Increased tidal action in the creeks will also help maintain conveyance in the lower sections of the channels. Going one step further, storm water could be rerouted to discharge through the brackish marsh rather than the existing flood channels. Other benefits include greater nitrogen and carbon sequestration than a saline tidal marsh. The use of a freshwater swale also diffuses the flows of water and sediment; avoiding point-source concentrations of wastewater outflows and contaminants.

This option mimics many of the historic bay processes and restores brackish marsh and other habitat’s which has been lost due to reclamation. The risk associated with such an option is relatively low. The individual elements are well understood; the combination of elements is new and a demonstration project is proposed on the Hayward shoreline to explore the concept.

The likely course will probably be a mix of approaches that will allow portions of the shoreline to adapt naturally. In addition, while the Hayward study provides insight on how various approaches will work to address future sea level rise, these approaches are relatively new and may conflict with commonly accepted best practices and regulations. Moving forward will require extensive discussion and cooperation among the many stakeholders.

In 2010, the study was presented to the Hayward City Council, staff at the Hayward Shoreline Interpretive Center, the East Bay Dischargers Authority (EBDA), the San Francisco Bay Conservation and Development Commission (BCDC), the Bay Planning Coalition, the North Bay Watershed Association (NBWA) and the Alameda Creek Watershed Council.

Multi-Jurisdictional Approach

The PWA study recommends vulnerability analysis as the most appropriate next step. In an effort to initiate this next phase, staff of the HASPA member agencies, met with staff and boards of other agencies that have an interest in protecting the Hayward/San Leandro Shoreline. A resolution was developed for agencies to express an interest in working cooperatively on a vulnerability analysis. The resolution seeks to expand the study area from San Lorenzo Creek north to Davis Street in San Leandro.

The resolution was adopted by the Hayward City Council and the Boards of EBRPD, EBDA and the Bay Trail. The HARD Board is scheduled to adopt the resolution on January 24, 2011. Staff has also had discussions with the Oro Loma Sanitary District, the City of San Leandro, and Alameda County. HASPA and County staff are scheduled to discuss sea level rise planning efforts on January 20, 2011.

ART Project

In October, 2010, BCDC and NOAA announced the Adapting to Rising Tides[2] (or ART) project and solicited applications from jurisdictions interested in being part of the subregion to be studied. Building on the relationships established throughout 2010, HASPA staff coordinated and submitted to BCDC interest forms from several East Bay jurisdictions. The East Bay, from Union City to Emeryville, was selected as the shoreline that will be the subject of the ART Project.

Next Steps

Depending upon the outcome of the ART Project, HASPA and other East Bay jurisdictions may seek funding for additional planning and environmental review. In November 2009, HASPA staff submitted an application through Congressman Pete Stark's office for funding through the Water Resources Development Act of 2010. The application requested funds for levee and infrastructure repair, a demonstration project, and a Shoreline Realignment Master Plan. Following the initial application, additional information was submitted to Representative Pete Stark, Senator Barbara Boxer and the Army Corps of Engineers. Congress is not expected to approve WRDA funding requests until sometime in 2011.

Prepared by: Erik Pearson, Senior Planner, City of Hayward and Jeremy Lowe, ESA PWA

[2] More information about the ART Project is available at http://risingtides.csc.noaa.gov/

Date:	January 12, 2011
To:	ABAG Executive Board
From:	Ezra Rapport, Executive Director
Subject:	2014-2022 Regional Housing Need Allocation's SCS Housing Methodology Committee

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At its November meeting, the Board authorized ABAG Staff to form a Sustainable Communities Strategy (SCS) Housing Methodology Committee (HMC). Since that time, we have received numerous nominations. The committee was described as being made up of local elected officials, jurisdiction staff members, and various interest groups. This committee will advise ABAG Staff about the appropriate methods for allocating the region's housing need to individual jurisdictions and potentially the appropriate relationship of the Regional Housing Need Allocation to the SCS. In addition to the representatives described to the Board in November, we have added several additional staff and elected officials to provide input from the larger jurisdictions.

The housing allocation process will start in January 2011. ABAG is scheduled to release draft methodologies in July 2011 and a preferred methodology in September 2011. Public participation is encouraged throughout, especially at public meetings and during official public comment periods following the release of discussion documents and Board decisions.

ABAG Staff would like to recommend the appointment of the following to the HMC:

ALAMEDA COUNTY
Alex Amoroso, Principal Planner, City of Berkeley
Scott Haggerty, Supervisor, County of Alameda
Rebecca Kaplan, Councilmember, City of Oakland
Jeffrey Levin, Housing Policy & Programs Manager, City of Oakland
Albert Lopez, Planning Director, County of Alameda

CONTRA COSTA COUNTY
Kara Douglas, Principal Planner, County of Contra Costa
Patrick Lynch, Housing Director, City of Richmond
Julie Pierce, Councilmember, City of Clayton
Gayle Uilkema, Supervisor, County of Contra Costa
Tina Wehrmeister, Community Development Director, City of Antioch

MARIN COUNTY
Pat Eklund, Councilmember, City of Novato
Linda Jackson, Principal Planner, City of San Rafael
Stacey Laumann, Planner, County of Marin

NAPA COUNTY
Diane Dillon, Supervisor, County of Napa
Hillary Gitelman, Conservation, Development & Planning Director, County of Napa
Rick Tooker, Planning Manager, City of Napa

SAN FRANCISCO COUNTY
Sarah Dennis Phillips, Senior Planner, City and County of San Francisco
Ross Mirkarimi, Supervisor, City and County of San Francisco
Doug Shoemaker, Housing Director, City and County of San Francisco

SAN MATEO COUNTY
Duane Bay, Department of Housing Director, County of San Mateo
David Lim, Councilmember, City of San Mateo
Maureen Riordan, Senior Planner, City of Redwood City

SANTA CLARA COUNTY
Mike Kasperzak, Councilmember, City of Mountain View
Steve Piasecki, Community Development Director, City of Morgan Hill
Laurel Prevetti, Assistant Planning Director, City of San Jose
Greg Scharff, Councilmember, City of Palo Alto
Bill Shoe, Principal Planner, County of Santa Clara

SOLANO COUNTY
Barbara Kondylis, Supervisor, County of Solano
Laura Kuhn, City Manager, City of Vacaville
Matt Walsh, Principal Planner, County of Solano

SONOMA COUNTY
Bonnie Gaebler, Housing Planner, City of Petaluma
Jake Mackenzie, Councilmember, City of Rohnert Park
Pete Parkinson, Permit & Resource Management Department Director, County of Sonoma

NON-PROFIT HOUSING REPRESENTATIVES
Katie Lamont, Real Estate Development Associate Director, Eden Housing, Inc.
Evelyn Stivers, Field Director, The Non-Profit Housing Association of Northern California

FOR-PROFIT HOUSING REPRESENTATIVES
Paul Campos, Senior Vice President & General Counsel, Building Industry Association Bay Area
Sarah Karlinsky, Deputy Director, SPUR

SOCIAL EQUITY REPRESENTATIVES
Margaret Gordon, Co-Director, West Oakland Environmental Indicators Project
Vu-Bang Nguyen, Land Use Program Coordinator, Urban Habitat

OPEN SPACE/AGRICULTURAL LANDS REPRESENTATIVE
Stephanie Reyes, Policy Director, Greenbelt Alliance

PUBLIC EDUCATION REPRESENTATIVE
Sharifa Wilson, Site Director, College Track

PUBLIC HEALTH REPRESENTATIVE
Susan Adams, Supervisor, Regional Planning Committee: Public Health

BUSINESS COMMUNITY REPRESENTATIVES
Bena Chang, Senior Associate, Housing & Transportation, Silicon Valley Leadership Group
Andrew Michael, Vice President, Sustainable Development, Bay Area Council

PUBLIC/ALTERNATIVE TRANSPORTATION REPRESENTATIVE
Val Joseph Menotti, Planning Department Manager, BART

Submitted by: Paul Fassinger and Marisa Raya, ABAG and Lisa Klein and Dave Vautin, MTC

Subject: Performance Targets for the Sustainable Communities Strategy

Date: January 13, 2011

Executive Summary: In addition to the statutory targets for housing and greenhouse gas reduction, ABAG and MTC are proposing voluntary Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) performance targets to address community health and safety, open space and agricultural preservation, equitable access, economic vitality, and transportation system effectiveness. Staff has created and revised the performance targets based on discussion with the Regional Planning Committee, Regional Advisory Working Group, Regional Advisory Working Group Ad Hoc Committee on Performance Measures, MTC Policy Advisory Council and MTC Planning Committee/ABAG Administration Committee/Joint Policy Committee.

Recommendation

Staff recommends that the Executive Board adopt the performance targets. The Metropolitan Transportation Commission will consider adopting the performance targets on January 26, 2011.

OneBayArea

Why Have SCS/RTP Performance Targets?
Rooted in the Three E's of Economy, Environment and Equity, the vision for the SCS/RTP is to reduce greenhouse gas emissions from passenger vehicles while supporting a prosperous and globally competitive economy, providing for a healthy and safe environment, and producing equitable opportunities for all Bay Area residents to share in the benefits of a well-maintained, efficient regional transportation system. The recommended targets and goals give more specific, measurable expression to our commitment to the Three E principles. They will be used as follows:

- Performance targets are quantifiable measures of policies against which land use and transportation scenarios will be evaluated at the regional level. These targets reflect a wide range of benefits, and the Three E principles of economy, environment, and equity leading to a preferred SCS/RTP. Information from additional analyses, such as the RTP Equity Analysis, SCS/RTP EIR and other data summaries, will supplement the performance targets where it is important to have a more focused understanding of the potential impacts of analyzed scenarios. See Attachment C for a description of these efforts and list of measures that, while not recommended as targets, remain under consideration for these efforts.

- The performance targets are ultimately tools for elected officials, stakeholders and the public to assess scenarios and investment options in the course of developing a preferred SCS/RTP. With the exception of the greenhouse gas and housing targets required under SB 375, the targets are voluntary statements that MTC and ABAG can modify to better align with new agency policy direction or respond to new circumstances. The targets are not standards and do not represent goals or restrictions on development for local jurisdictions, nor do they represent limits on any actions or authority by local jurisdictions.

- The performance targets also provide a framework to assess potential transportation projects for the RTP. The project performance assessment will help us compare projects on a consistent qualitative and quantitative basis to the extent possible and practical. As past experience has shown, projects and programs in the RTP do <u>not</u> meet each and every performance target. The intent is to identify and advance those high-performing, cost-effective projects that also support a preferred land use approach. MTC will use its policy discretion along with the performance results to determine which projects/programs will ultimately be included in the RTP.

- MTC and ABAG may periodically measure progress made toward the performance targets as a way of assessing whether regional and local policies and investments are having the intended effect. The agencies may wish to modify or adjust programs, policies or the performance targets themselves based on actual results.

What Has Been Our Past Practice?
MTC and ABAG each have a long established practice of applying performance-based planning for our long-range planning and forecasting activities. The performance objectives in MTC's

Transportation 2035 Plan and ABAG's Projections 2009 provide the most recent model for the recommended SCS/RTP performance target development process. In both cases, the performance objectives proved to be useful tools for policy analysis; and, in the case of Transportation 2035 Plan, the performance objectives guided evaluation of transportation projects and programs included in the plan.

Revisions to Performance Targets

The recommended performance targets are listed in Attachment A. Staff has summarized in Attachment B the comments on each target from the December 2010 ABAG Regional Planning Committee and joint MTC Planning Committee/ABAG Administration Committee/Joint Policy Committee. Attachment B also describes revisions to the recommended targets as well as ways in which other components of the SCS/RTP address the concerns raised. As noted in December, the target analysis represents just one of the elements of the scenario assessment staff will undertake in 2011. Attachment C lists the measures under consideration for supplemental analyses of the scenarios. Attachment D summarizes comments from members of the public at the December and January meetings of the Regional Advisory Working Group, and its adhoc committee, and the Joint MTC/ABAG/JPC committee.

Attachment A
Recommended Targets

GOAL/OUTCOME	#	RECOMMENDED TARGET *Unless noted, all targets are for year 2035 compared to a year 2005 base*	GOAL/OUTCOME IN T-2035 OR PROJECTIONS 2009
CLIMATE PROTECTION	1	Reduce per-capita CO_2 emissions from cars and light-duty trucks by 15% *Statutory - Source: California Air Resources Board, as required by SB 375*	✓
ADEQUATE HOUSING	2	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents *Statutory - Source: ABAG adopted methodology, as required by SB 375*	
HEALTHY & SAFE COMMUNITIES	3	Reduce premature deaths from exposure to particulate emissions: • Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% • Reduce coarse particulate emissions (PM10) by 30% *Source: Adapted from federal and state air quality standards by BAAQMD*	✓
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) *Source: Adapted from California State Highway Strategic Safety Plan*	✓
	5	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day) *Source: Adapted from U.S. Surgeon General's guidelines*	
OPEN SPACE AND AGRICULTURAL PRESERVATION	6	Direct all non-agricultural development within the current urban footprint (existing urban development and urban growth boundaries) *Source: Adapted from SB 375*	
EQUITABLE ACCESS	7	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing *Source: Adapted from Center for Housing Policy*	✓
ECONOMIC VITALITY	8	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars) *Source: Bay Area Business Community*	
TRANSPORTATION SYSTEM EFFECTIVENESS	9	Decrease average per-trip travel time by 10% *Source: Adapted from Caltrans Smart Mobility 2010*	
	10	Maintain the transportation system in a state of good repair: • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life *Source: Regional and state plans*	✓

Attachment B
Discussion of Recommended Targets

Underline indicates a change from the draft targets presented in December 2010. For each target, staff has summarized and responded to comments from the joint December meeting of the MTC Planning Committee, ABAG Administration Committee, Joint Policy Committee and the December meeting of the ABAG Regional Planning Committee. The staff response describes any changes to the recommended targets as well as how concerns that are not addressed in the performance targets will be addressed in other elements of the SCS/RTP.

Unless noted, each target is for year 2035 compared to a year 2005 base.

Goal: Climate Protection		
Reduce greenhouse gas emissions from cars and trucks to reduce the transportation sector's contribution to climate change, and safeguard the region from sea level rise through adaptation strategies.		
Target #1	**Reduce per-capita CO_2 emissions from cars and light-duty trucks by 15%.** STAFF RECOMMENDATION: *No change to the target as presented in December.* WHY IS THIS TARGET IMPORTANT? *SB 375 requires the California Air Resources Board (CARB) to set targets for reducing emissions from cars and light-duty trucks. CARB adopted this target for the Bay Area to use in the SCS.RTP.*	
	COMMENT	STAFF RESPONSE
	The target should go beyond the CARB-adopted CO_2 target to consider GHG reductions from other sources including airports, seaports, agriculture and greener building standards. MTC/ABAG should work with BAAQMD to make sure these are considered.	Staff does not agree the SCS/RTP target should include emissions from sources beyond those specified in SB 375 for consideration in the SCS/RTP. These other sources are important in reducing overall GHG emissions and preventing climate change; however, they fall outside of the scope of the SCS/RTP and are not directly affected by policies in the SCS/RTP. Those types of emissions are generally the focus of CARB actions under AB 32 and local Air District rulemaking. Airport emissions are currently under study in the latest update of the Regional Airport Study by MTC, ABAG, and BCDC.

Goal: Adequate Housing

Ensure housing affordability and supply for individuals of all income levels, while at the same time reducing concentration of poverty, minimizing displacement of low-income residents and maximizing livability.

Target #2

House 100% of the region's projected 25-year population growth by income level (very low, low, moderate, above moderate) without displacing current low-income residents.

STAFF RECOMMENDATION:
No change to the target as presented in December.

WHY IS THIS TARGET IMPORTANT?
SB 375 requires regions to plan for housing all projected population growth, by income level, to prevent growth in in-commuting. In November 2010, ABAG adopted a methodology to define this target as required under SB 375. This target also seeks to avoid displacement of low-income residents, defined as the outward movement of current low-income residents from locations in the urban core to locations with low accessibility and limited services as a result of new development pressures. This proposed target will complement the Regional Housing Needs Assessment (RHNA)

COMMENT	STAFF RESPONSE
The displacement element of this target is questionable – some low-income housing is substandard or located in unhealthy or unsafe environments.	Staff defines displacement as indicated above; this definition that does not preclude improvement of substandard housing or better site location. ABAG's new, market-based model will test whether new infill development results in a large outward movement of low-income residents, which could also impact residents' health and access to services. This target complements the RHNA process by measuring unintended loss of affordable units due to changes in the real estate market.
Including displacement in the housing target is a significant improvement.	Staff agrees it is worthwhile to address displacement in the target.
We need to focus our displacement concerns on low-income housing in healthy and safe neighborhoods.	Neighborhood-scale health and safety goals are addressed by other targets; they should also be included as indicators as well as in the Equity Analysis.
Why are we concerned about housing availability for the above-moderate income level?	RHNA requires above moderate income units to be allocated as well as other brackets.

Goal: Healthy & Safe Communities

Promote a better quality of life in communities throughout the region, which includes air quality improvement, collision reduction, and health benefits from increased walking and biking for all residents across all income levels.

Target #3

Reduce premature deaths from exposure to particular emissions:

- Reduce premature deaths from exposure to fine particulates (PM2.5) by 10%
- Reduce coarse particulate emissions (PM10) by 30%

STAFF RECOMMENDATION:
Add target to reduce coarse particulate (PM10) emissions based on a request by the Air District. Although the decrease in premature mortality associated with reducing PM10 cannot be estimated with precision, it is expected that reducing PM10 by 30% will provide additional reductions in premature mortality, over and above the decrease in premature mortality related to a 10% reduction in PM2.5.

WHY IS THIS TARGET IMPORTANT?
The Bay Area currently does not meet the federal standard for fine particulate matter, which is extremely hazardous to health. The 10% reduction goal for PM2.5 roughly reflects the expected benefit from meeting the federal standard, assuming each emission sector (both mobile and non-mobile sources) takes on similar emission reduction shares, as calculated by the Air District. The region currently does not attain the state standard for PM10, which also has health-impacts. The 30% reduction goal for PM10 is consistent with the reduction needed to meet the state standard. This target represents an important shift from measuring vehicle emissions, as in the current Transportation 2035Plan, to a health outcome-based approach.

COMMENT	STAFF RESPONSE
The numeric target is too low (not aggressive enough).	The recommendation reflects achievement of current, health-based federal air quality standards. US EPA is considering adopting a stricter federal standard; should this occur prior to adoption of the SCS/RTP, staff would recommend adjusting the target accordingly.
The target should be expanded to reflect PM2.5 health impacts by geography, particularly for low-income and minority communities.	Staff agrees this is an important concern. Unfortunately, we are unable to recommend a target measuring health-impacts or PM2.5 concentration at the community level. This type of community level assessment requires considerable detail; the Air District presently does not have the analysis tools required to conduct this type of assessment for the scenarios. MTC staff can and will analyze the geographic distribution of particulate emissions from motor vehicles for each scenario as part of the parallel Equity Analysis process. These results will be reported along with the target analysis results.

Goal: Healthy & Safe Communities, cont.

Target #4

Reduce by 50% the number of injuries and fatalities from all collisions (including bikes and pedestrians).

STAFF RECOMMENDATION:
No change to the target as presented in December.

WHY IS THIS TARGET IMPORTANT?
The target reflects a core goal of the RTP and an important co-benefit of the SCS to the extent it reduces driving. The target is adapted from the State's Strategic Highway Safety Plan (2006) and has been updated to reflect recent data showing a 26% decrease in injuries and fatalities between 2000 and 2008.

COMMENT	STAFF RESPONSE
The target should be disaggregated by mode.	Staff does not recommend disaggregating the performance target by mode. Our current forecasting tools, which are based on data from CHP, are not valid at that level of detail. Staff does, however, hope to make headway in this area and therefore intends to test newly developed methodologies to estimate future pedestrian and bicycle collisions as part of the data summary. For example, one limitation of the model is its challenges in estimating the benefits of safety initiatives and enhancements, enforcement, and education strategies. Some well-documented safety initiatives, such as Safe Routes to Schools, may be able to be considered in the scenario assessment but further research is needed. Finally, staff will report indicators (based on actual data) separately by mode as available from the California Highway Patrol.
Consider revising this target to a per-mile basis since we are trying to increase the amount of walking and biking.	Staff does not recommend a per-mile target since the region's goal is to minimize total injury and loss of life due to transportation. Ideally, the region will implement the SCS/RTP in a manner that makes walking and biking, as well as driving, safer.
This target is not essential; replace it with a green building/open space target instead.	Staff recommends including target for a collision reduction, which is an important element of healthy and safe communities and reflects the overall safety of the transportation system.

Goal: Healthy & Safe Communities, cont.

Target #5

Increase the average daily time walking or biking for transportation per person by 60% (equivalent to an average of 15 minutes per person).

STAFF RECOMMENDATION:
Include a target based on minutes of biking and walking, as presented in December and increase the numeric target to increase by 60%, which is equivalent to 15 minutes per day in 2035. Staff recommends this modification in response to comments that the previous recommendation (equivalent to an average of 10 minute per person per day) was not ambitious enough. It also reflects updated analysis with the regional travel model.

WHY IS THIS TARGET IMPORTANT?
This target relates directly to U.S. Surgeon General's guideline that people get 30 minutes per day of physical activity to lower risk of chronic disease and increase life expectancy. There is no accepted guideline for the amount of activity people should get through day-to-day transportation compared to other activities. The average time Bay Area residents spent walking and biking for transportation was about 9 minutes per person in 2005. A 60% increase equates to approximately 15 minutes per person, half of the daily recommendation. While this may sound like a modest target, it reflects the fact that transportation is just one means of daily physical activity. This target includes walking or biking to transit.

COMMENT	STAFF RESPONSE
The numeric target should be more aggressive, given the fact that this is a long-range 30-year plan.	Staff agrees and is recommending a more ambitious target as described above under "Staff Recommendation".
Consider a mode share target.	Staff believes a target based on minutes of walking and biking better reflects desired health outcomes, is more closely linked to public health guidelines, and is strongly supported by the public health community as a reflection of health impacts. Mode share is important to understand how the scenarios work but is not an outcome-oriented measure for public health; staff will report mode share for the scenarios in the data summary and analysis.

Goal: Open Space and Agricultural Preservation

Minimize sprawl and preserve vital habitat and agricultural lands through directing growth within the urban footprint, while supporting agricultural activities in rural communities.

Target #6

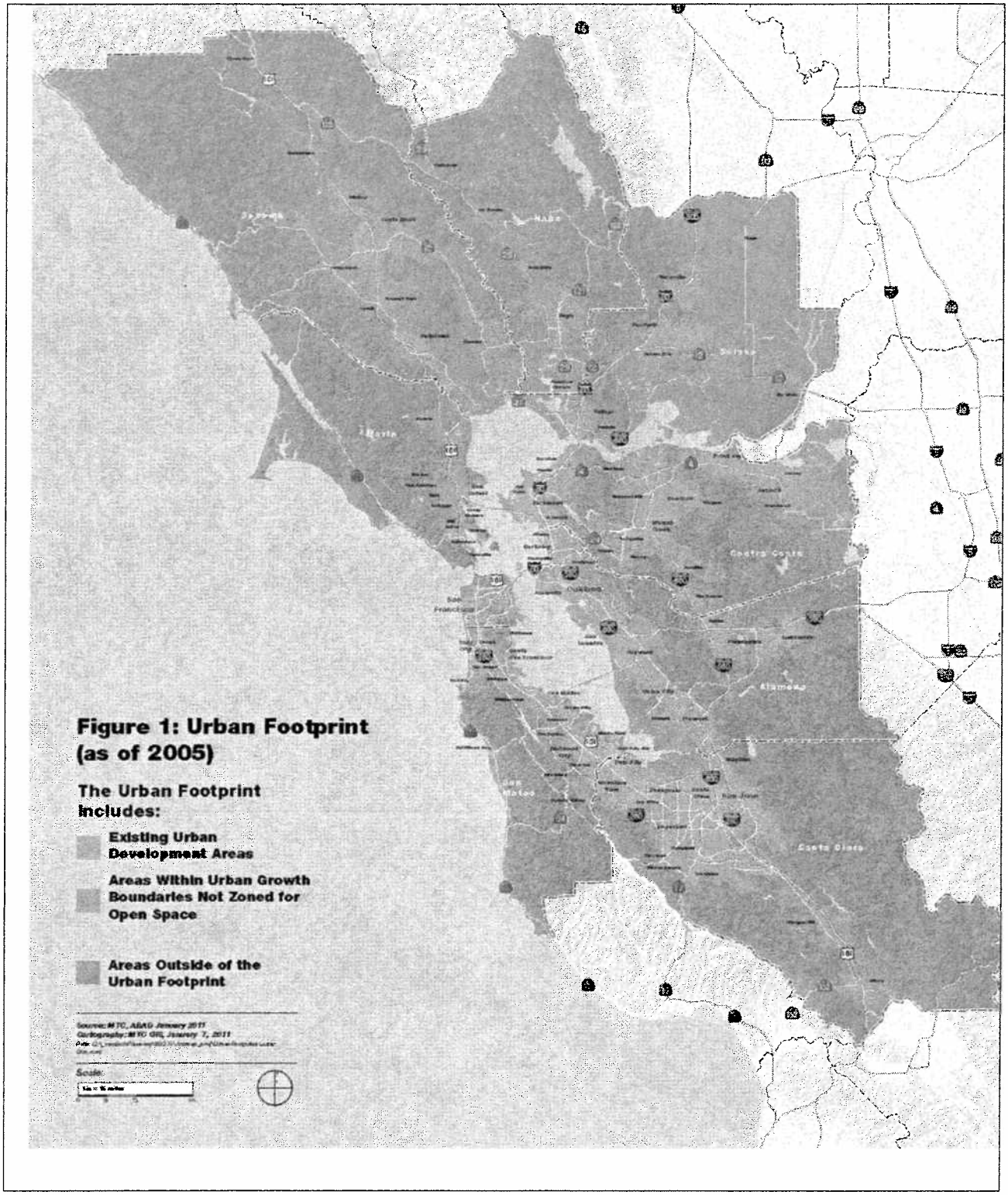
Direct all non-agricultural development (100%) within <u>the current urban footprint (existing urban development and urban growth boundaries)</u>.

STAFF RECOMMENDATION:
Update target area for development reference the "urban footprint" as defined above rather than using "urbanized area", which has multiple meanings. Figure 1 includes a map of the urban footprint as of 2005. This map will be updated this spring to show the urban footprint as of 2010. The updated map will be used to assess the detailed scenarios.

WHY IS THIS TARGET IMPORTANT?
SB 375 requires consideration of open space and natural resource protection, which supports accommodating new housing and commercial development within existing areas for urban growth. The intent of this target is to support infill development while protecting the Bay Area's agriculture and open space lands. By focusing on areas with existing urban development, as well as areas specifically selected for future growth by local governments, the target seeks to avoid both excess sprawl and elimination of key resource lands.

COMMENT	STAFF RESPONSE
How will "urbanized areas" be defined?	The target's definition has been updated to reference the "urban footprint" as defined above. (See Figure 1.)
This target should reflect voter-approved urban growth boundaries.	Staff agrees the target should reflect growth management policies on a more localized level and has revised to the target to include voter-approved urban growth boundaries in its definition of the urban footprint.
Reference to urbanized areas as of 2010 is of concern; regional agencies should not restrict cities' ability to grow or force development into areas that reject it.	Staff has revised the target to recognize urban growth boundaries and thus better reflect local desires for growth. Staff has removed the reference to 2010 to reflect the fact cities may modify areas for planned growth over time. However, in calculating the target for the SCS/RTP scenarios, staff will need a defined point of reference and will use the urban footprint as of 2010. Finally, this is a voluntary target for the purposes of scenario analysis only; development decision remains within the purview of local jurisdictions.
This target should not preclude improvement such as habitat/ wetlands restoration or agricultural improvements that may be defined as "development" in law.	Staff does not intend to preclude these types of improvements. The performance targets are to be used only for scenario analysis in the SCS, and the scenarios will not be defined to that level of detail. The targets do not represent enforceable policies or restrictions on eventual development, which is the purview of local jurisdictions. As such, the recommended target will not have the feared unintended consequences.
This target should consider the need for open space within urbanized areas for recreational and environmental purposes.	Staff acknowledges the importance of providing open space areas within the urbanized areas but does not recommend including this in the target. This will be addressed through other measures, such as access to parks, which is included in the PDA Assessment and may also become a performance indicator.

Figure 1: Urban Footprint in 2005*



*Update for 2010 in progress

Goal: Equitable Access

Ensure residents of all income groups can access essential destinations from locations of high-quality housing, while at the same time equitably distributing transportation and housing benefits and burdens across the region.

Target #7

Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by housing and transportation.

STAFF RECOMMENDATION:
No change to the target as presented in December.

WHY IS THIS TARGET IMPORTANT?
This target used in Transportation 2035 remains very relevant in the context of the SCS/RTP. According to a study by the Center for Housing Policy, low-income and working class families in the Bay Area spend 67 percent of household income on housing and transportation compared to 57 percent for families in other major U.S. cities. The target aims to bring the Bay Area in line with the national average. This measure will capture expenditures for both work and non-work travel.

COMMENT	STAFF RESPONSE
There is insufficient information to accurately measure the success of this target over time.	The Center for Neighborhood Technology, which contributed to the study cited above as well as a more detailed analysis of the Bay Area, has developed a methodology to measure housing and transportation costs based on data from the US Census Bureau, land use and transportation system characteristics and auto ownership cost estimates from AAA. For more information on the Housing and Transportation Affordability Index, see http://www.cnt.org/tcd/ht.
Clarify whether this target calls for a reduction of 10 percentage points or a total 10 percent change.	The target is to reduce expenditures by 10 percentage points to bring Bay Area families in line with the national average, as described above.

Goal: Economic Vitality

Preserve quality of life and ensure continued prosperity through transportation and housing policies and investments that contribute toward regional competitiveness and economic and job growth for all residents across all income levels.

Target #8 **Increase gross regional product (GRP) by <u>90% – an average annual growth rate of approximately 2% (in current dollars).</u>**

STAFF RECOMMENDATION:
Include a target to increase GRP, as proposed in December and set the numeric at a cumulative target 90% from 2005 to 2035, which is based on a rate slightly higher than the historic average annual growth rate over of 2% the past 40 years. This is a provisional recommendation based on further discussion with representatives of the business community.

WHY IS THIS TARGET IMPORTANT?
The business community views this target as a key indication of the region's commitment to advance the SCS/RTP in a manner that supports economic growth and competitiveness. Growth patterns and transportation investments in the SCS/RTP scenarios will affect travel time, cost and reliability. Staff will use an economic impact model to estimate the resulting impacts on the cost of on-the-clock travel and access to labor, suppliers and markets. Any resulting increases in productivity makes the region more competitive for attracting new businesses and jobs; this will increase employment and wages, which are also reflected in the GRP target.

COMMENT	STAFF RESPONSE
This target fails to consider the issue of jobs-housing fit; this is more of a direct concern of the SCS/RTP.	Staff agrees that jobs-housing fit is an important component of the SCS/RTP but does not recommend replacing the GRP target. GRP is a reflection of overall regional competitiveness, which is a critical issue for the business community. Jobs-housing fit is a critical element and is complex enough to merit a full analysis as part of the detailed SCS scenario assessment process. Additionally, the Equitable Access target implicitly reflects jobs-housing fit within the targets framework due to the tendency for low-income families to accept longer, more costly commutes for more affordable housing.
Employment should be considered either as an additional economic target or as an indicator of the plan's success.	Staff believes a GRP target is a more comprehensive reflection of regional competitiveness and economic growth. Employment levels are closely tied to GRP and will be calculated and reported as part of economic analysis data summary.
The target does not capture the benefits of locating growth in transportation-efficient areas where per-capita greenhouse gas emissions are lower.	While this is an important means of reducing greenhouse gas emissions in an economically sustainable way,the benefits of locating growth in transportation-efficient areas are measured through several targets including the Climate Protection and Transportation System Efficiency targets.
Does the target reflect local consumption, imports and exports or the notion of "the 100-mile radius economy" which reduces GHG-producing transportation?	The GRP analysis will consider whether goods produced within the region are consumed locally or exported. However, it will not be detailed enough to address the 100-mile radius concept.

Goal: Transportation System Effectiveness

Target transportation investments to maximize effectiveness in achieving mobility and accessibility for all residents across all income levels, as well as to ensure that the system is in a state of good repair.

Target #9 **Decrease average per-trip travel time by 10%.**

STAFF RECOMMENDATION:
Modify the target presented in December to all modes in a single numeric target. (The December recommendation called for a 10% decrease in auto and transit only.)

WHY IS THIS TARGET IMPORTANT?
This target is intended to measure the effectiveness of the transportation system in providing easier, faster access to individuals' travel destinations. Bus and auto travel times will include both recurring delay, due to congestion, and non-recurring delay, due to incidents and accidents. The target will be influenced by supportive land use patterns, improved transit speeds and frequency and improved efficiency of the existing roadway system through signal timing, ramp metering, incident clearance and better trip planning.

COMMENT	STAFF RESPONSE
Consider a combined travel time target for all modes, including bicycle and pedestrian.	Staff agrees with this suggestion and has modified the target accordingly. In addition, the data summary will include travel times by mode for scenario comparison.
The target does not reflect the goal to make transit travel more competitive with auto travel. We should aim to improve transit travel times more so than auto travel times. A more distinct target is needed to measure transit effectiveness.	The measure reflects efficiency of the entire transportation system and land use decisions in getting people where they want to go more quickly. It will reflect improvements to transit including: transit service frequency, through reduced time waiting at transit stops; transit accessibility, through less time getting to the transit stop; and speed improvements through more direct service or service enhancements such as BRT. Additional measures, such as an analysis of overcrowding, will be included in the data summary and through the indicators process.
Travel time reductions for auto and transit are not necessarily in conflict.	Staff agrees with this comment – there are a number of projects and programs to be studied that would benefit more than one mode – for example, construction of HOV/HOT lanes will benefit autos taking advantage of the new lanes and express buses gaining reliability and travel time reduction.
This target could be achieved by building more freeways; focus instead on encouraging utilization of public transit.	The proposed target will reflect benefits from land use decisions that may results in shorter distances between origins and destinations as well as improvements to all different types of facilities – from freeway operational improvements to new and enhanced transit service and better access to jobs and housing due to more focused growth assumptions

Goal: Transportation System Effectiveness, cont.

Target #10

Maintain the transportation system in a state of good repair.

- **State highway system: Decrease the number of distressed pavement lane miles to less than 10% of the state highway system**
- **Local roadways: Increase the average pavement condition rating to 75 or better**
- **Transit: Reduce the average asset age to 50% of useful life**

STAFF RECOMMENDATION:
No change to the target as presented in December.

WHY IS THIS TARGET IMPORTANT?
The region needs to maintain the existing transportation infrastructure in order to support the SCS. Failure to do so would result in increased future maintenance costs, unreliable service and increased costs to travelers. "Fix it first" has long been a core RTP goal, and these targets are included in Transportation 2035.

COMMENT	STAFF RESPONSE
What is the expected cost to achieve an average local roadway PCI of 75?	MTC staff estimates the cost to achieve an average PCI of 75 is 83% of the cost shown in Transportation 2035, which is based on reaching an average PCI of 85. The cost to achieve a PCI of 75 is approximately $28.6 billion. The Transportation 2035 Plan allocates $23.3 billion to local streets and roads maintenance; An additional $5.3 billion would be needed to achieve an average PCI of 75. These estimates will be updated for the SCS/RTP. It is important to note that the average annual cost to maintain the pavement at a lower PCI is higher than if the region is able to make the up-front investment to bring the PCI to an optimal level of 85.
The proposed PCI target is unattainable for many jurisdictions – consider a 10% increase from existing conditions in each jurisdiction	While they might be challenging to achieve, less aggressive numeric targets would lack justification, especially since they would lead to a moderate or mediocre state of repair and would increase long-term maintenance costs. Staff would like to emphasize that the targets will not be applied on a local jurisdictional level. Note that these targets have been carried over from Transportation 2035.
Define "distressed" pavement	Caltrans defines distressed pavement as pavement with poor ride quality, which can be treated with overlays, or with significant cracks that require rehabilitation or reconstruction. Caltrans monitors the state highway system each year to measure the extent of distressed pavement. This target comes from the State's 10-year State Highway Operation and Protection Program Plan (SHOPP).

General Comments	
COMMENT	**STAFF RESPONSE**
The targets have the potential for unintended consequences in the future.	As described in the attached memo, the primary purpose for targets is to inform the evaluation and comparison of SCS/RTP scenarios, and this will be stated clearly in the resolutions adopting the targets. MTC and ABAG have the ability to modify the targets at any time and staff expects to recommend updates in the future based on tracking our actual progress over time.
The proposed targets aren't visionary enough.	Staff agrees that some targets in the December draft recommendation could be more ambitious, and is recommending revisions in those cases. Based on evidence from past transportation plans, the revised set of targets is, in fact, quite ambitious. Past plans have generally predicted outcomes in the opposite direction of the recommended targets. For example, Transportation 2035 predicted an increase in particulate emissions, collisions, and travel time compared to today.
Relying on the requirement that a target must be able to be forecasted well eliminates a number of desirable measures from consideration.	Staff agrees the targets, which must be forecast, do not capture some nuances. At the same time, they reflect many important goals. Staff will develop indicators to capture other measures that cannot necessarily be forecast. (See Attachment C.) MTC and ABAG are happy to share all modeling assumptions and methodologies.
A lack of economic growth will hinder the prospect of SCS-supportive development projects – the very same projects that will provide us with an opportunity to achieve many of these targets.	Staff agrees that economic health is essential to the success of the SCS/RTP, and has specifically addressed that issue in GRP target. Because the SCS/RTP is a long-range plan, we believe that the lack of demand for significant development in the short term will not adversely impact the long term success of the SCS/RTP.
Staff needs to provide additional information on what strategies will be used to achieve the targets.	Strategies to achieve each target were included as part of the PowerPoint presentation to the joint meeting of the MTC Planning Committee, ABAG Administration Committee and Joint Policy Council on December 10, 2010.
It is unclear how we will appropriately weight the target results for overall scenario evaluation.	Staff does not agree it is necessary to weight up front the individual targets for the scenario assessment. Instead, staff will present policymakers with the target results and additional information from the Equity Analysis. This information will allow an informed discussion of trade-offs, which may elicit preferences regarding the relative weight of each target.

Attachment C
Additional Scenario Assessment Efforts

In developing the recommended targets, staff reviewed over 90 measures. As detailed on the next two pages, many of the measures reviewed remain under consideration for inclusion in one of the following four efforts to provide additional data and analysis in conjunction with the targets analysis of the scenarios in 2011.

- Equity Analysis will explore how low-income and minority communities fare compared to the rest of the Bay Area and whether benefits and burdens are distributed equitably in the scenarios. We will start it in early 2011 with the Initial Vision Scenario and continue through the Detailed Scenario and Draft SCS/RTP. The initial analysis could include a drill-down of the targets by income in addition to measures from the Transportation 2035 Equity Analysis. Other measures that facilitate a more detailed review of the impacts on low-income and minority communities remain under consideration for this effort, as noted below.

- SCS/RTP EIR is a legally required document that compares and contrasts several alternatives over a 25-year period. It is designed to inform decision-makers and others of the range or potential environmental impacts that could result from the preferred SCS/RTP alternative ("Project"). It also analyzes a range of alternatives to the proposed project. As joint lead agencies, MTC and ABAG will use the draft EIR in its review of the draft SCS/RTP prior to formally adopting a final SCS/RTP.

- Land Use and Travel Forecast Data Summaries/Analysis will include detailed data and analysis that can help explain the target results. The land use summary will describe the general projected land use pattern for the region and summarize the major changes in employment and housing locations. The transportation summary will describe travel patterns by mode and trip purpose, traffic forecasts and transit ridership, and vehicle emissions.

- Indicators will track actual progress towards the targets and measure other aspects of community quality. These measures cannot be forecast but are related to transportation and land use, such as concentration of poverty, displacement, school quality, and local government implementation. Indicators are an important means to inform policy discussions that are also part of the SCS. For example, current data on access to quality schools can define the transportation policies and jobs/housing growth allocations in the scenarios. Staff will recommend a set of indicators for adoption in April, based on feedback from the Ad Hoc Committee on Performance Measures over the next several months.

GOAL: CLIMATE PROTECTION

CONSIDER FOR SUPPLEMENTARY ANALYSIS

Data Summary and Analysis
- Vehicle miles traveled (VMT) per capita
- Mode share for public transit and non-motorized modes

Equity Analysis
- Impact of greenhouse gas emissions on communities of concern

Indicators
- % of Bay Area transportation powered by carbon-free, regional renewable energy sources

NOT RECOMMENDED AT THIS TIME

Doesn't Reflect Goal
- Energy intensity per person mile traveled

Outside of Primary SCS/RTP Scope
- Acres of land underwater due to sea level rise caused by global warming

GOAL: ADEQUATE HOUSING

CONSIDER FOR SUPPLEMENTARY ANALYSIS

Data Summary and Analysis
- Distribution of low-income housing
- Share of new development in infill and priority development areas

Equity Analysis
- Concentration of poverty
- Affordable housing in neighborhoods of opportunity
- Number of affordable homes
- Displacement
- Number of low-income households in transit-rich environments

Indicators
- New deed-restricted affordable housing units

NOT RECOMMENDED AT THIS TIME

Address through RHNA Process
- Distribute new housing growth equally across neighborhoods of all income levels
- Increase RHNA allocation for very low and low income housing that is accommodated in areas zoned for 2-5 stories

GOAL: HEALTHY & SAFE COMMUNITIES

CONSIDER FOR SUPPLEMENTARY ANALYSIS

Data Summary and Analysis
- Vehicle miles traveled (VMT) per capita
- Mode share for all modes

Equity Analysis
- PM2.5 emissions in communities of concern adjacent to transportation hot spots
- Accessibility to essential destinations (by mode)

Indicators
- Densities of station areas compared to areas outside of them
- Quality of bike facilities and destinations accessible by bike
- Percentage of jurisdictions that rezone after SCS

NOT RECOMMENDED AT THIS TIME

Technical Limitations (Data or Forecasting)
- Quality of the public realm

GOAL: OPEN SPACE PRESERVATION/EFFICIENT USE OF LAND

CONSIDER FOR SUPPLEMENTARY ANALYSIS

Indicators
- Resource lands preserved or protected
- Urban development on the region's most essential resource lands
- Acres of prime agricultural lands
- New housing units within designated station areas/TOD/PDAs

NOT RECOMMENDED AT THIS TIME

Technical Limitations (Data or Forecasting)
- Quantity of water runoff caused by human development

Outside of Primary SCS/RTP Scope
- Land for food production/% of food consumption from sustainable sources

GOAL: EQUITABLE ACCESS

CONSIDER FOR SUPPLEMENTARY ANALYSIS

Equity Analysis
- All targets by income and by mode
- Low-income households within a 30-minute and $2.50 transit trip to jobs and essential destinations
- Distribution of benefits and burdens from RTP/SCS for low-income communities & residents compared to general population
- Average travel time to jobs and services (by income and/or by mode)
- Non-automobile dependent access to jobs and services
- Ratio of transit to auto commute travel time

Data Summary and Analysis
- Jobs-housing fit analysis
- Availability of industrial land
- Analysis regarding mobility/accessibility of elderly residents

Indicators
- Walkability index
- Population concentration by race
- Accessibility options for elderly and disabled residents

NOT RECOMMENDED AT THIS TIME

Technical Limitations (Data or Forecasting)
- Number of essential destinations within [TBD] minutes for disabled population
- Concentration of communities of concern in urban areas
- Impact of rising fuel prices on communities of concern
- % of high priority community-based transportation plan projects/programs funded/completed in communities of concern

Input Assumptions
- Lifeline gaps
- Correlation between wages & housing cost

Doesn't Reflect Goal
- Average trip distance by income

GOAL: ECONOMIC VITALITY

CONSIDER FOR SUPPLEMENTARY ANALYSIS

Data Summary and Analysis
- Availability of industrial land
- Delay
- Travel time by mode
- Transit loading
- Access to Labor
- Employment/unemployment/job creation
- Personal income
- Job-housing fit analysis

Indicators
- Total regional property tax generation
- Densities of station areas vs. areas outside of them
- Percentage of the sales price of new homes that fees & extractions represent
- Percentage of jurisdictions that rezone after SCS adoption

NOT RECOMMENDED AT THIS TIME

Doesn't Reflect Goal
- Total cost per capita
- Peak to off-peak travel time ratio
- Transportation systems operations and maintenance cost per capita

Outside of Primary SCS/RTP Scope
- Revenue vehicle-miles by operator by mode

Too Complex
- User benefits

GOAL: TRANSPORTATION SYSTEM EFFECTIVENESS

CONSIDER FOR SUPPLEMENTARY ANALYSIS

Data Summary and Analysis
- System utilization & transit loading
- Person-throughput
- Delay

Indicators
- Average distance between transit service calls
- Travel time reliability

NOT RECOMMENDED AT THIS TIME

Technical Limitations (Data or Forecasting)
- Cost to serve new development per capita
- Service level as percent of service that could be provided if moving stock operated at full capacity
- Operating shortfall covered based on highest level of transit service in the past 30 years

Attachment D
Additional Comments from the Public and Staff Responses

For each target, staff has summarized and responded to public comments received in November and December.

Goal: Climate Protection		
Target #1	**Reduce per-capita CO_2 emissions from cars and light-duty trucks by 15%.**	
	COMMENT	STAFF RESPONSE
	The target should be modified to focus on total CO_2 emissions reduction rather than using a per-capita basis.	Staff recommends using the target adopted by the California Air Resources Board, as required by SB 375. However, the data summary and SCS/RTP EIR will compare total CO2 emissions for alternatives.

Goal: Adequate Housing		
Target #2	**House 100% of the region's projected 25-year population growth by income level (very low, low, moderate, above moderate) with without displacing current low-income residents.**	
	COMMENT	STAFF RESPONSE
	Modify language to support increased opportunities for affordable low-income housing in all areas.	This issue will be considered as part of the RHNA process, which begins in 2011., and is part of the SCS/RTP.

Goal: Healthy & Safe Communities		
Target #3	**Reduce premature deaths from exposure to particulate emissions:** • Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% • Reduce coarse particulate emissions (PM10) by 30%	
	COMMENT	STAFF RESPONSE
	Staff should consider adding other cumulative and localized air pollutants to this target.	This PM2.5 target was included in the SCS/RTP because the Bay Area currently does not meet federal air quality standards for this particular pollutant. Staff has added a target for PM10. Additional air pollutants may be considered in the Equity Analysis, data summary and SCS/RTP EIR.
	Revert to an exposure-based target; ensure that reduction of PM2.5 does not exacerbate geographic disparities within the region (e.g. impacts on	See Attachment B.

	communities of concern).	
	Revise the numeric target to reflect the higher state standard for PM2.5.	See Attachment B.

Goal: Healthy & Safe Communities, cont.		
Target #4	**Reduce by 50% the number of injuries and fatalities from all collisions (including bikes and pedestrians).**	
	COMMENT	STAFF RESPONSE
	Forecasting methods need to be advanced to make this target more informative – for example, severity of collisions should also be considered as part of this target.	We will continue to explore new ways to improve the collisions methodology. Unfortunately, the current collision methodology cannot forecast the severity of collisions with much accuracy. Due to the limited level of data provided by CHP, we believe that our current approach – relying on an aggregate target but providing mode-disaggregated results in the data summary – is the best approach moving forward.
	The target should be disaggregated by mode.	See Attachment B.

Goal: Healthy & Safe Communities, cont.		
Target #5	**Increase the average daily time walking or biking for transportation per person by 60% (equivalent to an average of 15 minutes per person).**	
	COMMENT	STAFF RESPONSE
	Replace this target with a bike/pedestrian mode shift target – it would be just as effective and it would not be positively influenced by transit service cuts.	See Attachment B.
	The numeric target should be increased to a goal of 15 minutes of active transportation per day.	See Attachment B – target recommendation updated accordingly.

Goal: Open Space and Agricultural Preservation		
Target #6	**Direct all non-agricultural development (100%) within the current urban footprint (existing urban development and urban growth boundaries).**	
	COMMENT	STAFF RESPONSE
	It is necessary to view this target as a positive overall goal to protect resource lands, while encouraging focused growth.	Staff agrees with this comment; this reflects the primary goal of including this target in the SCS/RTP.
	A better target would look at the density increases or additional dwelling units in PDAs.	Staff has proposed to consider these measures as indicators. Neither of these suggested targets ensures protection of open space and key resource lands.
	A map should be provided with the locations of urban development areas and natural resource areas.	A map has been attached to this document in response to this comment – see Figure 1.
	Due to the broad legal definition of "development", this target should be reviewed to ensure it does not exclude things such as habitat restoration or infrastructure development.	See Attachment B.
	This target is too restrictive and does not justify its selection of the year 2010 as a "freeze in time" for development outside of urban areas.	See Attachment B – year 2010 removed from target accordingly.

Goal: Equitable Access		
Target #7	**Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by housing and transportation.**	
	COMMENT	STAFF RESPONSE
	Consider adding an additional equity target to increase the share of residents within a given time/cost of their jobs and essential services.	Affordability is a key goal in terms of ensuring equitable access for all segments of the Bay Area population. Access to jobs and services is also important – this issue will likely be addressed as part of the Equity Analysis.

Goal: Economic Vitality		
Target #8	**Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars).**	
	COMMENT	STAFF RESPONSE
	Inclusion of this target in the SCS/RTP is essential to acknowledge economic vitality as a major regional issue.	Staff agrees that looking at the region's overall economic vitality is essential for the SCS/RTP scenario comparison process. This will allow policy-makers to compare the economic impacts of different transportation and land use choices.
	This target should consider the share of jobs and housing in high quality transit-served areas, potentially disaggregated by salary and income level.	While jobs and housing availability within transit-served areas is important to meet sustainability goals, it does not reflect the overall economic vitality of the region. Transit service levels for communities of concern and the rest of the region were mapped in the Snapshot analysis and can be considered as an indicator.

Goal: Transportation System Effectiveness		
Target #9	**Decrease average per-trip travel time by 10%.**	
	COMMENT	STAFF RESPONSE
	This target is essential for traditional RTP goals. It is important to reduce travel time for auto trips as well as transit.	Staff agrees with this comment; these targets are intended to capture central transportation goals of the RTP.
	Travel time reduction for auto and transit are in direct conflict. Target supports highway expansion.	See Attachment B.
	This will be difficult to measure. People will make longer trips if speeds improve.	A number of factors may be at work and the data summary and analysis will help us tease them out: Some people may use travel time savings from transportation improvements or more efficient land use patterns for other activities; some people may some people may make longer trips if travel speeds improve.
	Alternatives suggested:	
	Mode split, transit mode share or transit utilization.	Travel time reduction is a better measure of the effectiveness of the transportation system. Reducing the amount of time to get to one's destination is a key transportation goal.
	A more transit-oriented target, such as job growth near high-frequency transit service, transit service level improvements, or transit gap reduction.	This target is designed to look at the overall efficiency of the transportation system; while transit is an important component of the transportation network, targets that focus on a single mode do not measure the overall system's performance. These transit measures are important though, and they should be considered as potential SCS/RTP indicators.

	Targets focusing on increasing travel choices and ensuring sufficient transit capacity.	These issues should be considered as part of the indicators process; however, neither represents a measure of the transportation system's overall efficiency. Sufficiency of transit capacity will be addressed in the data summary.
	Reduce average travel distance	This would reflect land use changes only and not transportation system improvements.

Goal: Transportation System Effectiveness, cont.		
Target #10	**Maintain the transportation system in a state of good repair.** • **State highway system: Decrease the number of distressed pavement lane miles to less than 10% of the state highway system** • **Local roadways: Increase the average pavement condition rating to 75 or better** • **Transit: Reduce the average asset age to 50% of useful life**	
	COMMENT	STAFF RESPONSE
	It is essential to include this target to take into consideration traditional RTP goals.	Staff agrees with this comment; these targets are intended to capture central transportation goals of the RTP.
	Weight this target by facility demand.	How to prioritize maintenance needs is a broader policy discussion that will take place over the course of the SCS/RTP.
	Make explicit the weighting by transit asset cost.	This weighting methodology will be included in the methodology document that accompanies the targets; however, this issue was not considered significant enough to include the target language.

General Comments	
COMMENT	STAFF RESPONSE
It is essential to include language in the target resolution acknowledging what the targets are and what they are not.	Staff agrees with this comment; the targets resolution will include a very clear description of the purpose for the SCS/RTP targets – targets are intended for utilization in comparison of scenarios.
Defined goals need narratives that link to targets.	Staff agrees with this comment; as shown in Attachment B, brief goal statements have been proposed and included under each goal. Expanded goal statements will also be drafted and included in the SCS/RTP.
The proposed targets are not capable of distinguishing between a scenario with economic and environmental benefits that are equitably distributed and a scenario that fails to achieve those objectives.	Staff disagrees with this assessment of the targets. We believe the proposed targets consider a wide variety of critical issues for the Bay Area, while at the same time recognizing the targets only a part of the overall SCS/RTP process.
Modeling tools are either incapable or limited in their abilities to make accurate and detailed forecasts; models and technical assumptions need to be able to be externally validated.	While the modeling tools used in the SCS/RTP have inherent limitations, they allow us to accurately compare the different impacts from various scenarios. While no model is perfect, the MTC and ABAG models are the best tools available for quantitatively comparing the various scenarios.
Targets need to be disaggregated by income level.	Staff agrees with this comment and proposes to disaggregate the targets by income, as possible, in the Equity Analysis.
Transit needs a more prominent role in the overall targets list.	While transit is only explicitly called out in the state of good repair target, transit service and infrastructure improvements represent a primary strategy that will allow us to achieve many of the targets. For example, travel time reduction and CO_2/$PM_{2.5}$ emissions reduction can be achieved by building new BRT or rail expansions, or by improving the competitiveness of transit by increasing service frequency.
The Equity Analysis should be used to compensate for shortcomings in the targets.	The Equity Analysis should be used to provide additional in-depth analysis of various equity issues. Staff has proposed to start the Equity Analysis in early 2011 in order to understand the equity impacts of various proposed scenarios.

MEMO

Submitted by: **Ken Kirkey, Planning Director**

Subject: **Proposed Potential Priority Development Area in the City of Livermore**

Date: **January 11, 2011**

Executive Summary

FOCUS is a voluntary, incentive-based, multi-agency development and conservation strategy for the San Francisco Bay Area. As part of FOCUS, over 60 local government entities have stepped forward and proposed well over 100 Priority Development Areas, which have been adopted by the ABAG Executive Board.

The proposed Priority Development Area submitted by the City of Livermore is for the BART Vasco Road Station Planning Area, the area surrounding an existing Altamont Commuter Express rail station and proposed BART station.

Recommended Action

Staff is seeking Executive Board adoption of a new Priority Development Area (PDA) submitted by the City of Livermore as part of FOCUS, the San Francisco Bay Area's Regional Blueprint Plan. Staff is further recommending 'Potential' status for this area.

Next Steps

This area, if adopted as a 'Potential' Priority Development Area, will receive corresponding eligibility and/or scoring for FOCUS planning, capital, and technical assistance programs. Once additional land use planning is performed, the area will be eligible for 'Planned' status.

Attachments:

Location Maps

Item 10

MEMO

DATE: January 11, 2011

TO: ABAG Executive Board

FROM: Ken Kirkey, ABAG Planning Director

SUBJECT: Proposed Potential Priority Development Area in the City of Livermore

Recommended Action

At the January 20, 2011 ABAG Executive Board meeting, staff will seek approval for designating the BART Vasco Road Station Area in Livermore as proposed by the City of Livermore as a Priority Development Area. The recommendation was endorsed by the ABAG Regional Planning Committee on December 1, 2010 for consideration by the Executive Board.

Background

FOCUS is a voluntary, incentive-based, multi-agency development and conservation strategy for the San Francisco Bay Area. As part of FOCUS, over 60 local government entities have stepped forward and proposed over 120 PDAs, which have been adopted by the ABAG Executive Board. Working in partnership with local jurisdictions and its partner regional agencies, ABAG and the Metropolitan Transportation Commission (MTC) seek to support the development of the PDAs as complete communities. Complete communities are mixed-use neighborhoods served by transit with shops, parks and other amenities to provide for the day-to-day needs of residents. PDAs are within an existing community, near transit, and are either planned for more housing or there is a vision to create such a plan.

PDAs are designated as either "Planned" or "Potential." The primary difference between these two designations is that a Planned PDA has both an adopted land use plan and a resolution of support from the city council or county board, while Potential PDAs may be lacking either of these. In general, these categories relate to readiness for funding: Planned PDAs are eligible for capital infrastructure funds, planning grants, and technical assistance, while Potential PDAs are eligible for planning grants and technical assistance, but not capital infrastructure funds. The first set of PDAs was adopted by the Executive Board in November 2007 followed by the adoption of additional PDAs in November 2008 and in September 2009. Priority Development Areas encompass the vast majority of transit-served neighborhoods in the nine-county Bay Area.

The Regional Planning Committee at its meeting on December 1, 2010 discussed how the new PDA boundary would be further defined, the existing residential neighborhoods in the area, and the possibility of removing the reference to BART in the title of the PDA.

Proposed City of Livermore Priority Development Area
The City of Livermore has proposed the 'BART Vasco Road Station Planning Area' as a new area that would be designated as a "Potential" PDA. The area includes the half mile radius around the proposed BART Vasco Road Station general location (see attached map for proposed boundary).

The area is currently served by the Altamont Commuter Express (ACE) rail line and the Livermore Amador Valley Transit Authority (LAVTA) 'Wheels' bus system. Future plans include a BART station as part of the BART extension to Livermore (where the Vasco Road Station has been selected as part of the preferred alignment by both the City of Livermore and the BART Board) and improvements to the ACE system as part of the California High Speed Rail system.

The area has been designated for both housing and employment growth through various efforts, including the Brisa Neighborhood Plan (2006) for 35 acres within the area and the i-GATE/i-HUB state designation as an energy research cluster and science and technology center (2010).

The City of Livermore has indicated it will be looking to develop a Ridership Development Plan for the BART Station and a Station Area Specific Plan for this area. In its application, the city indicated that "the overall vision for the area is a revitalized research and technology center, accessible by a regional transportation corridor and local transit, integrated with affordable housing of varied types and commercial services close by to serve both the daytime population and the residential community."

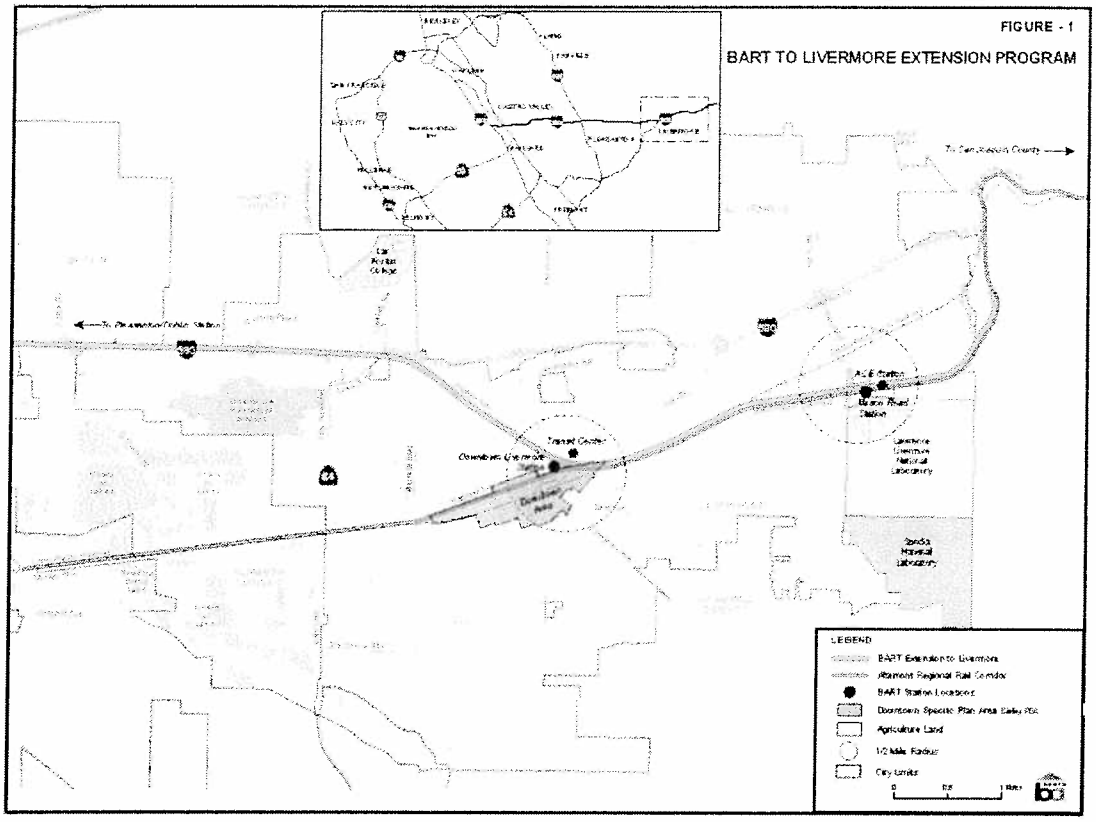
Next Steps
As a Potential Priority Development Area, the BART Vasco Road Station Planning Area would be eligible for planning funds. Upon completion of a specific plan, the area would be eligible for designation as a 'Planned Priority Development Area'.

RECOMMENDATION
Staff recommends that the Executive Board:

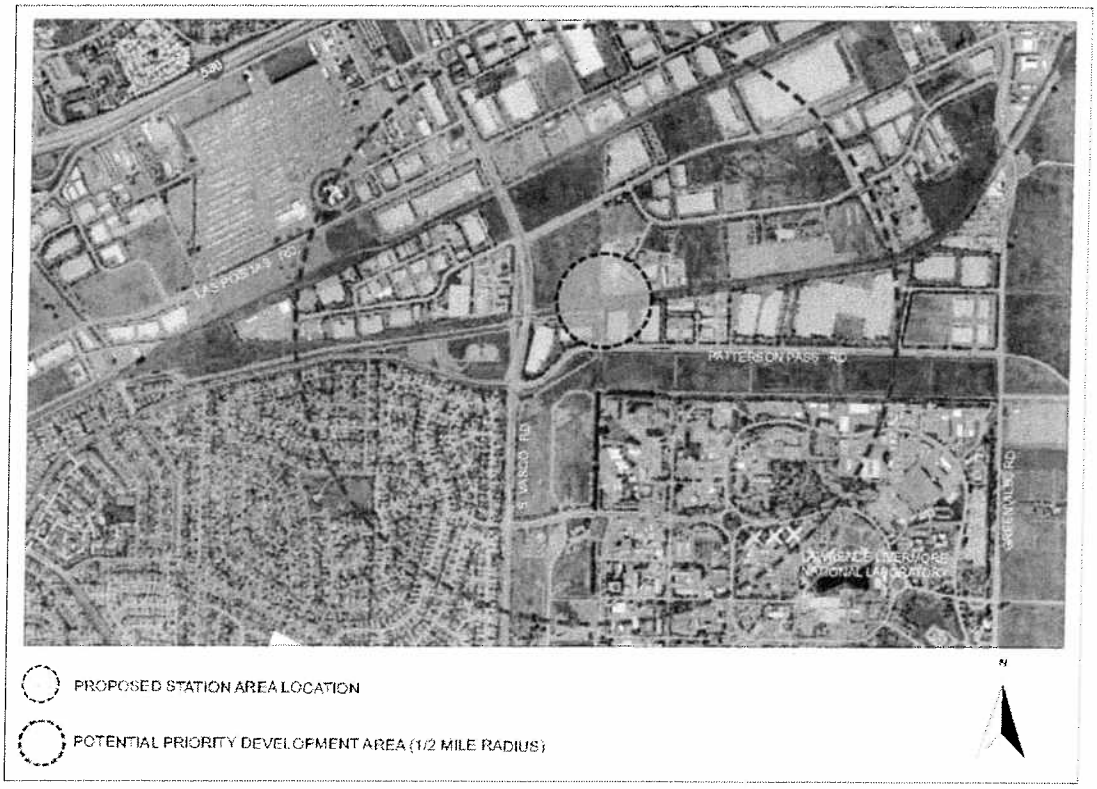
- Designate the BART Vasco Road Station Area as proposed by the City of Livermore as a Potential Priority Development Area.

ATTACHMENTS: Maps of the proposed BART Vasco Road Station Priority Development Area

Preferred BART Alignment and Potential Station Location Map



Proposed Priority Development Area Map



MEMO

January 12, 2011

To: Executive Board

From: Ken Kirkey, Planning Director

Re: Initial Vision Scenario - Sustainable Communities Strategy

This Initial Vision Scenario will provide a preliminary overview of the Bay Area's future development; its land use pattern and distribution of housing and jobs. It will also provide a first assessment of the future region's performance on the reduction of greenhouse gas emissions as well as other adopted regional performance targets.

The Initial Vision Scenario will be developed as an unconstrained scenario by ABAG and MTC with input from local jurisdictions and county Congestion Management Agencies (CMA). The Initial Vision Scenario serves as a starting point for the development, analysis and discussion of detailed scenarios that will lead to a preferred SCS by early 2012.

UPDATE ON KEY ACTIVITIES

1. City Council Presentations

In December 2010, ABAG and MTC provided planning directors and CMAs a report and a visual material to present before their city councils to explain the SCS and the process for local government input into the strategy. Over the past month, a few cities have already scheduled their presentations or presented before their city councils. Other cities are working on this task; some are seeking collaboration from the CMA for the presentation. Some elected officials serving on ABAG and MTC boards have offered to make the presentation for their peers.

2. Input from local jurisdictions

To provide for local input to the Initial Vision Scenario, ABAG and MTC sent a request for information on unconstrained growth to all city and county planning directors. Local jurisdictions identified places that can accommodate the region's future population growth and employment and policies, strategies, and incentives to support this growth. More than 90 percent of all cities submitted a response by January 5, 2011.

3. Assessment of growth and future land use pattern

Based on local input, ABAG and MTC staff is currently defining the land use strategy to accommodate 3.6 million households and 4.4 million jobs by 2035. This land use strategy will focus on transit corridors, Priority Development Areas and new opportunity areas for sustainable development proposed by local jurisdictions. Regional staff will likely identify higher levels of growth than those proposed by cities in order to meet the housing target. The Initial Vision Scenario will identify key policies, strategies, and investments that will be required to support the proposed land use pattern. Land Use and Transportation models will be used to analyze the Initial Vision Scenario.

4. Release of the Initial Vision Scenario

The Initial Vision Scenario will be released at the meeting of the ABAG Administrative Committee, MTC Planning Committee, and Joint Policy Committee on March 11, 2011. This Scenario will then be presented in each of the nine Bay Area counties.

The Initial Vision Scenario will include

1. A report that describes the concept, policies, and strategies.
2. A set of maps that describes places that will accommodate sustainable development.
3. A presentation that describes the approach, benefits, and resources that would be needed to implement the Initial Vision Scenario.

Submitted by: **Patricia M. Jones, Assistant Executive Director**

Subject: **Growing Smarter Together Awards**

Date: **January 4, 2010**

Executive Summary

The ABAG annual Growing Smarter Together Awards began in 2007. The Awards program has recognized the efforts of 17 cities, towns, and counties, and two individuals. The Growing Smarter Together Awards Program showcases the positive work being undertaken by cities, towns, and counties in the Bay Area as it relates to smart growth principles being advanced through the FOCUS Initiative.

Award categories include both personal, and program or project-oriented work, and urban design. The categories are as follows:

- *Distinguished Leadership Award – Elected Official*
- *Start It Up Award*
- *On the Ground – Getting It Done Award: FOCUSed Growth*
- *Preserving and Protecting the Environment Award*
- *Public-Private Partnership Award*
- *Sharing the Benefits Award*
- *Building a Better Bay Area - Urban Design Award.*

Award winners are recognized at the Spring General Assembly with a special awards presentation and video. The videos, which have been produced by COMCAST, are also on ABAG's website.

During the 2010 Awards selection, two issues were identified as needing additional clarification.

1. The jury questioned the existing requirements for ***Distinguished Leadership Award – Elected Official***. The requirements currently state: "For a significant contribution to the implementation of the FOCUS goals by an individual elected to public office or recognition of an elected official for individual achievement as it relates to FOCUS goals and/or committee leadership activities." Some Jurors stated that the Award should be restricted to:
    a. Retired or retiring elected officials and
    b. City and County elected officials from ABAG member jurisdictions

2. The make-up of the jury was never defined in the original Awards Program. Voting jurors have included: ABAG President, Executive Board members, ABAG Planning Director, a prior ABAG

Executive Board member, previous ABAG Planning Director, and an architect in private practice.

Recommended Action

That the Executive Board:

1. Revise the Distinguished Leadership Award category to state: "For a significant contribution to the implementation of the FOCUS goals by an individual elected to a city or town council or board of supervisors in an ABAG member jurisdiction in recognition of individual achievement as it relates to FOCUS goals and/or committee leadership activities."

2. Determine size and composition of the jury pool.

Next Steps

That the Executive Board approve Distinguished Leadership Award qualification modification and determine size and composition of the Awards jury.

Attachments:

Listing of award recipients

GROWING SMARTER TOGETHER AWARDEES

2010

Urban Design
Livermore Downtown Specific Plan, City of Livermore
Civic Center Revitalization, City of Richmond

On the Ground – Getting It Done
Contra Costa Centre Transit Village, County of Contra Costa

Preserving and Protecting the Environment
Codornices Creek Restoration and Trail Project, City of Albany

Sharing the Benefits
Embedding Equity into Smart Growth: San Francisco's Eastern Neighborhoods, City and County of San Francisco

Distinguished Leadership
Beverly Lane, Vice President, East Bay Regional Park District Board of Directors

2009

Public Private Partnership
Housing Endowment and Regional Trust, HEART of San Mateo County, County of San Mateo

On the Ground – Getting It Done
Union City Intermodal Station District, City of Union City

Preserving and Protecting the Environment
Peralta Creek Restoration Project, County of Alameda

Sharing the Benefits
Housing Rehabilitation Program, City of San Ramon

Urban Design
Oxford Plaza and David Brower Center, City of Berkeley

2008

Public Private Partnership
Dublin Transit Center, Alameda County Surplus Property Authority, City of Dublin, Bay Area Rapid Transit

Distinguished Leadership
City of Walnut Creek Mayor Gwen Regalia

On the Ground-Getting It Done
Plan for Central Hercules, Regulating Code for the Central Hercules Plan City of Hercules

Start It Up
City of San Leandro
Downtown Transit-Oriented Development Strategy, City of San Leandro

2007

Start It Up
City of San Mateo, Rail Corridor Transit Oriented Development Plan

On the Ground - Getting It Done
City of Pleasant Hill, Villa Montanaro Apartments/Transit Oriented Development Project/Bart

Preserving and Protecting the Environment
County of Napa, Napa County Baseline Data Report

Public-Private Partnership
Town of Windsor, Town Green Village Project

LEGISLATION & GOVERNMENTAL ORGANIZATION COMMITTEE

Committee Chair: Supervisor Mark Luce—Napa County

Committee Vice Chair: Councilmember Carole Dillon-Knutson—City of Novato

Staff: Patricia Jones – Assistant Executive Director 510/ 464-7933; FAX 510/464-7970; PatJ@abag.ca.gov
Kathleen Cha – Senior Communications Officer 510/ 464-7922; KathleenC@abag.ca.gov

Thursday, January 20, 2011 – 3:30 p.m. to 5:00 p.m.

ABAG Large Conference Room B, MetroCenter, 101 Eighth Street, Oakland

AGENDA*

1.	**OPEN AGENDA** Committee members may raise issues for consideration; members of the public may speak.	Information/ Action
2.	**APPROVAL OF MINUTES** Committee will review and approve the minutes of the November 18, 2010, L&GO meeting.	Information/ Action
3.	**DISCUSSION OF GOVERNOR'S BUDGET PROPOSALS** A look at potential impacts on the region and local government	Information/ Action
4.	**DISCUSSION OF FUNDING FOR DEVELOPING SUSTAINABLE COMMUNITIES STRATEGY AND REGIONAL PLANNING** Report by Ezra Rapport, ABAG Executive Director	Information/ Action
5.	**UPDATE ON 2011 LEGISLATIVE RECEPTION**	Information/ Action
6.	**ADJOURNMENT** Next meeting is scheduled for **March 17, 2011.**	Action
	Agenda and other written materials are available at ABAG/Front Desk, 101 8th Street, Oakland, or at *http://www.abag.ca.gov/meetings* -- Legislation and Governmental Organization Committee	

* The Committee may take any action on any item on the agenda

** Full California Bill Texts and actions can be read and printed out from state website: **www.leginfo.ca.gov**.

ABAG FINANCE AND PERSONNEL COMMITTEE

Thursday, January 20, 2011, 5:00 p.m.
ABAG Conference Room
MetroCenter—8th and Oak Streets
Oakland, CA

Est. Time in Minutes			Recommendation ***
2	1.	**Public Comments**	**Information**
5	2.	**Election of Officers** *Following ABAG's Committee Rules and Procedures, the Committee will elect a Chair and Vice Chair.*	**Action**
3	*3.	**Minutes of the November 18, 2010 Meeting**	**Action**
5	*4.	**Financial Reports – ABAG** *The October and November 2010 Financial reports are enclosed with the agenda packet.*	**Action**
5	5.	**Update on Proposed Regional Facility** *Staff will present an oral report on progress toward evaluation and selection of a commercial real estate firm to facilitate the evaluation, selection and acquisition (sale or lease) of a site in which ABAG, MTC and the Air Board can co-locate.*	**Information**
10	**6.	**Review of Proposed Work Program, Budget and Membership Dues--FY 2011-12** *The Committee will make a recommendation to the Executive Board on the proposed FY 11-12 operating budget and membership dues.*	**Action**
10	*7.	**Payment of *Per Diems* to Officers for Designated Meetings** *Ratify past practice of paying the President of ABAG—or the Vice-President or Immediate Past President if the President is not available—a per diem for representing ABAG at meetings and events not specifically described in the Bylaws..*	**Action**
	8.	**Delinquent Membership Dues** Staff will orally present for discussion the cities with membership dues not yet fully paid.	**Information**
	9.	**Adjournment**	**Action**

* Attachments enclosed with packet. ** Proposed Budget & Work Program to be mailed separately.
*** The Committee may take action on any item on the agenda, which action may be the recommended action, any other action or no action.

ABAG FINANCE AND PERSONNEL COMMITTEE

Summary Minutes

November 18, 2010

Members Present	Jurisdiction
Supervisor Scott Haggerty, Chair	County of Alameda
Supervisor David Cortese	County of Santa Clara
Mayor Mark Green	City of Union City
Supervisor Mike Kerns, Vice Chair	County of Sonoma
Supervisor Barbara Kondylis	County of Solano
Vice Mayor Peter McHugh	City of Milpitas

Members Absent	
Supervisor Susan Adams	County of Marin
Supervisor Rose Jacobs Gibson	County of San Mateo
Supervisor John Gioia	County of Crontra Costa
Mayor A. Sepi Richardson	City of Brisbane

Officers and Staff Present
Ezra Rapport, Executive Director
Patricia Jones, Assistant Executive Director
Kenneth Moy, Legal Counsel
Brian Kirking, IT Director
Herbert Pike, Finance Director
Susan Hsieh, Assistant Finance Director

Guests/Presenters
Cory Biggs, Maze & Associates
Austris Rungis, IEDA

1) The meeting was called to order at 5:00 p.m.

2) There was no public comment.

3) Summary Minutes of the September, 2010 meeting were approved. /M/McHugh/S/Green/C/approved.

4) Pike provided an overview of the August and September Financial Reports. /M/McHugh/S/Kerns/C/approved.

AGENDA ITEM 3

5) Pike commenced discussion of the audited ABAG financial statement, the ABAG single audit and the Memorandum on Internal Controls and Required Communication. Mr. Biggs of Maze & Associates, ABAG's external auditor, also spoke on the reports and responded to questions from the Committee. /M/McHugh/S/Kerns/C/approved.

6) Kirking presented an information report on methods for facilitating participation in ABAG activities by elected officials and other interested parties throughout the region, including web-enabled training meetings.

7) Jones presented an outline of the consultant's report on the feasibility of a shared regional facility. This was an information report with the formal report to be presented to the Executive Board by the consultant at the evening meeting.

8) In CLOSED SESSION, there was a conference with the Agency's labor negotiators..

9) Meeting adjourned at 5:53 p.m.

AGENDA ITEM 3

TO: Finance and Personnel Committee

DT: December 15, 2010

FM: Herbert Pike, Finance Director

Re: Financial Reports --October 2010

The following are highlights of the financial reports for October 2010.

Cash on Hand (Figure 1)
Cash on hand decreased to $1.49 million on October 31st from $1.72 million on September 30th. The decrease is attributed primarily to an increase in billed grants receivable. The October balance includes approximately $1.16 million invested in the Local Agency Investment Fund (LAIF). Currently, ABAG does not hold any other investments. The October 31st cash balance is approximately $966 thousand less than the prior year, the latter being attributed to less timely reimbursement from granting agencies and a reduction in pre-funded grant expenditures.

Receivables (Figure 2)
Receivables from grant and service programs amounted to about $3.24 million on October 31st, an increase of $182 thousand from the month prior. During October, staff worked to bill out first quarter grant expenditures (through September 30) which resulted in reducing unbilled receivables by $166 thousand, but continued delays in receiving payments from grantors resulted in grants receivable increasing $328 thousand over the previous month. October receivables are $203 thousand higher than the year prior.

Actual vs. Budgeted Expenses (Figure 9)
Total expenses through October 31st amounted to about $5.69 million, or 29.2 percent, of the projected annual expense of $19.5 million for FY 10-11.

Actual vs. Budgeted Revenues (Figure 10)
As of October 31st, total revenues amounted to about $5.60 million, or 28.7 percent, of the projected annual revenue of $19.5 million for FY 10-11.

As of October 31st, both revenues and expenses are below pro rated (33.3 percent) "projected" annual totals. While revenues and expenditures might be expected to be 33 percent after the first four months of the new fiscal year, they are less than projections, largely due to the timing of consultant and sub-contractor expenses that lag in getting the billings in for the work performed and, consequently, getting billed and reimbursed for completed work. Consultant and sub-contractor expenses may be expected to accelerate during the balance of the fiscal year.

Fund Equity (Figure 5)
As of October 31st, general fund equity was approximately $932 thousand, a decrease of $32 thousand from September 30th. The decrease is primarily attributed to the lower than expected charge off of certain central services personnel directly to projects. The latter was caused by the delayed implementation of certain projects, but that are slated to get fully implemented before the

AGENDA ITEM 4-A

end of the year. The Agency's restricted fund equity, consisting of capital, self-insurance and building maintenance, remained unchanged at $510 thousand.

Indirect Cost (Figure 6)

The Agency's actual indirect cost (overhead) rate was 46.09 percent of direct labor cost as of October 31st, or about 3.14% above the budgeted rate of 42.95 percent for FY 10-11. Much of the overage is attributed to the high percentage of non-chargeable personnel expense (leave usage) and the concentration of various administrative activities necessary in transitioning between fiscal years. For the same month in the prior year, the rate was 46.48 percent but ended at 42.95 percent for the year. Likewise, the current rate is expected to converge toward the budgeted rate as the year progresses.

Overall (Figures 3, 4, 7 & 8)

At October 31st, the Agency's net financial position is slightly askew from the forecast with a deficit of roughly $89 thousand, or about 1.6 percent of year-to-date revenues, an increase of $33 thousand from the deficit noted at the end of September. As certain new grant projects come on line, they will generate both more grant revenue, reduce overhead labor expense and contribute overhead recoveries, thereby reducing the projected deficit by year-end. The variance will need to be closely monitored as we head into the holiday periods of November and December when paid leave is expected to escalate again. In addition, our annual payment for the liability of retiree health benefits (some $543 thousand) accrued for the prior fiscal year is transmitted to the State before the end of December.

ABAG FINANCIAL REPORTS

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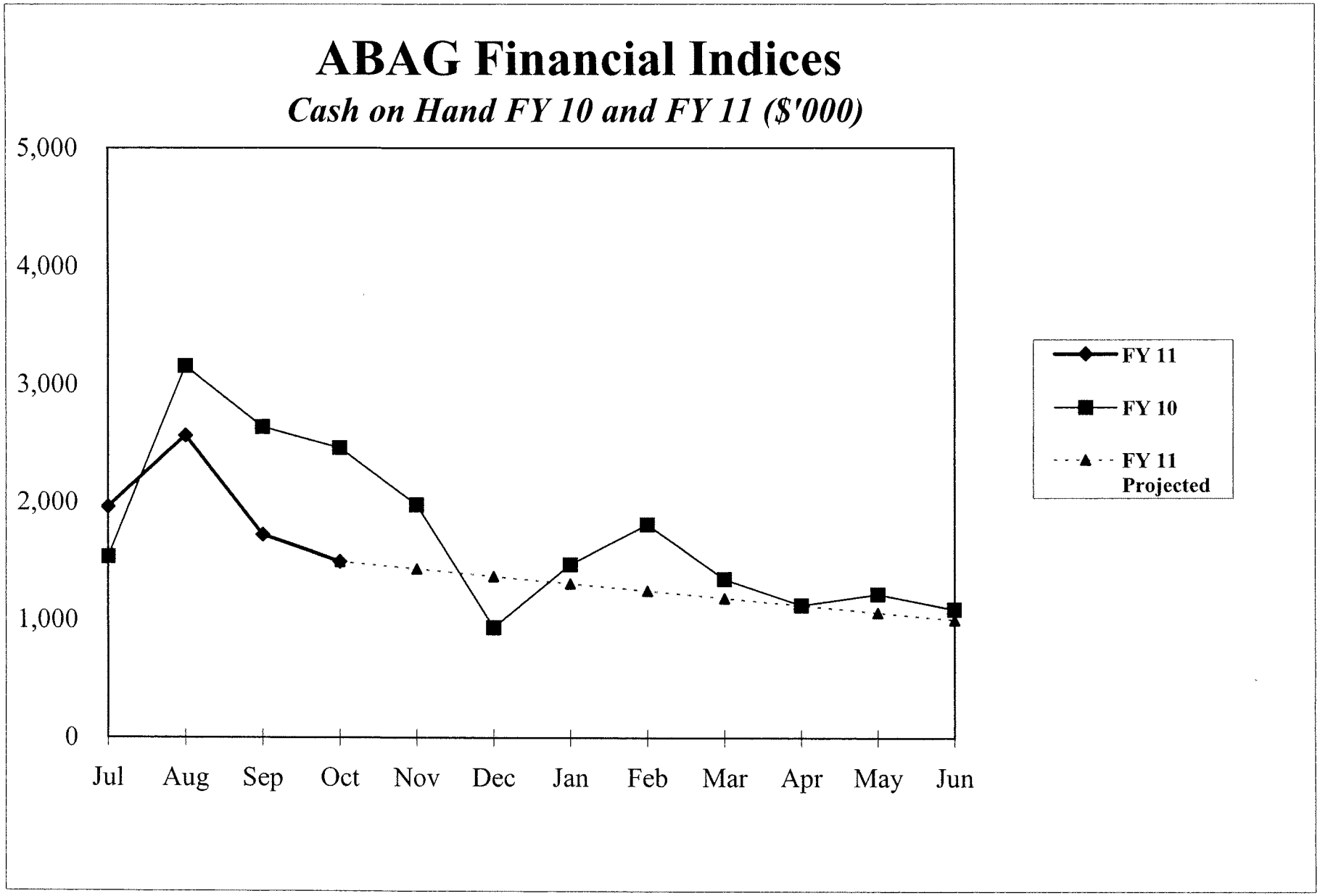
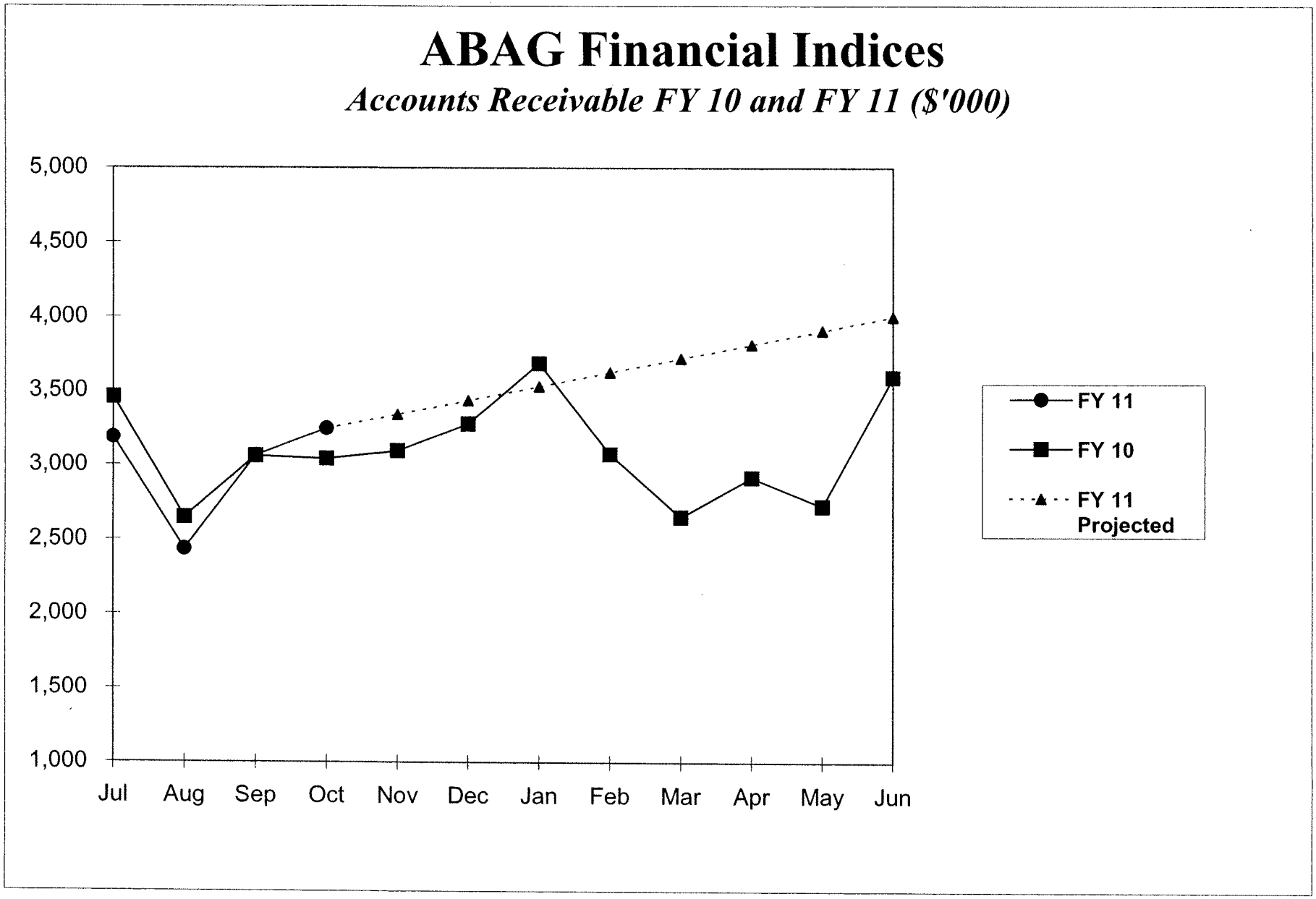


Source: ABAG -INDICES 2010-10.xls

FIGURE 1



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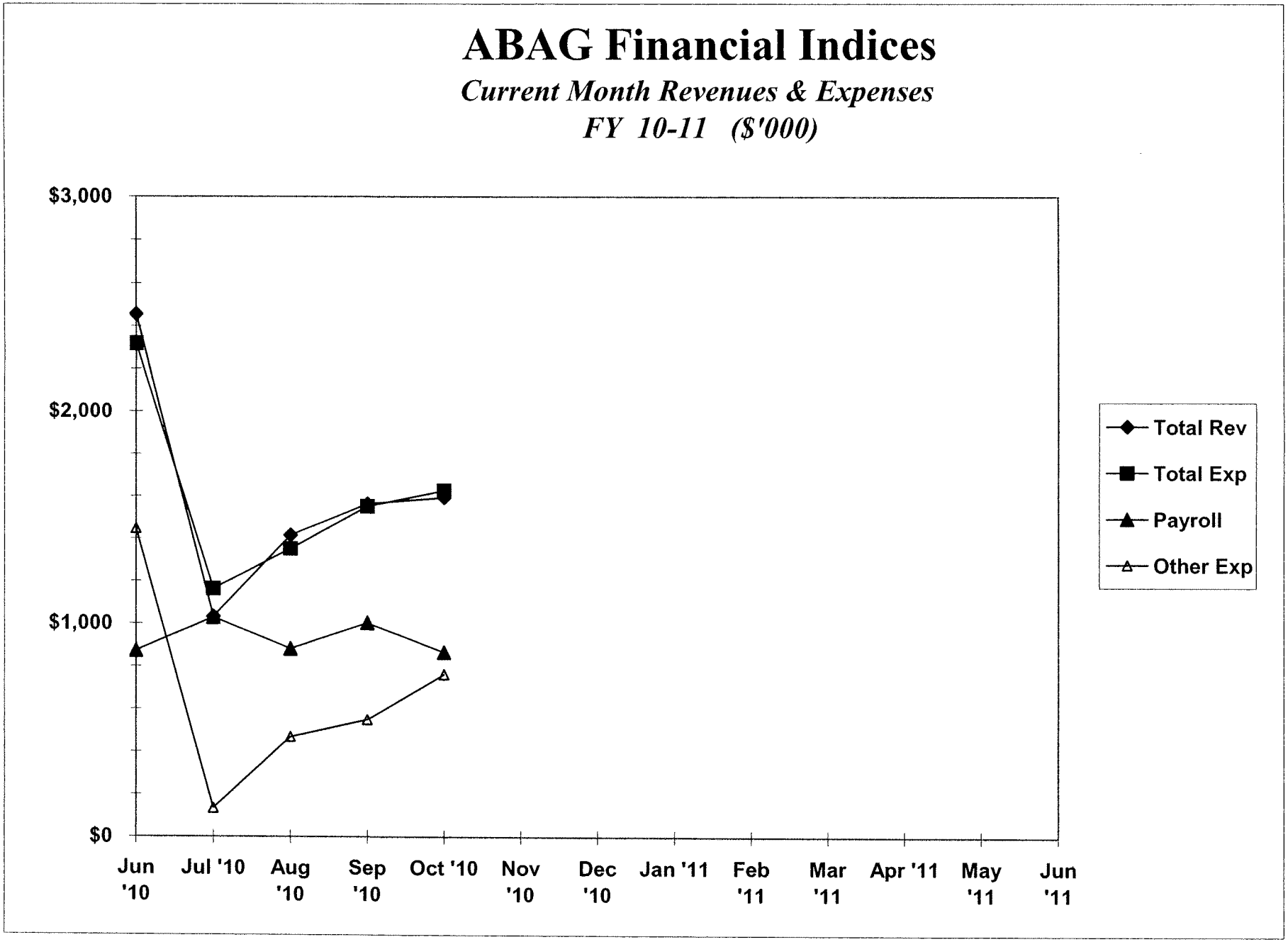

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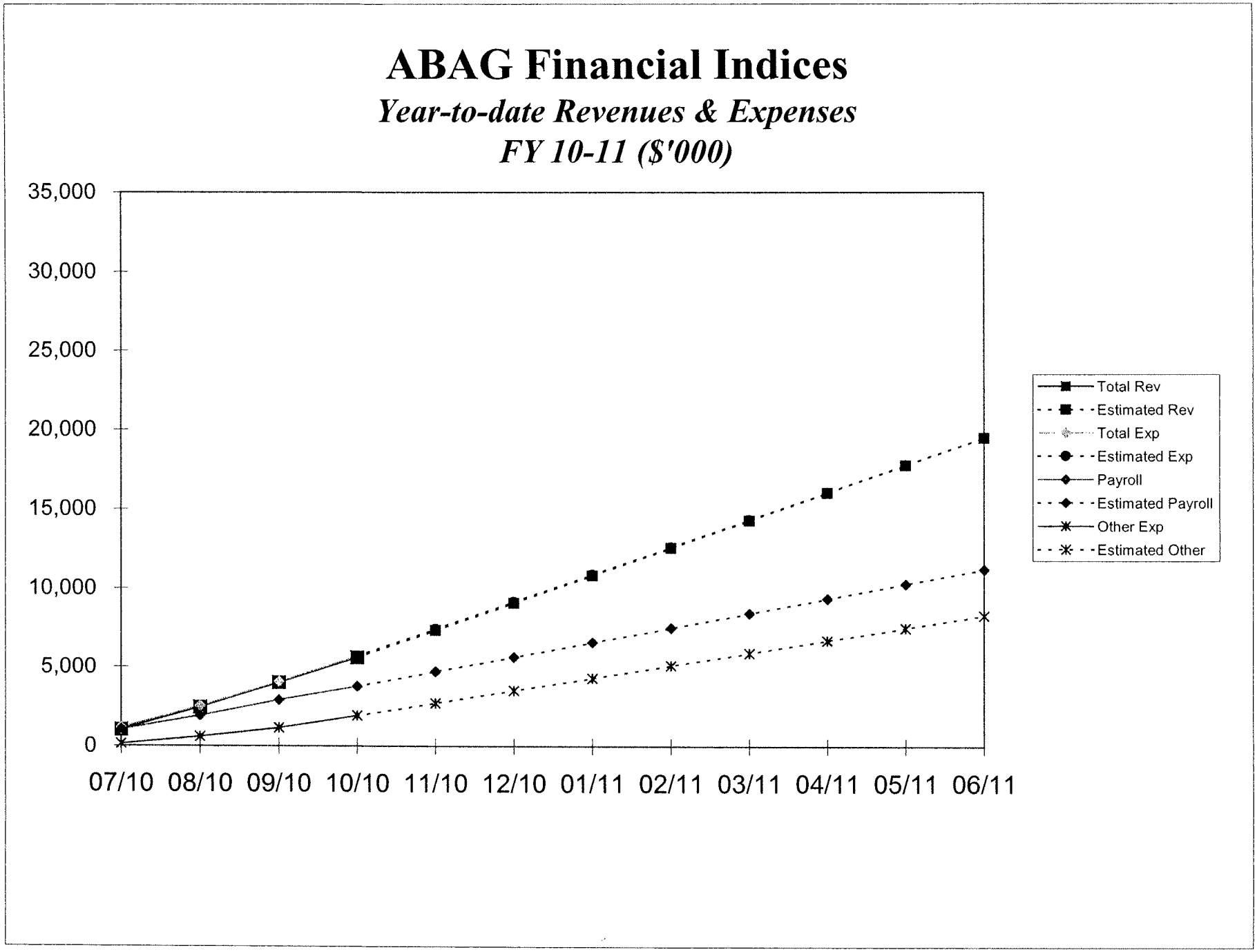

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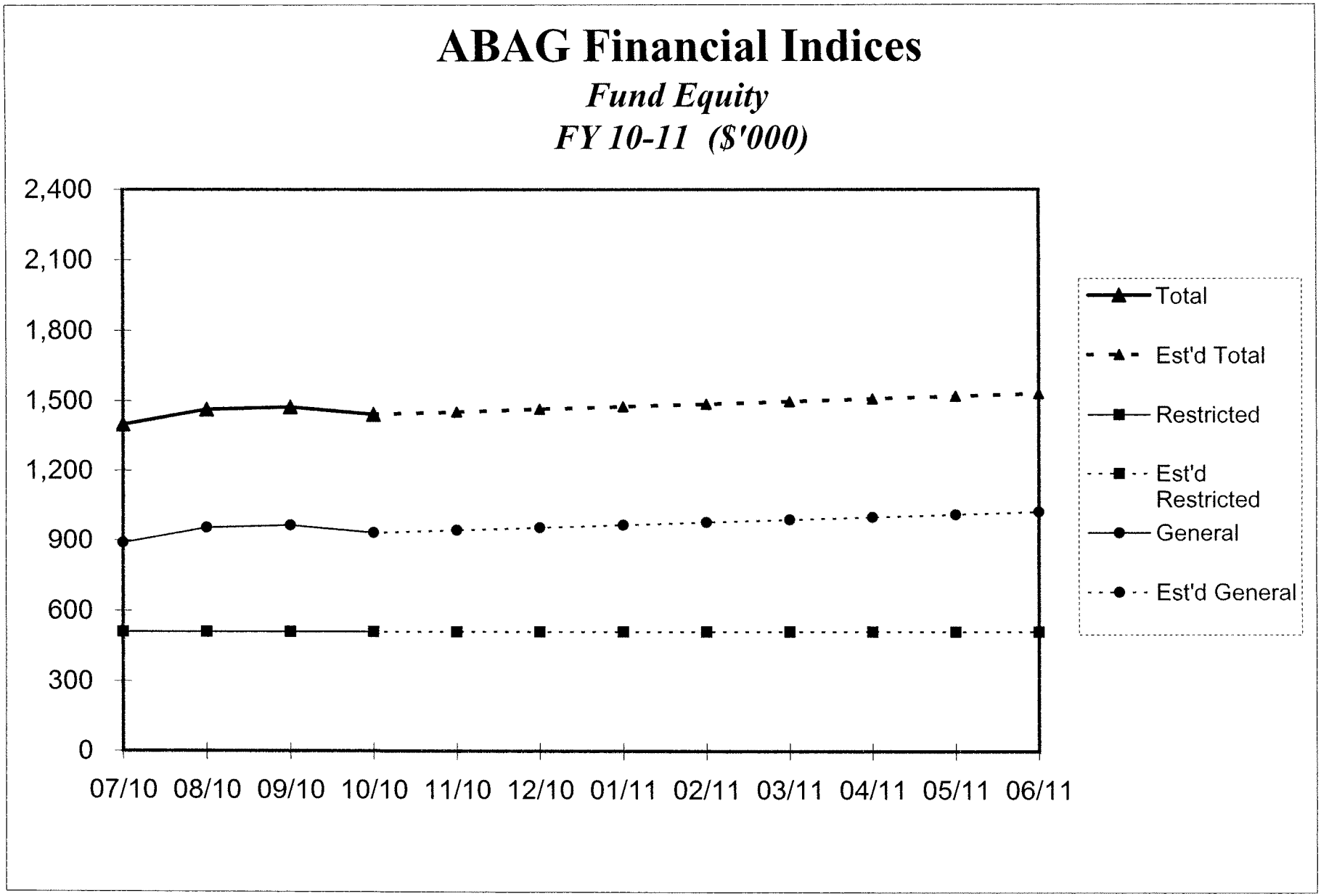

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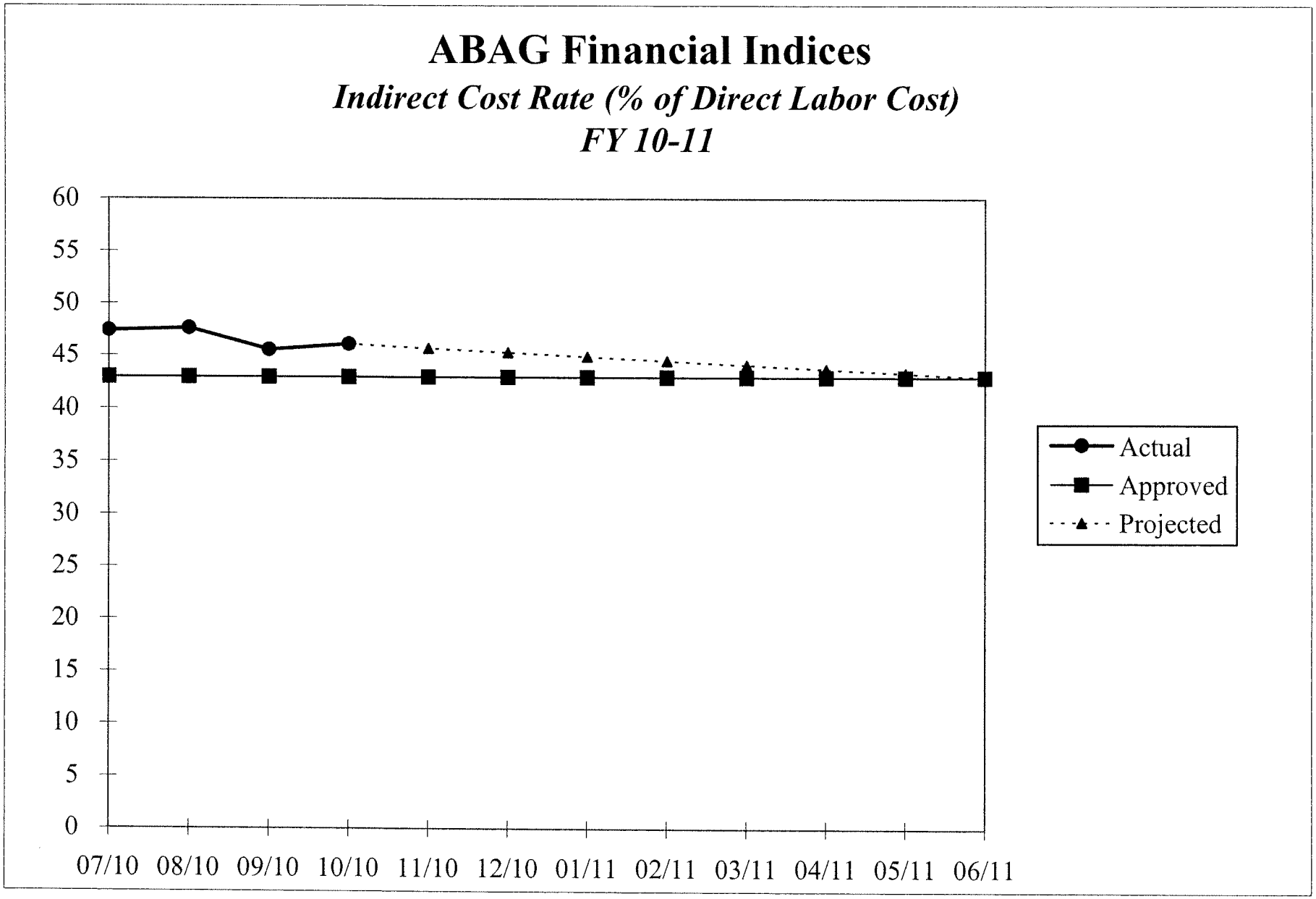


Source: ABAG- INDICES 2010-10.xls

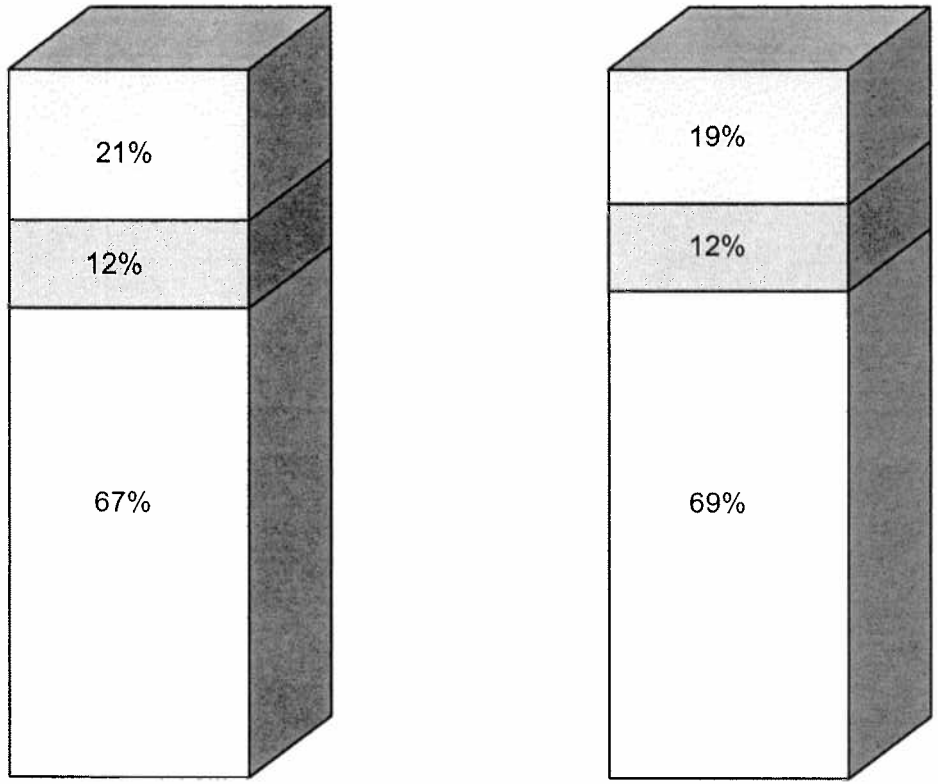
FIGURE 6

ABAG Financial Indices

Composition of Expenses FY 10--FY 11

Year to Date

($'000)



	FY10-11 Expenses (Total $5,692)	FY09-10 Expenses (Total $5,343)
☐ Consultants	$1,210	$1,009
☐ Others	$704	$658
☐ Payroll	$3,778	$3,676

Source: ABAG -INDICES 2010-10.xls

Figure 7

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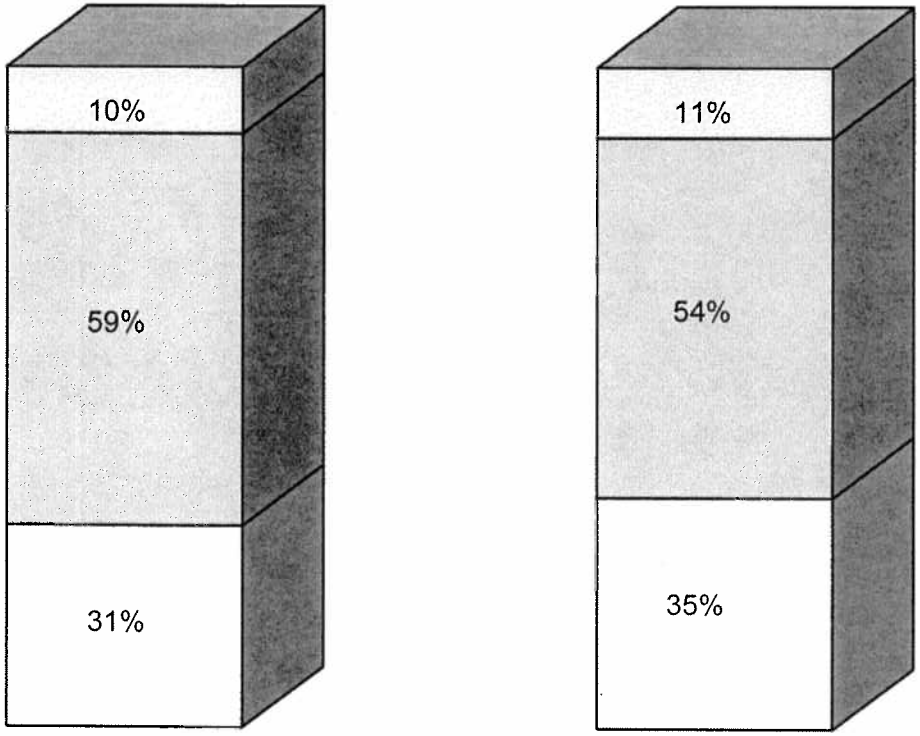
Composition of Revenues FY 10--FY 11

Year to Date

($'000)



	FY 10-11 Revenue (Total $5,603)	FY 09-10 Revenue (Total $5,241)
☐ Membership	$563	$555
☐ Grants	$3,322	$2,849
☐ Services & Others	$1,718	$1,837

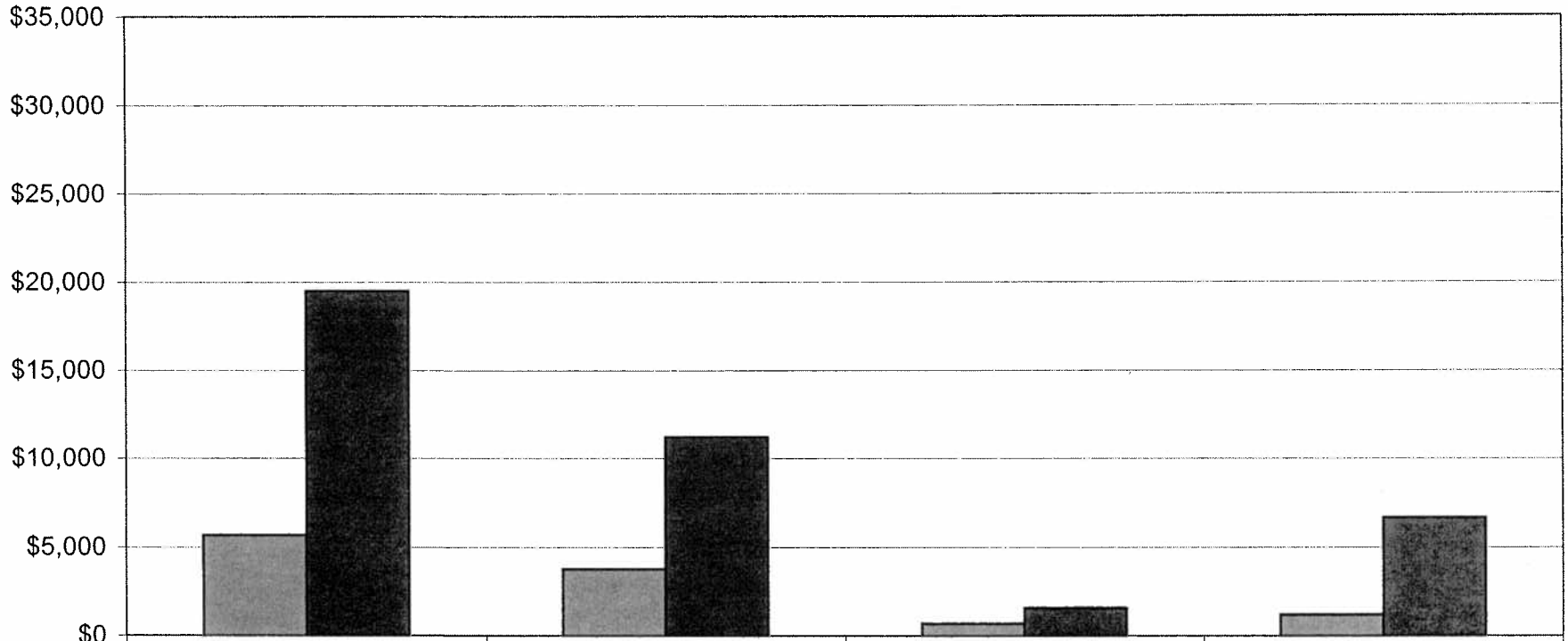
Source: ABAG --- INDICES 2010-10.xls

Figure 8

ABAG Financial Indices

Actual vs Projected Expenses--FY 10-11

Year to Date ($'000)



	Total	Payroll	Other	Consultants
Actual	$5,692	$3,778	$704	$1,210
Projected	$19,500	$11,207	$1,600	$6,693

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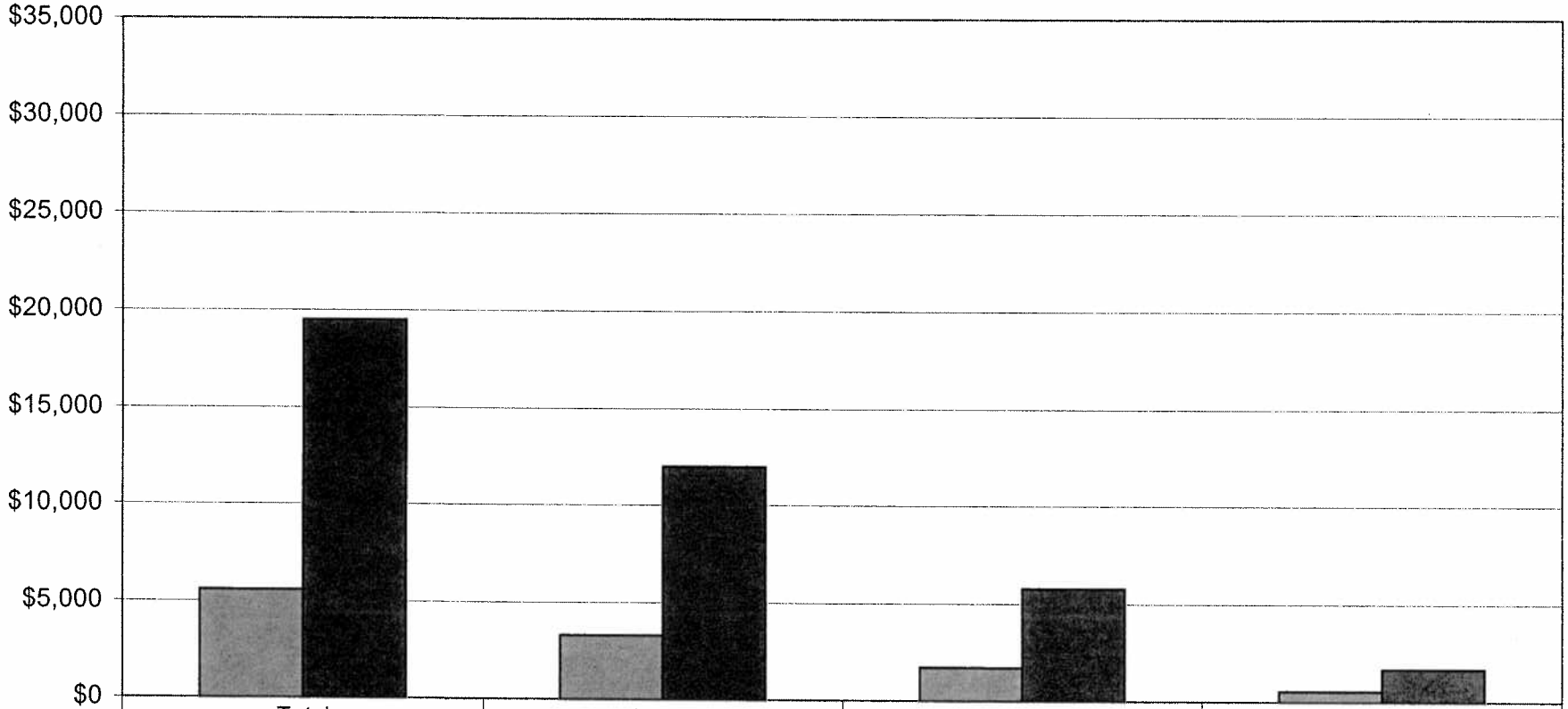

	Total	Grants	Services & Other	Membership
Actual	$5,603	$3,322	$1,718	$563
Projected	$19,500	$12,010	$5,800	$1,690

Source: ABAG --INDICES 2010-10.xls

Figure 10

Description of Charts

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Cash on hand represents the sum total of cash deposited at our bank and the Local Agency Investment Fund (LAIF). This chart shows fluctuation patterns of cash on hand for the current and last fiscal years.

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Accounts receivable tracked by this chart include receivables generated by grants and service programs over two fiscal years. This chart reflects the reasonableness of our receivable levels. We usually have about six weeks' worth of our annual revenues in receivables.

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Presents month by month total revenues, total expenses, payroll and other expenses for the current fiscal year. The difference between total revenues and total expenses lines represents the overall current month net surplus (or deficit) for the agency.

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Presents year-to-date total revenues, total expenses, payroll and other expenses for the current fiscal year. The difference between total revenues and total expenses lines represents the overall year-to-date net surplus (or Deficit) for the agency.

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Presents general, restricted and total fund equities for the current fiscal year. General fund equity represents unrestricted equity. Restricted equities include building bond interest, building maintenance, self-insurance and capital. These restricted equities represent the agency's equities set aside for specific purposes as approved by the Finance and Personnel Committee. Total equity is the sum total of general and restricted equities.

Figure 6 -- Indirect Cost Rate (% of Direct Labor Cost)

This chart shows a comparison between the actual indirect cost rate and the approved rate. The approved indirect cost rate is computed by dividing total estimated overhead expenses by total projected direct labor cost for a fiscal year. This rate is used as a standard overhead cost rate to allocate indirect costs to all projects. This process is performed in accordance with an indirect cost plan, which is prepared annually in accordance with OMB A-87.

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Presents a comparison of actual and budgeted total expenses as well as component categories: payroll costs, consultants and other expenses.

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Presents a comparison of actual and budgeted total revenues as well as component categories: membership dues, grants, services and other.

TO: Finance and Personnel Committee

DT: December 30, 2010

FM: Herbert Pike, Finance Director

Re: Financial Reports
--November 2010

The following are highlights of the financial reports for November 2010.

Cash on Hand (Figure 1)
Cash on hand increased to $1.81 million on November 30th from $1.49 million on October 31st. The increase is attributed primarily to the receipts on quarterly billings. The November balance includes approximately $0.86 million invested in the Local Agency Investment Fund (LAIF). Currently, ABAG does not hold any other investments. The November 30th cash balance is approximately $168 thousand less than the prior year, the latter being attributed to less timely reimbursement from granting agencies and higher prepaid grants in the previous year.

Receivables (Figure 2)
Receivables from grant and service programs amounted to about $3.39 million on November 30th, an increase of $145 thousand from the month prior. During November, staff continues to process grants on monthly billing cycles and receive/book the grants billed for the first quarter (July through September billed during late October and early November). There will be another rush in January to bill the quarterly reimbursable grants (for October through December). Because of this cycle, billed receivables decreased by $295 thousand while unbilled receivables increased by $440 thousand during November. November receivables are $294 thousand higher than the year prior, demonstrating continuing delays in receiving grant reimbursements.

Actual vs. Budgeted Expenses (Figure 9)
Total expenses through November 30th amounted to about $7.42 million, or 38.0 percent, of the projected annual expense of $19.5 million for FY 10-11.

Actual vs. Budgeted Revenues (Figure 10)
As of November 30th, total revenues amounted to about $7.32 million, or 37.5 percent, of the projected annual revenue of $19.5 million for FY 10-11.

As of November 30th, both revenues and expenses are below pro rated (41.7 percent) "projected" annual totals. While revenues and expenditures might be expected to be 42 percent after the first five months of the new fiscal year, they are less than projections, largely due to the timing of consultant and sub-contractor expenses that lag in getting the billings in for the work performed and, consequently, getting billed and reimbursed for completed work. Consultant and sub-contractor expenses may be expected to accelerate during the balance of the fiscal year.

AGENDA ITEM 4-B

Fund Equity (Figure 5)

As of November 30th, general fund equity was approximately $922 thousand, a decrease of $10 thousand from October 31st. The modest decrease is primarily attributed to the accelerated use of leave associated with the three holidays in November. A larger decrease can be expected in association with the December holidays before entering the second half of the fiscal year when holidays and vacations are relatively less frequent. The Agency's restricted fund equity, consisting of capital, self-insurance and building maintenance, remained unchanged at $510 thousand.

Indirect Cost (Figure 6)

The Agency's actual indirect cost (overhead) rate was 45.51 percent of direct labor cost as of November 30th, or about 2.56% above the budgeted rate of 42.95 percent for FY 10-11. The decrease from the prior month is encouraging because it happened in spite of accelerated leave usage due to Veterans' Day, Thanksgiving, and the Day after Thanksgiving and the travel related to the Thanksgiving period. For the same month in the prior year, the rate was 46.23 percent but ended at 42.95 percent for the year. Likewise, the current rate is expected to converge toward the budgeted rate as the year progresses. Some administrative staff are expected to be diverted to some new energy projects that should result in reduced overhead spending.

Overall (Figures 3, 4, 7 & 8)

At November 30th, the Agency's net financial position is slightly askew from the forecast with a deficit of roughly $99 thousand, or about 1.4 percent of year-to-date revenues, an increase of $10 thousand from the deficit noted at the end of October. As certain new grant projects come on line, they will generate both more grant revenue, reduce overhead expense and contribute overhead recoveries, thereby reducing the projected deficit by year-end. Also, as noted previously, a greater proportion of labor costs become reimbursable as leaves diminish in the second half of the fiscal year. Of particular concern is the cash balance, with a $543 thousand payment for future retiree health care liabilities is due by the end of December and payout to employees for excess vacation accruals. Cash is expected to be limited over the next several months until the dues for next year are billed in April. The variance and cash balance will need to be closely monitored as we get through the holidays and into next year.

ABAG FINANCIAL REPORTS

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* Indirect Cost Rate (% of Direct Labor Cost) ..... Figure 6
* Composition of Expenses .....Figure 7
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* Actual vs. Budgeted Expenses ..... Figure 9
* Actual vs. Budgeted Revenues ..... Figure 10
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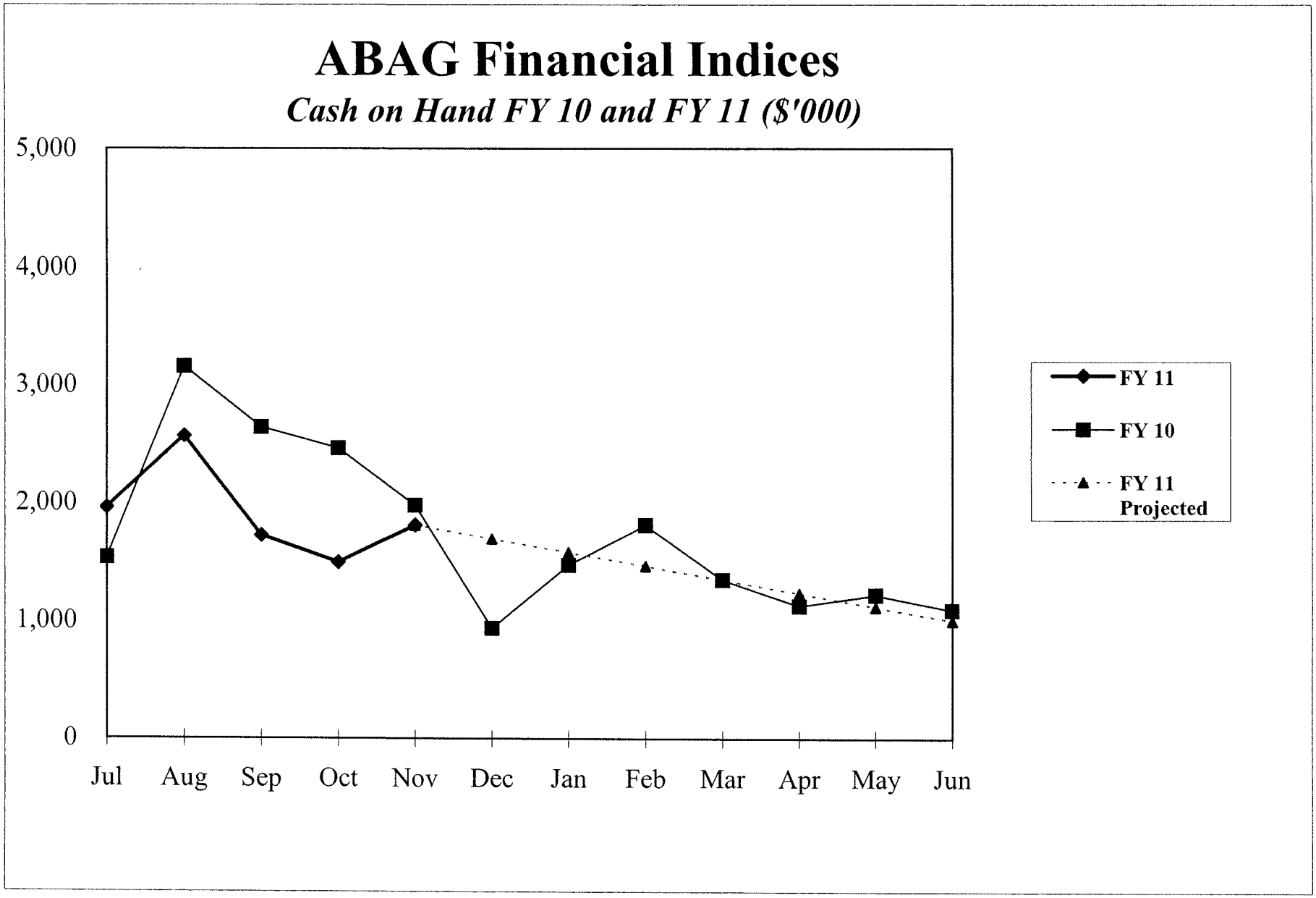

Source: ABAG -INDICES 2010-11.xls

FIGURE 1

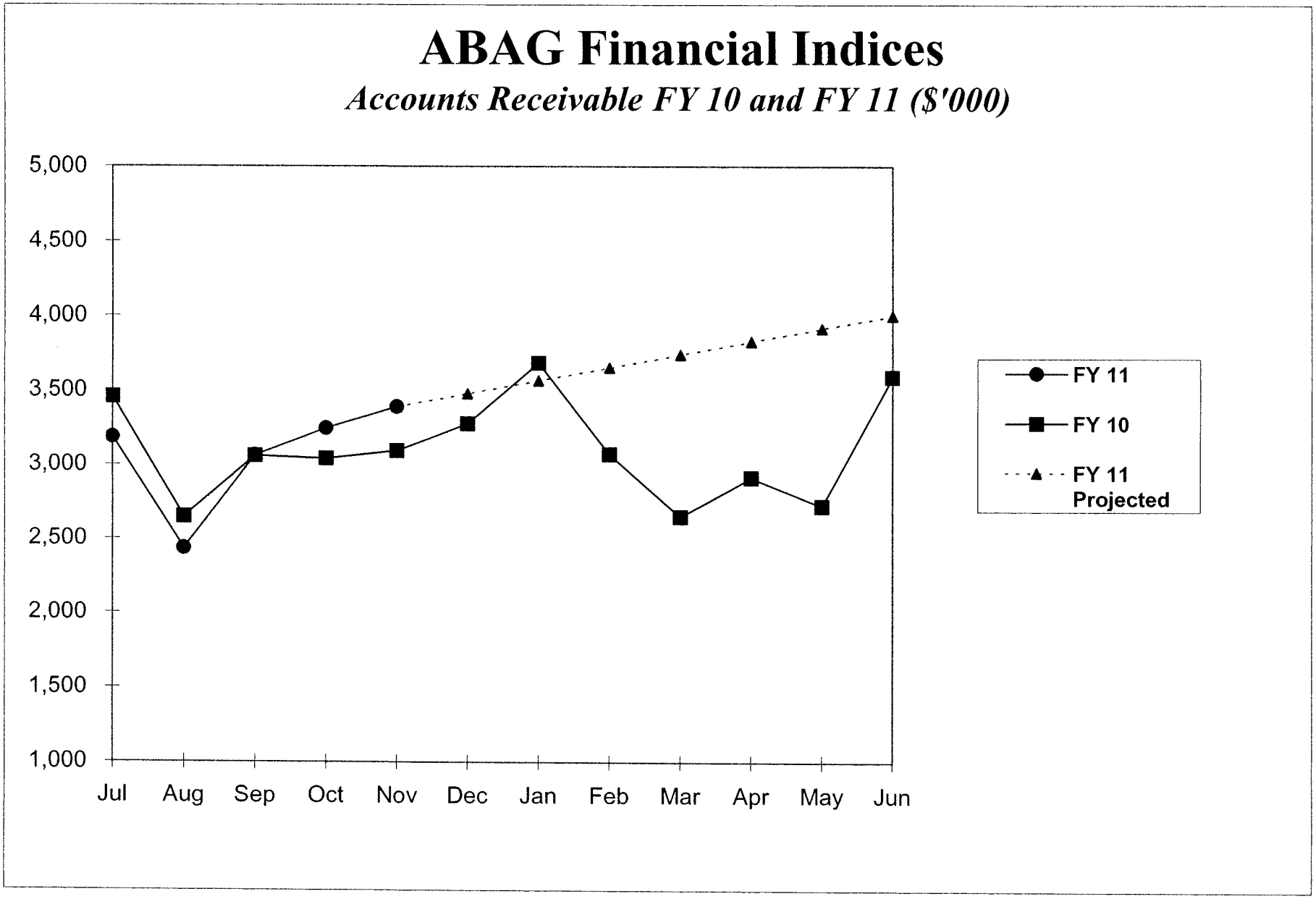

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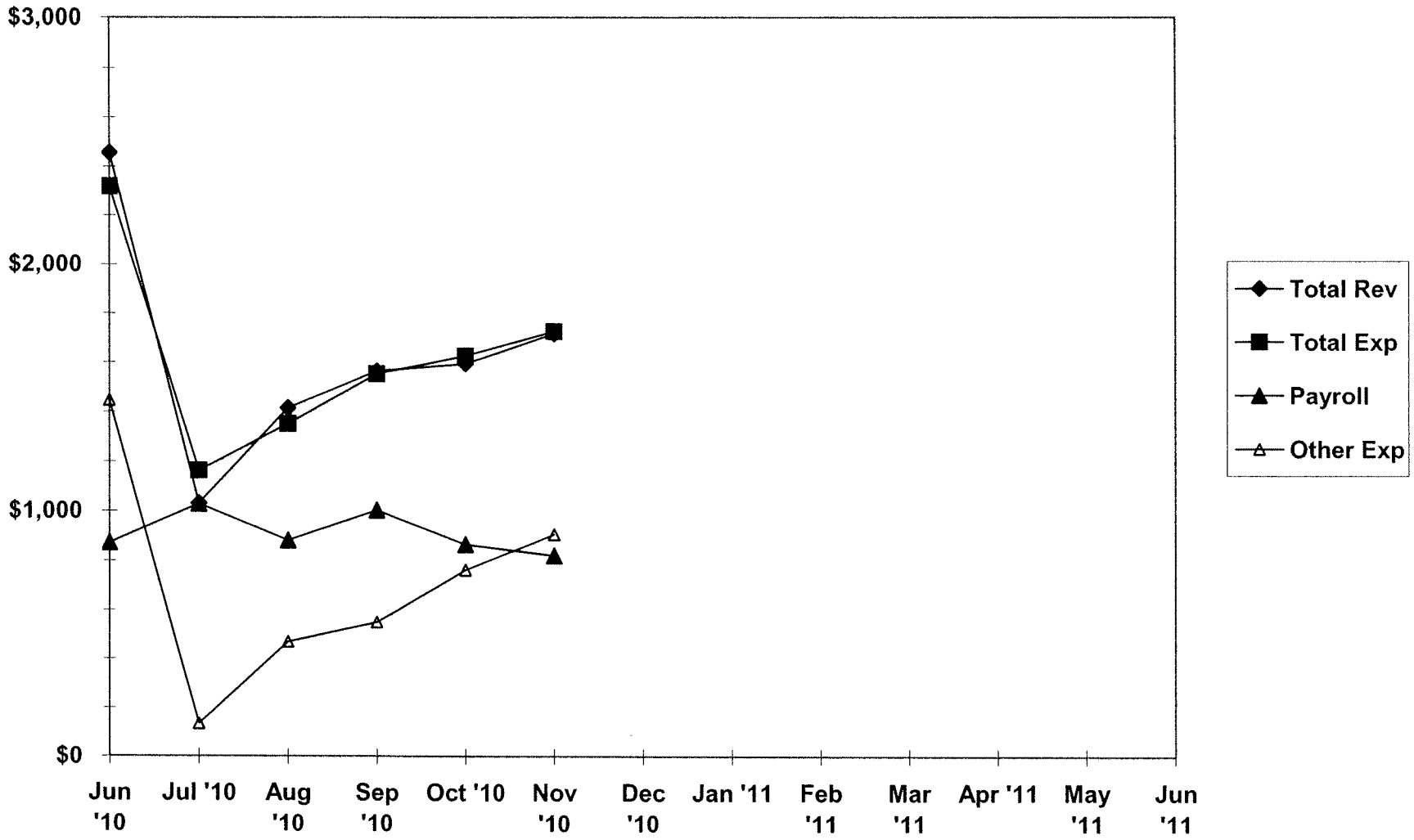
FIGURE 2

ABAG Financial Indices

Current Month Revenues & Expenses

FY 10-11 ($'000)



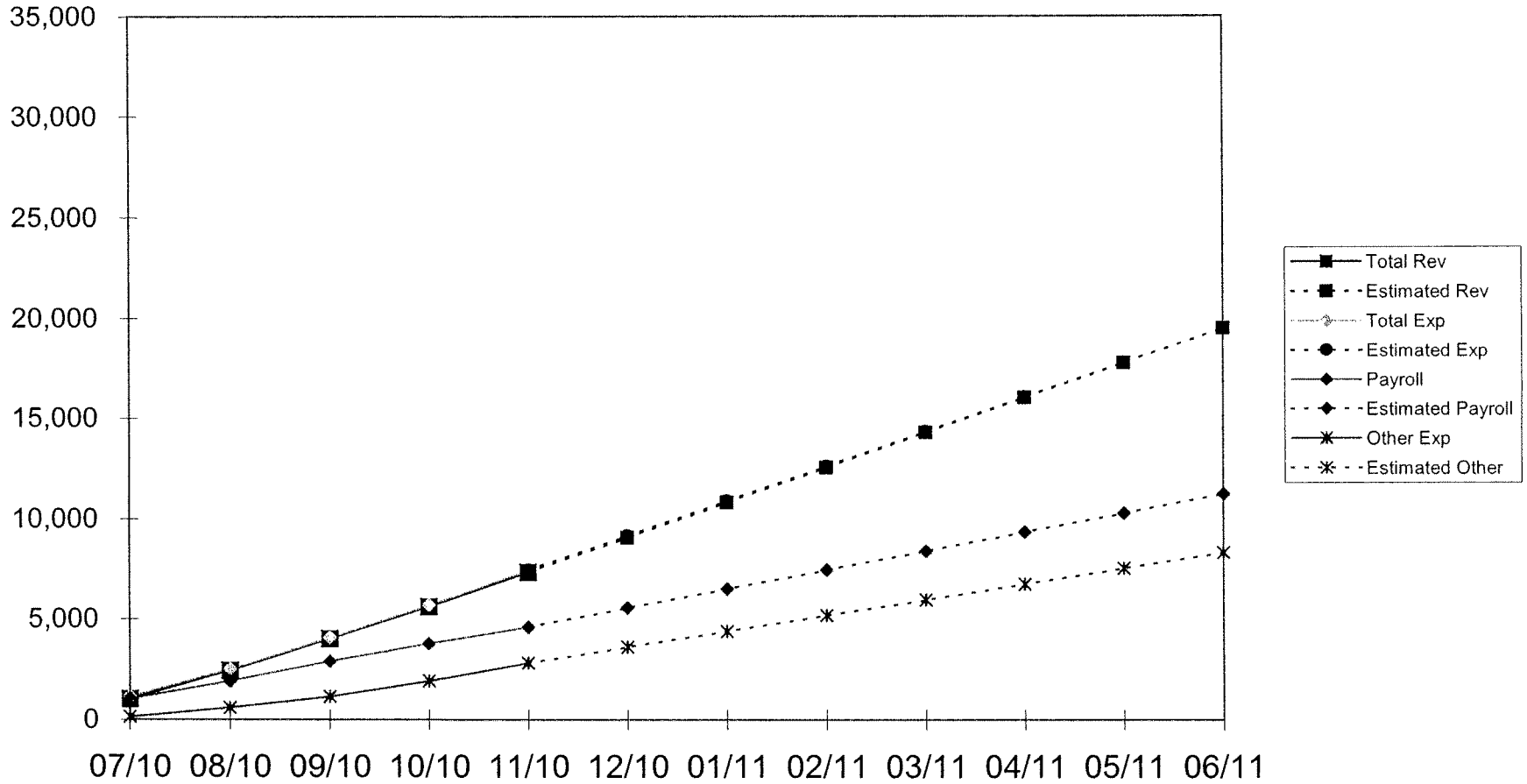
Source: ABAG- INDICES 2010-11.xls

FIGURE 3

ABAG Financial Indices

Year-to-date Revenues & Expenses

FY 10-11 ($'000)



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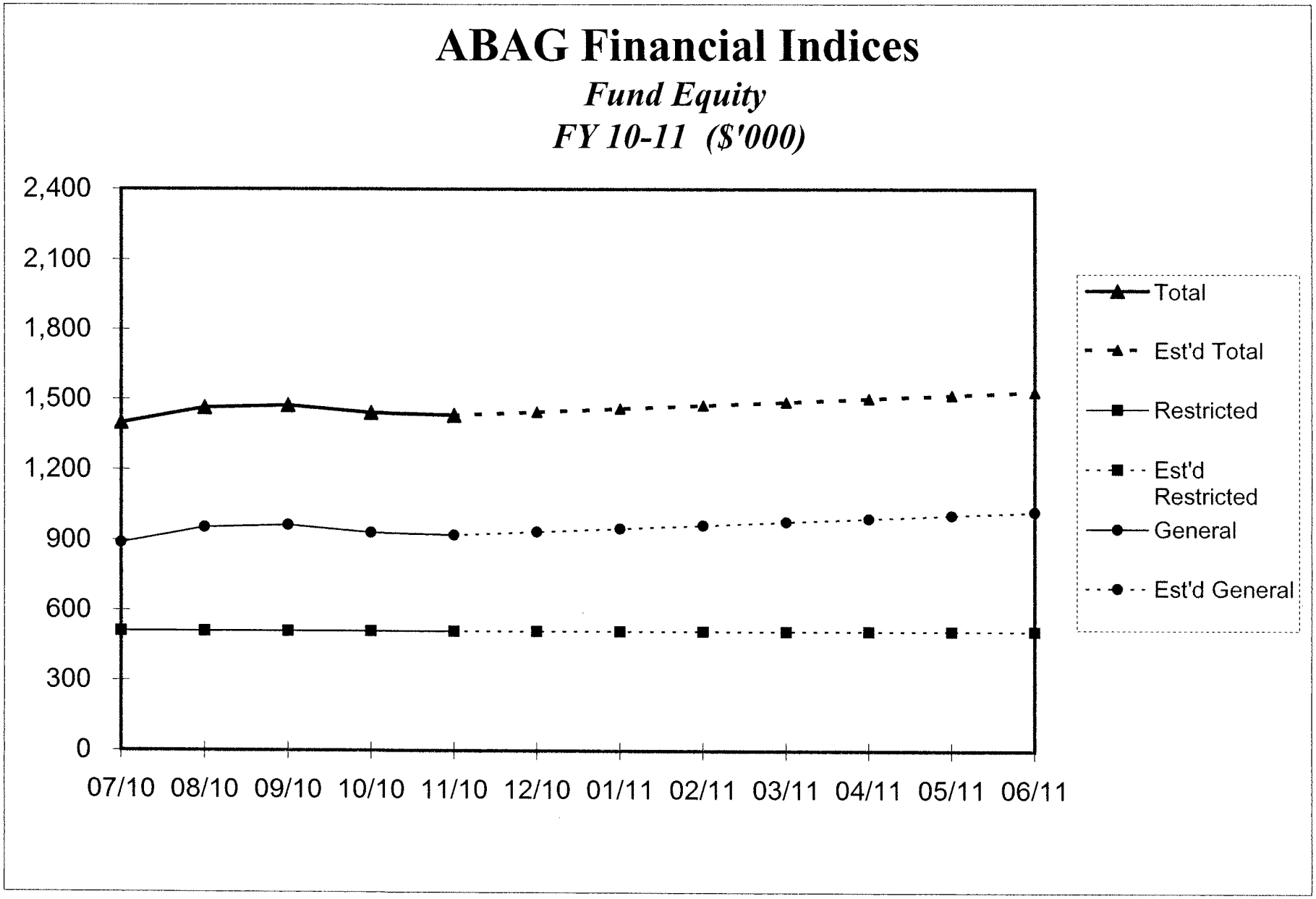

Source: ABAG - INDICES 2010-11.xls

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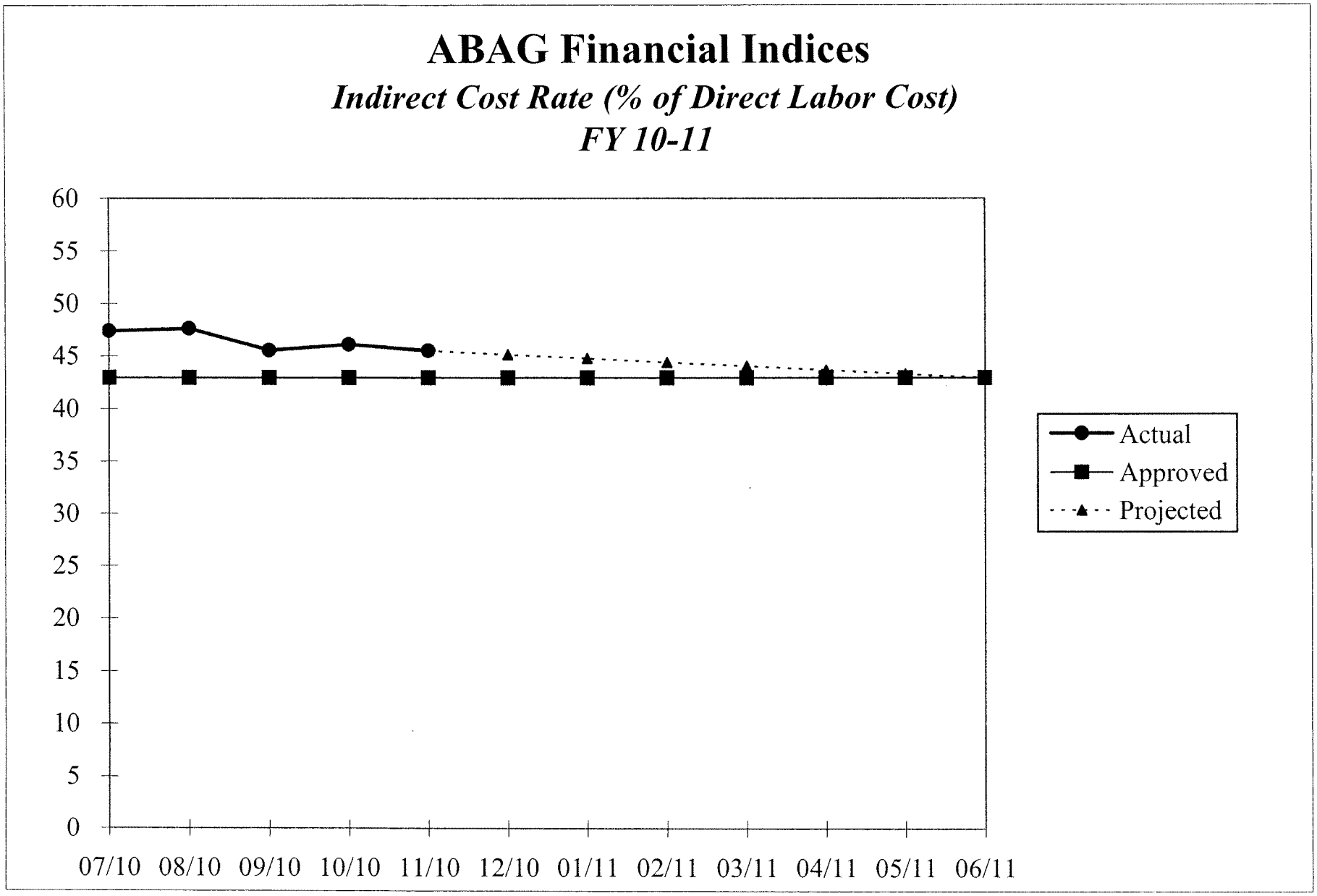

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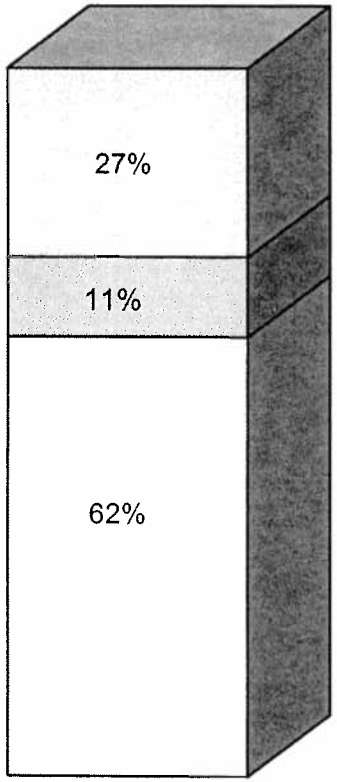
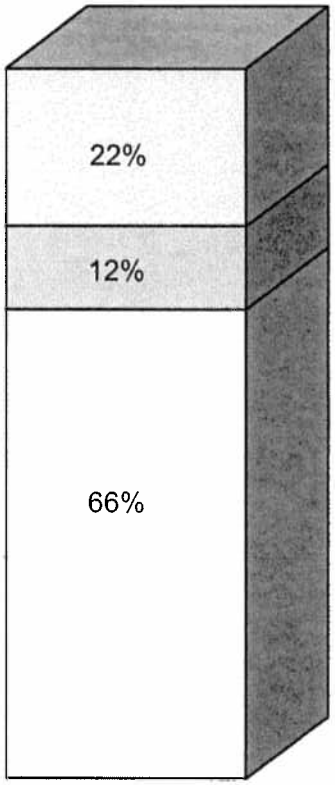
ABAG Financial Indices

Composition of Expenses FY 10--FY 11

Year to Date

($'000)





	FY10-11 Expenses (Total $7,419)	FY09-10 Expenses (Total $6,910)
☐ Consultants	$1,979	$1,533
☐ Others	$841	$811
☐ Payroll	$4,599	$4,566

Source: ABAG -INDICES 2010-11.xls

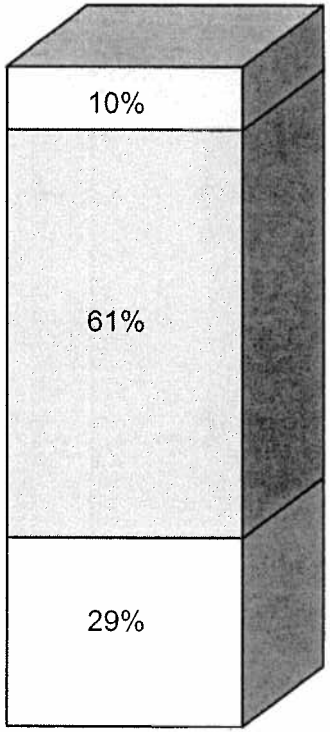
Figure 7

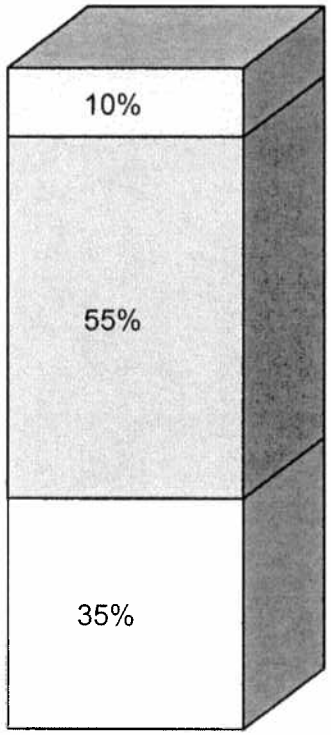
ABAG Financial Indices

Composition of Revenues FY 10--FY 11

Year to Date

($'000)





	FY 10-11 Revenue (Total $7,320)	FY 09-10 Revenue (Total $6,661)
☐ Membership	$704	$695
☐ Grants	$4,523	$3,640
☐ Services & Others	$2,093	$2,326

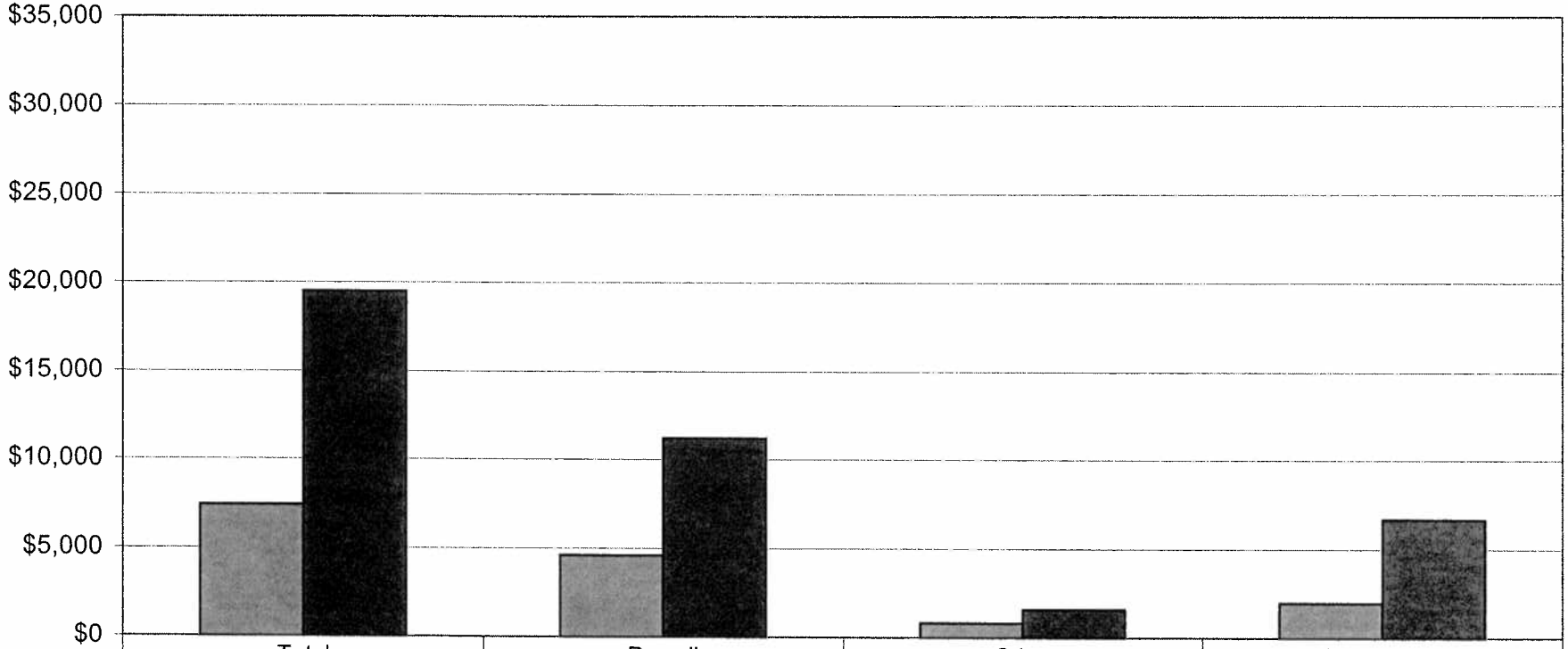
Source: ABAG --- INDICES 2010-11.xls

Figure 8

ABAG Financial Indices

Actual vs Projected Expenses--FY 10-11

Year to Date ($'000)



	Total	Payroll	Other	Consultants
Actual	$7,419	$4,599	$841	$1,979
Projected	$19,500	$11,207	$1,600	$6,693

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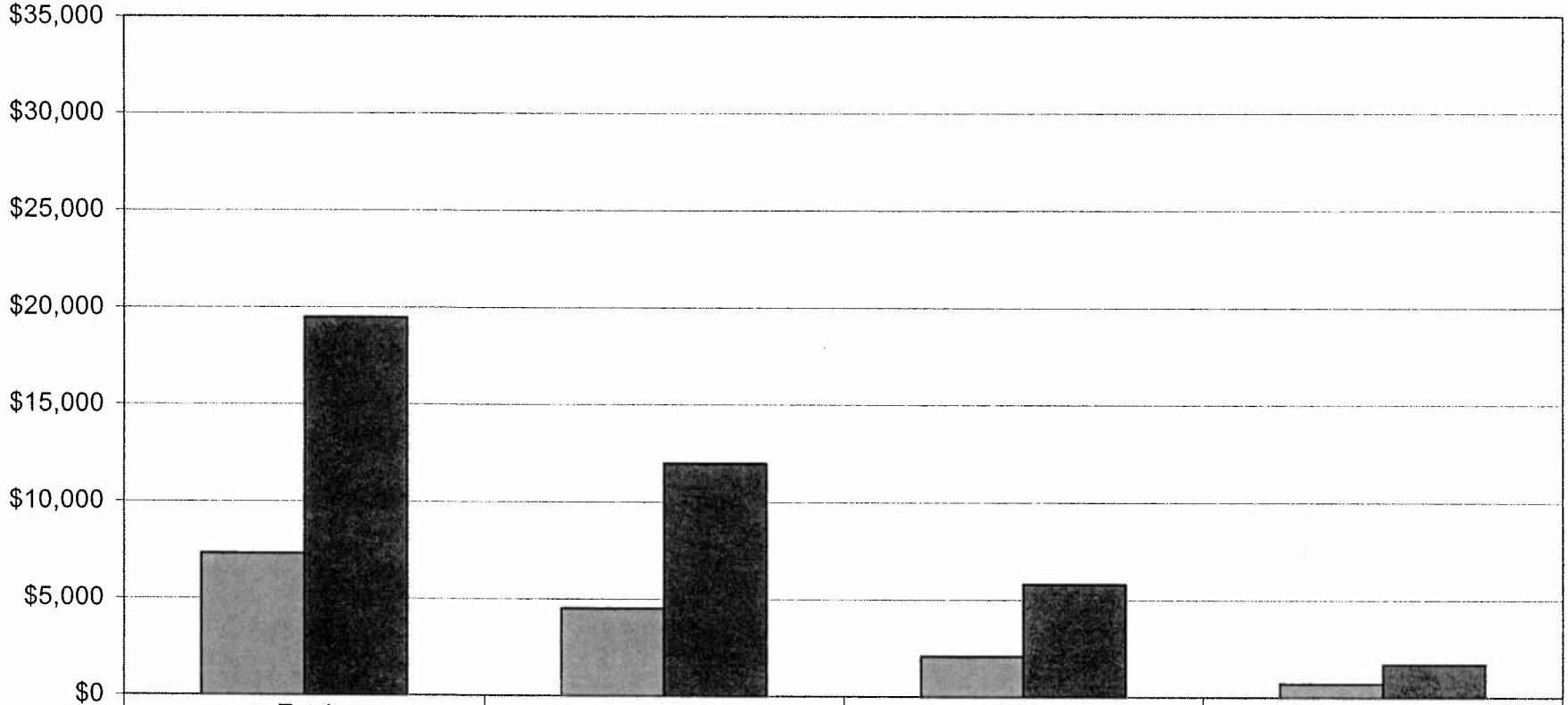

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Presents a comparison of actual and budgeted total revenues as well as component categories: membership dues, grants, services and other.

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To: Executive Board via Finance and Personnel Committee

Fr: Ezra Rapport, Executive Director

Dt: January 07, 2011

Re: Payment of *Per Diems* to Officers for Designated Meetings

Summary: Ratify past practice of paying the President of ABAG – or the Vice-President or Immediate Past President if the President is not available – a *per diem* for representing ABAG at meetings and events not specifically described in the Bylaws.

Recommended Action: Recommend to the Executive Board that it adopt Resolution 01-11 and delegate to F&P the authority to pay a *per diem* to an ABAG officer.

Discussion: Traditionally, the President of ABAG – or the Vice-President or Immediate Past President if the President is not available – has represented ABAG at meetings and events to advance ABAG's interests such as CalCOG and Bay Area Council. ABAG has previously paid officers a *per diem* for doing so. This practice is not authorized under section VII.A(7) of the Bylaws which limit payment of *per diems* to the meetings described in that section and to meetings specifically designated by the Executive Board. The same section also limits the number of *per diems* that can be paid to an individual to forty-eight (48) per year.

Having ABAG's officers represent ABAG's interest at meetings and events that are not described in the Bylaws is important to the advancement of ABAG's interests and mission. However, having the Executive Board designate such meetings on an ongoing basis is cumbersome and inefficient. Therefore, the Finance and Personnel Committee should be delegated the authority to designate such meetings and approve payments of the *per diem* for such meetings subject to the annual cap.

ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD

RESOLUTION NO. 01-11

WHEREAS, the Association of Bay Area Governments (ABAG) is a joint powers agency formed pursuant to the Joint Powers Act, California Government Code §§ 6500, *et seq.*; and

WHEREAS, Section VII.A(7) of the duly adopted Bylaws of ABAG describes the qualified meetings for which a *per diem* is paid and limits the total number of *per diems* which may be paid to an individual to forty-eight (48) per year; and

WHEREAS, in addition to the qualified meetings described in section VII.A(7), the Executive Board has the authority to expressly designate meetings that qualify for payment of a *per diem*; and

WHEREAS, the Finance and Personnel Committee and staff recommend that the President of ABAG, or in the event the President is not available, the Vice-President or Immediate Past President, be paid a *per diem* for representing ABAG at meetings or events to advance ABAG's interests.

NOW THEREFORE BE IT RESOLVED, that the Executive Board of the Association of Bay Area Governments hereby delegates to the Finance and Personnel Committee the authority to designate meetings for which the President of ABAG, or in the event the President is not available, the Vice-President or Immediate Past President will be paid a *per diem* which designation may occur prospectively or retrospectively but in all instances subject to the limitation on the total number of *per diems* that may be paid in a single year.

The foregoing was adopted by the Executive Board this 20th day of January, 2011.

Mark Green
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Secretary-Treasurer of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 20th day of January, 2011.

Ezra Rapport
Secretary-Treasurer

Approval as To Legal Form

Kenneth K. Moy
Legal Counsel

Association of Bay Area Governments

Executive Board

Meeting No. 378, January 20, 2011

PRESIDENT	Mayor Mark Green, City of Union City
VICE PRESIDENT	Supervisor Susan L. Adams, County of Marin
IMMEDIATE PAST PRESIDENT	Supervisor Rose Jacobs Gibson, County of San Mateo
SECRETARY-TREASURER	Ezra Rapport
LEGAL COUNSEL	Kenneth K. Moy

County of		Representative	Alternate
ALAMEDA	**	To Be Appointed	To Be Appointed
ALAMEDA	**	Supervisor Scott Haggerty	Supervisor Nathan Miley
CONTRA COSTA	*	Supervisor Gayle B. Uilkema	Supervisor Susan Bonilla
CONTRA COSTA	*	Supervisor John Gioia	Supervisor Mary Piepho
MARIN	**	Supervisor Susan L. Adams	Supervisor Judy Arnold
NAPA	**	Supervisor Mark Luce	Supervisor Bill Dodd
SAN FRANCISCO	**	Supervisor John Avalos	To Be Appointed
SAN FRANCISCO	**	Supervisor Ross Mirkarimi	To Be Appointed
SAN FRANCISCO	**	Supervisor Eric Mar	To Be Appointed
SAN MATEO	*	Supervisor Rose Jacobs Gibson	Supervisor Carole Groom
SAN MATEO	*	Supervisor Don Horsley	To Be Appointed
SANTA CLARA	**	Supervisor Ken Yeager	Supervisor George Shirakawa
SANTA CLARA	**	Supervisor Dave Cortese	To Be Appointed
SOLANO	*	Supervisor Barbara Kondylis	Supervisor Linda Seifert
SONOMA	*	Supervisor David Rabbit	Supervisor Shirlee Zane

Cities in the County of		Representative	Alternate
ALAMEDA	*	Councilmember Beverly Johnson (Alameda)	Mayor Tony Santos (San Leandro)
ALAMEDA	*	Mayor Mark Green (Union City)	Mayor Michael Sweeney (Hayward)
CONTRA COSTA	**	Councilmember Julie Pierce (Clayton)	Councilmember Dave Hudson (San Ramon)
CONTRA COSTA	**	Vice Mayor Joanne Ward (Hercules)	Councilmember Ben Johnson (Pittsburg)
MARIN	*	Mayor Pro Tem Carole Dillon-Knutson (Novato)	To Be Appointed
NAPA	*	Mayor Jack Gingles (Calistoga)	Mayor Leon Garcia (American Canyon)
CITY OF SAN FRANCISCO	*	Mayor Ed Lee	Jason Elliott, Policy Advisor
CITY OF SAN FRANCISCO	*	Nancy Kirshner Rodriguez, Governmental Affairs	Joaquin Torres, Liaison, Neighborhood Services
SAN MATEO	**	Councilmember A. Sepi Richardson (Brisbane)	Councilmember Pedro Gonzalez (S San Francisco)
SAN MATEO	**	Councilmember Richard Garbarino (S San Francisco)	Vice Mayor John Boyle (Menlo Park)
SANTA CLARA	*	Mayor Ronit Bryant (Mountain View)	Mayor David Casas (Los Altos)
SANTA CLARA	*	Vice Mayor Joe Pirzynski (Los Gatos)	Vice Mayor Gilbert Wong (Cupertino)
SOLANO	**	To Be Appointed	Mayor Harry Price (Fairfield)
SONOMA	**	To Be Appointed	Mayor Susan Gorin (Santa Rosa)
CITY OF OAKLAND	*	To Be Appointed	To Be Appointed
CITY OF OAKLAND	*	Councilmember Jane Brunner	To Be Appointed
CITY OF OAKLAND	*	Councilmember Nancy Nadel	To Be Appointed
CITY OF SAN JOSE	*	Councilmember Sam Liccardo	Councilmember Rose Herrera
CITY OF SAN JOSE	*	Councilmember Kansen Chu	Councilmember Nancy Pyle
CITY OF SAN JOSE	*	Councilmember Ash Kalra	Mayor Chuck Reed

Advisory Members	Representative	Alternate
RWQCB	Terry Young	Bill Peacock

* Term of Appointment: July 1, 2010 - June 30, 2012

** Term of Appointment: July 1, 2009 - June 30, 2011

Revised January 13, 2011

ABAG

Meeting Schedule **2011**

Executive Board Meetings

January 20
March 17
May 19
July 21
September 15
November 17

START TIME
7:00 PM

LOCATION
Joseph P. Bort MetroCenter Auditorium
101 Eighth Street
Oakland, California 94607
Across from the Lake Merritt BART Station

Spring General Assembly

April 14
Oakland Marriott

Fall General Assembly

October TBD
Location TBD