



A G E N D A

REVISED

ABAG EXECUTIVE BOARD MEETING NO. 382

Thursday, September 15, 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. 381 held on July 21, 2011.

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 committee:

Regional Planning Committee

- Tiffany Renee, Councilmember, City of Petaluma
- Linda Craig, League of Women Voters (Replaces Patty Boyle, LWVBA)
- Allen Fernandez Smith, Urban Habitat (Replaces Connie Galambos Malloy)

D. ABAG Officer Election Calendar**

ABAG bylaws provide for the election of President and Vice President of the Association every two years. An election of officers occurs in 2011. The Board is asked to endorse a schedule and procedure including a canvassing committee for officer selection.

E. Authorization to Amend Contract with the California Department of Boating and Waterways (DBW)**

Authorization is requested for the Executive Director or designee to amend the DBW contract by increasing the not to exceed amount to \$2,562,101, an increase of up to \$200,000.

7. SUSTAINABLE COMMUNITIES STRATEGY: ALTERNATIVE LAND USE SCENARIOS**

Information: Kenneth Kirkey, ABAG Planning Director, will provide an overview of the land use patterns for the Core Concentration, Focused Growth and Outer Bay Area Growth Scenarios, including a range of housing and employment distribution patterns across places and cities that support equitable and sustainable development.

8. REGIONAL HOUSING NEED ALLOCATION (RHNA) DRAFT METHODOLOGY **

Information: Miriam Chion, ABAG Principal Planner, will provide an overview of the draft methodology for the Regional Housing Need Allocation for the 2014-2022 period, which is informed by the Housing Methodology Committee.

9. ONE BAYAREA GRANT PROGRAM**

Information: Kenneth Kirkey, ABAG Planning Director and MTC Programming and Allocations Director Alix Bockelman will present a proposal for the One Bay Area Grant Program, which would shift funding to local governments for projects and planning related to the Sustainable Communities Strategy.

10. FORUMLATING PROCESS FOR GROWTH OPPORTUNITY AREAS**

ACTION: Ken Kirkey, ABAG Planning Director, will request Executive Board approval of the process and timeline for transitioning Growth Opportunity Areas to Priority Development Area.

11. PROPOSED REGIONAL CO-LOCATION FACILITY

ACTION: Executive Board Member Rebecca Kaplan will request Executive Board appointment of a Board Committee to work with the recently established MTC Committee which has been tasked with studying the serious legal and financial issues and other issues brought to the attention of the Commission and that have been raised, concerning the potential acquisition of 390 Main Street, San Francisco.

12. 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 and pending legislation.

13. FINANCE & PERSONNEL COMMITTEE REPORT**

Information/ACTION: Committee Chair Rose Jacobs Gibson, Supervisor, County of San Mateo, will report on Committee activities and ask Board approval of Committee recommendations, including the following:

- Fiscal Year 2010-11 Diversity and Business Opportunity Report

CLOSED SESSION

The following items will be discussed in closed session pursuant to the requirements of the Ralph M. Brown Act:

A. CONFERENCE WITH LEGAL COUNSEL--ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code Section 54956.9(b)(1): One Item.

B. The ABAG Executive Board will meet in closed session pursuant to Government Code Section 54956.8 to confer with real property negotiators to discuss the acquisition of real property:

Negotiating Parties:

For ABAG: ABAG

ABAG Negotiators: Ezra Rapport, Executive Director; Administrative Committee

For BATA and MTC: BATA, MTC and CBRE

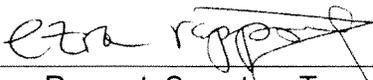
BATA and MTC: Steve Heminger, Executive Director; Brian Mayhew, Chief Financial Officer; and Darin R. Bosch, CBRE Senior Vice President

Under Negotiation: Update on Discussions re Location

C. Public Employee Performance Evaluation

Title: Legal Counsel

14. ADJOURNMENT



Ezra Rapport, Secretary-Treasurer

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

ABAG CALENDAR – September & October 2011

ASSOCIATION OF BAY AREA GOVERNMENTS [ABAG]

Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland, CA 94607-4756

ABAG Receptionist: 510/464-7900

ABAG FAX: 510/464-7985

E-mail: info@abag.ca.gov

URL: <http://www.abag.ca.gov>

SEPTEMBER

Regional Advisory Working Group

9/6 @ 9:30 am, MetroCenter, Auditorium

Regional Advisory Working Group

9/6 @ 9:30 am, MetroCenter, Auditorium.

Legislation & Governmental Organization

9/15 @ 3:30 pm, MetroCenter, ABAG Conference Room B

Finance & Personnel Committee

9/15 @ 5:00 pm, MetroCenter, ABAG Conference Room B

EXECUTIVE BOARD

9/15 @ 7:00 pm, MetroCenter, Auditorium

ABAG / BAAQMD / MTC Joint Policy Committee

9/16 @ 10:00 am, MetroCenter, Auditorium

Urban Pesticides Committee

9/20 @ 9:00 am, MetroCenter, Room 171

Regional Airport Planning Committee (RAPC)

9/23 @ 9:30 am, MetroCenter, Auditorium

OCTOBER

Regional Advisory Working Group

10/4 @ 9:30 am, MetroCenter, Auditorium.

Regional Planning Committee (RPC)

10/5 @ 1:00 p.m., MetroCenter, Auditorium.

Bay Trail Steering Committee

10/13 @ 1:30 pm, MetroCenter, ABAG Conference Room B

FALL GENERAL ASSEMBLY: Greening Our Communities-Healthy People, Healthy Bay, Healthy Economy

10/13 @ 9:00 am, Westin St. Francis, San Francisco

San Francisco Restoration Authority Governing Board

10/26 @ 12:00 Noon, MetroCenter, Room 171

ABAG Power Executive Board

10/27 @ 10:30 am., MetroCenter, Auditorium

** ABAG programs for which a fee is charged and pre-registration is required. To register or for further information, contact ABAG Receptionist at 510/464-7900.

For ABAG Training Center information contact Chanell Gumbs at 510/464-7964.

M E M O

September 2, 2011

TO: Executive Board Members

FROM: Ezra Rapport, Executive Director

SUBJECT: Executive Director's Report

ABAG staff continues to work at a feverish pace in preparing for the release of several key milestones in the Sustainable Communities Strategies (SCS). The milestones that will be reported out at the Executive Board Meeting are the draft Alternative Land Use Scenarios, the draft Regional Housing Need Assessment Methodology, and the proposed MTC One Bay Area grant that will provide incentives to local governments in furtherance of the ABAG Priority Development Area framework. Each one of these documents is the result of extensive engagement with local governments, stakeholders, and regional agencies. ABAG staff continues to have dialogue about these reports and there are no final decisions with respect to them being made tonight.

Other activities on-going at ABAG include the following:

Electric Vehicle (EV) Corridor Project.

In August ABAG executed a \$1.5 million contract with the California Energy Commission (CEC) for installation of electric vehicle (EV) charging infrastructure. ABAG will be working with previously identified local governments in the SF and Monterey Bay Areas for installation of over 400 charge points in the region. ABAG is coordinating this effort with other regional agencies and EV projects in the Bay Area.

San Francisco Estuary Partnership

EPA NEP funding reached a high-water mark in FY 10 of \$800,000 per Estuary program. This year's funding for FY 11 will revert to the FY09 amount of \$600,000. SFEP is likely to receive additional funds from Region 9's geographic funds for continuation of the San Pablo Avenue Stormwater Spine project and from the Prop 84 Inter-Regional Water Management Plan (IRWMP) implementation grant to the SF Bay region. CalTrans is providing match funding for the Spine project.

The State of the Estuary conference is scheduled for September 20-21, 2011, at the Oakland Marriott. There will be an opening night gala at the Aquarium of the Bay the evening of September 19. Additional information will be made available to all Executive Board members.

Item 5

Legislative Hearings regarding Regionalism in the Bay Area Senator Mark DeSaulnier, Chair of Senate Transportation and Housing, has called for three hearings in the Bay Area to discuss the future of regional government in the region.

The first hearing is in San Jose on September 13th. Topic: "Regional Organization in the Bay Area." Elizabeth Deakin, UC Berkeley Professor, will speak at the San Jose hearing on the subject of "Trends in Regional Government." There will be two more hearings: San Francisco and Oakland. Preliminary dates are Oct. 10th and December 1st. The Senator is very interested in the ongoing implementation of SB 375 and would like to have ABAG testify at the Oakland hearing.

Hud Sustainable Communities Regional Planning Grants

ABAG is partnering with MTC and a consortium representing the nine-county Bay Area on a \$5million dollar grant proposal. The participants include a number of cities and other regional stakeholders. If funded, this grant would support the region's efforts to link land use, transportation and economic development. The two primary work areas include economic and workforce development and housing.

SUMMARY MINUTES

ABAG Executive Board Meeting
No. 381, July 21, 2011
MetroCenter Auditorium
101 8th Street, Oakland, California

1. CALL TO ORDER

President Green called the meeting to order at approximately 7:05 p.m.

President Green recognized Manish Goyal, Fiscal and Policy Analyst, City and County of San Francisco, representing Edwin Lee, Mayor, City and County of San Francisco; Eric Mar, Supervisor, City and County of San Francisco, representing John Avalos, Supervisor, City and County of San Francisco; Shirley Zane, Supervisor, County of Sonoma, representing David Rabbitt, Supervisor, County of Sonoma; and Tiffany Renee, Councilmember, City of Petaluma, representing Susan Gorin, Councilmember City of Santa Rosa.

Representatives and Alternates Present

Supervisor Susan L. Adams
Councilmember Desley Brooks
Councilmember Jane Brunner
Councilmember David Casas
Supervisor Malia Cohen
Councilmember Carole Dillon-Knutson
Vice Mayor Richard Garbarino
Mayor Jack Gingles
Councilmember Pedro Gonzalez
Manish Goyal, Fiscal and Policy Analyst
Mayor Mark Green
Supervisor Scott Haggerty
Kate Howard, Government Affairs Director
Councilmember Dave Hudson
Supervisor Rose Jacobs Gibson
Councilmember Beverly Johnson
Councilmember Rebecca Kaplan
Supervisor Barbara Kondylis
Councilmember Sam Liccardo
Supervisor Nadia Lockyer
Supervisor Mark Luce
Supervisor Eric Mar
Supervisor Ross Mirkarimi
Councilmember Julie Pierce
Mayor Harry Price
Councilmember Tiffany Renee
Supervisor Gayle B. Uilkema
Vice Chair Terry Young
Supervisor Shirlee Zane

Representatives Absent

Councilmember Kansen Chu
Supervisor David Cortese
Supervisor John Gioia
Councilmember Ash Kalra

Jurisdiction

County of Marin
City of Oakland
City of Oakland
City of Los Altos
County of San Francisco
City of Novato
City of South San Francisco
City of Calistoga
City of South San Francisco
City of San Francisco
City of Union City
County of Alameda
City of San Francisco
City of San Ramon
County of San Mateo
City of Alameda
City of Oakland
County of Solano
City of San Jose
County of Alameda
County of Napa
County of San Francisco
County of San Francisco
City of Clayton
City of Fairfield
City of Petaluma
County of Contra Costa
RWQCB
County of Sonoma

Jurisdiction

City of San Jose
County of Santa Clara
County of Contra Costa
City of San Jose

Item 6.A.

Supervisor Dave Pine
Mayor Joe Pirzynski
Supervisor Ken Yeager

County of San Mateo
Town of Los Gatos
County of Santa Clara

2. CONSENT CALENDAR

President Green recognized a motion by Barbara Kondylis, Supervisor, County of Solano, and seconded by Julie Pierce, Councilmember, City of Clayton, to approve the Consent Calendar, which includes committee appointments, and Item 12, Proposed Bay Area Regional Resilience Action Plan. The motion passed unanimously.

A. Approval of Executive Board Summary Minutes**

Approved Summary Minutes of Meeting No. 380 held on May 19, 2011.

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 Committee

Approved appointments to the following committee:

Legislation and Governmental Organization Committee

Malia Cohen, Supervisor, City and County of San Francisco

David Rabbitt, Supervisor, County of Sonoma

D. Adoption of Resolution No. 10-11 Authorizing Submittal of Grant Application and Entering into Contract with Metropolitan Transportation Commission for Bridge Toll Funds to Support San Francisco Bay Trail Project**

Adopted Resolution No. 10-11 authorizing ABAG to submit a grant application for Two Percent Bridge Toll Reserve Funds and Five Percent Unrestricted State Funds and enter into contract with MTC for program and capital support of the San Francisco Bay Trail.

E. Adoption of Resolution No. 11-11 Authorizing Submittal of an Urban Greening Planning Grant from the Strategic Growth Council to Develop a Bay Trail Greening Plan and if funded for the Executive Director or designee to enter into Agreement**

Adopted Resolution No. 11-11 to submit an application to the Strategic Growth Council for the Bay Trail Greening Plan and authorization for the Executive Director or designee to enter into agreement if funded.

F. Authorization to Enter into Contract with United States Geological Survey (USGS) to Provide Support for Bay-Delta Science Program Biennial Science Conference**

Authorized the Executive Director or designee to enter into a new one-year contract on behalf of the ABAG San Francisco Estuary Partnership with the USGS for support services on the 2012 Bay-Delta Science Conference. The contract amount will not exceed \$180,000.

G. Ratification of Agreement with San Francisco Port Authority to Provide Support for Permit Review for 34th America's Cup Races**

Ratified an agreement with the San Francisco Port Authority to accept \$153,139

to cover staff services to provide technical support pertaining to required permits and agency coordination for the 34th America's Cup Races. The term of the agreement is from July 1, 2011 through June 30, 2012. No ABAG match is required. The work assists with implementation of the CCMP for the San Francisco Estuary.

H. Authorization for San Francisco Estuary Partnership/ABAG to serve as Contract Manager/Fiscal Agent for Bay Protection and Behavior Change Campaign and Procure and Manage Consultant to Develop Brand**

Authorized ABAG's San Francisco Estuary Partnership to act as contract manager/fiscal agent for the new coalition called the Bay Protection and Behavior Change Campaign, to procure through competitive bid and manage a contract consultant to develop a unified, regional brand identity for the Bay Protection and Behavior Change effort. The initial contract range would be approximately \$35,000-\$55,000 and would begin in late 2011 and be completed during 2012.

I. Adoption of Resolution 12-11 Authorizing ABAG's San Francisco Estuary Partnership (ABAG/SFEP) to Enter into Contract Amendment with Delta Stewardship Council to Provide Support for Delta Science Program (DSP)**

Authorized the Executive Director or designee to enter into contract amendment on behalf of ABAG/SFEP with the Delta Stewardship Council to continue providing support for the Delta Science Program. The Contract amount will not exceed \$1,049,258.

3. STATUS REPORT ON STRATEGIC PLANNING FOR JOINT REGIONAL AGENCY CO-LOCATION FACILITY**

Ezra Rapport, Executive Director, reported on a joint agency staff report regarding the acquisition of a condominium interest in 390 Main Street, San Francisco. He stated that ABAG has been requested to make a decision regarding the co-location site for regional agencies, which include the Bay Area Air Quality Management District and the Metropolitan Transportation Commission. He stated that the Board will hear in closed session from the consultants hired by MTC to review the different building alternatives in both Oakland and San Francisco, and from Ken Moy, ABAG Legal Counsel, regarding the proposed agreement between MTC and ABAG.

The Board heard public comments from the following:

Sharon Cornu, Deputy Mayor, City of Oakland, stated Oakland's appreciation for and interest in ABAG remaining in Oakland, and spoke in favor of the development at 1100 Broadway.

Steve Wolmark, SKS Investments, described the development at 1100 Broadway.

Naomi Schiff, Oakland Heritage Alliance, described the work of Oakland's historic preservation group with SKS Investment in planning the development at 1100 Broadway.

Scott Peterson, East Bay EDA, urged the Board to reconsider the proposal to move to San Francisco and expressed concerns about Oakland losing jobs.

Teri Green, Metropolitan Transportation Commission, described the project's process, from reviewing the feasibility of co-locating to identifying viable options in Oakland and San Francisco. She conveyed MTC's staff support of the recommendation.

Andreas Cluver, Alameda County Building Trades Council, asked the Board to reconsider the San Francisco site and to consider 1100 Broadway in Oakland, and to consider the regional economic development implications of this decision and promoting Oakland as a business hub.

Andrew Slivka, Carpenters Union Local 713, spoke in favor of and asked the Board to reconsider the Oakland site, and of the economic benefits of people building the project.

Stuart Helfer, Teamsters Local 853, spoke about bringing back the transit hub to Oakland, and about ABAG leading the way in reducing the carbon footprint in the area.

Robert Lux, Ironworkers Local 378, spoke in favor of the 1100 Broadway project and stated that the agencies that handle the problems of traffic and pollution should help eliminate these problems.

Paul Junge, Oakland Metropolitan Chamber of Commerce, urged the Board to consider the 1100 Broadway site as their new home.

Greg McConnell, Jobs and Housing Coalition, expressed disappointment over this debate. He stated Oakland has been a good host. They stand in solidarity with the Mayor's office, the economic development team, the labor organizations and business groups in favor of the 1100 Broadway project.

Members discussed the viability of the SKS project; the selection process and criteria followed; comparing finalists from Oakland and San Francisco; the tour of the San Francisco site; the occupancy or availability for ownership of 390 Main; and the current occupancy of 390 Main.

The Board entered closed session at about 7:30 p.m.

4. CLOSED SESSION

The Board met in closed session pursuant to Government Code Section 54956.8 to confer with real property negotiators to discuss the acquisition of real property:

Negotiating Parties:

For ABAG: ABAG

ABAG Negotiators: Ezra Rapport, Executive Director; Patricia Jones, Assistant Executive Director; Kenneth Moy, Legal Counsel; Herbert Pike, Finance Director

For BATA and MTC: BATA, MTC and CBRE

BATA and MTC: Steve Heminger, Executive Director; Brian Mayhew, Chief Financial Officer; and Darin R. Bosch, CBRE Senior Vice President

Under Negotiation: Price and Terms.

The Board re-entered open session at about 9:56 p.m.

OPEN SESSION

Vice President Susan Adams, Supervisor, County of Marin, chaired the remainder of the meeting.

Ken Moy, Legal Counsel, announced that there was no reportable action taken during closed session.

The Board next took up Item 11, Plan Bay Area: Alternative Scenarios, and Item 10, Regional Housing Need Allocation (RHNA) Housing Methodology Concepts.

5. PUBLIC COMMENT

The Board heard public comments from the following:

Trish Boorstein, City of Novato, spoke on behalf of Pat Eklund and informed members that a letter from the City of Novato, regarding recalculating the housing distribution sphere of influence to a 50/50 split, was distributed, as were a letter from Marin County's eleven cities on the 50/50 split and an ABAG staff memo regarding the SCS Housing Methodology on the 75/25 distribution for Marin County.

Vice President Adams commented that the County of Marin wrote a letter opposite of what was stated.

6. ANNOUNCEMENTS

There were no announcements.

7. PRESIDENT'S REPORT

There was no President's report.

8. EXECUTIVE DIRECTOR'S REPORT

Executive Director Rapport did not make a verbal report. His written report was in the agenda packet.

9. ONE BAY AREA GRANT PROGRAM**

There was no report.

10. REGIONAL HOUSING NEED ALLOCATION (RHNA) HOUSING METHODOLOGY CONCEPTS**

There was no report.

Rapport stated that this item was to be placed on the agenda for the next Board meeting.

11. PLAN BAY AREA: ALTERNATIVE SCENARIOS**

Kenneth Kirkey, ABAG Planning Director, reported on the Alternative Scenarios for the Plan Bay Area, including two under unconstrained resources (initial vision scenario, core concentration scenario), and three under constrained resources and

reasonable planning (focused growth scenario, core concentration scenario, outer Bay Area growth scenario). He reviewed the relationship between three scenarios that feed into the preferred scenario that serves as basis for the Sustainable Communities Strategy and the Regional Housing Need Allocation. He described land use scenario criteria related to the Priority Development Areas (PDAs), growth outside of PDAs, and as informed by RHNA. He spoke about transportation assumptions related to the scenarios. He described equity components of all scenarios, commented on equity advocates' concerns about access to opportunities and reducing income disparities, and stated staff rationale for its recommendation. He reviewed the SCS scenarios timeline. Staff recommended Board approval of the five scenarios.

The Board heard public comments from the following:

Parisa Fatehi-Weeks, Public Advocates, called for an equity environment and jobs scenario which has a land use component that maximizes housing in all communities with jobs and transit, and a transportation component that increases local transit service.

Betty Wharton, Genesis, supports the equity environment and jobs and sustainable housing in cities where jobs are located.

Jana Lane, Genesis, stated that it is essential for the scenario to include equity as a central focus. A priority to achieve the goal for the environment, jobs, and equity is developing improved access to jobs by providing increased and improved public transit.

Sam Tepperman-Gelfant, Public Advocates, commented on fundamental flaws of the scenarios that marginal adjustments will not fix, and on the distinction of inner Bay Area and outer Bay Area which does not reflect how the transportation system is put together and how jobs are distributed in the region. He asked for a scenario that is built upon this on-the-ground reality that puts housing which workers need in all the transit-connected job centers. He suggested that the Focus Growth scenario can be modified to include maximizing housing growth near jobs in transit connected areas.

Kathy Vaquilar, Alliance of Californians for Community Empowerment, asked that staff be directed to develop a scenario that combines the land use component focused on allocating affordable housing to all job-rich transit-connected cities and a transportation component that emphasizes running more frequent, local transit reliable service.

Mahasin Abdul Salaam, Genesis, Gamaliel of CA, and Alliance of Californians for Community Empowerment, asked for a big picture focus and due diligence with the communities and residents represented on the issue of equity.

V Virtuous, Genesis, recited a poem describing growing up in Oakland and a community with limited resources.

Amy Petre Hill, Unitarian Universalist Legislative Ministry, commented on businesses wanting affordable housing and on commuting by low income workers. She suggested looking at the numbers in a sixth scenario or in the five scenarios. She

commented that California and the United States will be looking for leadership on this issue.

Lindsay Imai, Urban Habitat, supports the equity, environment and jobs scenario. None of the scenarios get far enough. She stated that none place growth and workplace housing in places that are job-rich and transit-connected. She asked to create a sixth scenario that does that or to modify the Focus Growth scenario.

Trish Boorstein, City of Novato, spoke about two Priority Development Areas, the County of Marin and the City of San Rafael. She commented on the City of San Rafael's letter asking that some of their new PDA housing be shared with other Marin County cities. She said Novato requests that ABAG hold the County of Marin and the City of San Rafael responsible for 100 percent of their new PDA housing allocation. She stated that Novato which represents 20 percent of Marin County population provides 33 percent of the affordable housing.

Rapport stated that staff will continue to work with the social equity community on the scenarios and to build equity components into the scenarios which are still under construction.

Members discussed fixed transit in areas outside PDA and Growth Opportunity Areas (GOAs) and including explicit criteria on allocating growth outside PDAs and GOAs; allocating affordable housing to all cities; the RHNA methodology in allocating affordable housing; funding going to cities with PDAs; and the jobs-housing balance and jobs as a factor in the scenario.

Vice President Adams recognized a motion by Mark Luce, Supervisor, County of Napa, which was seconded by Dave Hudson, Councilmember, City of San Ramon, to accept the modified amendments submitted for the Focus Growth scenario [see attached "Proposal to Redefine the Focused Growth Scenario," 6 Wins Coalition, July 20, 2011] and to accept the five scenarios to be studied. Luce stated that the proposed modifications submitted by the various interest groups are consistent with what is intended which is more proximity housing focused not only with the PDAs but also with job centers. The motion passed unanimously.

Under Item 10, Rapport stated that staff will return in September to discuss the Regional Housing Need Allocation housing methodology concepts and that staff is working on developing a RHNA methodology consistent with the Sustainable Communities Strategy.

Vice President Adams recognized a motion by Rebecca Kaplan, Councilmember, City of Oakland, which was seconded by Mark Luce, Supervisor, County of Napa, to approve Item 13, Legislation and Governmental Organization Committee Report; and Item 14, Finance and Personnel Committee Report, except for the Conference with Leal Counsel—Anticipated Litigation (see description below). The motion passed unanimously.

The Board next took up Item 5, Public Comments.

12. PROPOSED BAY AREA REGIONAL DISASTER RESILIENCE ACTION PLAN INITIATIVE**

This item was considered and approved under the Consent Calendar.

13. LEGISLATION & GOVERNMENTAL ORGANIZATION COMMITTEE REPORT**

The following was submitted:

The committee approved minutes of the meeting on May 19, 2011; reviewed new bills for consideration, including AB 255 (Wieckowski), Hazardous Waste: Latex Paint—Collection Facility: support; AB 343 (Atkins), Redevelopment Plans: Environmental Goals: support; AB 723 (Bradford), Energy: Public Goods Act: support; AB 809 (Feuer), Firearms: Long Gun Transfer Records: support; AB 144 (Portatino/Ammiano), Firearms: Open Carrying of Unloaded Handguns: support; AB 310 (Hancock), Local Development: support (for in favor; three oppose); SB 878 (DeSaulnier), Regional Planning: Bay Area: watch; HR 1825 (Blumenauer), Commuter Relief Act: support; reviewed status and updates on bills previously considered; requested staff to report on past legislative receptions.

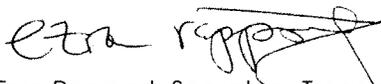
14. FINANCE & PERSONNEL COMMITTEE REPORT**

The following was submitted:

The committee approved minutes of the meeting on May 19, 2011; accepted the financial reports for April and May 2011; reviewed a proposed resolution to establish a contingency reserve policy; discussed process for evaluation of Legal Counsel; heard a report on the strategic planning for a joint regional agency co-location facility; met in closed session with Legal Counsel on anticipated litigation; met in closed session on personnel matter.

15. ADJOURNMENT

The meeting was adjourned at approximately 10:40 p.m. in memory of Ron Swegles, Councilmember, City of Sunnyvale.


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.

July 20, 2011 – Proposal to Redefine the Focused Growth Scenario

Dozens of stakeholder organizations representing diverse constituents and viewpoints from around the Bay have publicly demanded that MTC and ABAG study an Equity, Environment and Jobs Scenario. The EEJ Scenario is built around two fundamental ingredients: *(1) a land use component focused on allocating affordable housing to job-rich, transit-connected cities, and (2) a transportation component that emphasizes running more frequent local transit service.* As currently proposed, none of the five proposed scenarios accomplishes either of these objectives let alone combines the two into one package.

One way to incorporate these goals is for MTC and ABAG modify one of the five existing scenarios, the “Focused Growth Scenario,” to comprise the two components above. If MTC and ABAG are *not* willing to redefine an existing scenario in this way, we continue to demand a visionary sixth scenario that would be built around these two principles. The public and decision-makers deserve to know what the Bay Area could achieve with a forward-looking plan for growth and investment. Failing to include this option now will impede the development of a preferred SCS later this year. There is no reason to take this option off the table before it is even studied.

<p>EXISTING Focused Growth Scenario – as described in July 5, 2011 ABAG memo</p>	<p>PROPOSED MODIFIED Focused Growth Scenario – from proponents of the Equity, Environment and Jobs Scenario (<u>additions underlined</u>)</p>
<ul style="list-style-type: none"> • This scenario maximizes the potential of the Priority Development Areas (PDAs) to accommodate household and job growth across the region with an emphasis on density along several transit corridors in the Inner Bay Area. • This scenario would intensify growth in all PDAs, with an emphasis on growth in the PDAs along the major transit corridors. It is expected that around 70% of the housing production and around 55% of the employment growth would be accommodated within PDAs. • Putting more homes and jobs near transit would provide residents and employees with increased access to jobs and services, while providing the densities needed to support more robust transit service. • Growth within the PDAs would be based on the place type proposed by the local jurisdiction and would be tied to input provided by local jurisdictions on the level of growth they can reasonably accommodate given their resources, local plans, and community support. • Except for the major cities, where high-rise buildings are considered, most other places would be expected to build three- to five-story buildings of wood frame construction. 	<ul style="list-style-type: none"> • This scenario maximizes the potential of the Priority Development Areas (PDAs) <u>and other transit-connected nodes</u> to accommodate household and job growth across the region with an <u>emphasis on density along all major regional transit corridors.</u> • This scenario would intensify growth in all PDAs and transit-connected job centers, with an <u>emphasis on growth along the major transit corridors (including all BART lines and Caltrain).</u> It is expected that around 70% of the housing production and around 55% of the employment growth would be accommodated within these PDAs and other job centers. • Putting more homes and jobs near transit would provide residents and employees with increased access to jobs and services, while providing the densities needed to support more robust transit service. • <u>Growth would based on maximizing the regional transit network and reducing GHG emissions by providing convenient access to employment for people of all incomes by distributing total housing growth numbers to: a) job-rich cities that are PDAs and PDA-like; b) connected to the existing transit infrastructure; and c) lack the affordable housing needed to accommodate low-income in-commuters.</u> • Except for the major cities, where high-rise buildings are considered, most other places would be expected to build three- to five-story buildings of wood frame construction.

July 20, 2011 – Proposal to Redefine the Focused Growth Scenario

What difference does the modification make?

- None of the existing scenarios prioritize workforce housing in all of the places with jobs and transit. They are defined by a distinction between the “Inner Bay Area” and “Outer Bay Area,” an arbitrary black-and-white distinction based on unclear criteria that does not reflect the physical realities of Bay Area transportation networks or transit corridors.
- The EEJ scenario we propose focuses growth more logically along the transit network the region has already invested in, whether the places are right on the Bay, or a little further inland. In addition, the scenario maximizes housing growth, especially affordable housing, in job-rich areas that lack the housing options needed to accommodate the existing low-income commuter workforce.
- The current staff scenarios are unduly limited by the voluntary PDA structure in deciding where housing growth is needed. Although directing substantial growth to PDAs makes sense in many cases, many other cities have not yet developed plans to take on their fair share of the region’s housing need, either restricting the size of their PDAs or failing to identify PDAs at all. These are places that are served by transit, and have large numbers of low-wage workers commuting in from far-away places, including the Central Valley. These are places that, by exporting their housing need, are creating sprawl. By creating adequate worker housing locally, the EEJ Scenario will reduce sprawl.
- Like some of the existing scenarios, the EEJ Scenario will focus a significant portion of housing growth in the urban core and in PDAs. Unlike those scenarios, however, it will also include some targeted growth in the specific job-rich and transit-equipped cities that draw thousands of low-wage workers from long distances due to an inadequate local supply of affordable housing.
- **Illustration of the difference our proposal will make: City of Pleasanton**
 - 40,000+ workers commute to jobs in Pleasanton. Nearly 20,000 earn low or very-low incomes. (2009 Census data)
 - Pleasanton is served by two BART Stations
 - According to the Initial Vision Scenario, Pleasanton would only get 9,000 total new units over 28 years. Even if 100% of those units were affordable, that would not accommodate 11,000 in-commuting low-wage workers.
 - The EEJ Scenario would allocate more housing growth to Pleasanton so that low-income workers can live where they work.
 - This decreases vehicle miles traveled, traffic, and GHGs providing improved access to jobs and economic opportunity for workers who need it most. It also supports businesses by providing a local, reliable workforce.

For more information, contact representatives of the 6 Wins Coalition:

Parisa Fatehi, pfatehi@publicadvocates.org

Lindsay Imai, lindsay@urbanhabitat.org

**Association of Bay Area Governments
Executive Board
Thursday, September 15, 2011
Project Review**

.1 Federal Grant Applications Being Transmitted to the State Clearinghouse

San Mateo County

Applicant:	Community Energy Services Corp.				
Program:	USDA				
Project:	San Mateo County Home Safety Repair				
Description:	San Mateo County Home Safety Repair and Rehabilitation				
Cost:	Total:	\$96,800.00	Federal	\$88,000.00	State:
			Applicant	\$4,400.00	Local
					Other
					\$4,400.00
Contact:	Kim Malcolm (510) 981-7761				
	ABAG Clearinghouse Number 15364				



LEAGUE OF WOMEN VOTERS OF THE BAY AREA

An Inter-League Organization of the San Francisco Bay Area



July 22, 2011

Mark Green, President
Association of Bay Area Governments
P.O. Box 2050
Oakland CA 94604

Dear President Green

Patty Boyle, the representative of the LWV Bay Area to the ABAG Regional Planning Committee has submitted her resignation, with copies both to LWVBA and to your RPC secretary.

The Board of the League of Women Voters of the Bay Area requests you to appoint to the Committee Linda Craig, our former LWVBA President and current Board member for Regional Governance/ Regional Planning. Her current focus is following the implementation of SB 375 and related issues.

Her background for your Executive Board's consideration is:

- Member, LWV Bay Area Board 1974-76, 2004-present; President LWVBA 2004-2008
- Vice Chair, San Mateo County Local Agency Formation Commission – Public Member 2010-2014, Alt. Public Member 2006-2010
- Advocacy Director, League of Women Voters of California 2007-2009
- Retired in 2000 from 25 years in city government (5 cities), primarily in financial management

Linda's contact information is 30 Rondo Way, Menlo Park, CA 94025; 650-322-6914, craighughes@earthlink.net.

We recommend the appointment of Linda Craig to the ABAG Regional Planning Committee as the representative of the League of Women Voters of the Bay Area.

Sincerely,

Marion Taylor
Marion Taylor, President

✓ Cc: Dayle Farina

Item 6.C.



Urban Habitat

August 10, 2011

BOARD MEMBERS

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Ken Kirkey, Planning Director
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050

Dear Ken:

I'm writing this letter to suggest that our new President & CEO, Allen Fernandez Smith represent Urban Habitat on the Regional Policy Committee. As President & CEO, Allen leads Urban Habitat's work on climate, transportation, land use and affordable housing – including our role in the Great Communities Collaborative. He has positive working relationships with our many public, private, and nonprofit partners.

Mr. Fernandez Smith worked most recently as the Executive Director of the California School-Age Consortium (CalSAC), a statewide, non-profit organization dedicated to advancing the professional development of youth workers across California through high-quality trainings, policymaking, and advocacy. Prior to his tenure at CalSAC, Fernandez Smith served as a Senior Community Development Specialist in the San Francisco Mayor's Office of Community Development. He worked closely with major city agencies, local community leaders, and small business owners to revamp neighborhood economic strategy programs in distressed commercial corridors. Fernandez Smith graduated from Harvard University's John F. Kennedy School of Government, holds a Bachelor of Arts in Political Science from the University of Illinois and was a graduate fellow at the Leadership Conference on Civil Rights Education Fund. In 2011, he was named to "The Root 100" national list of African-American leaders under 45 years old.

It has been a pleasure working with you and I look forward to staying connected in my role as Senior Director of Programs.

Warm regards,


Connie Galambos Malloy
Senior Director of Programs



M E M O

Date: August 31, 2011

To: Executive Board

From: Fred Castro
Clerk of the Board

Subject: **ELECTION CALENDAR – PRESIDENT AND VICE PRESIDENT**

ABAG's bylaws provide for the election of the President and Vice President of the Association every two years. An election of officers occurs in 2011.

With the Board's concurrence and in accordance with the election procedures adopted by the Board, the following schedule will be followed:

ELECTION CALENDAR

- The offices to be filled are those of the President and Vice President of the Association. The term of office for these positions begins January 1, 2012 and expires December 31, 2013.
- Procedures for the election of President and Vice President will be forwarded to each voting member and clerk on Friday, September 16, 2011.
- The period for filing nomination petitions with the Executive Director begins upon approval of the election calendar and ends at noon on Friday, October 7, 2011. Nomination petitions must be obtained from the Executive Director of the Association.
- Ballots will be mailed to county and city clerks and others having charge of elections by Friday, October 14, 2011.

IMPORTANT DATES

September 15, 2011

Nomination petitions filing period begins.

September 16, 2011

Election procedures sent to each voting member and clerk.

October 7, 2011

Nomination petitions filing period ends.

October 11, 2011

Certification of non-contested election notice sent to county and city clerks and others having charge of elections.

October 14, 2011

Ballots mailed to county and city clerks and others having charge of elections.

October 17 to October 31, 2011

Completed ballots filed with the Executive Director.

November 2, 2011

Opening and counting of ballots at ABAG's offices.

Item 6D



Election Calendar – President and Vice President

August 31, 2011

2

- Completed ballots must be filed with the Executive Director no earlier than Monday, October 17, 2011 and no later than 12 noon on Monday, October 31, 2011.
- Opening and counting of ballots will be conducted on Wednesday, November 2, 2011 at ABAG's offices.
- Pursuant to the election rules, if no election is to be conducted because there is only one candidate for each office, a certification of election notice is to be mailed to county and city clerks and others having charge of elections by Tuesday, October 11, 2011.

Recommended Action: The Executive Board will be asked to adopt the election calendar. In addition, at the Board meeting President Green will appoint a canvassing committee of three members, two of whom will be members of the Board, to count the ballots if there is a contested election for either or both of the seats. The Board will be asked to confirm the appointment of the committee members.



September 1, 2011

To: ABAG Executive Board

From: Judy Kelly, Director
San Francisco Estuary Project

Re: **Authorization to Amend Contract with the California Department of Boating and Waterways (DBW)**

Executive Summary

The San Francisco Estuary Partnership ABAG has been working in cooperation with the Department of Boating and Waterways for over 15 years to implement actions under the US Fish & Wildlife Service's Clean Vessel Act to ensure proper disposal of sewage from recreational boats.

In November, 2010, the Executive Board most recently authorized the Executive Director or designee to amend the agreement with the DBW for the San Francisco Estuary Partnership/ABAG to provide continued support for a Boater Education Program.

The Board is requested to authorize the Executive Director or designee to amend the contract by increasing the not to exceed amount to \$2,562,101 an increase of up to \$200,000 for work during calendar 2012. The time period of the contact will be extended, with the contract ending on December 31, 2013. The funds will be used to inform the boating community about proper vessel sewage disposal practices to encourage the use of pumpout and dump facilities. The San Francisco Estuary Project/ABAG will use \$200,000 to work with the boating community in the San Francisco Bay Delta Estuary. ABAG will provide an in-kind services match of approximately \$29,000. The remaining \$21,000 of the required match will be provided by project partners.

Recommended Action

The Board is requested to authorize the Executive Director or designee to amend the DBW/ABAG contract by increasing the not to exceed amount to \$2,562,101 an increase of up to \$200,000.

Next Steps

Upon board approval SFEP will amend the contract with DBW.

Item 6.E.

MEMO

To: ABAG Executive Board

Submitted by: Ken Kirkey, ABAG Planning Director

Subject: SCS Alternative Land Use Scenarios:
Core Concentration, Focused Growth and Outer Bay Area Growth

Date: September 1, 2011

Executive Summary

The attached report presents alternative land use patterns for the Core Concentration, Focused Growth and Outer Bay Area Growth alternative scenarios. This is based on an assessment of economic growth, financial feasibility, and reasonable planning strategies. They provide a range of housing and employment distribution patterns across places and cities that support equitable and sustainable development. These scenarios will be used to inform the development of the Preferred Scenario of the Sustainable Communities Strategy (SCS).

These land use scenarios follow ABAG Executive Board and Metropolitan Transportation Commission direction on the overall framework for five alternative Scenarios. They include detailed input from local jurisdictions and equity groups.

Recommended Action Informational item

Staff seeks comments on the following:

- **Distribution of growth** - Do these three land use scenarios provide an appropriate spectrum for sustainable and equitable development trends? Is growth concentrated at the appropriate places?
- **Development of vital and healthy places** - Are housing and jobs converging at the appropriate places? Can this convergence support greater access to jobs and housing, particularly for the low and moderate income populations? What elements of the scenarios would support the development of complete communities?
- **Planning strategies and investments** – Do the scenarios support convergence of local jurisdictions, community organizations, and business organizations into a coherent regional strategy? What policies and investments should be prioritized to support the SCS?

Next Steps

- Additional land use and economic analysis, release of transportation network scenarios and performance targets – October 2011
- Gather input - November 2011
- Release draft Preferred land use scenario - December 2011
- Approval of Preferred land use scenario by Executive Board - Early 2012

Attachments:

Staff Report



MEMO

Submitted by: Ken Kirkey, ABAG Planning Director

Subject: Regional Housing Needs Allocation (RHNA) Methodology Concepts

Date: September 2, 2011

Executive Summary

The Regional Housing Needs Allocation (RHNA) is a state mandate that requires each community to plan for its share of the state's housing need, for people at all income levels. The most recent RHNA covers the seven-year period from 2007-2014. It is ABAG's responsibility to distribute this need to local governments. With the passage of SB 375, ABAG and MTC must identify areas within the region sufficient to house an eight-year projection of the regional housing need for all income groups. Additionally, the housing allocation plan must allocate housing units within the region *consistent with* the development pattern included in the Sustainable Communities Strategy (SCS).

Staff will provide an update on the work done by ABAG and MTC staff, with the assistance of the SCS Housing Methodology Committee (HMC), to develop the RHNA methodology for the 2015-2022 period. Since January 2011, members of the HMC have been discussing and refining the conceptual framework for allocating a portion of the region's total housing need to each jurisdiction in the region. The HMC has reached consensus about most of the major components of the methodology, however, there are still areas where discussion is ongoing.

Staff will present an overview of the proposed methodology framework as well as a summary of the HMC's discussion to date. The HMC will meet on September 8 to continue refining the details of the RHNA methodology. Staff will provide an update from the HMC to the Executive Board at the meeting.

Recommended Action

None.

Next Steps

None.

Attachments: Regional Housing Needs Allocation (RHNA) Methodology Concepts



Sustainable Communities Strategy

ALTERNATIVE LAND USE SCENARIOS Core Concentration, Focused Growth, and Outer Bay Area Growth

REVISED: September 1, 2011

In July, ABAG's Executive Board and the Metropolitan Transportation Commission approved a framework for Five Alternative Scenarios, which will be used to inform the development of the Preferred Scenario of the Sustainable Communities Strategy (SCS). Scenario 1 and 2 are based on unconstrained growth, assume very strong employment growth, and unprecedented funding to support housing affordability. Scenario 1, the Initial Vision Scenario was released in March 2011. Scenario 2, Core Concentration Unconstrained will be developed to provide a more concentrated development pattern along transit corridors. These two scenarios are essential to identify the challenges and policies for an ideal sustainable development path.

This report presents the land use patterns for scenarios 3, 4, and 5 based on an assessment of economic growth, financial feasibility, and reasonable planning strategies. They provide a range of housing and employment distribution patterns across places and cities that support equitable and sustainable development. The three scenarios are as follows:

- *Core Concentration Growth Scenario:* Concentrates housing and job growth at selected Priority Development Areas in the Inner Bay Area along the region's core transit network.
- *Focused Growth Scenario:* Recognizes the potential of Priority Development Areas and Growth Opportunity Areas across the region with an emphasis on housing and job growth along major transit corridors.
- *Outer Bay Area Growth Scenario:* Addresses higher levels of growth in the Outer Bay Area and is closer to previous development trends than the other two scenarios.

These three scenarios assume a strong economy supported by the appropriate affordable housing production. They also assume targeted local and regional strategies and additional funding to support sustainable and equitable growth. They are designed primarily around Priority Development Areas and Growth Opportunity Areas, as places for growth identified by local jurisdictions. (PDAs will refer to both areas in this report) The level of PDA growth is defined based on the Place Type established by the local jurisdiction (i.e., regional center, transit neighborhood, rural town), which provides a regional language to recognize the character, scale, density and expected growth for the wide range of places in the Bay Area. Beyond the PDAs, household growth is distributed based on employment, transit access, household formation, and housing production. Employment distribution is based upon the existing employment pattern, reversing the previous dispersal trends throughout the region.

Regional dialogue on land use scenarios

The purpose of the land use alternative scenarios is to expand the regional dialogue on the type of development, planning strategies, and investments to define the SCS. We are seeking input from local jurisdictions, community organizations, business organizations, and general public on the following themes:

Distribution of growth

- Shifting from previous trends of dispersed growth, do these three land use scenarios provide an appropriate spectrum for sustainable and equitable development trends? Is growth concentrated at the appropriate places?

Development of vital and healthy places

- Are housing and jobs converging at the appropriate places? Can this convergence support greater access to jobs and housing, particularly for the low and moderate income populations?
- What elements of the scenarios would support the development of complete communities?
- Do the scenarios address the local expectations and necessary adjustments for regional equity and sustainability?

Planning strategies and investments

- How can local jurisdictions, community organizations, and business organizations converge into a coherent regional strategy?
- What policies and investments should be prioritized to support the SCS?

This report includes five sections and two appendices. The first section is a brief summary of the input received from local jurisdictions and stakeholders on local development and equity. The second section is an overview of regional employment and household growth between 2010 and 2040. The third section describes employment trends and distribution, including some details of the recent regional employment analysis undertaken by ABAG and MTC to inform the land use patterns. The fourth section provides an overview of the housing distribution, which relies on the housing analysis presented in previous reports. The fifth section covers the next steps towards the development of the Preferred Scenario. The appendices include, first, details on the methodology for growth distribution; and, second, tables of growth by PDA and local jurisdiction. Scenarios maps are compiled in a separate packet.

1. INPUT ON SCS SCENARIOS

The development of the SCS Core, Focused, and Outer Bay Area Growth Scenarios are informed by a wealth of input we received on the Initial Vision Scenario (IVS) from local elected officials, planning directors, and Congestion Management Agencies (CMAs) as well as from the Regional Advisory Working Group, Equity Group, and stakeholders groups. County-level Basecamp sites have been well noticed and public workshops were held throughout our nine-county region.

As indicated in previous reports, land use decisions are a local responsibility governed by local jurisdictions. The land use scenarios presented here are based upon local input and strong

coordination among local and regional agencies. Regional agencies have incorporated local input into three coherent land use development patterns.

Input on local development

The input received reflects the unique characteristics of the region's communities. Some communities described the level of housing growth depicted in the IVS as too high, while other jurisdictions responded that IVS housing growth levels would be appropriate if funding for redevelopment, public schools, transit and other community infrastructure were available. Still, a number of common themes have emerged.

- *Addressing the Bay Area economic challenges:* The Bay Area's first Sustainable Communities Strategy should advance a vibrant economy and strong growth for the region. Employment growth should be aligned with existing and planned transit. Employment totals are too high given past performance and the depth of the recession.
- *Sustainable and equitable housing production:* Growth levels in the Initial Vision Scenario are not feasible given current market constraints and funding availability. Infill development challenges require capital investments and supportive policies. The SCS should reward communities that advance sustainable growth at transit nodes.
- *Transit service:* Cuts in transit service will impede sustainable growth. Transit-served, infill areas that have not been nominated by local communities as PDAs should take on comparable levels of growth.
- *Coordination of regional efforts:* Loss of redevelopment agencies will limit infill development. The SCS should provide CEQA benefits for projects in PDAs. Air District and BCDC requirements should be aligned with the SCS.

Input on equity

Regional agency staff has worked with the Regional Equity Working Group and MTC's Policy Advisory Council to develop inputs to the Alternative Scenarios that will increase access to opportunities and an improved quality of life for residents from all income categories in communities throughout the region. Social equity as well as economic growth and environmental sustainability are promoted through the emphasis on encouraging growth in complete communities served by transit. In addition, each of the alternative scenarios will also distribute growth in a way that ensures each jurisdiction is planning to accommodate a minimum percent of its expected household growth. Factors related to transit service, employment, and net low-income commuters to a jurisdiction will also inform the alternative scenario housing distributions.

2. REGIONAL EMPLOYMENT AND HOUSEHOLD GROWTH 2010 – 2040

The recent national economic recession triggered a major employment decline. Recent data and research indicates that the nation is facing a slower recovery than expected over the next few years, which will in turn impact the recovery of the Bay Area. Beyond this short term recovery, the rates of employment growth for the Bay Area and California have become closer to or lower than the national rates since the 1980s. They were higher than the nation from the 1960s to the 1980s, but as the region and the state matured in its economic composition, growth rates became closer to the national average.

Due to lowered forecasts of national economic and job growth, along with dramatic decreases in state and national immigration levels (even prior to the recession), the Bay Area job forecast for 2040 would be revised downward by an estimated 100,000 jobs than the forecast employment for the Initial Vision Scenario. The total jobs for 2040 would drop by another 200,000 jobs by switching to a forecast where the Bay Area maintains its current share of national employment.

Even under those considerations, the SCS can reasonably assume a healthy economy for the Bay Area by 2040. High expectations are based on the strength of our knowledge-based economy, the development of new high technology sectors as well as the diverse economy to support these leading sectors. In addition, the Bay Area has a highly qualified labor force when compared to other regions and a high quality of life based on access to urban amenities, natural resources, and a Mediterranean climate. The region also provides businesses with a wealth of research and development resources and a strong network of international exchange.

Given these resources, regional and economic experts working with ABAG and MTC suggest the Bay Area could add almost a million jobs up to 4.26 million jobs by 2040. This is an average of 33,000 per year over the next 30 years, which assumes a healthy and strong economy. This is more than three times the 10,000 average annual job growth of the previous two decades. It is close to the 40,000 average annual job growth of the last 50 years when the region experienced the development of the high technology industry and the finance sector.

This employment growth will be supported by strong housing production of about 770,000 units by 2040. This would represent an annual production of 27,000 units per year. The slow recovery of job growth and housing prices are expected to limit housing production in the near-term. This period should be addressed independently from the housing production of the later years. Assuming a suppressed housing production rate of 15,000 units from 2010-2015, this level of growth would increase to almost 30,000 units per year over the 2015-2040 timeframe. In comparison, historical rates were 20,000 per year from 1990-2010 and 36,000 averaging 1970, 1975, 1980, and 1985 rates, periods of much greenfield housing production.

The expected growth of 770,000 housing units by 2040 in the scenarios under discussion is lower than the equivalent one million units in Initial Vision Scenario. The former is the expected housing production while the latter reflects the housing need. The expected housing production addresses lower 2010 household and population counts (Census 2010), lower employment growth than previous forecasts, and reasonable assumptions on market trends, local and regional policies, and infrastructure.

This level of housing reflects a reasonable job to household ratio for the Bay Area and would consider a reasonable pace of recovery of the housing market. For these scenarios we are assuming a job to household ratio of 1.3 by 2040. This ratio is based on the regional average over the past six decades and is also similar to the present-day ratio. It could be expected that demographic shifts would lower this ratio over the next fifteen years as the baby boomer generation retires, but that it would rise again in the later years of the planning horizon.

Regional Growth: Households, Population, Employed Residents, Jobs, 2010 - 2040

	Core, Focused, and Outer Bay Area Growth Scenarios			Initial Vision Scenario
	2010	2040	Growth 2010-40	Growth 2010-40
<i>Households</i>	2,608,000	3,378,000	770,000	1,031,000
<i>Population</i>	7,151,000	9,236,000	2,085,000	2,432,000
<i>Employed residents</i>	3,153,000	3,974,000	821,000	1,338,000
<i>Jobs</i>	3,271,000	4,266,000	995,000	1,463,000

These scenario land development patterns will be supported by transportation scenarios that will vary the level of funding for “fix-it-first” maintenance, transit capacity improvements, roadway improvements, and bike/pedestrian funding.

3. REGIONAL EMPLOYMENT DISTRIBUTION

The region is experiencing a transformation in its economic activities and in its population composition, both of which have major land use implications. The very strong growth of knowledge-based activities at the intersection with urban amenities brings new strength to employment centers. These economic trends are parallel to some key emerging demographic changes: young professionals’ preferences for vital urban places instead of office parks, an increase in the ethnic diversity of the labor force and residents, and a major wave of retirement and increase in the senior population. Providing that the region can develop and implement a solid SCS, these changes provide an opportunity to strengthen the economic health, social equity, and sustainability of the Bay Area.

SCS tasks to support a healthy economy include:

- Provide the appropriate transit, affordable housing, and urban amenities to support the new wave of industries at urban locations and densified office parks.
- Support a diverse economy through public investments that support strategic sectors, and the retention and expansion of affordable housing close to major employment centers.
- Regain the economic vitality of regional centers, which lost employment over the past decades. Support increased densities and a mix of uses at suburban office parks, which have been major employment growth areas.
- Concentrate urban amenities and affordable housing in downtown areas and along transit corridors across the region.
- Maintain and increase the viability and productivity of industrial lands and agricultural resource areas.

For the purpose of the SCS Alternative Scenarios we have revised the total employment growth by 2040, the growth by industry, and the distribution by PDA and city. The rationale for this healthy economic growth in relation to population and housing growth will be discussed in a

separate memo. This report primarily focuses on growth by industry and distribution patterns based on the employment analysis developed by ABAG and MTC in collaboration with Strategic Economics.

Changes in the regional industrial composition

Starting in the 1970s the region experienced major employment growth in San Francisco's financial district and the emergence of Silicon Valley as the global center of high technology. In contrast to many other metropolitan regions for subsequent decades, the Bay Area's economic sectors developed through very distinct specialized clusters. In the years following the turn of the millennium the region has a more mature economic base with an economic sector composition that is closer to the national average.

Professional and business services and information jobs have become the major leading sectors in the regional economy. Over the last decades they have experienced sharp growth but they have also been the most impacted during periods of economic decline. These regional leading sectors have increased the demand for highly educated labor and provided high wage jobs. Educational and health services have displayed steady growth, but a more moderate level than professional services. These sectors have surpassed manufacturing, government administration, and retail employment. Over the next 30 years, educational and health services sectors are expected to continue their rate of growth. Professional and business services are expected to generate more than one third of the total regional growth by 2040.

Since the 1980s, these growing sectors have more than compensated the loss in manufacturing and finance jobs. During this period, much of the region's traditional manufacturing employment has relocated to low cost labor regions in Asia and Latin America. More recently despite steady growth in professional and business service jobs related to emerging technology industries, high tech manufacturing has also relocated out of Silicon Valley to lower cost locations. Changes in technology have also reduced labor requirements and increased productivity for the remaining manufacturing businesses. On the opposite spectrum of the economic sector location patterns, while the region continues to be an important financial center, finance employment jobs have been eliminated or relocated out of the Bay Area. The decline of these two sectors has resulted in a loss of middle-income jobs for the region. Looking forward to 2040, manufacturing and finance are not expected to significantly expand. However, they will remain essential and stable sectors in the regional economy and are expected to retain approximately the same employment size over the next 30 years.

The Bay Area is a major international destination for business and leisure travel. Leisure, hospitality and retail are growing employment sectors. In particular, leisure and hospitality employment has grown at a faster pace than retail, following the pattern of professional and business services. Both industry groups are expected to retain a steady growth over the next 30 years.

Changes in the regional spatial patterns

Over the past decades the Bay Area experienced a decline of employment at its major regional economic centers while suburban employment centers and office parks emerged and grew throughout the region. These spatial patterns were conditioned by the decline of the finance sector in San Francisco, the growth of the high technology sectors in Silicon Valley, the formation of the Tri-Valley business cluster supported by labor from lower housing cost communities in the eastern part of the Bay Area and the central valley, and the strengthening of medium size downtowns such as Walnut Creek, Santa Rosa and Berkeley.

The growth of professional services in close proximity to urban amenities, point toward a new wave of growth that could be accommodated at major economic centers and a demand for urban amenities, mixed-uses and higher densities at suburban employment locations. Analysis of employment and demographic trends indicates that the SCS can serve to support these emerging trends by increasing access to transit, affordable housing, and urban amenities at employment centers. The SCS would recognize the economic function of each place in the region and the potential they offer for the growth of selected industry groups, jobs and businesses. This recognition is also informed by the community choices on the function and qualities of their places. Some of the expected trends are described below.

▪ Renewed regional centers

Regional centers have reduced their office jobs as a share of the region from 49 percent in 1990 to 41 percent in 2010. Downtown San Francisco and Downtown Oakland also reduced their absolute employment levels. Downtown San Jose had a small increase. In the SCS Scenarios we expect a reversal of this trend. This is based on the rate and scale of growth of professional services urban entertainment, which brings a new economic vitality to the regional centers. Similar to the growth of the financial district in the 1970s, the Bay Area is attracting new businesses and workers that want to locate in close proximity to related firms, services and amenities. The new wave of businesses and young professionals' demand for building space prioritizes flexibility to adjust spaces to multiple functions and requires less office space per worker relative to the early growth of traditional downtown office space. The growth of health and educational services would also support the growth of regional centers.

▪ Office parks:

Office parks have been a dominant building pattern in the two suburban areas that experienced major growth in the Bay Area over the past several decades: Silicon Valley and the Tri-Valley. In the SCS Alternative Scenarios office park employment will continue to grow but at a slower pace than in recent decades. The emerging private shuttle services run by businesses, particularly in San Mateo and Santa Clara County are expected to grow and improve transit access while lessening, but not fully mitigating increased freeway traffic congestion related to employment growth. Growth in office park employment is limited in part by the capacity of the region's congested freeway network. Office parks in the Tri-Valley area would house more workers within their own jurisdictions, but will continue to draw from lower cost labor in the Central Valley. Some office parks would be transformed with additional office buildings and a mix of uses including housing.

- **Downtown areas and transit corridors**

The increasing need and desire for local services in close proximity to residential locations has led to a clustering of services along corridors and in small downtown areas over the past decades. The increasing size of the region's senior population will likely reinforce this trend over the next decades. The SCS Alternative Scenarios assume an increase in local serving jobs in Priority Development Areas proportional to housing growth in PDAs.

- **Industrial land**

The decline of the manufacturing and wholesale employment due to business relocation and changes in technology has resulted in a major contraction of those businesses in industrial areas. In many areas this has not resulted in vacant industrial land, but a different mix of businesses that are necessary to support the local and regional economies. In addition to basic services such as refuse collection or supply distribution, industrial lands are now occupied by a wide range of businesses from food processing to green industry manufacturing, and auto repair to high tech product development drawing employment from many sectors into traditional industrial lands. The SCS Alternative Scenarios assume limited but stable job growth in manufacturing, given retention of industrial land at core locations and an expanding array of production, distribution and repair activities.

- **Agricultural land**

The Bay Area has a wealth of agricultural land unparalleled among our nation's largest metropolitan regions that provides high quality agricultural products including diverse high-value crop production and its world-renowned wine industry. For the most part the region's remaining farmland is policy-protected from urban expansion. All of the counties outside of San Francisco have a growth management framework (e.g. urban growth boundaries, agricultural zoning, etc.) in place. The SCS Alternative Scenarios assume the retention of most agricultural land with some increase in productivity yielding modest employment growth.

Core Concentration, Focused Growth, and Outer Bay Area Growth Scenarios

Given the expected levels of regional growth, changes in the economic sector composition, and changes in the spatial patterns of employment location, the three alternative scenarios provide alternative land use development patterns based on various degrees of employment concentration. All scenarios assume nearly one million additional jobs in the region through 2040. They also assume the same growth rates by industry. The three scenarios assume slowing or reversal in the declining share of employment in Priority Development Areas experienced in previous decades. The three scenarios also assume some growth in local serving jobs proportional to the housing growth by PDAs.

The three employment scenarios are CONCEPTUAL scenarios to understand and assess distinct land use patterns in relation to housing and transit. Starting from the current distribution of employment and growth trends over previous decades, the scenarios add three factors: the concentration of jobs in PDAs, the concentration of knowledge-based jobs (Information, Finance, Professional & Business Services), and the link of local serving jobs (primarily Retail, some Health, Educational, and Recreational Services) to housing growth. They do not yet include input from local jurisdictions or analysis of land constraints, industrial cluster support, or

public and private investments. This input and analysis will be essential to develop the employment distribution for the Preferred Scenario.

Overview of job growth by scenario

	Core Concentration	Focused Growth	Outer Bay Area
Land use trends	Higher growth in major employment centers close to transit	Higher concentration of employment in PDAs than 2010	Continued trends of more growth in Outer Bay Area and more growth outside of PDAs
PDA job growth	Small increase of PDAs share of regional jobs over Focused Growth Scenario	Small increase of PDAs share of regional jobs over 2010	Decline of PDAs share of regional jobs over 2010
Knowledge-based jobs	Additional 15% in inner bay PDAs	Additional 10% across all PDAs	Decline in share of PDAs following previous trends
Local serving jobs	Follows housing growth, more jobs in inner bay area PDAs	Follows housing growth, distributed across all PDAs and jurisdictions	Follows housing growth, more jobs in outer bay area

Core Concentration Growth Scenario: This scenario assumes that the concentration of employment in PDAs across most economic sectors will remain as in 2010. Knowledge-based jobs will be more concentrated in regional centers, city centers, urban neighborhoods, and mixed-use neighborhoods in the Inner Bay Area places where jobs are concentrated today. Local serving jobs will follow housing in PDAs, which will be more concentrated in the Inner Bay Area.

Focused Growth Scenario: This scenario assumes that the concentration of employment in PDAs across most economic sectors will remain as in 2010. Knowledge-based and local serving jobs will be more concentrated in PDAs by 2040 than in 2010.

Outer Bay Area Growth Scenario: This scenario follows the growth trends from the previous 30 years but with lower rates of job dispersal. Regional Centers and large City Centers grow but slower than other Place Types, while Suburban Centers and office parks outside of PDAs continue to grow at higher rates than the regional average.

Employment by economic sector

The employment growth by economic sector is based on the forecast prepared by Caltrans and adjusted to the total regional growth established by ABAG and MTC. While the same level of growth by industry is assumed in the three scenarios, the distribution by city and PDA varies across scenarios.

Employment growth by economic sector 2010 - 2040

	Jobs 2010	Jobs 2040	Job growth 2010 – 2040	Annual Growth Rate 2010- 2040
<i>Total Jobs</i>	3,270,906	4,265,736	994,831	1.01%
<i>Agriculture and Natural Resources</i>	22,142	22,286	144	0.02%
<i>Manufacturing Wholesale and Transportation</i>	543,974	659,580	115,606	0.71%
<i>Retail</i>	325,168	402,036	76,868	0.79%
<i>Professional and Business Services / Finance</i>	774,502	1,153,879	379,378	1.63%
<i>Health, Education, Recreation Services</i>	853,755	1,106,095	252,340	0.99%
<i>Other: Information, Government, Construction</i>	751,365	921,860	170,495	0.76%

Distribution of Employment

The employment distribution for 2010 is based on NETS data (See appenedix for description of data sources). This data provides employment information by location of a business establishment. This is a high level of geographical resolution, which allows us to capture the employment by PDA more accurately than previous zip code data.

In 2010, it was estimated that PDAs encompassed an estimated 1,586,000 or 48 percent of jobs regionwide. This is 5 percent lower than the PDA share in 1990 according to ABAG analysis of the NETS data. The three scenarios assume different shares of jobs in PDAs as indicated below. Following previous trends but at a slower pace, the Outer Bay Area Scenario assumes a lower PDA share of total jobs in 2040 than in 2010. The Focused Growth and Core Concentration Growth Scenarios both assume a higher concentration of jobs in PDAs in 2040 than in 2010.

Job Share in PDAs by Scenario: Past and Future Trends 1990 – 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
<i>PDA Job Share 1990</i>	53%	53%	53%
<i>PDA Job Share 2010</i>	48%	48%	48%
<i>PDA Job Share 2040</i>	51%	50%	48%
<i>PDA Job Growth Share 2010-2040</i>	58 %	55 %	47 %

Within PDAs, the distribution of jobs varies according to sector and Place Type. The Outer Bay Area Scenario retains a similar distribution in 2010 and 2040 except for the local serving jobs, which shifts according to housing growth. The Focused Growth Scenario increases knowledge-based jobs across all PDAs. The Core Concentration Growth Scenario increases knowledge-based jobs in regional centers, city centers, urban neighborhoods, and mixed-use corridors in the inner Bay Area.

Share of Regional Job Growth in PDA by Industry Group by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
<i>Total region</i>	58%	55%	47%
<i>Agriculture and Natural Resources</i>	27%	27%	27%
<i>Manufacturing Wholesale and Transportation</i>	43%	43%	39%
<i>Retail</i>	61%	58%	55%
<i>Professional services/Finance</i>	65%	60%	45%
<i>Health, Education, Recreation Services</i>	48%	48%	47%
<i>Other: Information, Government, Construction</i>	67%	63%	51%

Share of Regional Job Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Jobs	58.3%	55.3%	46.9%
Inner Bay			
Regional Center	21.4%	19.0%	12.5%
City Center	4.4%	3.9%	4.0%
Suburban Center	1.0%	1.1%	1.0%
Transit Town Center	2.6%	2.7%	2.9%
Urban Neighborhood	5.1%	4.6%	3.5%
Transit Neighborhood	2.3%	2.5%	1.8%
Mixed-Use Corridor	13.3%	12.1%	11.1%
Employment Center	1.4%	1.5%	1.2%
Outer Bay			
Regional Center	0.0%	0.0%	0.0%
City Center	0.7%	0.8%	0.8%
Suburban Center	2.0%	2.2%	2.5%
Transit Town Center	1.7%	1.9%	1.8%
Transit Neighborhood	0.8%	0.9%	1.3%
Mixed-Use Corridor	1.4%	1.6%	1.9%
Employment Center	0.2%	0.2%	0.3%
Rural Town Center	0.1%	0.2%	0.1%
Rural Mixed-Use Corridor	0.0%	0.0%	0.0%

Share of Regional Professional and Business Services / Finance Job Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Jobs	65.1%	60.0%	45.4%
Inner Bay			
Regional Center	29.5%	25.3%	12.8%
City Center	4.7%	4.0%	5.1%
Suburban Center	0.7%	0.9%	1.4%
Transit Town Center	2.0%	2.4%	2.9%
Urban Neighborhood	4.7%	4.0%	2.8%
Transit Neighborhood	1.9%	2.3%	0.7%
Mixed-Use Corridor	14.3%	12.3%	11.5%
Employment Center	1.2%	1.5%	0.9%
Outer Bay			
Regional Center	0.0%	0.0%	0.0%
City Center	0.7%	0.8%	0.9%
Suburban Center	1.9%	2.2%	1.9%
Transit Town Center	1.5%	1.8%	1.1%
Transit Neighborhood	0.6%	0.7%	1.4%
Mixed-Use Corridor	1.1%	1.4%	1.5%
Employment Center	0.2%	0.3%	0.4%
Rural Town Center	0.1%	0.2%	0.2%
Rural Mixed-Use Corridor	0.0%	0.0%	0.0%

Share of Regional Retail Job Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Jobs	61.3%	57.9%	55.0%
Inner Bay			
Regional Center	10.2%	9.2%	9.5%
City Center	4.7%	4.4%	4.2%
Suburban Center	3.2%	3.0%	3.2%
Transit Town Center	5.3%	4.8%	3.6%
Urban Neighborhood	5.1%	4.4%	3.6%
Transit Neighborhood	4.5%	4.0%	3.3%
Mixed-Use Corridor	16.2%	14.7%	12.1%
Employment Center	0.6%	0.6%	0.6%
Outer Bay			
Regional Center	0.2%	0.2%	0.2%
City Center	0.9%	1.2%	1.2%
Suburban Center	4.1%	4.3%	6.3%
Transit Town Center	2.2%	2.2%	1.9%
Transit Neighborhood	1.7%	1.9%	2.0%
Mixed-Use Corridor	2.3%	2.7%	2.8%
Employment Center	0.1%	0.1%	0.1%
Rural Town Center	0.1%	0.1%	0.1%
Rural Mixed-Use Corridor	0.0%	0.0%	0.1%

Job Growth by County and PDA by Scenario 2010 – 2040

	PDA Jobs			County Jobs		
	Core Concentration	Focused Growth	Outer Bay Area	Core Concentration	Focused Growth	Outer Bay Area
Alameda	106,300	104,000	93,500	203,800	203,700	216,300
Contra Costa	38,000	41,300	46,500	96,400	104,900	126,300
Marin	6,000	6,800	7,900	31,700	34,600	35,900
Napa	300	300	300	14,600	15,600	22,000
San Francisco	206,500	178,000	127,000	206,900	179,100	127,000
San Mateo	41,900	40,300	35,200	99,600	104,000	112,700
Santa Clara	159,300	154,000	129,300	254,200	257,400	247,400
Solano	6,600	7,300	7,500	42,000	46,200	50,200
Sonoma	15,600	17,600	19,700	45,500	49,200	57,100
TOTAL	580,400	549,700	467,000	994,800	994,800	994,800

4. REGIONAL HOUSING DISTRIBUTION

The three scenarios, Core Concentration, Focused Growth and Outer Bay Area Growth, address the distribution of 771,000 households by 2040 through alternative land use patterns. Each of these scenarios relates to the employment growth and the three distribution patterns described in the previous section. Levels of household growth are specifically linked to the concentration of knowledge-based and local serving jobs. The three scenarios support healthy economic growth by 2040.

Shifting from the dominant development trend of single-family homes in greenfield areas over the last three decades, the three scenarios assume a higher concentration of households within multi-family housing at transit nodes and corridors with appropriate services and stores. Most of the growth is expected to be accommodated through 3 to 6 story wood-frame buildings, with the exception of major downtown areas where steel-frame buildings of more than 10 stories would be constructed.

The scenarios vary in the overall share of households in PDAs as well as by Place Type and city. The distribution of household growth is based on local input and regional criteria established through the densities and scale of Place Types, transit service, employment, and net low-income commuters. In addition, in the three scenarios each city is expected to reach a minimum household growth equivalent to 40 percent of its household formation. This last factor comes from the Regional Housing Need Allocation methodology for 2014-2022, which identifies the housing needs by city to be addressed through local plans and zoning controls.

Local plans and their proposed housing growth are an important component in the distribution of household growth. Local input on household growth from each jurisdiction was utilized in at least one of the three scenarios.

The PDAs and the growth factors directly addressed equity in the SCS. This final approach to the alternative scenarios is the result of in-depth interactions with equity groups. PDAs cover a wide range of neighborhoods with diverse income levels, infrastructure needs, and transit service. Regional staff worked closely with local jurisdictions to identify neighborhoods appropriate for PDA designation that need public investment for current and future populations as well as areas that are ready to accommodate additional housing. Two growth factors are directly linked to equity. The low-income net in-commuters' factor recognizes the potential of cities with high employment and limited affordable housing to accommodate future household growth. Similarly, the minimum growth floor of 40 percent of jurisdictions' household formation level allows cities with good services to accommodate a portion of their own population growth.

In order to appropriately address equity in the SCS, ABAG and MTC will conduct a thorough assessment of regional income levels and distribution. This report only includes some minor revisions to the income distribution factors used in Projections 2009. Current regional economic changes in the type of businesses, jobs, and labor indicate some regional income polarization. This task requires detailed attention and will be a priority over the next several weeks in preparation for the draft Preferred Scenario.

Overview of household growth by scenario

	Core Concentration	Focused Growth	Outer Bay Area
Land use trends	More growth in PDAs, particularly in Inner Bay Area's major employment centers and transit nodes	Growth throughout regional transit corridors and job centers	Less growth in PDAs, more growth in Outer Bay Area along transit corridors.
Growth factors	Transit service Employment Net low-income commuters		
Minimum level of growth	40% of the expected household formation rate for each jurisdiction		
PDA household growth	Based on Focused Growth Scenario, increase household growth by 20% in Inner Bay Area, plus or minus housing value factor	Growth within PDAs based on minimum level of growth by Place Type.	Based on Focused Growth Scenario, increase household growth by 5 to 30% in Outer Bay Area depending on job growth

Core Concentration Growth Scenario: This scenario assumes a concentration of households in PDAs and jurisdictions in the Inner Bay Area to take advantage of the core transit network.

Focused Growth Scenario: This scenario assumes focused household growth in PDAs throughout the region's transit corridors.

Outer Bay Area Growth Scenario: Closer to recent development trends than the other two scenarios, this scenario assumes more growth of households in the Outer Bay Area in relation to the employment growth by jurisdiction.

The three scenarios vary in their share of PDA household growth from 67 to 79 percent of all regional growth. PDAs currently account for 24 percent of all households in the region. The PDA share of households increases to between 34 and 37 percent of all households in the three scenarios.

Households in PDAs by Scenario: Current and Future Trends 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
<i>PDA households 2010</i>	634,730	634,730	634,730
<i>PDA households 2040</i>	1,239,900	1,187,740	1,154,970
<i>PDA households growth 2010-2040</i>	605,170	553,010	520,270
<i>PDA share of total households 2040</i>	37%	35%	34%
<i>PDA household growth share 2010-2040</i>	79%	72%	67%

In the Core Concentration Growth Scenario, Inner Bay Area jurisdictions for the most part experience a greater concentration of growth within their PDAs than in the Focused Growth Scenario, whereas in the Outer Bay Area Scenario growth is less concentrated in the PDAs. In each of the scenarios, the 40 percent housing growth threshold has a considerable affect on some of the smaller residential communities throughout the region.

The concentration of households varies by Place Type. In each scenario, the greatest share of regional growth is within the Mixed-Use Corridors, followed by Regional Centers. The Core Concentration Growth Scenario brings a higher concentration of households at Regional Centers, City Centers, Urban Neighborhoods, and Mixed-Use Corridors. This includes downtown areas in Oakland, San Francisco and San Jose and the San Pablo, Mission, and El Camino transit corridors. The Transit Town Centers and Transit Neighborhoods also play an important role in the Core Concentration Growth Scenario, as many of the PDAs along the core transit network in the Inner Bay Area have these Place Types. In the Focused Growth and Outer Bay Area scenarios, growth is more evenly distributed across all Place Types. The Outer Bay Area Growth Scenario shows higher growth in suburban centers such as the Dublin, Livermore, and San Ramon PDAs

Share of Regional Household Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Share of Households	37%	35%	34%
Regional Center	12.6%	11.2%	10.3%
City Center	8.4%	8.3%	7.7%
Suburban Center	8.3%	8.3%	8.5%
Urban Neighborhood	7.3%	6.1%	5.1%
Transit Town Center	11.2%	9.9%	9.8%
Transit Neighborhood	10.2%	9.3%	9.2%
Mixed-Use Corridor	20.2%	18.3%	16.6%
Employment Center	0.1%	0.0%	0.1%
Rural Town Center	0.1%	0.1%	0.1%
Rural Mixed-Use Corridor	0.2%	0.2%	0.2%

The distribution of growth by county varies according to their transit access and the relationship of the county to the Inner and Outer Bay Area. Alameda, San Francisco, San Mateo, and Santa Clara, counties have high levels of existing transit service and are primarily within the Inner Bay Area. As a result these counties have more growth in the Core Concentration Growth Scenario. North Bay Counties—Marin, Napa, Solano and Sonoma— and much of Contra Costa County are identified as part of the Outer Bay Area and many of their cities have limited transit access. Thus they display higher growth in the Outer Bay Area Growth Scenario.

Household Growth by County and PDA by Scenario 2010 – 2040

	PDA Households			County Households		
	Core Concentration	Focused Growth	Outer Bay Area	Core Concentration	Focused Growth	Outer Bay Area
Alameda	132,610	121,050	111,740	167,750	172,990	164,300
Contra Costa	66,790	67,510	72,650	96,880	110,930	136,550
Marin	4,100	6,380	6,690	10,100	11,260	13,250
Napa	1,660	1,660	1,740	5,520	6,290	7,170
San Francisco	105,110	85,940	71,900	110,640	90,470	76,430
San Mateo	54,820	44,130	40,810	72,110	68,570	61,700
Santa Clara	205,960	182,220	167,280	245,990	242,060	227,120
Solano	15,440	16,390	17,230	28,740	30,860	38,690
Sonoma	18,680	27,730	30,230	33,080	37,380	45,620
TOTAL	605,170	553,010	520,270	770,810	770,810	770,830

5. NEXT STEPS

The three land use scenarios presented in this report provide the preliminary analysis for the development of the SCS Preferred Scenario. The following additional tasks are pending to inform the Preferred Scenario and will be developed this fall 2011.

1. Land use analysis
 - Further analysis of regional employment and population growth
 - Further analysis of income forecast and distribution
2. Policy Development to support the Preferred Scenario
 - Housing production
 - Infill development investments
 - Transit access
 - Complete Communities
3. Transportation network analysis
4. Performance targets results for the three Alternative Land Use Scenarios
5. Gather input from local jurisdictions and stakeholders to inform development of the Preferred Scenario

APPENDIX I

1. EMPLOYMENT DISTRIBUTION DATA AND METHODOLOGY

Data Sources

California Department of Transportation Sector Forecast (Caltrans)

Caltrans uses an econometric model to project employment by industry out to 2040 for each county in California. The agency's model uses variables and assumptions taken from the UCLA Anderson Forecast and historic employment data from EDD. The most recent projections were released in March 2010. In comparison, the most recent EDD and BLS projections available date from 2008 and 2009. A complete description of the 2010 Caltrans projection methodology and data out to 2035 (2040 data was provided upon request) is available at:

http://www.dot.ca.gov/hq/tpp/offices/ote/socio_economic.html.

Walls & Associates / Dun and Bradstreet (NETS)

Walls & Associates converts Dun and Bradstreet archival establishment data into a time-series database of establishment information called the National Establishment Times-Series (NETS) Database. ABAG has analyzed the NETS data to provide information on the spatial distribution of jobs at the jurisdiction and PDA level by employment sector, as well as changes in spatial distribution at these geographies from 1989-2009. More information on the NETS data is available at: <http://www.youreconomy.org/nets/?region=Walls>

Methodology

2010 Employment

Current employment is based on total jobs established for the Current Regional Plans and Initial Vision Scenario and the Caltrans breakdown by employment sector for the region for 2010. NETS 2009 data is used to distribute jobs by geography for each sector.

Scenario Employment Distribution

The Caltrans forecast – scaled to match the regional constrained employment total established for the three alternative scenarios – was used for the regional growth by employment sector for all three scenarios. Each scenario follows two basic steps for then distributing employment growth by geography for each sector.

1. As a baseline, Focused Growth and Core Concentration Growth Scenarios maintain 2010 employment distribution by Place Type and county into the future and Outer Bay Area Growth Scenarios slows down the 1989-2009 trends in distribution of jobs by Place Type and county.
2. A portion of local-serving jobs and knowledge-based jobs are then distributed to follow the investments and growth pattern for each scenario.

Core Concentration Growth Scenario

The Core Concentration Growth Scenario starts with a baseline of maintaining 2010 employment distribution by sector by geography. 50% of new Retail jobs and 10% of new Health, Educational, and Recreational Services jobs were then allocated by PDA and by jurisdiction in conjunction with the housing growth distribution, reflecting a share of local-serving jobs that follows the housing growth in the Core Concentration scenario. An additional 15% of new Information, Professional & Business Services, and Government jobs were located in Inner Bay PDA locations that were Regional Center, Mixed-Use Corridor, City Center, and Urban Neighborhood Place Types. This reflects a further concentration in these sectors into the transit-served locations where they are already concentrated, corresponding to a stronger agglomeration of the knowledge-based and other vertical-office-user jobs into these core areas. These additional office jobs were also allocated to the corresponding jurisdiction.

Focused Growth Scenario

The Focused Growth Scenario also starts with a baseline of maintaining 2010 employment distribution by sector by geography. 50% of new Retail jobs and 10% of new Health, Educational, and Recreational Services jobs were again allocated by PDA and by jurisdiction in conjunction with the housing growth distribution in the Focused Growth Scenario. The Focused Growth Scenario also includes an additional 10% of new Information, Professional & Business Services, and Government jobs locating in PDA locations, reflecting a further consolidation of office uses in PDAs. These additional office jobs were distributed to PDAs throughout the region in proportion to their existing share of these sectors.

Outer Bay Area Growth Scenario

The Outer Bay Area Growth Scenario starts with a baseline that slows the 1989-2009 trend in job distribution by PDA Place Type (for the PDA distribution) and by County (for the jurisdiction distribution). In general this exhibits higher growth in the outer bay counties and slower growth in PDAs overall and a shift in share from inner bay PDAs to outer bay PDAs. As in the other two scenarios, 50% of new Retail jobs and 10% of new Health, Education, and Recreation jobs were allocated by PDA and by jurisdiction to match the housing growth distribution in the Outer Bay Area Growth Scenario. In this scenario, no additional office jobs were added to PDA locations. However, for the counties with both inner and outer bay designations (Alameda, Contra Costa, and Santa Clara counties), a share of Professional & Business Services jobs were reallocated from the inner bay to outer bay jurisdictions to reflect the trend in greater dispersal of jobs within these counties.

2. HOUSING DISTRIBUTION METHODOLOGY AND DATA

Data Sources

U. S. Census Bureau – 2010 Census

U. S. Census Bureau – Longitudinal Employment and Household Dynamics (LEHD)

MTC Transit Coverage and Frequency by City

Methodology

Scenario Housing Distribution

Each scenario was developed based on the three key components.

1. ***Growth in Priority Development Areas:*** PDAs define a sustainable and equitable development framework for the SCS. Local and regional efforts support the development of PDAs as complete communities with the appropriate level of services and urban amenities for the current and future residents and workers. The minimum level of growth for each Place Type and local input were used as a basis for the level of growth in the PDAs.
2. ***Growth by local jurisdiction:*** At the city level, jurisdictions' housing levels were based on Projections 2009, with adjustments based on the 2010 Census and local feedback. Household growth by city was determined based on job concentration, transit service, and existing population and jobs. In addition, a factor based on low-wage commuters was applied to the distribution of housing in order to improve access to employment centers served by transit for low-wage workers.
3. ***Growth pattern informed by the Regional Housing Need Allocation (RHNA):*** The scenarios utilized the proposed RHNA approach¹ for setting a minimum level of growth in the jurisdictions to ensure each jurisdiction is doing a reasonable amount of fair share housing to meet the region's housing need. A minimum housing growth threshold for each jurisdiction was set at 40 percent of its household formation growth. The scenarios assume that RHNA, as a short term housing strategy through local general plans, will shape the long term development pattern through a minimum housing floor (jurisdictions would accommodate at least 40 percent of their future household formation). The income distribution component of the proposed RHNA methodology, which is intended to address housing affordability (whereby jurisdictions would move towards the regional distribution of income groups), was not applied for the scenarios. Analysis of regional income levels and distribution is pending.

¹ The Regional Housing Needs Allocation (RHNA) is a state mandated process for determining how many housing units, including affordable units, each community must plan to accommodate. See http://www.onebavarea.org/plan_bay_area/housing.htm for more information on RHNA.

Transit and Employment Criteria for Housing Distribution

TRANSIT TYPE	EXISTING JOB CENTER (10,000+ JOBS)	FOCUSED GROWTH 2035 HOUSING
BART, Muni Metro, VTA Light Rail	Yes	Increase to low-range Place Type density plus 25%
BART, Muni Metro, VTA Light Rail	No	Increase to low-range Place Type density plus 20%
Caltrain	Yes	Increase to low-range Place Type density plus 25%
Caltrain	No	Increase to low-range Place Type density plus 20%
ACE, Capitol Corridor, SMART, eBART, Dumbarton Rail	Yes	Increase to low-range Place Type density plus 10%
ACE, Capitol Corridor, SMART, eBART, Dumbarton Rail	No	Increase to low-range Place Type density plus 5%
BRT Corridors: El Camino Real, San Pablo Avenue, E.14th Street/Mission Bvd	Yes	Increase to low-range Place Type density plus 5%
BRT Corridors: El Camino Real, San Pablo Avenue, E.14th Street/Mission Bvd	No	Increase to low-range Place Type density
PDAs not on major corridors	Yes	Increase to low-range Place Type density plus 10%
PDAs not on major corridors	No	Increase to min Place Type density minus 10%

Focused Growth Scenario

For the Focused Growth Scenario, the level of growth in a PDA was taken as the higher of:

- a. the planned level of growth in the PDA, based on jurisdictional feedback on the Initial Vision Scenario, and
- b. the minimum level of growth based on the PDA's Place Type.

The minimum level of growth for a PDA was calculated by multiplying the minimum density for the PDA's Place Type by the redevelopable acreage in the PDA, which was assumed to be 10% of net acreage. The minimum density for each PDA was scaled up or down based on transit tiers and whether the PDA is an existing job center containing 10,000+ jobs. The table below shows the distribution rules for each transit tier/job center combination. If the planned level of growth

in a PDA was lower than the minimum calculated for its Place Type, the growth for that PDA was increased to the calculated minimum.

At the city level, the share of growth within each jurisdictions' PDAs was capped at 95 percent of the jurisdiction's total growth.

Core Concentration Growth Scenario

For the Core Concentration Growth Scenario, growth was shifted to PDAs in the Inner Bay Area. First, housing growth was increased by 20 percent above Focused Growth Scenario levels for these PDAs. Next, housing levels were adjusted up or down based on a housing value factor for each jurisdiction. The housing value adjustment ranged from +15 to -15 percent, based on median home value. ABAG reduced growth in Outer Bay Area PDAs to the desired levels stated by local jurisdictions in their Initial Vision Scenario feedback.

At the city level, housing growth within the Outer Bay Area jurisdictions was reduced to account for the re-distribution of housing to Inner Bay Area PDAs. Housing levels in Inner Bay Area jurisdictions were kept at their Focused Growth Scenario levels or were increased slightly to account for an increase in their PDAs' housing levels, with the share of growth within each jurisdictions' PDAs capped at 95 percent of the jurisdiction's total growth.

Outer Bay Area Growth Scenario

To create the Outer Bay Area Growth Scenario, ABAG first estimated the potential job increase to each jurisdiction. ABAG continued the region's trend in recent decades of jobs shifting from inner to outer counties and from PDAs to outer areas. Within Alameda, Santa Clara and Contra Costa Counties, a share of professional and business growth was also shifted from the Inner Bay Area to Outer Bay Area jurisdictions.

ABAG increased housing growth in those Outer Bay Area jurisdictions that saw significant job growth. Outer Bay Area jurisdictions that had more than 3,000 new jobs received a 30% increase in housing growth in their PDAs over the Focused Growth Scenario, those that grew by 1,000 to 3,000 jobs received a 10% increase in their PDAs, and those that grew by less than 1,000 jobs received a 5% increase.

ABAG reduced growth in Inner Bay Area PDAs to the desired levels stated by local jurisdictions in their Initial Vision Scenario feedback. However, since the City and County of San Francisco did not request a reduction from the Initial Vision Scenario, ABAG reduced each San Francisco PDA's housing growth by 20%.

At the city level, Inner Bay Area jurisdictions' housing units were reduced to desired levels. These housing units were re-distributed to the Outer Bay Area jurisdictions based on each jurisdiction's share of regional growth. Outer Bay Area jurisdiction growth levels may also have increased to account for an increase in units within their PDAs. The share of jurisdictional growth in PDAs within the Outer Bay Area jurisdictions was capped at 85 percent.

Transportation Assumptions

The following transportation network assumptions, based in part on local jurisdictional feedback on the Initial Vision Scenario, were used to develop the three scenarios:

	Core Concentration	Focused Growth	Outer Bay Area
<i>Bus service</i>	<ul style="list-style-type: none"> ▪ Increased frequency and capacity within Inner Bay and along main corridors ▪ Bus Rapid Transit service on El Camino Real and E.14th Street/ Mission Blvd. 	<ul style="list-style-type: none"> ▪ Increased frequency and capacity within Inner Bay and along main corridors ▪ Bus Rapid Transit service on El Camino Real, San Pablo Ave, and E.14th Street/ Mission Blvd. 	<ul style="list-style-type: none"> ▪ Increased frequency and capacity along main corridors and improved local bus service.
<i>Rail</i>	<ul style="list-style-type: none"> ▪ Increased frequency and capacity along core network ▪ Expansion of commuter rail systems in Inner Bay 	<ul style="list-style-type: none"> ▪ Increased frequency and capacity along core network ▪ Expansion of commuter rail systems 	<ul style="list-style-type: none"> ▪ Expansion of commuter rail systems in Outer Bay
<i>Commute patterns</i>	<ul style="list-style-type: none"> ▪ Increase transit trips within and between West Bay and East Bay. ▪ Reduce number of auto trips 	<ul style="list-style-type: none"> ▪ Increase transit trips within and between West Bay and East Bay. ▪ Reduce number of auto trips 	<ul style="list-style-type: none"> ▪ Reduce length of auto trips

APPENDIX II: TABLES

- Employment Growth by PDA and Jurisdiction
 - Household Growth by PDA and Jurisdiction
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Employment Growth by PDA and Jurisdiction

KEY	
<i>Jurisdiction (Bold Italic)</i>	
<i>Priority Development Area</i>	
<i>Growth Opportunity Area (Italics)</i>	

Alameda County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
<i>Alameda</i>		26,480	7,570	8,220	7,870
Naval Air Station	Transit Town Center	1,310	770	770	830
<i>Northern Waterfront</i>	<i>Transit Neighborhood</i>	1,290	460	470	260
<i>Albany</i>		5,070	1,410	1,350	1,000
<i>San Pablo Avenue & Solano Avenue</i>	<i>Mixed-Use Corridor</i>	2,880	920	830	560
<i>Berkeley</i>		73,780	22,300	22,100	21,430
Adeline Street	Mixed-Use Corridor	940	310	280	250
Downtown	City Center	14,220	6,750	5,970	6,240
San Pablo Avenue	Mixed-Use Corridor	2,430	730	690	670
South Shattuck	Mixed-Use Corridor	1,000	280	250	160
Telegraph Avenue	Mixed-Use Corridor	1,700	570	530	500
University Avenue	Mixed-Use Corridor	1,680	520	480	450
<i>Dublin</i>		17,490	4,950	5,520	9,890
Downtown Specific Plan Area	Suburban Center	4,620	1,030	1,130	1,400
Town Center	Suburban Center	320	220	220	270
Transit Center	Suburban Center	0	160	170	200
<i>Emeryville</i>		16,350	6,010	5,660	5,290
<i>Mixed-Use Core</i>	<i>City Center</i>	11,490	4,630	4,190	4,650
<i>Fremont</i>		89,280	26,360	26,320	27,770
Centerville	Transit Neighborhood	2,980	1,140	1,230	670
City Center	City Center	16,300	7,070	6,330	6,630
Irvington District	Transit Town Center	2,670	890	930	1,020
<i>Ardenwood Business Park</i>	<i>Employment Center</i>	1,970	610	680	530
<i>Fremont Boulevard & Warm Springs Boulevard Corridor</i>	<i>Mixed-Use Corridor</i>	9,710	3,350	3,050	2,910
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Mixed-Use Corridor</i>	270	90	90	80
<i>South Fremont/Warm Springs</i>	<i>Suburban Center</i>	7,940	1,990	2,060	1,940
<i>Hayward</i>		63,960	16,050	16,650	17,440
Downtown	City Center	6,200	1,950	1,790	1,820
South Hayward BART	Mixed-Use Corridor	330	140	140	120
South Hayward BART	Urban Neighborhood	480	320	300	280
The Cannery	Transit Neighborhood	1,190	360	400	320
<i>Carlos Bee Quarry</i>	<i>Mixed-Use Corridor</i>	0	40	40	40
<i>Mission Corridor</i>	<i>Mixed-Use Corridor</i>	1,450	470	440	410
<i>Livermore</i>		47,200	13,540	15,090	20,130
Downtown	Suburban Center	2,870	910	960	1,180
Vasco Road TOD	Suburban Center	5,910	1,220	1,410	1,790
<i>Newark</i>		16,820	4,170	4,440	4,420
Dumbarton Transit Oriented Development	Transit Town Center	1,200	370	370	380
Old Town Mixed Use Area	Transit Neighborhood	180	70	70	50
<i>Cedar Boulevard Transit</i>	<i>Transit Neighborhood</i>	170	100	90	70
<i>Civic Center Re-Use Transit</i>	<i>Transit Neighborhood</i>	510	150	160	200
<i>Oakland</i>		196,600	64,390	58,930	57,160
Coliseum BART Station Area	Transit Town Center	5,450	1,520	1,610	1,680
Downtown & Jack London Square	Regional Center	92,180	34,070	35,210	26,080
Eastmont Town Center	Urban Neighborhood	3,570	1,270	1,130	790
Fruitvale & Dimond Areas	Urban Neighborhood	8,490	2,920	2,690	2,190
MacArthur Transit Village	Urban Neighborhood	10,460	3,270	3,110	2,570
Transit Oriented Development Corridors	Mixed-Use Corridor	33,650	12,620	11,540	10,960
West Oakland	Transit Town Center	7,570	2,370	2,390	2,660
<i>Piedmont</i>		2,100	610	690	330
<i>Pleasanton</i>		52,510	14,580	16,150	21,510
Hacienda	Suburban Center	9,870	3,720	4,290	4,400
<i>San Leandro</i>		39,350	10,750	10,800	11,300
Bay Fair BART Transit Village	Transit Town Center	1,470	340	360	350
Downtown Transit Oriented Development	City Center	7,910	3,220	2,890	2,960
East 14th Street	Mixed-Use Corridor	7,500	2,660	2,390	2,300
<i>Union City</i>		19,260	4,650	4,790	4,620
Intermodal Station District	City Center	340	160	150	160
<i>Mission Boulevard</i>	<i>Mixed-Use Corridor</i>	20	20	20	20
<i>Old Alvarado</i>	<i>Mixed-Use Corridor</i>	470	210	190	180
<i>Alameda County Unincorporated</i>		23,480	6,420	6,960	6,170
<i>Castro Valley BART</i>	<i>Transit Neighborhood</i>	2,030	530	560	330
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Mixed-Use Corridor</i>	2,390	770	710	670

Employment Growth by PDA and Jurisdiction

Contra Costa County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Antioch		19,910	5,140	5,560	6,900
Hillcrest eBART Station	Suburban Center	20	150	170	170
Rivertown Waterfront	Transit Town Center	3,910	1,060	1,190	1,200
Brentwood		8,370	2,470	2,750	3,480
Clayton		2,280	610	670	1,000
Concord		50,570	13,890	15,070	18,900
Community Reuse Area	Regional Center	170	220	230	300
Community Reuse Area	Transit Neighborhood	0	550	600	710
Downtown BART Station Planning Area	City Center	6,910	2,160	2,400	2,550
North Concord BART Adjacent Employment Center	Employment Center	5,940	1,590	1,770	2,680
West Downtown Planning Area	Mixed-Use Corridor	3,300	1,010	1,140	1,380
Danville		12,750	3,490	3,780	4,850
El Cerrito		6,550	1,880	1,870	1,680
San Pablo Avenue Corridor	Mixed-Use Corridor	3,480	920	850	680
Hercules		4,390	1,400	1,500	1,970
Central Hercules	Transit Neighborhood	900	400	450	590
Waterfront District	Transit Town Center	1,280	400	430	450
Lafayette		10,330	2,990	3,280	4,200
Downtown	Transit Town Center	6,180	1,770	1,930	1,740
Martinez		32,020	6,960	7,860	8,860
Downtown	Transit Neighborhood	6,820	1,660	1,910	2,730
Moraga		4,180	1,270	1,380	1,890
Moraga Center	Transit Town Center	1,200	460	520	400
Oakley		3,760	1,130	1,210	2,110
Downtown	Transit Town Center	580	210	230	210
Employment Area	Suburban Center	730	220	230	270
Potential Planning Area	Transit Neighborhood	300	180	190	250
Orinda		5,200	1,560	1,730	2,350
Downtown	Transit Town Center	2,750	840	950	790
Pinole		6,600	1,740	1,870	2,490
Applan Way Corridor	Suburban Center	2,460	660	690	840
Old Town	Transit Town Center	1,410	360	390	400
Pittsburg		16,710	4,510	4,820	5,960
Downtown	Transit Neighborhood	1,560	620	650	1,010
Pittsburg/Bay Point BART Station	Transit Town Center	150	200	220	200
Railroad Avenue eBART Station	Transit Town Center	6,500	1,670	1,820	1,860
Pleasant Hill		19,490	6,080	6,760	8,440
Buskirk Avenue Corridor	Mixed-Use Corridor	3,510	1,170	1,360	1,680
Diablo Valley College	Transit Neighborhood	2,950	1,610	1,910	3,550
Richmond		34,290	10,130	10,220	8,720
Central Richmond	City Center	6,250	2,540	2,310	2,280
South Richmond	Transit Neighborhood	6,600	1,880	2,060	1,420
23rd Street	Mixed-Use Corridor	320	140	140	130
San Pablo Avenue Corridor	Mixed-Use Corridor	1,910	900	810	780
San Pablo		8,000	2,050	2,150	2,700
San Ramon		42,110	10,930	12,130	14,820
City Center	Suburban Center	11,290	1,980	2,190	2,830
North Camino Ramon	Transit Town Center	10,720	3,490	3,870	3,670
Walnut Creek		50,600	13,690	15,290	18,610
West Downtown	Suburban Center	7,410	2,670	3,060	3,050
Contra Costa County Unincorporated		14,740	4,500	4,930	6,380
Contra Costa Centre	Mixed-Use Corridor	3,470	890	1,050	1,200
Downtown El Sobrante	Mixed-Use Corridor	970	280	290	370
North Richmond	Transit Neighborhood	1,850	520	540	760
Pittsburg/Bay Point BART Station	Transit Neighborhood	400	340	360	420
West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor	Mixed-Use Corridor	9,490	2,660	2,770	3,320

Employment Growth by PDA and Jurisdiction

Marin County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
<i>Belvedere</i>		460	130	140	150
<i>Corte Madera</i>		6,840	1,760	1,880	2,000
<i>Fairfax</i>		2,430	650	700	760
<i>Larkspur</i>		8,250	2,270	2,460	2,590
<i>Mill Valley</i>		6,330	1,900	2,080	2,180
<i>Novato</i>		22,600	5,820	6,370	6,640
<i>Ross</i>		510	150	160	160
<i>San Anselmo</i>		4,160	1,210	1,320	1,380
<i>San Rafael</i>		42,000	11,040	12,030	12,310
Civic Center/North Rafael Town Center	Transit Town Center	5,800	1,730	1,940	1,770
Downtown	City Center	8,830	2,590	2,930	3,060
<i>Sausalito</i>		7,460	2,520	2,820	2,860
<i>Tiburon</i>		2,960	930	1,030	1,090
<i>Marin County Unincorporated</i>		10,860	3,320	3,620	3,740
Urbanized 101 Corridor	Transit Neighborhood	2,630	820	1,010	1,560
<i>San Quentin</i>	<i>Transit Neighborhood</i>	3,100	870	940	1,520

Napa County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
<i>American Canyon</i>		2,480	610	630	920
Highway 29 Corridor	Mixed-Use Corridor	1,040	280	290	340
<i>Calistoga</i>		2,300	570	600	790
<i>Napa</i>		28,740	7,270	7,730	10,950
<i>St. Helena</i>		4,390	970	1,040	1,570
<i>Yountville</i>		1,440	400	430	610
<i>Napa County Unincorporated</i>		22,390	4,830	5,170	7,130

San Francisco County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
<i>San Francisco</i>		550,340	206,920	179,140	126,990
19th Avenue	Transit Town Center	10,490	2,850	2,880	3,350
Balboa Park	Transit Neighborhood	2,540	810	870	910
Bayview/Hunters Point Shipyard/Candlestick Point	Urban Neighborhood	20,270	7,970	7,170	5,900
Downtown-Van Ness-Geary	Regional Center	300,220	114,920	94,080	57,350
Eastern Neighborhoods	Urban Neighborhood	60,230	22,950	20,680	16,040
Market & Octavia	Urban Neighborhood	29,780	8,760	7,900	4,810
Mission Bay	Urban Neighborhood	2,900	1,380	1,230	980
Mission-San Jose Corridor	Mixed-Use Corridor	12,030	4,740	4,300	4,050
Port of San Francisco	Mixed-Use Corridor	5,280	2,010	1,850	1,710
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Transit Neighborhood	1,830	1,230	1,240	460
Transbay Terminal	Regional Center	7,680	4,480	3,870	2,340
Treasure Island	Transit Town Center	250	650	570	450
<i>Citywide</i>		96,840	33,720	31,390	28,630

Employment Growth by PDA and Jurisdiction

San Mateo County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Atherton		2,280	710	780	780
Belmont		7,400	2,520	2,470	2,560
Brisbane		6,270	1,780	1,910	2,160
San Francisco/San Mateo Bi-County Area (with San Francisco Suburban Center)		440	190	190	110
Burlingame		25,880	7,440	8,060	8,610
Burlingame El Camino Real	Transit Town Center	10,520	2,940	3,090	3,330
Colma		2,540	510	490	430
Daly City		19,370	5,840	5,930	5,810
Bayshore	Transit Town Center	980	430	440	450
Mission Boulevard	Mixed-Use Corridor	3,520	1,110	1,030	980
Citywide		12,670	3,430	3,730	3,410
East Palo Alto		2,670	880	920	920
Ravenswood	Transit Town Center	900	290	310	300
Woodland/Willow Neighborhood	Urban Neighborhood	170	130	100	110
Foster City		13,380	3,900	4,360	4,730
Half Moon Bay		4,940	1,260	1,370	1,410
Hillsborough		2,110	660	740	740
Menlo Park		41,320	11,090	12,080	12,370
El Camino Real Corridor and Downtown	Transit Town Center	5,200	1,520	1,650	1,780
Milbrae		6,910	2,140	2,000	1,990
Transit Station Area	Mixed-Use Corridor	1,280	450	410	390
Pacifica		5,690	1,550	1,680	1,680
Portola Valley		1,780	500	560	580
Redwood City		58,370	17,820	18,250	21,190
Downtown	City Center	7,920	3,100	2,740	2,640
Broadway	Mixed-Use Corridor	5,010	1,490	1,380	1,170
Middlefield	Mixed-Use Corridor	2,380	830	760	700
Mixed Use Waterfront	Mixed-Use Corridor	610	360	320	300
Veterans Corridor	Mixed-Use Corridor	3,880	1,220	1,120	1,010
San Bruno		12,110	3,960	3,720	3,850
Transit Corridors	Mixed-Use Corridor	6,390	2,170	1,990	1,700
San Carlos		16,050	4,990	4,890	5,170
Railroad Corridor	Transit Town Center	1,820	420	450	470
San Mateo		50,640	16,320	17,210	18,580
Downtown	City Center	3,900	1,420	1,310	1,520
El Camino Real	Mixed-Use Corridor	2,110	580	540	450
Rail Corridor	Transit Neighborhood	8,780	2,060	2,210	1,280
South San Francisco		38,490	11,410	12,030	13,490
Downtown	Transit Town Center	2,200	880	900	930
Lindemville Transit Neighborhood	Transit Neighborhood	2,530	1,180	1,330	310
Woodside		2,630	570	640	660
San Mateo County Unincorporated		11,110	3,810	3,950	4,970
City County Association of Governments of San Mateo Count Mixed-Use Corridor		68,720	22,870	21,200	18,430

Employment Growth by PDA and Jurisdiction

Santa Clara County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Campbell		23,950	6,300	6,700	6,590
Central Redevelopment Area	Transit Neighborhood	5,850	1,640	1,820	1,380
Winchester Boulevard Master Plan	Transit Neighborhood	1,110	280	310	200
Cupertino		20,990	6,660	6,630	6,360
Gilroy		17,730	4,200	4,490	8,420
Downtown	Transit Town Center	2,030	640	700	660
Los Altos		13,290	4,870	4,810	4,810
El Camino Real Corridor	Mixed-Use Corridor	2,710	1,200	1,080	1,020
Los Altos Hills		2,960	1,140	1,220	1,400
Los Gatos		18,900	5,250	5,570	5,370
Milpitas		38,820	10,610	11,360	10,720
Transit Area	Suburban Center	3,760	1,790	1,920	2,370
Hammond Transit Neighborhood	Transit Neighborhood	710	160	160	40
McCandless Transit Neighborhood	Transit Neighborhood	920	400	460	150
McCarthy Ranch Employment Center	Employment Center	1,440	340	370	270
Midtown Mixed-Use Corridor	Mixed-Use Corridor	720	310	290	270
Serra Center Mixed-Use Corridor	Mixed-Use Corridor	570	130	130	120
Tasman Employment Center	Employment Center	7,560	1,740	1,870	1,050
Town Center Mixed-Use Corridor	Mixed-Use Corridor	530	170	160	150
Yosemite Employment Center	Employment Center	7,000	1,730	1,890	1,340
Monte Sereno		530	200	220	220
Morgan Hill		16,370	4,090	4,450	7,160
Downtown	Transit Town Center	1,370	480	530	530
Mountain View		45,690	14,180	15,280	14,630
Whisman Station	Transit Neighborhood	710	310	340	310
Downtown	Transit Town Center	5,810	2,170	2,470	2,670
East Whisman	Employment Center	4,220	1,670	1,920	1,670
El Camino Real Corridor	Mixed-Use Corridor	3,950	1,460	1,330	1,240
Moffett Field/NASA Ames	Suburban Center	410	270	260	360
North Bayshore	Suburban Center	6,420	2,080	2,270	230
San Antonio Center	Transit Town Center	2,530	850	890	880
Palo Alto		75,380	26,630	27,820	19,360
California Avenue	Transit Neighborhood	2,770	1,260	1,390	680
El Camino Real Corridor	Mixed-Use Corridor	10,230	5,990	5,190	4,990
University Avenue/Downtown	Transit Town Center	12,830	4,080	4,530	4,840
San Jose		363,730	116,760	112,610	109,040
Berryessa Station	Transit Neighborhood	5,910	1,530	1,630	1,060
Communications Hill	Transit Town Center	3,440	1,010	1,050	1,060
Cottle Transit Village	Suburban Center	2,110	610	610	820
Downtown "Frame"	City Center	25,780	10,390	9,420	9,560
East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor	10,970	2,910	3,250	3,930
Greater Downtown	Regional Center	27,820	21,250	23,630	13,650
North San Jose	Regional Center	78,840	37,840	31,970	24,660
West San Carlos and Southwest Expressway Corridors	Mixed-Use Corridor	8,260	3,860	3,250	3,390
Bascom TOD Corridor	Mixed-Use Corridor	1,220	480	450	390
Bascom Urban Village	Mixed-Use Corridor	1,830	710	640	590
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	910	350	330	300
Camden Urban Village	Mixed-Use Corridor	5,120	1,500	1,480	1,420
Capitol Corridor Urban Villages	Mixed-Use Corridor	2,600	1,170	1,120	1,000
Capitol/Tully/King Urban Villages	Suburban Center	3,150	1,240	1,400	1,890
Oakridge/Almaden Plaza Urban Village	Suburban Center	4,860	1,380	1,400	1,650
Saratoga TOD Corridor	Mixed-Use Corridor	3,700	1,490	1,360	1,290
Stevens Creek TOD Corridor	Mixed-Use Corridor	4,550	1,500	1,410	1,280
Westgate/El Paseo Urban Village	Suburban Center	3,010	800	840	1,030
Winchester Boulevard TOD Corridor	Mixed-Use Corridor	4,350	2,000	1,800	1,680
Santa Clara		96,340	30,080	31,370	29,820
Central Expressway Focus Area	City Center	2,550	1,030	930	950
El Camino Real Focus Area	Mixed-Use Corridor	4,060	1,150	1,080	1,020
Great America Parkway Focus Area	Urban Neighborhood	2,030	1,300	1,150	880
Lawrence Station Focus Area	Transit Neighborhood	3,200	1,260	1,300	520
Santa Clara Station Focus Area	City Center	3,430	1,040	960	830
Tasman East Focus Area	Transit Neighborhood	560	310	320	180
Saratoga		9,850	3,580	3,920	3,890

Employment Growth by PDA and Jurisdiction

Santa Clara County (continued)

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Sunnyvale		63,860	18,270	19,330	17,930
Downtown & Caltrain Station	Transit Town Center	3,310	1,550	1,380	1,320
El Camino Real Corridor	Mixed-Use Corridor	9,910	2,680	2,870	2,790
Lawrence Station Transit Village	Transit Neighborhood	3,800	1,410	1,540	1,700
East Sunnyvale ITR	Mixed-Use Corridor	2,510	760	710	690
Moffett Park	Employment Center	9,610	2,550	2,870	2,310
Peery Park	Employment Center	5,180	1,510	1,680	1,250
Reamwood Light Rail Station	Employment Center	960	230	250	190
Tasman Station ITR	Mixed-Use Corridor	1,290	510	470	440
Santa Clara County Unincorporated		3,510	1,360	1,640	1,720
Valley Transportation Authority: Cores, Corridors, and Station <i>Mixed-Use Corridor</i>		172,750	77,640	74,000	60,440

Solano County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Benicia		14,160	3,630	3,950	4,990
Downtown	Transit Neighborhood	2,570	720	800	900
Northern Gateway	Employment Center	1,830	490	540	600
Dixon		4,490	1,070	1,160	1,310
Fairfield		82,840	18,060	20,310	21,420
Downtown South (Jefferson Street)	Suburban Center	4,100	1,270	1,450	1,410
Fairfield-Vacaville Train Station	Transit Town Center	330	460	470	490
North Texas Street Core	Mixed-Use Corridor	1,410	440	450	530
West Texas Street Gateway	Mixed-Use Corridor	1,640	490	530	640
Rio Vista		2,010	470	540	610
Suisun City		3,510	1,010	1,110	1,280
Downtown & Waterfront	Transit Town Center	1,670	500	560	520
Vacaville		32,290	7,600	8,230	8,740
Allison Area	Suburban Center	1,040	150	180	240
Downtown	Transit Town Center	2,860	700	750	880
Vallejo		34,790	8,810	9,530	10,190
Waterfront & Downtown	Suburban Center	4,660	1,350	1,540	1,340
Solano County Unincorporated		5,840	1,320	1,420	1,640

Sonoma County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Cloverdale		1,840	470	510	560
Downtown/SMART Transit Area	Transit Town Center	980	300	330	330
Cotati		3,170	680	710	830
Downtown and Cotati Depot	Transit Town Center	560	170	180	190
Healdsburg		6,330	1,660	1,790	2,070
Petaluma		27,880	7,920	8,660	10,300
Central, Turning Basin/Lower Reach	Suburban Center	2,710	750	810	970
Rohnert Park		12,600	3,200	3,400	3,770
Sonoma Mountain Village	Suburban Center	130	160	170	160
Santa Rosa		70,670	18,160	19,640	22,740
Downtown Station Area	City Center	8,390	2,370	3,160	3,390
Mendocino Avenue/Santa Rosa Avenue Corridor	Mixed-Use Corridor	27,500	7,070	8,050	9,700
Sebastopol Road Corridor	Mixed-Use Corridor	7,990	2,270	2,680	3,070
North Santa Rosa Station	Suburban Center	6,150	1,830	2,000	2,280
Sebastopol		4,980	1,270	1,340	1,470
Nexus Area	Transit Town Center	3,830	1,000	1,090	1,130
Sonoma		6,090	1,590	1,700	1,880
Windsor		5,630	1,410	1,530	1,920
Redevelopment Area	Suburban Center	1,180	450	500	530
Sonoma County Unincorporated		38,430	9,180	9,950	11,530
8th Street East Industrial Area	Employment Center	660	150	160	220
Airport/Larkfield Urban Service Area	Suburban Center	5,480	1,440	1,580	1,030
Penngrove Urban Service Area	Rural Town Center	320	120	120	170
The Springs	Rural Mixed-Use Corridor	3,220	1,020	1,090	1,260

Household Growth by PDA and Jurisdiction

KEY
<i>Jurisdiction (Bold Italic)</i>
<i>Priority Development Area</i>
<i>Growth Opportunity Area (Italics)</i>

Alameda County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Alameda		30,120	6,800	5,810	5,720
Naval Air Station	Transit Town Center	1,090	5,250	4,420	4,420
<i>Northern Waterfront</i>	<i>Transit Neighborhood</i>	390	1,210	1,010	1,010
Albany		7,400	960	960	960
<i>San Pablo Avenue & Solano Avenue</i>	<i>Mixed-Use Corridor</i>	1,600	820	700	700
Berkeley		46,030	8,370	8,370	8,370
Adeline Street	Mixed-Use Corridor	620	310	260	260
Downtown	City Center	2,570	4,900	3,980	3,980
San Pablo Avenue	Mixed-Use Corridor	1,440	1,150	960	960
South Shattuck	Mixed-Use Corridor	310	130	110	110
Telegraph Avenue	Mixed-Use Corridor	990	510	430	430
University Avenue	Mixed-Use Corridor	1,560	710	580	580
Dublin		14,910	10,900	13,810	15,780
Downtown Specific Plan Area	Suburban Center	790	470	1,030	1,330
Town Center	Suburban Center	3,750	2,150	2,150	2,710
Transit Center	Suburban Center	620	2,580	2,580	3,350
Emeryville		5,690	5,660	5,230	5,240
Mixed-Use Core	City Center	3,530	5,370	5,010	5,010
Fremont		71,000	19,090	17,380	15,500
Centerville	Transit Neighborhood	5,570	1,880	1,600	1,030
City Center	City Center	6,870	6,580	5,540	2,490
Irvington District	Transit Town Center	4,390	2,380	2,020	2,020
<i>Ardenwood Business Park</i>	<i>Employment Center</i>	0	0	0	0
<i>Fremont Boulevard & Warm Springs Boulevard Corridor</i>	<i>Mixed-Use Corridor</i>	8,540	2,640	2,230	2,180
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Mixed-Use Corridor</i>	650	510	430	430
<i>South Fremont/Warm Springs</i>	<i>Suburban Center</i>	20	4,140	3,460	3,000
Hayward		45,370	15,480	15,480	15,480
Downtown	City Center	2,540	3,390	3,070	3,070
South Hayward BART	Mixed-Use Corridor	170	1,300	1,170	1,170
South Hayward BART	Urban Neighborhood	1,660	2,670	2,420	2,420
The Cannery	Transit Neighborhood	410	830	750	750
<i>Carlos Bee Quarry</i>	<i>Mixed-Use Corridor</i>	30	610	550	550
<i>Mission Corridor</i>	<i>Mixed-Use Corridor</i>	910	2,410	2,200	2,200
Livermore		29,130	9,120	11,210	12,550
Downtown	Suburban Center	920	2,860	2,860	3,700
Vasco Road TOD	Suburban Center	330	670	2,500	3,250
Newark		12,970	5,800	5,800	5,800
Dumbarton Transit Oriented Development	Transit Town Center	140	2,800	2,430	2,430
Old Town Mixed Use Area	Transit Neighborhood	580	440	380	380
<i>Cedar Boulevard Transit</i>	<i>Transit Neighborhood</i>	0	980	850	850
<i>Civic Center Re-Use Transit</i>	<i>Transit Neighborhood</i>	200	400	340	340
Oakland		153,790	58,720	57,720	46,210
Coliseum BART Station Area	Transit Town Center	3,440	2,510	2,250	2,130
Downtown & Jack London Square	Regional Center	10,630	10,650	9,490	9,490
Eastmont Town Center	Urban Neighborhood	5,960	2,460	2,250	1,100
Fruitvale & Dimond Areas	Urban Neighborhood	12,840	7,080	6,350	4,930
MacArthur Transit Village	Urban Neighborhood	8,030	4,140	3,710	3,370
Transit Oriented Development Corridors	Mixed-Use Corridor	60,970	22,640	20,470	14,620
West Oakland	Transit Town Center	9,030	6,300	5,720	5,720
Piedmont		3,800	630	630	630
Pleasanton		25,250	6,300	7,380	8,340
Hacienda	Suburban Center	1,270	2,820	3,120	4,050
San Leandro		30,720	7,120	7,120	7,120
Bay Fair BART Transit Village	Transit Town Center	630	820	730	730
Downtown Transit Oriented Development	City Center	3,930	3,930	3,490	3,490
East 14th Street	Mixed-Use Corridor	4,490	1,510	1,370	1,370
Union City		20,430	4,550	4,550	4,160
Intermodal Station District	City Center	1,030	880	750	650
<i>Mission Boulevard</i>	<i>Mixed-Use Corridor</i>	0	180	150	150
<i>Old Alvarado</i>	<i>Mixed-Use Corridor</i>	290	180	160	160
Alameda County Unincorporated		48,520	8,270	11,540	12,440
<i>Castro Valley BART</i>	<i>Transit Neighborhood</i>	1,400	570	500	160
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Mixed-Use Corridor</i>	6,740	2,060	1,820	1,790

Household Growth by PDA and Jurisdiction

Contra Costa County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained	Focused	Outer Bay Area
			2010-2040 HH Growth	2010-2040 HH Growth	2010-2040 HH Growth
Antioch		32,250	6,350	6,890	9,740
Hilcrest eBART Station	Suburban Center	150	2,430	2,430	2,680
Rivertown Waterfront	Transit Town Center	1,430	2,060	2,060	2,250
Brentwood		16,490	6,500	8,160	9,620
Clayton		4,010	530	530	530
Concord		44,280	16,740	17,280	24,620
Community Reuse Area	Regional Center	70	2,890	2,890	3,730
Community Reuse Area	Transit Neighborhood	0	9,030	9,030	11,740
Downtown BART Station Planning Area	City Center	2,080	3,910	3,910	5,030
North Concord BART Adjacent Employment Center	Employment Center	10	0	0	0
West Downtown Planning Area	Mixed-Use Corridor	0	600	600	770
Danville		15,420	2,630	2,880	3,100
El Cerrito		10,140	2,130	1,840	1,840
San Pablo Avenue Corridor	Mixed-Use Corridor	1,200	1,680	1,460	1,460
Hercules		8,120	4,650	4,650	4,880
Central Hercules	Transit Neighborhood	400	2,570	2,570	2,700
Waterfront District	Transit Town Center	640	1,090	1,090	1,150
Lafayette		9,220	1,500	1,650	1,780
Downtown	Transit Town Center	1,890	810	810	850
Martinez		14,290	2,300	2,550	2,760
Downtown	Transit Neighborhood	750	1,310	1,310	1,370
Moraga		5,570	1,010	1,100	1,190
Moraga Center	Transit Town Center	430	630	630	660
Oakley		10,730	3,750	3,870	11,980
Downtown	Transit Town Center	520	1,290	1,290	1,360
Employment Area	Suburban Center	560	980	980	1,030
Potential Planning Area	Transit Neighborhood	980	1,400	1,400	1,470
Orinda		6,550	940	980	1,010
Downtown	Transit Town Center	330	370	370	390
Pinole		6,780	2,130	2,630	3,760
Appian Way Corridor	Suburban Center	510	630	630	700
Old Town	Transit Town Center	680	230	390	430
Pittsburg		19,530	9,340	10,200	10,850
Downtown	Transit Neighborhood	1,600	2,180	2,180	2,270
Pittsburg/Bay Point BART Station	Transit Town Center	0	2,430	2,430	2,560
Railroad Avenue eBART Station	Transit Town Center	3,600	3,370	3,370	3,530
Pleasant Hill		13,710	4,490	5,770	6,900
Buskirk Avenue Corridor	Mixed-Use Corridor	1,670	170	700	760
Diablo Valley College	Transit Neighborhood	730	320	320	350
Richmond		36,090	12,250	12,250	12,140
Central Richmond	City Center	4,700	4,050	3,780	880
South Richmond	Transit Neighborhood	3,250	2,310	2,150	1,690
23rd Street	Mixed-Use Corridor	640	970	900	900
San Pablo Avenue Corridor	Mixed-Use Corridor	1,710	1,620	1,510	1,510
San Pablo		8,760	2,350	2,350	1,860
San Ramon		25,280	4,190	8,090	9,080
City Center	Suburban Center	480	630	1,410	1,830
North Camino Ramon	Transit Town Center	40	2,400	2,400	3,090
Walnut Creek		30,440	3,760	7,330	8,460
West Downtown	Suburban Center	1,270	1,960	1,960	2,480
Contra Costa County Unincorporated		57,710	9,320	9,920	10,450
Contra Costa Centre	Mixed-Use Corridor	1,780	450	450	470
Downtown El Sobrante	Mixed-Use Corridor	1,670	560	560	580
North Richmond	Transit Neighborhood	1,030	2,460	2,460	2,570
Pittsburg/Bay Point BART Station	Transit Neighborhood	1,020	3,940	3,940	4,130
West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor	Mixed-Use Corridor	5,950	3,070	3,180	3,320

Household Growth by PDA and Jurisdiction

Marin County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained	Focused	Outer Bay Area
			2010-2040 HH Growth	2010-2040 HH Growth	2010-2040 HH Growth
<i>Belvedere</i>		930	60	60	60
<i>Corte Madera</i>		3,790	370	560	640
<i>Fairfax</i>		3,380	240	240	240
<i>Larkspur</i>		5,910	530	530	610
<i>Mill Valley</i>		6,080	500	500	500
<i>Novato</i>		20,280	1,570	1,600	1,610
<i>Ross</i>		800	70	70	70
<i>San Anselmo</i>		5,240	410	410	410
<i>San Rafael</i>		22,760	2,500	2,790	4,000
Civic Center/North Rafael Town Center	Transit Town Center	1,900	820	820	860
Downtown	City Center	2,420	1,170	1,840	1,930
<i>Sausalito</i>		4,110	260	280	300
<i>Tiburon</i>		3,730	300	300	300
<i>Marin County Unincorporated</i>		26,190	3,290	3,920	4,510
Urbanized 101 Corridor	Transit Neighborhood	4,290	580	2,190	2,290
<i>San Quentin</i>	<i>Transit Neighborhood</i>	110	1,530	1,530	1,610

Napa County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained	Focused	Outer Bay Area
			2010-2040 HH Growth	2010-2040 HH Growth	2010-2040 HH Growth
<i>American Canyon</i>		5,660	1,690	1,750	2,010
Highway 29 Corridor	Mixed-Use Corridor	400	1,660	1,660	1,740
<i>Calistoga</i>		2,020	120	120	130
<i>Napa</i>		28,170	2,660	3,160	3,600
<i>St. Helena</i>		2,400	120	120	120
<i>Yountville</i>		1,050	100	150	170
<i>Napa County Unincorporated</i>		9,580	830	990	1,140

San Francisco County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained	Focused	Outer Bay Area
			2010-2040 HH Growth	2010-2040 HH Growth	2010-2040 HH Growth
<i>San Francisco</i>		345,810	110,640	90,470	76,430
19th Avenue	Transit Town Center	4,790	3,080	2,490	2,490
Balboa Park	Transit Neighborhood	1,190	2,350	1,870	1,500
Bayview/Hunters Point Shipyard/Candlestick Point	Urban Neighborhood	10,470	15,000	12,030	9,790
Downtown-Van Ness-Geary	Regional Center	89,850	32,810	27,770	23,950
Eastern Neighborhoods	Urban Neighborhood	31,650	8,720	7,230	6,110
Market & Octavia	Urban Neighborhood	11,130	7,650	6,150	5,010
Mission Bay	Urban Neighborhood	3,200	3,280	2,630	2,140
Mission-San Jose Corridor	Mixed-Use Corridor	29,360	6,220	5,120	4,290
Port of San Francisco	Mixed-Use Corridor	110	2,900	2,300	1,840
San Francisco/San Mateo Bi-County Area (with City of Brisba	Transit Neighborhood	1,510	8,370	6,630	5,320
Transbay Terminal	Regional Center	190	5,500	4,410	3,580
Treasure Island	Transit Town Center	590	9,240	7,320	5,880
<i>Citywide</i>		161,770	5,520	4,520	4,530

Household Growth by PDA and Jurisdiction

San Mateo County

Jurisdiction or Area Name	Place Type	2018 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Atherton		2,330	400	400	400
Belmont		10,580	1,390	1,390	1,390
Brisbane		1,820	1,580	1,580	300
San Francisco/San Mateo Bi-County Area (with San Francisco Suburban Center)		0	1,420	1,160	20
Burlingame		12,360	3,930	3,930	3,930
Burlingame El Camino Real	Transit Town Center	7,170	3,540	2,630	2,630
Colma		560	610	520	210
Daly City		31,090	7,470	7,470	5,700
Bayshore	Transit Town Center	1,550	2,420	2,060	2,060
Mission Boulevard	Mixed-Use Corridor	2,070	1,360	1,180	1,180
Citywide		27,470	3,690	4,230	2,460
East Palo Alto		6,940	3,050	3,050	3,050
Ravenswood	Transit Town Center	970	1,070	930	930
Woodland/Willow Neighborhood	Urban Neighborhood	1,290	1,230	1,110	1,110
Foster City		12,020	1,670	1,670	1,670
Half Moon Bay		4,150	700	700	700
Hillsborough		3,690	820	820	600
Menlo Park		12,350	3,050	3,050	2,450
El Camino Real Corridor and Downtown	Transit Town Center	1,010	1,030	770	770
Millbrae		7,990	2,890	2,180	2,180
Transit Station Area	Mixed-Use Corridor	270	1,960	1,460	1,460
Pacifica		13,970	1,110	1,110	1,110
Portola Valley		1,750	240	240	240
Redwood City		27,960	10,510	9,070	8,280
Downtown	City Center	990	5,320	4,150	4,150
Broadway	Mixed-Use Corridor	1,710	770	600	380
Middlefield	Mixed-Use Corridor	2,170	640	500	410
Mixed Use Waterfront	Mixed-Use Corridor	210	1,350	1,050	1,050
Veterans Corridor	Mixed-Use Corridor	150	990	770	770
San Bruno		14,700	4,670	4,670	4,220
Transit Corridors	Mixed-Use Corridor	4,140	3,330	2,800	2,800
San Carlos		11,520	2,400	2,400	2,340
Railroad Corridor	Transit Town Center	440	0	0	0
San Mateo		38,230	11,810	11,810	10,130
Downtown	City Center	500	650	520	520
El Camino Real	Mixed-Use Corridor	840	1,210	970	970
Rail Corridor	Transit Neighborhood	140	6,580	5,310	5,310
South San Francisco		20,940	7,610	6,300	7,430
Downtown	Transit Town Center	1,510	3,640	3,030	3,030
Lindenville Transit Neighborhood	Transit Neighborhood	0	860	710	710
Woodside		1,980	310	310	310
San Mateo County Unincorporated		20,910	5,910	5,910	5,090
City County Association of Governments of San Mateo Count Mixed-Use Corridor		38,460	15,470	12,420	10,560

Household Growth by PDA and Jurisdiction

Santa Clara County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained	Focused	Outer Bay Area
			2010-2040 HH Growth	2010-2040 HH Growth	2010-2040 HH Growth
Campbell		16,160	2,940	2,940	2,880
Central Redevelopment Area	Transit Neighborhood	1,140	1,430	1,180	1,180
Winchester Boulevard Master Plan	Transit Neighborhood	580	160	130	130
Cupertino		20,180	3,960	3,960	3,960
Gilroy		14,180	5,710	6,440	7,090
Downtown	Transit Town Center	880	1,600	1,600	2,060
Los Altos		10,750	2,160	2,160	2,160
El Camino Real Corridor	Mixed-Use Corridor	610	470	350	350
Los Altos Hills		2,830	730	730	730
Los Gatos		12,360	2,330	2,330	2,330
Milpitas		19,180	12,810	12,810	12,810
Transit Area	Suburban Center	750	8,140	6,910	6,910
Hammond Transit Neighborhood	Transit Neighborhood	300	690	580	580
McCandless Transit Neighborhood	Transit Neighborhood	0	410	340	340
McCarthy Ranch Employment Center	Employment Center	0	0	0	0
Midtown Mixed-Use Corridor	Mixed-Use Corridor	340	770	660	660
Serra Center Mixed-Use Corridor	Mixed-Use Corridor	210	40	40	10
Tasman Employment Center	Employment Center	0	0	0	0
Town Center Mixed-Use Corridor	Mixed-Use Corridor	0	860	730	730
Yosemite Employment Center	Employment Center	30	0	0	0
Monte Sereno		1,210	300	300	300
Morgan Hill		12,330	3,820	4,150	8,760
Downtown	Transit Town Center	510	1,200	1,200	1,550
Mountain View		31,960	15,120	12,460	11,020
Whisman Station	Transit Neighborhood	650	1,200	950	950
Downtown	Transit Town Center	1,170	1,200	960	960
East Whisman	Employment Center	250	290	230	230
El Camino Real Corridor	Mixed-Use Corridor	3,330	2,690	2,170	2,170
Moffett Field/NASA Ames	Suburban Center	180	2,770	2,210	1,940
North Bayshore	Suburban Center	350	2,640	2,110	1,330
San Antonio Center	Transit Town Center	1,480	3,580	2,870	2,870
Palo Alto		26,490	12,250	12,250	6,110
California Avenue	Transit Neighborhood	750	2,360	1,720	800
El Camino Real Corridor	Mixed-Use Corridor	4,090	5,380	3,930	1,570
University Avenue/Downtown	Transit Town Center	1,820	3,590	2,630	1,250
San Jose		301,370	133,030	130,890	116,500
Berryessa Station	Transit Neighborhood	1,850	5,540	5,100	4,640
Communications Hill	Transit Town Center	6,540	3,670	3,390	2,780
Cottle Transit Village	Suburban Center	0	3,390	3,120	2,840
Downtown "Frame"	City Center	16,980	12,660	11,710	10,720
East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor	6,750	4,850	4,480	4,100
Greater Downtown	Regional Center	3,670	8,320	7,720	7,100
North San Jose	Regional Center	10,420	37,200	34,260	31,220
West San Carlos and Southwest Expressway Corridors	Mixed-Use Corridor	4,730	15,820	15,040	14,230
Bascom TOD Corridor	Mixed-Use Corridor	260	1,630	1,500	1,360
Bascom Urban Village	Mixed-Use Corridor	1,810	990	910	840
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	700	1,280	1,180	1,070
Camden Urban Village	Mixed-Use Corridor	920	1,150	1,060	960
Capitol Corridor Urban Villages	Mixed-Use Corridor	4,210	7,270	6,700	6,110
Capitol/Tully/King Urban Villages	Suburban Center	1,410	2,610	2,400	2,190
Oakridge/Almaden Plaza Urban Village	Suburban Center	2,650	8,760	8,070	7,360
Saratoga TOD Corridor	Mixed-Use Corridor	2,710	1,310	1,200	1,100
Stevens Creek TOD Corridor	Mixed-Use Corridor	2,210	4,580	4,230	3,850
Westgate/El Paseo Urban Village	Suburban Center	1,010	2,920	2,690	2,450
Winchester Boulevard TOD Corridor	Mixed-Use Corridor	4,150	2,430	2,250	2,060
Santa Clara		43,020	24,260	21,130	20,350
Central Expressway Focus Area	City Center	0	4,640	3,880	3,880
El Camino Real Focus Area	Mixed-Use Corridor	1,650	1,300	1,110	1,110
Great America Parkway Focus Area	Urban Neighborhood	0	3,940	3,300	3,300
Lawrence Station Focus Area	Transit Neighborhood	0	7,190	6,020	6,020
Santa Clara Station Focus Area	City Center	450	3,890	3,260	3,260
Tasman East Focus Area	Transit Neighborhood	0	2,090	1,750	1,750
Saratoga		10,730	2,250	2,250	2,250

Household Growth by PDA and Jurisdiction

Santa Clara County (continued)

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained	Focused	Outer Bay Area
			2010-2040 HH Growth	2010-2040 HH Growth	2010-2040 HH Growth
Sunnyvale		53,380	16,780	16,780	16,780
Downtown & Caltrain Station	Transit Town Center	1,730	1,840	1,510	1,510
El Camino Real Corridor	Mixed-Use Corridor	10,350	5,310	4,400	4,400
Lawrence Station Transit Village	Transit Neighborhood	1,560	2,900	2,380	2,380
East Sunnyvale ITR	Mixed-Use Corridor	0	3,340	2,730	2,730
Moffett Park	Employment Center	20	0	0	0
Peery Park	Employment Center	110	10	10	10
Reamwood Light Rail Station	Employment Center	0	0	0	0
Tasman Station ITR	Mixed-Use Corridor	850	1,660	1,350	1,350
Santa Clara County Unincorporated		28,080	7,540	10,480	13,090
Valley Transportation Authority: Cores, Corridors, and Station <i>Mixed-Use Corridor</i>		68,650	43,880	42,860	38,920

Solano County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained	Focused	Outer Bay Area
			2010-2040 HH Growth	2010-2040 HH Growth	2010-2040 HH Growth
Benicia		10,690	1,190	1,190	1,440
Downtown	Transit Neighborhood	530	1,010	1,010	1,100
Northern Gateway	Employment Center	0	120	120	140
Dixon		5,960	1,390	1,680	1,940
Fairfield		34,480	11,960	12,520	14,420
Downtown South (Jefferson Street)	Suburban Center	600	380	910	950
Fairfield-Vacaville Train Station	Transit Town Center	90	6,510	6,510	6,820
North Texas Street Core	Mixed-Use Corridor	1,600	1,880	1,880	1,970
West Texas Street Gateway	Mixed-Use Corridor	1,020	2,590	2,590	2,720
Rio Vista		3,450	1,420	1,900	2,330
Suisun City		8,920	1,360	1,430	1,500
Downtown & Waterfront	Transit Town Center	1,090	1,190	1,190	1,240
Vacaville		31,090	4,940	5,320	9,950
Allison Area	Suburban Center	550	140	570	590
Downtown	Transit Town Center	220	750	750	780
Vallejo		40,560	5,490	5,640	5,780
Waterfront & Downtown	Suburban Center	980	870	870	910
Solano County Unincorporated		6,710	990	1,180	1,340

Sonoma County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained	Focused	Outer Bay Area
			2010-2040 HH Growth	2010-2040 HH Growth	2010-2040 HH Growth
Cloverdale		3,180	960	1,040	1,090
Downtown/SMART Transit Area	Transit Town Center	1,040	810	900	940
Cotati		2,980	460	470	540
Downtown and Cotati Depot	Transit Town Center	830	450	450	470
Healdsburg		4,380	860	980	1,080
Petaluma		21,740	2,800	2,800	2,800
Central, Turning Basin/Lower Reach	Suburban Center	750	1,610	1,610	1,760
Rohnert Park		15,810	2,870	3,210	3,490
Sonoma Mountain Village	Suburban Center	200	2,140	2,140	2,350
Santa Rosa		63,590	15,170	18,150	22,620
Downtown Station Area	City Center	2,080	1,220	6,860	7,540
Mendocino Avenue/Santa Rosa Avenue Corridor	Mixed-Use Corridor	6,910	1,590	4,280	4,670
Sebastopol Road Corridor	Mixed-Use Corridor	2,750	3,250	3,250	3,560
North Santa Rosa Station	Suburban Center	3,940	3,350	3,350	3,660
Sebastopol		3,280	480	520	600
Nexus Area	Transit Town Center	1,150	200	500	520
Sonoma		4,960	520	520	520
Windsor		8,970	1,330	1,360	3,930
Redevelopment Area	Suburban Center	2,040	1,290	1,290	1,350
Sonoma County Unincorporated		56,950	7,640	8,330	8,940
8th Street East Industrial Area	Employment Center	80	20	20	20
Airport/Larkfield Urban Service Area	Suburban Center	2,850	1,110	1,250	1,380
Penngrove Urban Service Area	Rural Town Center	630	670	670	730
The Springs	Rural Mixed-Use Corridor	6,580	1,680	1,680	1,810

MEMO

Date: September 2, 2011
To: ABAG Executive Board
From: Ken Kirkey, ABAG Planning Director
Subject: Regional Housing Needs Allocation (RHNA) Methodology Concepts

Overview

This memo provides an update on the work done by ABAG and MTC staff, with the assistance of the SCS Housing Methodology Committee (HMC), to develop the Regional Housing Need Allocation (RHNA) methodology for the 2015-2022 period. Since January 2011, members of the HMC have been discussing and refining the framework for allocating a portion of the region's total housing need to each jurisdiction in the region. The HMC has reached consensus about the major components of the methodology, however, there are still areas where discussion is ongoing. This memo presents an overview of the proposed methodology framework as well as a summary of the HMC's discussion to date.

Staff is requesting that the Executive Board provide direction on the conceptual framework for the RHNA methodology, which consists of the following elements that are described in more detail below:

- Sustainability Component
- Fair Share Component
 - Upper housing threshold
 - Minimum housing floor
 - Quality of life factors
- Income allocation
- Sphere of Influence (SOI) adjustments

Background

The Regional Housing Need Allocation (RHNA) is a state mandate that requires each community to plan for its share of the state's housing need, for people at all income levels. The California Department of Housing and Community Development (HCD) determines the total housing need for each region in the state and, as the Council of Governments for the San Francisco Bay Area, it is ABAG's responsibility to distribute this need to local governments.¹

With the passage of SB 375, ABAG and MTC must identify areas within the region sufficient to house an eight-year projection of the regional housing need for all income groups. Additionally, the housing allocation plan must allocate housing units within the region consistent with the development pattern included in the Sustainable Communities Strategy (SCS).

¹ The total housing need number for the region, the Regional Housing Need Determination, will be provided to ABAG by HCD in October 2011.

Since January, staff from ABAG and MTC has been working with the members of the SCS Housing Methodology Committee—which is made up of staff and elected officials from all nine counties as well as stakeholder groups—to develop the framework for the RHNA methodology.

The committee's discussions to date have focused primarily on determining how best to promote consistency between RHNA and the development pattern of the SCS, while ensuring that the allocation of housing need also meets the specific objectives of Housing Element law, including that every jurisdiction accommodate its fair share of the region's housing need. The committee has also begun to address some of the more technical aspects of the RHNA methodology, including how to address Spheres of Influence.

Proposed Methodology Conceptual Framework

The RHNA methodology consists of several major steps, including determining a jurisdiction's total RHNA, identifying the share of the jurisdiction's total RHNA in each income category, and adjusting a jurisdiction's total RHNA for areas included in its Sphere of Influence.

In developing the RHNA methodology, staff and the HMC have identified two components that would be used together to assign total housing need to local jurisdictions. The first is the "Sustainability Component" that incorporates the Priority Development Areas² (PDAs). The second is the "Fair Share Component" that seeks to ensure that each jurisdiction in the region shares responsibility for accommodating the region's housing need.

Determining a Jurisdiction's Total Allocation

Sustainability Component

The Sustainability Component continues and expands upon the inclusion of compact growth principles that began with the 2007-2014 RHNA methodology. Staff is recommending that most of the region's housing need would be allocated to jurisdictions planning for growth in PDAs. Based on evaluation of numerous options and discussions with the HMC, staff is currently considering basing the share of housing need assigned to PDAs on the proportion of growth in these areas in the Preferred Scenario, as long as it does not exceed 70 percent of the region's total need.

Using the PDA framework from the SCS in the RHNA methodology promotes growth in sustainable locations and is a key to ensuring consistency between the two planning documents. Directing growth to infill locations is a key component of protecting agricultural and natural resources. This methodology also recognizes the multiple benefits for local communities and the region as a whole of encouraging housing, particularly affordable housing, in the neighborhoods near transit that local communities have identified as priorities for development and investment to create complete communities.

Fair Share Component

It is important that jurisdictions with PDAs are not asked to shoulder too much of the responsibility for meeting the region's housing need. PDAs are not the only areas in which housing choices are needed, and the RHNA methodology must ensure that all jurisdictions share responsibility for meeting the regional need for housing. Focusing only on the PDAs could mean that jurisdictions

² The term "PDAs" encompasses the Growth Opportunity Areas as well as Planned and Potential PDAs.

that were unable or unwilling to pick adequate Place Types for these areas or to designate any PDAs at all commensurate with their housing need, would not be allocated their “fair share” of the regional housing obligation. Thus the proposed methodology includes an explicit “fair share” component that is composed of three primary elements:

1. *Upper Housing Threshold*

Staff is proposing to establish an upper threshold that would compare the amount of growth assigned to a jurisdiction’s PDAs in the Preferred Scenario to the amount of growth expected in the jurisdiction based on forecasted household formation growth. If the amount of growth in the PDAs meets or exceeds this threshold, the jurisdiction would retain the amount of growth in those areas, but would not have to accommodate additional growth based on the “quality of life” factors described below. Any growth forecasted in the Preferred Scenario for that jurisdiction in locations outside of the PDAs would be redistributed to jurisdictions throughout the region that have not met the upper threshold. After evaluating multiple options with the HMC, staff is considering setting the upper housing threshold at 110 percent of a jurisdiction’s household formation growth.

2. *Quality of Life Factors Outside PDAs*

The “quality of life” factors would apply to the growth in the Preferred Scenario that is expected to occur outside of PDAs. Housing units would be allocated based on factors related to the services and amenities that improve residents’ quality of life. The inclusion of these factors in the methodology is intended to ensure that housing need is allocated in a manner that provides for potentially increased access to communities with good transit access, employment opportunities, and quality schools and services. At the HMC, members have explored the use of a wide variety of factors, including school quality, transit, employment, and past RHNA performance.

3. *Minimum Housing Floor*

Staff is proposing to establish a minimum floor for a jurisdiction’s total allocation that would ensure that each jurisdiction is planning for housing to accommodate at least a portion of the housing need generated by the population within that jurisdiction. The minimum floor would be set at a certain percentage of the jurisdiction’s forecasted household formation growth. If a jurisdiction’s total RHNA (based on the sustainability component and quality of life factors described above) does not reach this floor, this minimum is applied, and the number of units assigned to other jurisdictions is reduced proportionally. After evaluating multiple options with the HMC, staff is considering setting the minimum housing floor at 40 percent of a jurisdiction’s household formation growth.

Determining a Jurisdiction’s Income Allocation

Two primary objectives of the state’s regional housing need process are to increase the supply of housing and to ensure that local governments consider the housing needs of persons at all income levels. In addition to identifying each jurisdiction’s share of the region’s total housing need, the RHNA methodology must also divide this allocation into the four income categories defined by

HCD³. The income allocation portion of the RHNA method is designed to ensure that each jurisdiction in the Bay Area plans for housing for people of every income.

Staff is proposing to use the same method for distributing units by income as the 2007-2014 RHNA. This method is based on a comparison between a jurisdiction's income distribution and the region-wide income distribution. To address concentrations of poverty, each jurisdiction is given 175 percent of the difference between their household income distribution and the region-wide household income distribution. With this method, a jurisdiction receives a higher allocation of units in an income category when it has a smaller proportion of households in that income category compared to the rest of the region.

For example, if a jurisdiction has 36 percent of its households in the very low income category, this would be compared to the regional percentage in this income category, which is 23 percent. The difference between 23 and 36 is -13. This is multiplied by 175 percent (the adjustment factor) for a result of -23. This number is then added to the jurisdiction's original distribution of 36 percent, for a total share of about 13 percent. Therefore, 13 percent of their allocation must be affordable to households with very low income.

A similar calculation can be made for a jurisdiction that has a relatively low proportion of households in the very low income category. If this jurisdiction has 9 percent of its households in the very low income category, when this is subtracted from the regional percentage in this income category, the result is 14. When this difference is multiplied by 175 percent, the result is 25. That amount is added to the jurisdiction's proportion of households in the very low income category, for a total of 34. Therefore, 34 percent of their allocation must be affordable to households with very low income.

HMC Discussion

At its June meeting, the HMC discussed each of the elements of the RHNA methodology described above, and there was widespread support for the conceptual framework. However, although members of the committee agreed in principle with tying RHNA to the Preferred Scenario, there was substantial concern about developing the methodology without knowing the details of the scenario, which is in the very early stages of development.

HMC members requested more transparency about how growth is assigned in the SCS Alternative Scenarios and ultimately the Preferred Scenario, so that they would have confidence in the sustainability component as an input into the RHNA allocation. Members of the committee, as well as others, will have the opportunity to provide input into the development of the Preferred Scenario over the next several months as the Alternative Scenarios are created and evaluated. The HMC is also expected to reconvene in the fall once the results of the analysis of the Alternative Scenarios are released, to provide additional input into the final draft of the RHNA methodology before it is scheduled to be released.

³ Very low income is 50 percent or less of area median income (AMI), low income is 50 to 80 percent of AMI, moderate income is 80 to 120 percent of AMI, and above moderate is 120 percent or more of AMI.

With regard to the specific elements of the RHNA methodology framework, most members of the HMC supported using the percentage of growth assigned to PDAs in the Preferred Scenario, with a maximum of 70 percent for the Sustainability Component. The HMC discussed a range of options for the upper housing threshold, but most supported the staff recommendation of using 110 percent. Most agreed with the principle of using a percentage higher than 100 to encourage more sustainable growth in PDAs, and felt that 110 percent does not ask jurisdictions with PDAs to shoulder too much of the responsibility for providing housing. The HMC also generally supported the 40 percent minimum housing floor, although there was a desire to see the results of trying different percentages. There was also strong support for using the proposed income allocation methodology, although committee members would like to consider strategies to ensure affordable units actually get produced.

The element on which additional analysis and discussion is needed is the inclusion of the quality of life factors in the methodology. There was strong support for incorporating some mix of these factors in the methodology as a way to promote greater “access to opportunity,” although the HMC was not yet able to identify exactly which ones to include. There was also some discussion and request for additional analysis about whether the minimum housing floor might adequately address the need to ensure access to opportunity.

With regard to the specific quality of life factors that were considered, there was widespread support for including employment and transit, although some members want to refine the transit factor to exclude PDAs, since transit is already explicitly included in the definition of PDAs. The HMC also considered a factor related to school quality and, although there was some interest in keeping this as part of the methodology, many members had significant concerns about the complexities and challenges of trying to aggregate Academic Performance Index (API) scores at the jurisdictional level. Most members of the HMC requested that staff continue to explore other options for identifying a factor that would capture the idea of promoting access to opportunity.

For the final quality of life factor, past RHNA performance, members of the HMC supported including this in the methodology, but want to consider refining the proposed method. The staff proposal looked at how well a jurisdiction did in issuing permits to meet its RHNA allocations for very low- and low-income units. There was concern about using permits issued, since market forces and available resources play a significant role in whether a jurisdiction can meet these targets. The data is also self-reported by jurisdictions without outside verification. One suggestion was to look at whether a jurisdiction has a certified housing element and zoning in place.

The HMC will meet on September 8 to continue refining the details of the RHNA methodology. Staff will provide an update from the HMC to the Executive Board at its September 15 meeting.

Spheres of Influence

“Spheres of influence” (SOI) must be considered in the RHNA methodology if there is projected growth within a city’s SOI, and most SOI areas within the Bay Area are anticipated to experience growth. Every city in the Bay Area has a SOI, which can be either contiguous with or go beyond the city’s boundary. The SOI boundary is designated by the county’s Local Area Formation Commission (LAFCO). The LAFCO influences how government responsibilities are divided among jurisdictions and service districts within a county. The SOI is considered the probable future boundary of a city and a city is responsible for planning areas within its SOI.

For the 2015-2022 RHNA, staff is proposing to use the same approach regarding SOI that was included in the 2007-2014 RHNA, unless ABAG receives a resolution from a county and all the cities in that county requesting a change to the rules outlined below:

1. In Napa, San Mateo, Santa Clara, Solano, and Sonoma counties, the allocation of housing need generated by the unincorporated SOI was assigned to the cities.
2. In Alameda and Contra Costa counties, the allocation of housing need generated by the unincorporated SOI was assigned to the county.
3. In Marin County, 75 percent of the allocation of housing need generated by the unincorporated SOI was assigned to the city; and 25 percent was assigned to the county.

These rules are based on the premise that each local jurisdiction with land use permitting authority over its SOI should plan for the housing need generated within that area. These reflect the fact that each county in the Bay Area is different in terms of whether a city or county has jurisdiction over land use and development within unincorporated SOIs.

These rules reflect the general approaches to SOIs, and agreement between the jurisdictions in each county. Adjustments may be needed to better reflect local conditions. To allow flexibility, the methodology included the following criteria:

1. Adjustments to SOI allocations shall be consistent with any pre-existing written agreement between the city and county that allocates such units, or
2. In the absence of a written agreement, the requested adjustment would allocate the units to the jurisdiction that has permitting authority over future development in the SOI.

Staff is requesting that local jurisdictions provide resolutions requesting a change to the SOI rules by **October 31, 2011**. The specific rule for the SOI in each county will then be adopted by the Executive Board as part of the draft RHNA methodology.

Next Steps

The HMC will meet in October to review the results of the analysis of the Alternative Scenarios and provide additional input into the draft RHNA methodology. Staff will provide an update on proposed changes to the schedule for the RHNA and SCS processes at the September 15 meeting.



MEMO

Date: August 31, 2011

To: ABAG Executive Board

From: Ezra Rapport, Executive Director

Subject: Subregional Regional Housing Need Assessment (RHNA) Allocation

Summary

Staff is recommending that the subregions in the Bay Area (counties of San Mateo, Napa, and Solano) receive their housing allocation numbers pursuant to the language of the Housing Element Statute and incorporate this language into the RHNA Subregional Delegation Agreement between ABAG and the subregions.

Overview

The Regional Housing Needs Allocation (RHNA) is a state mandate that requires each community to plan for its share of the state's housing need, for people at all income levels. The California Department of Housing and Community Development (HCD) determines the total housing need for each region in the state and, as the Council of Governments for the San Francisco Bay Area, it is ABAG's responsibility to distribute this need to local governments. ABAG is currently undertaking the RHNA for the years 2014-2022.

For RHNA, ABAG allocates jurisdictional totals within the region sufficient to house an eight-year projection of the regional housing need for all income groups. This process is known as the Housing Methodology. Additionally, the Housing Methodology must allocate housing units within the region consistent with the development pattern included in the Sustainable Communities Strategy (SCS). As in prior RHNA cycles, ABAG has convened a Housing Methodology Committee (HMC) consisting of planning staff and elected officials, with participation from stakeholders to assist in developing a method for allocating the region's housing need that meets the RHNA requirements and is consistent with the proposed SCS.

State RHNA law allows for local jurisdictions to join together to form subregions, which accept responsibility from ABAG for allocating their share of the region's housing need within the subregion. In this cycle, the counties of Napa, San Mateo, and Solano have chosen to act as designated subregions. The allocation within the subregion must meet the requirements of State law including the consistency requirement of the SCS. If any member of the subregion withdraws, ABAG is required to perform the allocation for that jurisdiction.

In this report, staff is recommending a method to allocate a share of the region's housing need determination to each of the subregions.

Allocating a Share of the Region's Housing Need Determination to a Subregion

To ensure consistency between the SCS and RHNA, the region's RHNA methodology will be based on the land use pattern of the SCS Preferred Scenario. The SCS Preferred Scenario will forecast households and jobs for each jurisdiction over the planning period 2013 – 2040. The RHNA methodology will use this development pattern as an input to allocate a share of the region's housing need determination¹ (RHND) to each jurisdiction, or to a subregion where one has formed.

The legal requirement for ABAG to allocate shares of the region's housing need determination to each subregion remains unchanged from the last cycle ("the Household Share method"). This section was not amended even though SB 375 required "consistency" between the RHNA and the SCS. The Housing Element law states:

"The share or shares allocated to the delegate subregion or subregions by a council of governments shall be in a proportion consistent with the distribution of households assumed for the comparable time period of the applicable regional transportation plan." *Government Code Section 65584.03(c)*

The Household Share method allocates to each subregion a percentage share of the RHND where the percentage is the same as the subregion's percentage share of household growth in the Preferred Scenario being developed as part of the SCS for the period from 2014 to 2022 (HH Share Method).

Staff is recommending that conceptually, the forecast provided to the RTP for the period 2014-2022 be strongly influenced by ABAG's RHNA methodology. If the concept is adopted and implemented, a subregion should receive a share of the region's housing need that we believe will be very close to the share it would have received if it participated in the region's RHNA allocation process. . This reasonable planning approach supports the policy goals of utilizing consistent methodologies that tie the region together and is consistent with the SCS. The benefit of forming a subregion would be derived primarily from the opportunity for greater local control over how units are distributed within the subregion. This minimizes any shift of units to or from the remainder of the region and does not act as a deterrent for subregions to opt for greater local control.

Recommendation

Staff is recommending that the ABAG Board authorize execution of the RHNA Subregional Delegation Agreement utilizing the Household Share method as the basis for the determining the subregions housing need allocation.

¹ The determination of the Bay Area's total housing need is expected from HCD in October 2011.



MEMO

To: ABAG Executive Board

Submitted by: Ken Kirkey, ABAG Planning Director

Subject: Draft One Bay Area Grant Proposal for Public Discussion

Date: September 1, 2011

Executive Summary

The ABAG Administrative Committee and MTC Planning Committee had a joint meeting on Friday, July 8, 2011 to approve the release of a draft proposal for the One Bay Area grant, which provides an alternative to the current Cycle 2 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding framework that better integrates the region's federal transportation program with land-use and housing policies by providing incentives for the production of housing with supporting transportation investments. These committees approved the release with the following change: increase the amount of the Priority Conservation Area Planning Program from \$2 million to \$5 million and note that congestion management agencies can potentially flex funds in the proposed Priority Development Area (PDA) minimum (require that at least 70% of funding be spent on projects in PDAs) to support a Priority Conservation Area Planning Program.

Recommended Action Informational item

- Information item. No action required.

Next Steps

- As outlined in the attached staff report timeline, staff will seek feedback from local governments, stakeholders, and technical working groups over the next several months. A follow-up presentation will be provided to the ABAG Administrative Committee and MTC Planning Committee in Fall 2011. MTC will adopt Cycle 2/One Bay Area grant funding commitments for MTC Regional Programs in December 2011.

Attachments:

One Bay Area Grant Proposal Staff Report submitted to the ABAG Administrative Committee and MTC Planning Committee.

OneBayArea Grant Program

(Draft July 8, 2011)

Federal Transportation Funding and Program Policies (Attachment A)

Approximately every six years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

In December 2009 the Commission adopted an overall framework directing how approximately \$1.4 billion in STP and CMAQ funds were to be allocated over the following six years (2010-2015). The first three years (Cycle 1) of this period were committed to projects and programs and the overall framework provided policy direction for the second three years (Cycle 2).

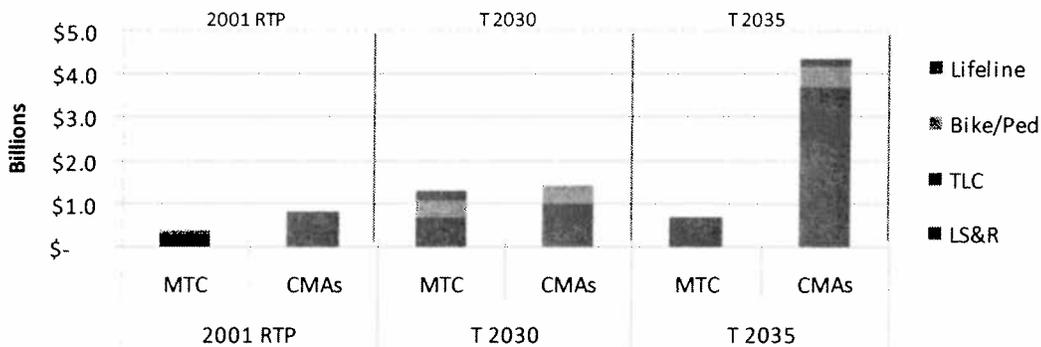
Staff proposes an alternative to the current Cycle 2 framework that better integrates the region's federal transportation program with land-use and housing policies by providing incentives for the production of housing with supportive transportation investments. Attachment A summarizes this framework and proposal for Cycle 2.

OneBayArea Grant Program

As shown in the chart below, over time the county congestion management agencies (CMAs) have been given increased responsibility for project selection for an increasing share of funding coming to the region.

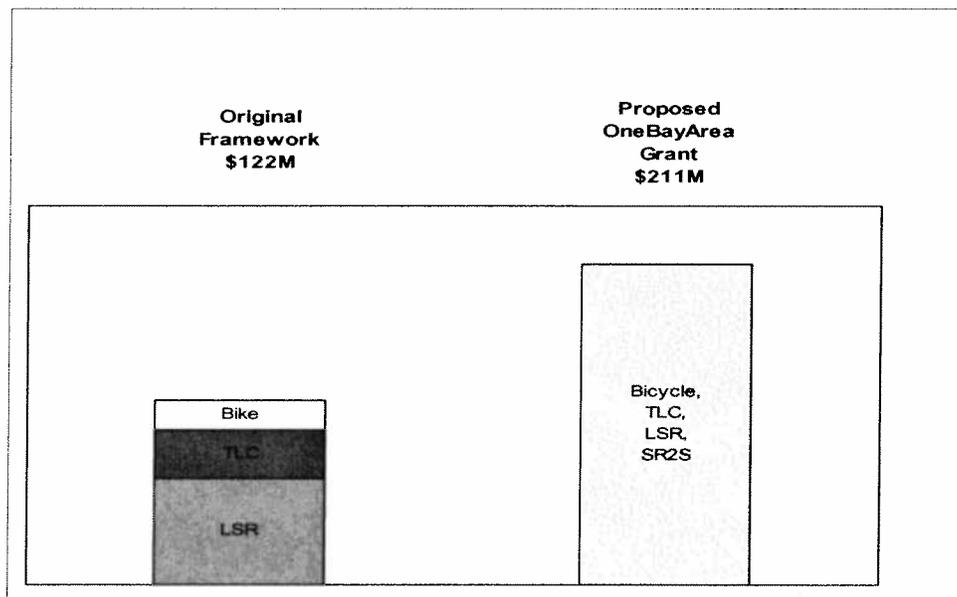
Program and Project Selection Evolves over Past Two Decades

Past Long Range Plan Discretionary Funding Assignments



For Cycle 2, staff proposes to continue this trend by shifting a larger portion of discretionary federal funding to local jurisdictions for taking on a larger share of the region's housing production. Further, additional flexibility is proposed for CMAs to address their respective transportation needs. Specifically, the proposal would:

- **Shift more Funding to Locally Managed OneBayArea Grant Program:** Dedicate \$211 million or roughly 40% of the Cycle 2 funding program to a new OneBayArea Grant. The funding for the OneBayArea Grant is the result of merging many of the programs in the Cycle 2 framework into a single flexible grant program and is roughly a 70% increase in the funding distributed to the counties as compared to the Cycle 2 framework adopted by the Commission. By comparison, the status quo approach for Cycle 2 would result in 22% going to County Congestion Management Agency (CMA) programs down from 30% in Cycle 1
- **Add Flexibility by Eliminating Program Categories:** The One Bay Grant proposal provides additional flexibility under Cycle 2 by eliminating required program categories and combining funding for TLC, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. See figure illustrating this change on the following page. Project selection will be limited to a degree by the project eligibility limitations of CMAQ which will make up approximately half of the funds that each county will receive.



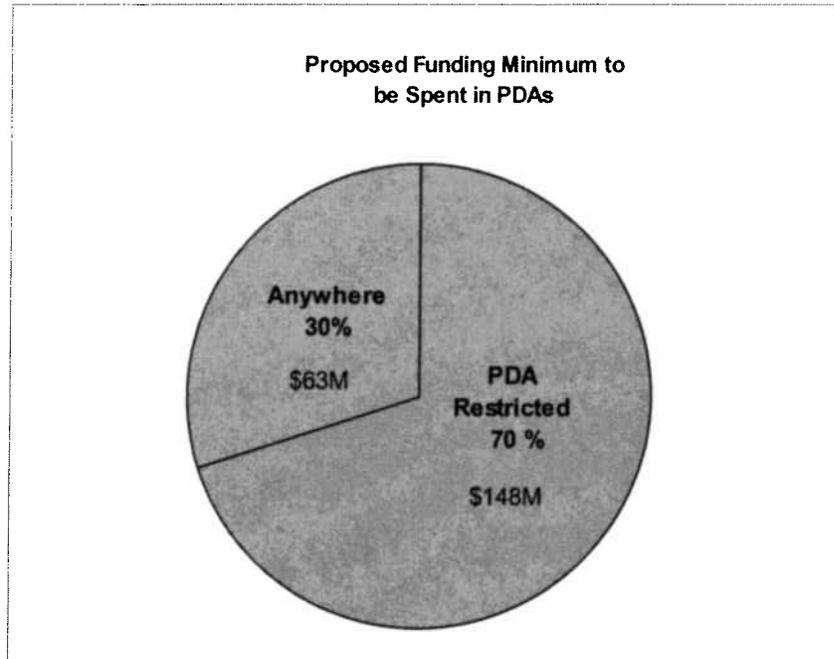
- **Leverage Outside Funds to Grow Program and Meet More Objectives:** Additional opportunities could be sought through other regional programs, other non-federal sources for affordable housing, and other local funds to augment program objectives. As a start, the Air District proposes \$6 million from its Regional Transportation for Clean Air (TFCA) Program. TFCA eligibility considerations will be guiding the use of these funds in the overall program.
- **Continue Key Regional Programs:** The remaining funding is targeted to continue regional programs such as Regional Operations, Freeway Performance Initiative, and Transit Capital Rehabilitation. Refer to Attachment A-2 for a description of these regional programs.
- **Establish a Priority Conservation Area Planning Program:** This new \$5 million program element will provide financial incentives for counties with populations under 500,000 for

preservation of resource area and farmland, as defined in California Government Code Section 65080.01.

Distribution Formula for the OneBayArea Grant (Attachments B, C, D)

Staff proposes a distribution formula for OneBayArea Grant funding (Attachment B) that includes housing incentives to support the SCS and promote effective transportation investments that support focused development. In order to ease the transition to this new funding approach, staff is also recommending a 50% population share factor in the formula:

1. Formula to Counties: The proposed distribution formula to the counties includes three components: 50% population, 25% Regional Housing Needs Allocation (RHNA) for 2007-2014, and 25% actual housing production. This approach provides incentives for both future housing commitments and actual housing production. The fund distribution will be refined using the new RHNA to be adopted by ABAG next spring along with the SCS. The new RHNA being developed, which covers years 2015-2022, places a greater emphasis on city centered growth. As a result, refinements are likely to result in modest revisions to the funding distribution consistent with these revised development patterns. The proposed OneBayArea Grant formula also uses actual housing data from 1999-2006, and has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles would rely on housing production from ABAG's next housing report to be published in 2013.
2. Priority Development Area (PDA) Minimum: Require that at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas). Counties, at their discretion, can elect to use up to 5% of the PDA restricted funds for the development of priority conservation area (PCA) plans. Growth opportunity areas are tentatively considered as PDAs until ABAG completes final PDA designations next fall. See Attachment C for PDA program minimums for each county and Attachment D for a map and a list of the PDAs.



The OneBayArea Grant supports Priority Development Areas while providing flexibility to fund transportation needs in other areas.

Performance and Accountability

As noted at the outset, housing allocation according to RHNA and housing production will be the primary metric for distributing the OneBayArea Grant funding. In addition, staff recommends the following performance and accountability requirements.

1. Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:
 - a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
 - b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
 - c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
 - d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

2. Approved Housing Element: Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. This may be met as follows: 1) adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or 2) the adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the SCS to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly any

jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Implementation Issues

Below are issues to be addressed as we further develop the OneBayArea Grant concept:

1. Federal Authorization Uncertainty: We will need to closely monitor development of the new federal surface transportation authorization. New federal programs, their eligibility rules, and how money is distributed could potentially impact the implementation of the OneBayArea Grant Program as proposed.
2. Revenue Estimates: Staff assumes a steady but modest nominal revenue growth rate of 4% annually. Given the mood of Congress to downsize federal programs, these estimates are potentially overly optimistic if there are significant reductions in STP / CMAQ apportionments over the Cycle 2 time period. Staff recommends continuing to move forward with the conservative revenue assumptions and make adjustments later if needed.

Attachments

OneBayArea Grant Proposal

New Act STP / CMAQ Cycle 2 Draft Funding Proposal July 8, 2011

(amounts in millions \$)

Funding Available: Cycle 1: \$466M (after \$54M Carryover) Cycle 2: \$548M Air District: \$6M	Existing Framework				Cycle 2 One Bay Area		Cycle 2 Total
	Cycle 1		Cycle 2 Status Quo		MTC	One Bay Area Grant*	
	MTC	CMA Block Grant	MTC	CMA Grant			
1 Regional Planning *	23		26		5	21	26
2 Regional Operations	84	0	74	0	74	0	74
3 Freeway Performance Initiative (FPI)	51	0	66	0	66	0	66
4 Transit Capital Rehabilitation *	0	0	125	0	125	0	125
5 Local Streets and Roads Rehabilitation*	6	94	7	70	3	74	77
6 Climate Initiatives *	80		40		25	12	37
7 Regional Bicycle Program *	0	20	0	20	0	20	20
8 Transportation for Livable Communities (TLC) *	51	28	64	32	15	85	105
9 Transportation Oriented Development (TOD) Fund	10	0	0	0			
10 Priority Conservation Area Planning Pilot					5		
11 MTC Res 3814 Transit Payback Commitment	6	0	25	0	25	0	25
Total	324	142	426	122	343	211	554
	70%	30%	78%	22%	62%	38%	

Grant Totals:	Cycle 1 Block Grant		Cycle 2 Status Quo		Cycle 2 One Bay Area	
		142	30%	122	22%	211

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* Air District funding of \$6 million adds capacity to support OneBay Area Grant.

1) Regional Planning:

\$21M (\$7M per year) for CMA Planning to be distributed to CMAs through OneBayArea Grant.

4) Transit Capital Rehabilitation:

100% Transit Rehab assigned as Regional Transit Rehabilitation, as Transit is network based and regional

5) Local Streets and Roads Rehabilitation

\$3M for a scaled back PTAP program

6) Climate Initiative:

\$5M for SFGO in Regional. Eastern Solano CMAQ to Solano TA part of OneBayArea Grant.

7) Regional Bicycle Program:

\$20M as CMAQ rather than TE as originally proposed in Framework

8) Transportation for Livable Communities (TLC)

TLC program eliminated - All TLC funds to OneBayArea grant

Attachment A-2: Regional Programs

Regional Planning to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

Regional Operations: This program includes Clipper, 511, Incident Management and a scaled-back Pavement Technical Assistance Program (PTAP).

Freeway Performance Initiative This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

Priority Conservation Area Planning: Staff is recommending a new pilot for the development of priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented Development (TOD) Housing Fund: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

Climate Initiatives: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGo project.

Transit Capital Rehabilitation: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

MTC Resolution 3814 Transit Payback Commitment: Consistent with the Cycle 2 framework, MTC is proposing to program \$25 million to Lifeline, small operators, and SamTrans right-of-way settlement to partially address a commitment originally envisioned to be met with state spillover funds.

**Attachment B
PROPOSAL**

**OneBayArea Grant Distribution Formula
Cycle 2 (FYs 2013, 2014, 2015)**

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$42.4	\$25.4
Contra Costa	\$31.5	\$16.6
Marin	\$6.4	\$5.0
Napa	\$4.2	\$2.9
San Francisco	\$24.6	\$11.8
San Mateo	\$17.2	\$11.1
Santa Clara	\$55.3	\$28.1
Solano	\$13.8	\$9.0
Sonoma	\$15.8	\$12.3
Bay Area Total	\$211.0	\$122.1

Difference From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$17.1	-
Contra Costa	\$14.9	-
Marin	\$1.4	-
Napa	\$1.3	-
San Francisco	\$12.8	-
San Mateo	\$6.1	-
Santa Clara	\$27.2	-
Solano	\$4.8	-
Sonoma	\$3.5	-
Bay Area Total	\$88.9	-

% Change From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	67%	-
Contra Costa	89%	-
Marin	27%	-
Napa	43%	-
San Francisco	109%	-
San Mateo	55%	-
Santa Clara	97%	-
Solano	53%	-
Sonoma	29%	-
Bay Area Total	73%	-

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Notes:

Status quo program based on framework for Cycle 2 adopted by the Commission and continuation of Cycle 1 county block grant policies.

RHNA is based on current 2007-20014 targets

Population data from Department of Finance, US Census 2010

Housing production 1999-2006 is capped at 1999-2006 RHNA thresholds

Attachment C

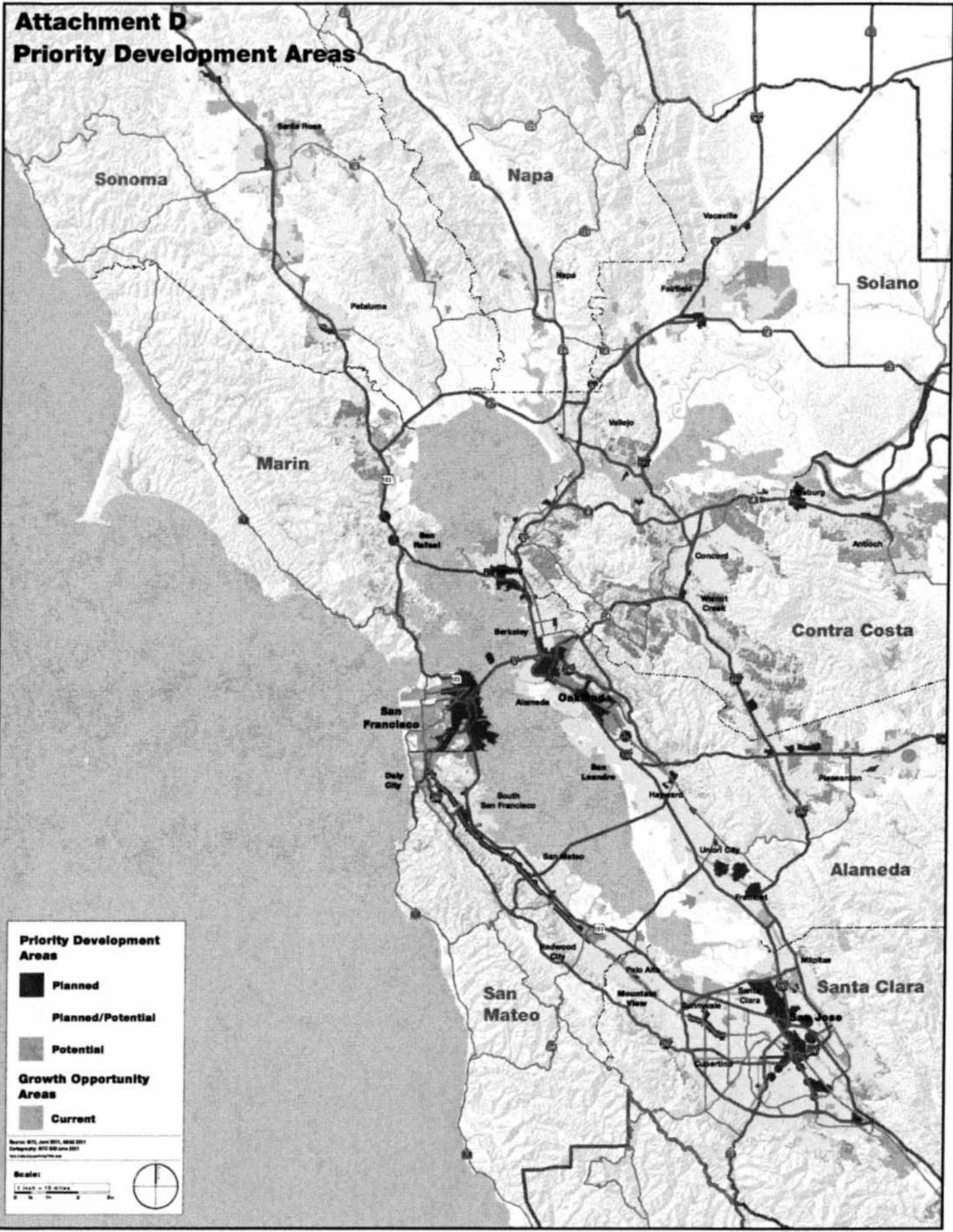
PROPOSAL

PDA Investments for the OneBayArea Grant

50%-25%-25% (Pop.- RHNA - Actual Housing Production Capped) Distribution

Apportionment Area	County Grant Amount	Allocation Areas	
		PDA 70% Minimum	Anywhere in County
Alameda	\$42.4	\$29.7	\$12.7
Contra Costa	\$31.5	\$22.0	\$9.4
Marin	\$6.4	\$4.5	\$1.9
Napa	\$4.2	\$2.9	\$1.2
San Francisco	\$24.6	\$17.2	\$7.4
San Mateo	\$17.2	\$12.0	\$5.1
Santa Clara	\$55.3	\$38.7	\$16.6
Solano	\$13.8	\$9.6	\$4.1
Sonoma	\$15.8	\$11.0	\$4.7
Regional Total	\$211.0	\$147.7	\$63.3

Attachment D Priority Development Areas



Priority Development Areas

- Planned
 - Planned/Potential
 - Potential
- ### Growth Opportunity Areas
- Current

Source: MTC, June 2011, 6/22/2011
 Date: 6/22/2011 10:10:00 AM
 www.mtc.ca.gov

Scale:



Attachment D: Priority Development Areas

Alameda County

Jursidiction or Area Name	PDA Status
Alameda	
Naval Air Station	Planned/Potential
Northern Waterfront	Growth Opportunity Area
Albany	
San Pablo Avenue & Solano Avenue	Growth Opportunity Area
Berkeley	
Adeline Street	Potential
Downtown	Planned
San Pablo Avenue	Planned
South Shattuck	Planned
Telegraph Avenue	Potential
University Avenue	Planned
Dublin	
Downtown Specific Plan Area	Planned
Town Center	Planned
Transit Center	Planned
Emeryville	
Mixed-Use Core	Planned
Fremont	
Centerville	Planned
City Center	Planned
Irvington District	Planned
Ardenwood Business Park	Growth Opportunity Area
Fremont Boulevard & Warm Springs Boulevard Corridor	Growth Opportunity Area
Fremont Boulevard Decoto Road Crossing	Growth Opportunity Area
South Fremont/Warm Springs	Growth Opportunity Area
Hayward	
Downtown	Planned
South Hayward BART	Planned
South Hayward BART	Planned
The Cannery	Planned
Carlos Bee Quarry	Growth Opportunity Area
Mission Corridor	Growth Opportunity Area
Livermore	
Downtown	Planned
Vasco Road Station Planning Area	Potential
Newark	
Dumbarton Transit Oriented Development	Potential
Old Town Mixed Use Area	Potential
Cedar Boulevard Transit	Growth Opportunity Area
Civic Center Re-Use Transit	Growth Opportunity Area

Oakland

Coliseum BART Station Area	Planned
Downtown & Jack London Square	Planned
Eastmont Town Center	Planned
Fruitvale & Dimond Areas	Planned
MacArthur Transit Village	Planned
Transit Oriented Development Corridors	Potential
West Oakland	Planned

Pleasanton

Hacienda	Potential
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San Leandro

Bay Fair BART Transit Village	Potential
Downtown Transit Oriented Development	Planned
East 14th Street	Planned

Union City

Intermodal Station District	Planned
Mission Boulevard	Growth Opportunity Area
Old Alvarado	Growth Opportunity Area

Alameda County Unincorporated

Castro Valley BART	Growth Opportunity Area
East 14th Street and Mission Boulevard Mixed Use Corridor	Growth Opportunity Area

Contra Costa County

Jurisdiction or Area Name	PDA Status
Antioch	
Hillcrest eBART Station	Planned
Rivertown Waterfront	Potential
Concord	
Community Reuse Area	Potential
Community Reuse Area	Potential
<i>Downtown BART Station Planning</i>	<i>Growth Opportunity Area</i>
<i>North Concord BART Adjacent</i>	<i>Growth Opportunity Area</i>
<i>West Downtown Planning Area</i>	<i>Growth Opportunity Area</i>
El Cerrito	
San Pablo Avenue Corridor	Planned
Hercules	
Central Hercules	Planned
Waterfront District	Planned
Lafayette	
Downtown	Planned
Martinez	
Downtown	Planned
Moraga	
Moraga Center	Potential
Oakley	
Downtown	Potential
Employment Area	Potential
Potential Planning Area	Potential
Orinda	
Downtown	Potential
Pinole	
Appian Way Corridor	Potential
Old Town	Potential
Pittsburg	
Downtown	Planned
Pittsburg/Bay Point BART Station	Planned
Railroad Avenue eBART Station	Planned
Pleasant Hill	
Buskirk Avenue Corridor	Potential
Diablo Valley College	Potential
Richmond	
Central Richmond	Planned
South Richmond	Planned
<i>23rd Street</i>	<i>Growth Opportunity Area</i>
<i>San Pablo Avenue Corridor</i>	<i>Growth Opportunity Area</i>
San Ramon	
City Center	Planned
North Camino Ramon	Potential

Walnut Creek

Walnut Creek: West Downtown

Planned

Contra Costa County Unincorporated

Contra Costa Centre

Planned

Downtown El Sobrante

Potential

North Richmond

Potential

Pittsburg/Bay Point BART Station

Planned

West Contra Costa Transportation Advisory Committee: San Pablo Avenue
Corridor

Planned/Potential

Marin County

Jursidiction or Area Name	PDA Status
San Rafael	
Civic Center/North Rafael Town Center	Planned
Downtown	Planned
Marin County Unincorporated	
Urbanized 101 Corridor	Potential
San Quentin	Growth Opportunity Area

Napa County

Jursidiction or Area Name	PDA Status
American Canyon	
Highway 29 Corridor	Potential

San Francisco County

Jursidiction or Area Name	PDA Status
San Francisco	
19th Avenue	Potential
Balboa Park	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Planned
Downtown-Van Ness-Geary	Planned
Eastern Neighborhoods	Planned
Market & Octavia	Planned
Mission Bay	Planned
Mission-San Jose Corridor	Planned
Port of San Francisco	Planned
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Planned
Transbay Terminal	Planned
Treasure Island	Planned
Citywide	Growth Opportunity Area

San Mateo County

Jurisdiction or Area Name	PDA Status
Brisbane	
San Francisco/San Mateo Bi-County Area (with San Francisco)	Potential
Burlingame	
Burlingame El Camino Real	Planned
Daly City	
Bayshore	Potential
Mission Boulevard	Potential
Citywide	
East Palo Alto	
Ravenswood	Potential
Woodland/Willow Neighborhood	
Menlo Park	
El Camino Real Corridor and Downtown	Planned
Millbrae	
Transit Station Area	Planned
Redwood City	
Downtown	Planned
Broadway	Growth Opportunity Area
Middlefield	Growth Opportunity Area
Mixed Use Waterfront	Growth Opportunity Area
Veterans Corridor	Growth Opportunity Area
San Bruno	
Transit Corridors	Planned
San Carlos	
Railroad Corridor	Planned
San Mateo	
Downtown	Planned
El Camino Real	Planned
Rail Corridor	Planned
South San Francisco	
Downtown	Planned
Lindenville Transit Neighborhood	Growth Opportunity Area
CCAG of San Mateo County: El Camino Real	Planned/Potential

Santa Clara County

Jurisdiction or Area Name	PDA Status
Cambell	
Central Redevelopment Area	Planned
<i>Winchester Boulevard Master Plan</i>	<i>Growth Opportunity Area</i>
Gilroy	
Downtown	Planned
Los Altos	
<i>El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
Milpitas	
Transit Area	Planned
<i>Hammond Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
<i>McCandless Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
<i>McCarthy Ranch Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Midtown Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Serra Center Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Tasman Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Town Center Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Yosemite Employment Center</i>	<i>Growth Opportunity Area</i>
Morgan Hill	
Morgan Hill: Downtown	Planned
Mountain View	
Whisman Station	Potential
<i>Downtown</i>	<i>Growth Opportunity Area</i>
<i>East Whisman</i>	<i>Growth Opportunity Area</i>
<i>El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Moffett Field/NASA Ames</i>	<i>Growth Opportunity Area</i>
<i>North Bayshore</i>	<i>Growth Opportunity Area</i>
<i>San Antonio Center</i>	<i>Growth Opportunity Area</i>
Palo Alto	
Palo Alto: California Avenue	Planned
<i>Palo Alto: El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Palo Alto: University Avenue/Downtown</i>	<i>Growth Opportunity Area</i>
San Jose	
Berryessa Station	Planned
Communications Hill	Planned
Cottle Transit Village	Planned
Downtown "Frame"	Planned
East Santa Clara/Alum Rock Corridor	Planned
Greater Downtown	Planned
North San Jose	Planned
West San Carlos and Southwest Expressway Corridors	Planned
<i>Bascom TOD Corridor</i>	<i>Growth Opportunity Area</i>
<i>Bascom Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Blossom Hill/Snell Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Camden Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Capitol Corridor Urban Villages</i>	<i>Growth Opportunity Area</i>

<i>Capitol/Tully/King Urban Villages</i>	<i>Growth Opportunity Area</i>
<i>Oakridge/Almaden Plaza Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Saratoga TOD Corridor</i>	<i>Growth Opportunity Area</i>
<i>Stevens Creek TOD Corridor</i>	<i>Growth Opportunity Area</i>
<i>Westgate/El Paseo Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Winchester Boulevard TOD Corridor</i>	<i>Growth Opportunity Area</i>
Santa Clara	
<i>Central Expressway Focus Area</i>	<i>Growth Opportunity Area</i>
<i>El Camino Real Focus Area</i>	<i>Growth Opportunity Area</i>
<i>Great America Parkway Focus Area</i>	<i>Growth Opportunity Area</i>
<i>Lawrence Station Focus Area</i>	<i>Growth Opportunity Area</i>
<i>Santa Clara Station Focus Area</i>	<i>Growth Opportunity Area</i>
<i>Tasman East Focus Area</i>	<i>Growth Opportunity Area</i>
Sunnyvale	
<i>Downtown & Caltrain Station</i>	<i>Planned</i>
<i>El Camino Real Corridor</i>	<i>Planned</i>
<i>Lawrence Station Transit Village</i>	<i>Potential</i>
<i>East Sunnyvale ITR</i>	<i>Growth Opportunity Area</i>
<i>Moffett Park</i>	<i>Growth Opportunity Area</i>
<i>Peery Park</i>	<i>Growth Opportunity Area</i>
<i>Reamwood Light Rail Station</i>	<i>Growth Opportunity Area</i>
<i>Tasman Station ITR</i>	<i>Growth Opportunity Area</i>
<i>VTA Cores, Corridors, and Station Areas (estimate)</i>	<i>Potential</i>

Solano County

Jursidiction or Area Name	PDA Status
Benicia	
Downtown	Planned
Northern Gateway	Growth Opportunity Area
Dixon	
Fairfield	
Downtown South (Jefferson Street)	Planned
Fairfield-Vacaville Train Station	Potential
North Texas Street Core	Potential
West Texas Street Gateway	Planned
Rio Vista	
Suisun City	
Downtown & Waterfront	Planned
Vacaville	
Allison Area	Planned
Downtown	Planned
Vallejo	
Waterfront & Downtown	Planned
Solano County Unincorporated	

Sonoma County

Jurisdiction or Area Name	PDA Status
Clverdale	
Downtown/SMART Transit Area	Planned
Cotati	
Downtown and Cotati Depot	Planned
Healdsburg	
Petaluma	
Central, Turning Basin/Lower Reach	Planned
Rohnert Park	
Sonoma Mountain Village	Potential
Santa Rosa	
Downtown Station Area	Planned
Mendocino Avenue/Santa Rosa Avenue Corridor	Potential
Sebastopol Road Corridor	Planned/Potential
North Santa Rosa Station	Growth Opportunity Area
Sebastopol	
Nexus Area	Potential
Sonoma	
Windsor	
Redevelopment Area	Planned
Sonoma County Unincorporated	
8th Street East Industrial Area	Growth Opportunity Area
Airport/Larkfield Urban Service Area	Growth Opportunity Area
Penngrove Urban Service Area	Growth Opportunity Area
The Springs	Growth Opportunity Area

MEMO

To: ABAG Executive Board

Submitted by: Ken Kirkey, ABAG Planning Director

Subject: Process for formalizing Growth Opportunity Areas submitted via the Initial Vision Scenario

Date: August 30, 2011

Executive Summary

Growth Opportunity Areas were submitted by local government staff for consideration in the Initial Vision Scenario. As regional agencies move toward selecting a Preferred Scenario for inclusion in the Sustainable Communities Strategy and develop financial incentives for Priority Development Areas through the OneBayArea Grant program, eligible Growth Opportunity Areas will need to be formalized as Priority Development Areas. Priority Development Areas have submitted formal applications with supporting local council resolutions. Growth Opportunity Areas will need to proceed through the same review and local support to be considered as Priority Development Areas.

Recommended Action

Staff recommends the following:

- Approve the timeline and process for transitioning eligible Growth Opportunity Areas to Priority Development Areas.
- Add the following place types to the menu of place types in the Station Area Planning manual, which jurisdictions self select from as part of their PDA application: Employment Center, Rural Town Center, and Rural Mixed Use Corridor.
- Approve the criteria for these additional place types
- Add to the PDA criteria that the minimum housing density be in line with the selected place type from the Station Area Planning Manual.

Next Steps

- Staff presents process for formalizing Growth Opportunity Areas to ABAG Regional Planning Committee: October 5, 2011
- Staff presents process for formalizing Growth Opportunity Areas to MTC Planning Committee with the ABAG Administrative Committee: October 14, 2011
- Jurisdictions submit completed PDA applications by October 31, 2011
- Staff review of applications received: November 2011
- Deadline for submitting local resolutions in support of PDA Application: November 29, 2011
- Staff PDA recommendations presented to ABAG Regional Planning Committee with Planned/Potential status: December 7, 2011
- Staff PDA recommendations presented to ABAG Executive Board for final adoption with Planned/Potential status: January 19, 2011

Attachments:

Staff Report



Date: August 30, 2011
To: ABAG Executive Board
From: Ken Kirkey, ABAG Planning Director
Subject: **Process for formalizing Growth Opportunity Areas submitted via the Initial Vision Scenario**

Background on Growth Opportunity Areas

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) approach the implementation of the FOCUS Priority Development Areas (PDAs) as a key consideration for the development and adoption of the Sustainable Communities Strategy (SCS) under SB375. The PDAs comprise a network of neighborhoods that are expected to accommodate the majority of the region's population and employment growth.

The SCS Initial Vision Scenario, released in March 2011, was designed around the places identified for growth by local jurisdictions. These places included the PDAs, already designated through the FOCUS program. They also included additional Growth Opportunity Areas (GOAs), some similar to PDAs and others with different characteristics for growth and sustainability. Based on local visions, plans and growth estimates, regional agencies distributed housing growth across the region, focusing on the PDAs and the newly identified Growth Opportunity Areas.

With the identification of new areas for growth in the Initial Vision Scenario, 70 jurisdictions within the Bay Area now have at least one PDA or GOA. The PDAs and GOAs combined currently contain 22% of households. Based on the Initial Vision Scenario housing distribution, by 2035 these areas could contain about 34% of households, taking on approximately 72% of new household growth.

ABAG and MTC have proposed a regional funding program, the OneBayArea Grant, that will support the implementation of the SCS at the local level. This proposal pulls together different transportation funding streams to support sustainable growth as envisioned in the SCS. As proposed, \$211 million will be distributed among counties based on population, the Regional Housing Needs Allocation (RHNA), and actual housing production. Congestion management agencies would be able to spend seventy-percent of this funding stream on projects that support the PDAs, and thirty-percent of this funding could be spent anywhere in the county.

The PDAs have undergone a formal process of designation, requiring city council resolutions. The GOAs, however, have only been proposed by city staff at this point. Given the possibility that regional funding will be tied more closely to the scale and quality of sustainable growth within local jurisdictions, it is important to formalize the Growth Opportunity Areas identified in the Initial Vision Scenario, as these areas will play a valuable role in the SCS. This memo outlines a process for Growth Opportunity Areas to become Priority Development Areas and recommends an expanded PDA criteria to include rural areas and employment centers and to ensure new PDAs are planning for appropriate housing densities.

Process for Growth Opportunity Areas to become Priority Development Areas

Staff has conducted a preliminary assessment of Growth Opportunity Areas submitted for inclusion in the Initial Vision Scenario to highlight that the majority of these areas seem eligible to become Priority Development Areas. However, given the potential role of PDAs in RHNA and the OneBayArea Grant, GOAs need to provide more information for proper review and show formal commitment to being

designated as PDAs. Jurisdictions who want their GOAs to be considered in the Sustainable Communities Strategy and, thus, OneBayArea Grant will need to complete a PDA application to provide staff with the necessary information to evaluate the area's eligibility and status as Planned or Potential PDAs. A resolution in support of the jurisdiction's application will also need to be submitted. **Growth Opportunity Areas that do not meet PDA criteria or for which a complete PDA application is not received will not be considered for PDA adoption and will not be eligible for OneBayArea Grant funding.** Only adopted PDAs will be eligible for these funds.

Preliminary Analysis of Growth Opportunity Areas

Jurisdictions submitted GOAs for consideration in the Initial Vision Scenario. Staff has reviewed the GOA information submitted and arrived at the following summary. As is being recommended in this report, jurisdictions who submitted GOAs will need to submit a full PDA application to enable a comprehensive review for PDA eligibility prior to making final recommendations for certain GOAs to become PDAs.

Approximately 52 newly identified GOAs meet the criteria for PDA designation, namely that they are infill areas within existing urbanized areas and are served by high-frequency transit. These 52 new areas could accommodate up to 88,000 new households by 2035. As such, these GOAs are good candidates for PDA designation.

Six GOAs (in addition to the 52 GOAs described above) are identified as "Rural Town Centers" or "Rural Mixed-Use Corridors". While these areas could accommodate more than 1,900 new households by 2035, the primary role of these rural areas in the SCS would be to improve connectivity and provision of services for rural residents, rather than significant housing production. Rural Town Center and Rural Mixed-Used Corridor Place Types would need to be added as an option to the menu of Place Types identified in the MTC Station Area Planning manual, which jurisdictions currently use to identify an appropriate place type for their PDA.

Nine additional GOAs are identified as "Employment Centers"; these areas could accommodate at least 7,000 new jobs. As with the rural GOAs, the primary role of these areas is not housing production, but rather a reduction in vehicle-miles-traveled through improvements in transit to and provision of services within these existing and future job centers. An Employment Center Place Type would need to be added as an option to the existing Place Types identified in the MTC Station Area Planning manual, which jurisdictions currently use to identify an appropriate place type for their PDA.

Another fourteen GOAs have been identified that currently do not meet all of the PDA criteria. Some of these areas are very small (less than 20 acres in size); some are envisioned for low-density development or do not have sufficient transit service. However, these GOAs could accommodate a significant number of new housing units; the Initial Vision Scenario envisions approximately 28,000 new households in these GOAs by 2035. Staff will need to make a formal determination on these areas based on additional information provided by the jurisdictions in the completed PDA applications to be submitted. PDAs will be encouraged to submit areas that are at least 100 acres in size or to explain why that is not feasible. Additionally, jurisdictions will need to demonstrate that new housing being planned for in the area will meet the minimum place type guidelines.

Recommendations

1) Staff recommends that the place type menu available to PDAs be made more inclusive of employment-focused and rural areas to advance sustainability concepts not previously covered by the PDA criteria. The Employment Center, Rural Town Center, and Rural Mixed Use Corridor Place Types would be added to the seven Place Types identified in MTC's Station Area Planning Manual that are currently being used to describe the existing PDAs. As funding may flow to these areas that are not specifically housing-focused, specific criteria for these areas need to be implemented to ensure that these areas further

the goals of the SCS, either through a reduction in VMT via improvements in connectivity and services or through supporting the economic vitality of the region.

2a) Specifically, staff suggest the following criteria be required for PDA designation of Rural Centers/Corridors:

- The areas are existing town centers (not co-terminus with other urban communities) and/or are along a rural corridor
- The areas encompass or are being planned to include a mix of services to reduce vehicle miles traveled and/or are being planned for more housing with a mix of supportive services
- The areas are being planned for more connectivity (multi-modal improvements, transit for employees and residents, etc.)
- Areas have an urban growth boundary or other zoning policy in place, such as an urban service area, to limit sprawling development

2b) Staff suggest the following criteria be required for PDA designation of Employment Centers:

- The areas currently contain a certain threshold or density of jobs or have the plan capacity for a certain threshold of job growth (thresholds to be determined)
- The areas are currently served by transit or are being planned for transit service (fixed rail existing or planned, demonstrated high frequency bus (20 min headways during peak weekday commute hours), or shuttle service to fixed rail)
- The areas are planned for a greater intensity and mix of uses (increased floor area ratios, reduced parking requirements, required Transportation Demand Management)
- The jurisdiction is providing sufficient housing near the employment center to merit resources supporting an exclusively employment development area (sufficient level of housing to be determined – possibly related to jobs per household or employed resident from General Plans)

3) Additionally, staff recommends that the definition of the PDA criteria for the area is planned or is planning for more housing, be clarified to state the following (addition in bold):

Housing – means the area has plans for a significant increase in housing units **to a minimum density of the selected place type from the Station Area Planning Manual**, including affordable units, which can also be a part of a mixed use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.

This addition will ensure that areas proposed as PDAs incorporate housing at an appropriate level for their place type.

4) Staff recommends the following process and timeline for transitioning eligible Growth Opportunity Areas to Priority Development Areas:

Milestone	Target Date
Staff presents process for formalizing GOAs to ABAG Regional Planning Committee	October 5, 2011
Staff presents process for formalizing GOAs to MTC Planning Committee with the ABAG Administrative Committee	October 14, 2011
Jurisdictions submit completed PDA applications	October 31, 2011
Staff review of applications received	November 2011
Deadline for submitting local resolutions in support of PDA Application	November 29, 2011

Staff PDA recommendations presented to ABAG Regional Planning Committee with Planned/Potential status	December 7, 2011
Staff PDA recommendations presented to ABAG Executive Board for final adoption with Planned/Potential status	January 19, 2011

**INITIAL VISION SCENARIO GROWTH OPPORTUNITY AREAS –
Preliminary Analysis for Information Only**

Could Qualify for PDA designation

Name	Jurisdiction	Place Type	Households		Growth	Acres	Household Density	Transit
			2010	2035				
Alameda County: Castro Valley BART	Alameda County	Transit Neighborhood	1,294	1,967	673	265	7.42	BART + bus, <20 min headways
Alameda County: East 14th Street and Mission Boulevard Mixed Use Corridor	Alameda County	Mixed-Use Corridor	5,782	6,982	1,200	810	8.62	BART + bus, <20 min headways
Alameda County: Meekland Corridor	Alameda County	Transit Neighborhood	1,443	1,920	477	165	11.64	Amtrak + BART (Hayward)
Alameda: Northern Waterfront	Alameda	Transit Neighborhood	322	1,303	981	203	6.42	bus, <20 min headways
Albany: San Pablo Avenue & Solano Avenue	Albany	Mixed-Use Corridor	474	1,732	1,258	57	30.35	BART + bus, <20 min headways
Campbell: Winchester Boulevard Master Plan	Campbell	Transit Neighborhood	460	582	122	77	7.55	VTA + bus, <20 min headways
Concord: Downtown BART Station Planning	Concord	City Center	1,980	6,400	4,420	378	16.93	BART + bus, <20 min headways
Concord: West Downtown Planning Area	Concord	Mixed-Use Corridor	0	595	595	185	3.22	BART + bus, <20 min headways
East Palo Alto: Woodland/Willow Neighborhood	East Palo Alto	Urban Neighborhood	1,833	2,550	717	101	25.27	close to Caltrain + bus, <20 min headways
Fremont: Fremont Boulevard and Warm Springs Boulevard Corridor	Fremont	Mixed-Use Corridor	6,076	8,119	2,043	1,292	6.29	future BART
Fremont: Fremont Boulevard Decoto Road Crossing	Fremont	Mixed-Use Corridor	143	281	138	53	5.30	close to BART + bus, <20 min headways
Fremont: South Fremont/Warm Springs	Fremont	Suburban Center	4	759	755	874	0.87	future?

Hayward: Mission Corridor	Hayward	Mixed-Use Corridor	474	1,446	972	126	11.48	BART + bus, <20 min headways
Los Altos: El Camino Real Corridor	Los Altos	Mixed-Use Corridor	283	612	329	99	6.21	~.5 miles from Caltrain + bus, <20 min headways
Marin County: San Quentin	Marin County	Transit Neighborhood	80	1,597	1,517	292	5.47	ferry + bus, <20 min headways
Milpitas: Hammond Transit Neighborhood	Milpitas	Transit Neighborhood	2	397	395	42	9.40	near VTA + bus, <20 min headways
Milpitas: McCandless Transit Neighborhood	Milpitas	Transit Neighborhood	39	383	344	69	5.55	VTA + bus, <20 min headways
Milpitas: Midtown Mixed-Use Corridor	Milpitas	Mixed-Use Corridor	54	700	646	67	10.40	near VTA + bus, <20 min headways
Milpitas: Town Center Mixed-Use Corridor	Milpitas	Mixed-Use Corridor	0	750	750	47	15.82	bus, <20 min headways
Mountain View: Downtown	Mountain View	Transit Town Center	1,359	2,544	1,185	265	9.60	Caltrain + bus, <20 min headways
Mountain View: El Camino Real Corridor	Mountain View	Mixed-Use Corridor	2,561	4,121	1,560	360	11.43	near Caltrain + bus, <20 min headways
Mountain View: Moffett Field/NASA Ames	Mountain View	Suburban Center	166	2,283	2,118	959	2.38	VTA + bus, <20 min headways
Mountain View: North Bayshore	Mountain View	Suburban Center	278	2,653	2,375	832	3.19	bus, <20 min headways
Mountain View: San Antonio Center	Mountain View	Transit Town Center	1,470	2,732	1,262	215	12.68	Caltrain + bus, <20 min headways
Newark: Cedar Boulevard Transit	Newark	Transit Neighborhood	1	358	357	43	8.25	bus, <20 min headways
Newark: Civic Center Re-Use Transit	Newark	Transit Neighborhood	63	212	149	10	20.31	bus, <20 min headways

Palo Alto: El Camino Real Corridor	Palo Alto	Mixed-Use Corridor	4,272	6,116	1,845	845	7.24	Caltrain + bus, <20 min headways
Palo Alto: University Avenue/Downtown	Palo Alto	Transit Town Center	2,162	3,701	1,539	365	10.15	Caltrain + bus, <20 min headways
Redwood City: Middlefield	Redwood City	Mixed-Use Corridor	2,370	2,757	387	345	7.98	near Caltrain + bus, <20 min headways
Redwood City: Veterans Corridor	Redwood City	Mixed-Use Corridor	308	1,076	768	259	4.15	Caltrain + limited bus
Richmond: 23rd Street	Richmond	Mixed-Use Corridor	332	1,199	867	51	23.55	BART + bus, <20 min headways
Richmond: San Pablo Avenue Corridor	Richmond	Mixed-Use Corridor	653	2,057	1,404	214	9.60	BART + bus, <20 min headways
San Jose: Bascom TOD Corridor	San Jose	Mixed-Use Corridor	227	1,627	1,400	101	16.17	bus, <20 min headways
San Jose: Bascom Urban Village	San Jose	Mixed-Use Corridor	1,089	1,889	800	178	10.59	bus, <20 min headways
San Jose: Blossom Hill/Snell Urban Village	San Jose	Mixed-Use Corridor	519	1,619	1,100	125	12.90	near VTA + bus, <20 min headways
San Jose: Camden Urban Village	San Jose	Mixed-Use Corridor	346	1,346	1,000	146	9.23	bus, <20 min headways
San Jose: Capitol Corridor Urban Villages	San Jose	Mixed-Use Corridor	3,692	9,892	6,200	724	13.66	VTA + bus, <20 min headways
San Jose: Capitol/Tully/King Urban Villages	San Jose	Suburban Center	1,504	3,754	2,250	545	6.89	near VTA + bus, <20 min headways
San Jose: Oakridge/Almaden Plaza Urban Village	San Jose	Suburban Center	2,302	9,802	7,500	571	17.18	VTA + bus, <20 min headways
San Jose: Saratoga TOD Corridor	San Jose	Mixed-Use Corridor	1,495	2,595	1,100	254	10.23	bus, <20 min headways

San Jose: Stevens Creek TOD Corridor	San Jose	Mixed-Use Corridor	1,066	4,966	3,900	177	28.00	bus, <20 min headways
San Jose: Westgate/El Paseo Urban Village	San Jose	Suburban Center	559	3,059	2,500	212	14.43	bus, <20 min headways
San Jose: Winchester Boulevard TOD Corridor	San Jose	Mixed-Use Corridor	2,026	4,026	2,000	220	18.27	bus, <20 min headways
Santa Clara: Central Expressway Focus Area	Santa Clara	City Center	0	4,000	4,000	168	23.84	limited bus (<20 min headways)
Santa Clara: El Camino Real Focus Area	Santa Clara	Mixed-Use Corridor	1,305	2,183	878	304	7.17	near Caltrain + bus, <20 min headways
Santa Clara: Great America Parkway Focus Area	Santa Clara	Urban Neighborhood	0	3,400	3,400	75	45.07	~1/2 mile from VTA + bus, <20 min headways
Santa Clara: Lawrence Station Focus Area	Santa Clara	Transit Neighborhood	0	6,194	6,194	145	42.58	near Caltrain
Santa Clara: Santa Clara Station Focus Area	Santa Clara	City Center	167	3,502	3,335	165	21.18	Caltrain + bus, <20 min headways
Santa Clara: Tasman East Focus Area	Santa Clara	Transit Neighborhood	0	1,805	1,805	45	39.73	VTA + bus, <20 min headways
Santa Rosa: North Santa Rosa Station	Santa Rosa	Suburban Center	4,433	7,618	3,185	897	8.50	future SMART
South San Francisco: Lindenville Transit Neighborhood	South San Francisco	Transit Neighborhood	0	714	714	73	9.76	near BART, <1/2 mile
Sunnyvale: Tasman Station ITR	Sunnyvale	Mixed-Use Corridor	202	805	603	94	8.56	bus, <20 min headways
TOTAL			57,669	145,683	88,013	15,189		

Could Qualify for PDA designation as Rural Center/Corridor

Name	Jurisdiction	Place Type	Households 2010		Households 2035		Growth	Acres	Household Density	Transit
Sonoma County: Forestville Urban Service Area	Sonoma County	Rural Town Center	n/a	n/a	n/a	n/a	n/a	n/a	n/a	limited
Sonoma County: Guerneville Urban Service Area	Sonoma County	Rural Town Center	n/a	n/a	n/a	n/a	n/a	n/a	n/a	limited
Sonoma County: Penngrove Urban Service Area	Sonoma County	Rural Town Center	312	958	646	441	2.17	limited		
Sonoma County: The Springs	Sonoma County	Rural Mixed-Use Corridor	6,161	7,414	1,253	3,086	2.40	limited		
Sonoma County: Graton Urban Service Area	Sonoma County	Rural Town Center	n/a	n/a	n/a	n/a	n/a	limited		
San Mateo County: Unincorporated Midcoast (El Granada, Princeton, Moss Beach, Montara)	San Mateo County	Rural Mixed-Use Corridor	n/a	n/a	n/a	n/a	n/a	no		
		TOTAL	6,473	8,372	1,899	3,527				

Could Qualify for PDA designation as Employment Center

Name	Jurisdiction	Place Type	Jobs 2010		Jobs 2035		Growth	Acres	Job Density	Transit?
Concord: North Concord BART Adjacent	Concord	Employment Center	0	0	0	538	n/a	BART		
Fremont: Ardenwood Business Park	Fremont	Employment Center				433	n/a	bus, <20 min headways limited: bus w/ 20 min headways just outside		
Milpitas: McCarthy Ranch Employment Center	Milpitas	Employment Center	1,209	2,156	947	94	22.98	VTA + bus, <20 min headways		
Milpitas: Tasman Employment Center	Milpitas	Employment Center	0	0	0	529	n/a	near VTA (~ 1 mile); limited bus (on outskirts)		
Milpitas: Yosemite Employment Center	Milpitas	Employment Center	136	292	156	508	0.57			

Mountain View: East Whisman	Mountain View	Employment Center	0	2,915	2,915	310	9.39	VTA + bus, <20 min headways
Sunnyvale: Moffett Park	Sunnyvale	Employment Center	0	0	0	1,242	n/a	VTA + bus, <20 min headways
Sunnyvale: Peery Park	Sunnyvale	Employment Center	0	1,812	1,812	447	4.05	bus, <20 min headways + near VTA
Sunnyvale: Reamwood Light Rail Station	Sunnyvale	Employment Center	0	0	0	62	n/a	VTA + bus, <20 min headways
		TOTAL	1,345	7,175	5,830	4,163		

Do not currently seem to meet PDA Criteria

Name	Jurisdiction	Place Type	Households		Growth	Acres	Density	Transit	Criteria for Designation
			2010	2035					
Daly City: Citywide	Daly City	tbd	28,041	34,019	5,978	3,535	9.62	BART + bus, <20 min headways	Define specific areas for PDA designation
San Francisco: Citywide	San Francisco	tbd	166,849	184,225	17,376	12,016	15.33	bus, <20 min headways	Define specific areas for PDA designation
Alameda County: Hesperian Corridor	Alameda County	Transit Neighborhood		2,733			n/a	1/2 mile from BART + bus (check headways)	Ensure area meets size minimum
Union City: Mission Boulevard	Union City	Mixed-Use Corridor	2	152	150	7	21.48	bus, <20 min headways	Define or join to larger corridor PDA
Union City: Old Alvarado	Union City	Mixed-Use Corridor	55	208	153	19	11.01	bus, <20 min headways	Define or join to larger corridor PDA
Hayward: Carlos Bee Quarry	Hayward	Mixed-Use Corridor	23	575	552	27	21.36	1 mile from BART, bus line but not suff. headways	Improve transit
Redwood City: Broadway	Redwood City	Mixed-Use Corridor	1,962	2,325	363	365	6.37	~1 mile from Caltrain + bus, <20 min headway @ edge of GOA + proposed streetcar	Improve transit

Redwood City: Mixed Use Waterfront	Redwood City	Mixed-Use Corridor	876	1,916	1,040	131	14.61	~1 mile from Caltrain + proposed streetcar	Improve transit
Sunnyvale: East Sunnyvale ITR	Sunnyvale	Mixed-Use Corridor	1	601	600	69	8.71	limited bus: suff. headways but on outskirts of GOA	Improve transit.
Benicia: Northern Gateway	Benicia	Employment Center	0	756	756	330	2.29	none: Benicia Transit route thru GOA, but does not have suff. Headway	Improve transit
Milpitas: Serra Center Mixed-Use Corridor	Milpitas	Mixed-Use Corridor	278	598	320	14	42.39	bus: <20 min headways	Define or join to larger PDA
Sonoma County: 8th Street East Industrial Area	Sonoma County	Employment Center				194	0.00	future?	Improve transit
Sonoma County: Airport/Larkfield Urban Service Area	Sonoma County	Employment Center	4,314	5,227	913	2,739	1.91	limited: SCT bus line thru GOA, but not suff. Headways	Improve transit
Newark: Area 3 and 4 Housing Area	Newark							nearby	Improve transit, plan for minimum place type density
		TOTAL	202,401	233,335	28,201	19,446			

Note: n/a = not available

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, September 15, 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 July 21, 2011, L&GO meeting.	Information/ Action
3.	2011 STATE LEGISLATIVE SESSION: STATUS OF BILLS AT END OF SESSION Status of bills considered during the 2011 legislative cycle will be updated. Newly amended bill for review: SB 791 (Steinberg) Regional Congestion Reduction Charge	Information/ Action
4.	REVIEW OF RECOMMENDATIONS FOR 2012 LEGISLATIVE RECEPTIONS Committee will examine outcomes of previous Legislative Receptions in Sacramento and review recommendations for 2012 Legislative Receptions.	Information/ Action
5.	ADJOURNMENT Next meeting is scheduled for November 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 --	

* 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.

**ASSOCIATION OF BAY AREA GOVERNMENTS
LEGISLATION AND GOVERNMENTAL ORGANIZATION COMMITTEE**

**Thursday, July 21, 2011
Summary Minutes**

Members Present:

Councilmember Desley Brooks, City of Oakland
Councilmember Carole Dillon Knutson, City of Novato, *Vice Chair*
Supervisor Rose Jacobs Gibson, County of San Mateo
Mayor Jack Gingles, City of Calistoga
Supervisor Scott Haggerty, County of Alameda
Supervisor Barbara Kondylis, County of Solano
Supervisor Mark Luce, County of Napa, **Chair**
Vice Mayor Pete McHugh, City of Milpitas
Councilmember Julie Pierce, City of Clayton

Staff Present:

Patricia Jones—ABAG
Ezra Rapport – ABAG
Kathleen Cha – ABAG

1. **Introductions:** Supervisor Mark Luce, L&GO Chair, called the meeting to order at 3:40.
2. **Minutes:** May 21, 2011, minutes were approved.
3. **2011 STATE LEGISLATIVE SESSION: NEW BILLS FOR CONSIDERATION**

The committee reviewed the following eight new bills:

AB 255 (Wieckowski) Hazardous Waste: Latex Paint—Collection Facility

Support: Would allow businesses (small quantity generators) to bring higher amounts of recyclable latex paint to household hazardous waste facilities than is currently allowed.

AB 343 (Atkins) Redevelopment Plans: Environmental goals

Support: Would require every redevelopment plan be consistent with regional Sustainable Communities Strategy adopted by the metropolitan planning organization or council of governments.

AB 723 (Bradford) Energy: Public Goods Act

Support: Extends the public benefits charge until 2020, leaving in place existing allocations and revises and reprograms energy efficiency programs currently implemented by CPUC.

AB 809 (Feuer) Firearms: Long Gun Transfer Records

Support: Would conform requirements for reporting and retention involving the transfer of Long Guns, with those of handguns. This bill was previously supported in the last legislative cycle.

AB 144 (Portantino & Ammiano) Firearms: Open Carrying of Unloaded Handguns

Support: Would make it a misdemeanor to carry an unloaded handgun on one's person or in a vehicle. This bill was previously supported in the last legislative cycle.

SB 310 (Hancock) Local Development

Support: Vote was 4 support – 3 opposed

Would eliminate the requirement of voter approval and authorize a legislative body to create an Infrastructure Financing District, adopt the plan and issue bonds by resolutions. An optional financing tool

SB 878 (DeSaulnier) Regional Planning: Bay Area

Watch: a placeholder bill related to JPC reporting and developing policies and guidelines for SCS, and developing a work plan for a regional economic development strategy.

Federal Legislation: HR 1825 (Blumenauer) Commuter Relief Act

Support: Would make permanent the equal treatment of parking, vanpooling and public transit benefits, would raise the bicycle benefit and allow the bicycle benefit to be used in conjunction with other benefits.

The Committee also reviewed briefly the status and updates on bills previously considered in this 2011 legislative cycle

Under Open Agenda:

The Committee asked staff to compile reports on past L&GO state Legislative Receptions, indicating who attended, related costs, and present recommendations for 2012 Legislative Reception for the committee to consider at the next L&GO meeting, September 15th.

7. **Adjourn:** The meeting adjourned at 4:45 p.m. The next meeting will be **September 15, 2011.**



ASSOCIATION OF BAY AREA GOVERNMENTS
 Representing City and County Governments of the San Francisco Bay Area

LEGISLATION
2011 State Legislative Session
Legislation & Governmental Organization Committee
September 2, 2011

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary
*NEW BILLS					Bold Face/Shading in Legislation Summary indicates change/ amendments.
<i>Bills to be reviewed are listed in numeric order with Assembly bills listed first, followed by Senate bills</i>					
*SB 791 Steinberg	Regional Congestion Reduction Charge	ASM Ordered to Third reading; Referred to Com. On Rules pursuant to ASM Rule 77.2			<p>Amended 8/25: This bill would authorize a metropolitan planning organization, subject to majority voter approval, to impose, for up to 30 years, a regional transportation congestion reduction charge on purchasers of motor vehicle fuel in all or part of its jurisdiction, which would be collected by the fuel retailer or wholesaler and transmitted to the State Board of Equalization. The bill would define motor vehicle fuel for these purposes to include gasoline and diesel.</p> <p>A corresponding vehicle registration charge would be imposed on electric vehicles licensed to be driven on public roads, which would be collected by the Department of Motor Vehicles. Prior to adopting a regional congestion reduction charge, the metropolitan planning organization would be required to make certain determinations, including that the transportation demand reduction projects funded by the charge would directly and specifically benefit motorists within the region by reducing vehicle congestion so as to increase overall mobility for motorists who are paying the charge.</p> <p>The bill would provide for revenues from the regional transportation congestion reduction charge to be transferred by the State Board of Equalization or the Department of Motor Vehicles, as applicable, to the appropriate metropolitan planning organization. The bill would authorize use of the revenues for certain transportation projects and programs that have been identified in the regional transportation plan, as specified.</p> <p><i>The bill would require the board of supervisors in a county in the jurisdiction of the metropolitan planning organization where</i></p>

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 2
					<i>the charge is to be imposed, upon request of the organization, to submit the proposed charge to the voters, and would require the organization to reimburse the associated election costs. In certain counties, the charge would be imposed by a county transportation commission rather than the metropolitan planning organization.</i>	
	Bills Previously Considered					
AB 57 Beall	Metropolitan Transportation Commission	SEN Transportation and Housing Last action: hearing cancelled at request of author 6/15	Watch LCC Watch	Support	This bill would, instead, require the Metropolitan Transportation Commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program.	
AB 144 Portantino & Ammiano	Firearms: Open Carrying of Unloaded Handguns	SEN Sent to Inactive File by Senator DeLeon 8/30	Support	Support	This bill (1) makes it a misdemeanor punishable by up to six months in jail and a \$1,000 fine to openly carry an unloaded handgun on ones person or in a vehicle; (2) makes it a misdemeanor punishable by up to one year in county jail and a \$1,000 fine to openly carry an unlawfully possessed unloaded handgun and ammunition in public in an incorporated city; (3) establishes specified exceptions to this prohibition; (4) makes it a misdemeanor, punishable by up to six months in jail and a fine of up to \$1,000 for the driver of a vehicle to knowingly allow a person to bring an openly carried, unloaded handgun into the vehicle; and (5) makes conforming and nonsubstantive technical changes to affected statutes.	
AB 184 Swanson	Contractual Assessment Programs: Seismic Safety Improvements	Approved by Governor 6/18 Chartered by Secretary of State - Chapter 28, Statutes of 2011. 6/20	Support LCC Watch CSAC Pending	Support	This bill would enact the Seismic Safety Finance Act, which would expand these provisions to also authorize contractual assessments to finance the installation of seismic strengthening improvements that are permanently fixed to real property, as specified. The bill would define "public agency," for purposes of financing the installation of seismic strengthening improvements, to mean a city, county, or city and county.	
AB 255 Wleckowski	Hazardous Waste: Latex Paint—Collection Facility	Enrolled and sent to Governor	Support	Support	Sponsored by StopWaste.Org.: would allow businesses that are "conditionally exempt small quantity generators" to bring in higher volumes of recyclable latex paint than are currently	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 3
		8/24/11	Product Stewardship Council		<p>allowed to HHW facilities, so they can avoid making several trips to recycle paint lawfully.</p> <p>Specifically: Allows a household hazardous waste facility authorized to accept hazardous waste from a conditionally exempt small quantity generator to accept recyclable latex paint from any generator.</p> <p>-- Allows a household hazardous facility to accept more than 100 kilogram per month of recyclable latex paint.</p> <p>-- Requires the household hazardous waste facility to track and report the amount of recyclable latex paint accepted and sent for recycling.</p> <p><i>Intent is to make it easier and less expensive for businesses to manage their waste latex paint because: "Surplus, unused, and leftover latex paint is a major component of hazardous waste in California from both household and business sources. Recent waste characterization studies suggest that up to half of surplus and leftover paint in California is illegally discarded in landfills, much of it by businesses."</i></p>	
AB 343 Atkins	Redevelopment Plans: Environmental Goals	SEN Governance and Finance Last Action: 6/23	Support MTC Support	Support	Requires every redevelopment plan be consistent with the regional sustainable communities strategy or alternative planning strategy adopted by the metropolitan planning organization or council of government.	
AB 392 Alejo	Ralph M. Brown Act: Posting Agendas	ASM Appropriations Com. Held under submission Last Action: 5/27	Oppose CSAC Oppose LCC—Notice of Concern	Oppose	<p>Amended 4/14:</p> <p>This bill would require the legislative body of a local agency to post the agenda and specified staff generated reports that relate to items on the agenda on its Internet Web site, if any, as specified.</p> <p>---The bill would prohibit the legislative body from acting on or discussing an item on the agenda for which a related staff generated report was not properly disclosed at least 72 hours prior to the meeting, except as provided.</p> <p>-The bill would require the legislative body of the local agency, if it does not have an Internet Web site, to disclose on the posted agenda a public location where the agency would make an applicable staff generated report available for copying and inspection by a member of the public for at least 72 hours prior to the meeting.</p> <p>--By expanding the duties of local agencies, this bill would impose a state-mandated local program.</p>	
AB 485 Ma	New title: Infrastructure Financing	SEN Third Reading	Watch LCC Watch	Support	Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 4
	(was Local Planning: Transit Village Development Districts)	Last action: 7/11			<p><i>liable, to finance specified public facilities, upon voter approval.</i></p> <p>This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code.</p>	Page 4
AB 506 Wickowski	Local Government: Bankruptcy— Mediation	SEN Third Reading 9/1	Oppose LCC Oppose CSAC Oppose	Oppose	<p>Amended 8/31/11:</p> <p><i>Under existing law, any taxing agency or instrumentality of the state may file a petition and prosecute to completion bankruptcy proceedings permitted under the laws of the United States.</i></p> <p>Amended 6/29/11</p> <p>Assembly Bill 506 prohibits a local public entity from filing a petition and exercising powers under federal bankruptcy law unless it participates in a neutral evaluation process, and meets certain conditions.</p> <p>Requirements for seeking bankruptcy protection .</p> <p>Specifically, AB 506 prohibits a local public entity from filing for bankruptcy protection unless it participates in a neutral evaluation process, receives a good faith certification from the neutral evaluator, and:</p> <p>Reaches an out-of-court agreement with all interested parties regarding a plan of adjustment; <u>or</u>,</p> <p>Is unable to reach an out-of-court agreement and the neutral evaluator certifies in writing that the parties have participated in the neutral evaluation process in good faith; <u>or</u>,</p> <p>Interested parties did not participate in the neutral evaluation process.</p>	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 5
AB 710 (Skinner)	Local planning: Infill and Transit-oriented Development	SEN Third Reading Read; refused passage; Reconsideration granted	Support LCC Watch CSAC Watch		<p>AB 506 prohibits a local public entity from filing a petition and exercising powers under federal bankruptcy law if the neutral evaluator determines that the local entity failed to participate in the neutral evaluation process in good faith. Failure to participate in good faith includes the failure to provide accurate and essential financial information, the failure to attempt to reach settlement with all interested parties to avert bankruptcy, or evidence of manipulation to delay and obstruct a timely agreement.</p> <p><i>Formerly:</i> This bill would provide that a local public entity shall not file under federal bankruptcy law unless the local public entity has participated in mediation with interested parties, as defined, has received a certificate of good faith participation, and if the mediation results in either an agreement for debt readjustment, or if the mediator certifies in writing that continued mediation will not contribute to a resolution of the parties' dispute, under certain circumstances. The bill would also require the California Debt and Investment Advisory Commission to adopt mediation guidelines, as specified.</p>	Page 5
				Oppose	<p>Amended 8/18:</p> <p>Amended 6/29: The Legislature further declares that the need to address infill development and excessive parking requirements is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this act shall apply to all cities, including charter cities.</p> <p><i>This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill would also prohibit a city or county from requiring a minimum parking standard greater than one parking space per 1,000 square feet of nonresidential improvements and one parking space per unit of residential improvements for any new development project in transit intensive areas, as defined.</i></p> <p><i>(2) Existing law sets forth the duties of the Strategic Growth Council, including the duty to recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate agencies to encourage the development of sustainable communities, as described.</i></p> <p><i>This bill would modify the description of sustainable communities</i></p>	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 6
AB 723 Bradford	Energy: Public Goods Charge	SEN Re-referred to Com. on Energy, Utilities and Communications	Support	Support	<p>to additionally include communities that incentivize infill development.</p> <p>Extends the public benefits charge until 2020, leaving in place existing allocations; and revises energy efficiency programs, reprogramming the energy efficiency program currently implemented by the CPUC.</p>	
AB 809 Feuer	Firearms: Long Gun Transfer Records	SEN Third Reading 8/30	Support	Support	<p>The purpose of this bill is to (1) conform requirements for reporting and record retention involving the transfer of long guns with those of handguns; (2) repeal the prohibition on peace officers, Department of Justice (DOJ) employees, and the Attorney General (AG) from retaining or compiling records of long gun transfers; (3) expand the requirement for a personal handgun importer to report certain information relative to bringing a handgun into the state, as specified; (4) expand the reporting requirements to apply to the importation of long guns; and (5) expand requirements for firearms dealers to keep a register or record of information pertaining to firearms transactions to include information pertaining to transactions involving all guns.</p>	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 7
<p>AB 880 V. Manuel Perez</p>	<p>Environmental Quality: CEQA— Expedited Environmental Review</p>	<p>SEN Environmental Quality Com Hearing cancelled at request of author Last action: 7/1/11</p>	<p>Watch LCC Watch</p>	<p>Watch—many questions on elements added and projects covered</p>	<p><i>Existing law requires specified state and local government agencies to perform a specified environmental analysis at the time of the adoption of a rule or regulation requiring the installation of pollution control equipment, or a performance standard or treatment requirement, including a rule or regulation that requires the installation of pollution control equipment or a performance standard or treatment requirement pursuant to the California Global Warming Solutions Act of 2006.</i> This bill would instead require that those agencies perform that environmental analysis at the time of the adoption of a rule or regulation requiring the compliance with an energy efficiency standard or compliance mechanism including that rule or regulation adopted pursuant to the California Global Warming Solutions Act of 2006 (AB 32). Amends CEQA to expand the authorized use of a "focused" environmental impact report (EIR) for installation of required pollution control equipment to also include projects that consist of new or modified equipment, implementation of other facility process changes, or both, necessary or used to achieve compliance with a rule or regulation adopted pursuant to the AB 32.</p>	
<p>AB 913 Feuer</p>	<p>Environment: Certified Green Business Program</p>	<p>SEN Third Reading 9/1/11</p>	<p>Support LCC Watch</p>	<p>Support</p>	<p>Amended 6/13: This bill would establish a California certified green business program that would provide for the voluntary certification of businesses that adopt environmentally preferable business practices including, but not limited to, increased energy efficiency, reduced greenhouse gas emissions, and reduced waste generation. The bill is not a state-mandated local program. Requires the Department of Toxic Substances Control (DTSC) to develop a California Green Business Program. Specifically, 1) Requires, as part of implementing the source reduction program, DTSC to develop a California Green Business Program that provides <u>support and assistance to local government programs that provide for the voluntary certification of small businesses</u> that adopt environmentally preferable business practices, including, but not limited to, increased energy efficiency, reduced greenhouse gas emissions, promotion of water conservation, and reduced waste generation. 2) Requires the California Green Business Program to do all of the following: a) Assist the network of statewide local government programs in implementing guidelines and structures that establish and promote a level of consistency among green business programs across the state; b) Support, through staffing and contracts, the development and maintenance of a statewide database to register businesses and</p>	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary
AB 1103 Huffman	Land Use: Housing Element	Enrolled and presented to Governor 8/26	Support LCC Watch CSAC Pending	Support	<p>track measurable pollution reductions and cost savings;</p> <p>c) Solicit participation of additional local programs and facilitate the startup of new local programs; and,</p> <p>d) Develop technical guidance on pollution prevention measures, conduct industry studies and pilot projects, and provide policy coordination for participating local programs.</p> <p>Amended 7/12:</p> <p>Amended (5/4) to add second units and units on foreclosed property to the types of existing units a local government can count toward meeting housing element obligations if it provides funding to make the units affordable to low-an very low-income households for at least 40 years. Would add that criterion to the list of potential criteria, until January 1, 2017.</p> <p><i>(originally) Would allow "flexibility for local governments to find creative and innovative ways of providing affordable housing and incentives for smart growth development, while ensuring local governments meet their regional housing needs."</i></p> <p>-- <i>Would provide that a city or county may request its council of governments to adjust the city's or county's densities for their share of regional housing need for lower income households based on a demonstration by the jurisdiction that the density is consistent with their designation as non-metropolitan, suburban, or metropolitan</i></p> <p>-- <i>Would specify that the city/county may meet the appropriate RHNA without using land use controls to set aside the appropriate densities.</i></p> <p>-- <i>Would authorize a local government to county each housing unit that meets the requirements of the jurisdiction's SCS as 1 1/2 units for purposes of meeting the RHNA assessment.</i></p> <p><i>Sustainable communities: would give local governments' extra credit for creating new housing that meets the sustainable community model (close to places of work or regional transportation hubs.</i></p>
AB 1112 Huffman	Oil Spill Prevention and Administration Fee: State Lands Commission (Oil Spill Preparedness Act)	ASM Third Reading; refused passage; reconsideration granted 8/30	Support Support SF Bay Area Estuary Partnership	Support	<p>This bill adjusts the Oil Spill Prevention Administration Fund revenues to current inflation levels and requires the state's oil spill prevention agency to increase its oversight of vessels conducting oil transfers; requires a financial report on the state's oil spill prevention program; and require the State Lands Commission to submit safety recommendations to the Legislature.</p> <p>Amended 6/23: -- <i>Would require the Administrator for oil spill response to develop and implement a screening mechanism and conduct a risk assessment of vessels engaged in bunkering and firefighting operations and determine the highest risk transfers a</i></p>

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 9
AB 1220 Alejo	Land Use and Planning: Cause of Actions—Time Limitations	SEN Third Reading Last action: 6/16	Oppose LCC Oppose CSAC Oppose APA Oppose	Oppose	<p>comprehensive risk-based monitoring program for inspecting the bunkering and lightering operations of vessels at anchor and alongside a dock. The bill also would require that the administrator identify bunkering and lightering operations that pose the highest risk of a pollution incident and coordinate with the United States Coast Guard to routinely monitor and inspect those operations. The bill would require the administrator to establish regulations to provide for the best achievable protection during bunkering and lightering operations in the marine environment. Would specify requirements regarding monitoring and inspections of oil transfer operations.</p> <p>Revises the statute of limitations and remedies for specified housing-related challenges: Requires a specified notice to be filed with the local government within five years after an action to adopt, amend, or revise a housing element, actions relating to housing development approval, annual limits on housing permits, and the adequacy of a density bonus ordinance.</p> <p>2) Excludes from the types of challenges that may be brought during this time period any action related to the Housing Accountability Act, the Subdivision Map Act, or the application of a Density Bonus ordinance to a particular project, all of which are project-specific actions.</p> <p>3) Requires a challenging party to first serve the legislative body of the city, county, or city and county with a notice identifying the deficiencies in the housing element, and allows the city or county 60 days to correct the deficiency, following which a dissatisfied party may file an action in court.</p> <p>4) Provides that in any action or proceeding brought to challenge the items listed in #1 no remedy, and no injunction pursuant to those prescribed by a court during a challenge regarding the validity of a general plan, shall abrogate, impair, or otherwise interfere with the full exercise of the rights and protections granted to: a) A completed tentative map application; or, b) A developer under a vested tentative map or a development agreement.</p> <p>5) Provides that if a third party challenges the adequacy of a housing element in court and the court finds that the housing element substantially complies with all of the requirements of housing element law, the element shall be deemed to be in compliance for purposes of state housing grant programs.</p> <p>6) Provide that a housing element from a prior planning period may not be challenged if the city or county has adopted a revised housing element for the new planning period.</p> <p>7) States that it is the intent of the Legislature in enacting Section 2 of the bill to modify the court's opinion in Urban Habitat Program</p>	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 10
AB 1430 Com. on Local Government	The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 Omnibus Bill	Enrolled; sent to Governor 8/31	Watch	Support	v. City of Pleasanton (2008) 164 Cal.App.4th 1561, with respect to the interpretation of Section 65009 of the Government Code. Existing law defines various terms for purpose of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. This bill would revise some of the definitions within this Local Government Reorganization act; terms being revised include the following: "affected city, affected county, affected district, affected local agency, certificate of termination, change of organization, conducting authority, contiguous, district, independent special district, landowner, and legal representative." conforming and technical changes	
SB 184 Leno	Land Use: Zoning Regulations (Inclusionary Housing Requirements)	SEN Inactive File by SEN Leno 7/1	Support LCC Support CSAC Support	Support	Would additionally authorize the legislative body of any city or county to adopt ordinances to establish, as a condition of development, inclusionary housing requirements and would declare the intent of the Legislature in adding this provision.	
SB 186 Kehoe & DeSaulnier	The Controller	SEN Local Government Com: failed passage: reconsidera- tion granted 6/29	Watch, pending further information LCC Watch CSAC Concerns	Oppose	Expands, until January 1, 2017, the State Controller's authority to perform audits or investigations of counties, cities, special districts, joint powers authorities, and redevelopment agencies, if the State Controller has reason to believe, supported by documentation, that a local government is violating specified financial requirements. Amended 3/22 and 4/6: If the Controller has reason to believe that any county, city, special district, joint powers authority, or redevelopment agency is not complying with the financial requirements in state law, local charters, or local ordinances, he or she may perform an audit or investigation of the issue. The basis for the decision to conduct an audit or investigation shall be supported by credible documentation, including input from the local agency. The Controller shall prepare a report of the results of the audit or investigation that shall include documentation used as the basis for the decision to perform the audit or investigation. A copy of the report shall be filed with the legislative body of the county, city, special district, joint powers authority, or redevelopment agency, subject to the audit or investigation. Any finding of illegal acts or fraud shall be communicated to the appropriate authorities, including the county grand jury. (2) For purposes of this subdivision, documentation means any handwriting, typewriting, printing, photostating, photographing, photocopying, transmitting by electronic mail or facsimile, and every other means of recording upon any tangible thing any form of communication or representation, including letters, words, pictures, sounds, or symbols, or combinations thereof, and any record thereby created, regardless of the manner in which the record has been stored.	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 11
SB 200 Wolk	<p>Sacramento-San Joaquin Delta: Bay Delta Conservation Plan</p> <p><i>(was: State Water Facilities: Sacramento-San Joaquin Delta—Delta Conveyance Facility)</i></p>	<p>SEN Natural Resources & Water Set Second Hearing on (hearing on 4/26 cancelled at request of author) Last Action: 4/20</p>	<p>Watch LCC no position CSAC no position</p>	<p>Watch</p>	<p>Amended 3/10/11 (added language in italics and underlined) This bill would authorize the Controller to exercise discretionary authority to perform an audit or investigation of any county, city, special district, <i>joint powers authority</i>, or redevelopment agency, if necessary, to ensure compliance with <i>the financial requirements in state law</i>, grant agreements, local ordinances, <i>and to determine fiscal viability</i>. This bill would require the Controller to prepare a report of the results of the audit or investigation and to file a copy with the local legislative body. This bill would also provide that specified costs incurred by the Controller shall be borne by the county, city, <i>special district, joint powers authority</i>, or redevelopment agency and state that reimbursements collected, upon appropriation to the Controller, be available to offset costs of enforcing this provision.</p> <p>Amended 3/24: Existing law imposes requirements on the Department of Water Resources in connection with the preparation of a Bay Delta Conservation Plan (BDCP). The Delta Reform Act of 2009 requires the Delta Stewardship Council to consider the BDCP for inclusion in a specified Delta Plan, and authorizes the incorporation of the BDCP into the Delta Plan if the BDCP meets certain requirements. This bill would require any state agency that is responsible for authorizing or implementing any action in implementation of the BDCP to ensure that the action is consistent with specified requirements prescribed by the bill. The bill would make related legislative findings and declarations.</p> <p>(Originally) This bill would prohibit the construction of a new Delta conveyance facility, as defined, unless specified conditions are met, including (A) the adoption of an agreement by the Department of Water Resources and the Department of Fish and Game that specifies the stages of construction of the new Delta conveyance facility and (B) the establishment plans and agreements for the construction of specified water facilities and implementation of specified water programs meeting prescribed conditions as part of the state Central Valley Project.</p> <p>The bill would prohibit the transportation of water for the federal Central Valley Project through state project facilities, with specified exceptions, unless certain conditions are met. The bill would require the Department of Water Resources to enter into contracts with specified Delta agencies for purposes of recognizing the right of users to make use of the waters of the Delta and establishing criteria for minimum water quality in the Delta. The bill would require differences between the state and the Delta agencies to be resolved by arbitration if contracts have not been executed by January 1, 2012.</p> <p>Amended 3/22 and 4/5: This bill would provide that any covenant, restriction, or condition contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale of any interest in a common interest</p>	Page 11
SB 209 Corbett	<p>Common Interest Developments: Electric Vehicle Charging Stations</p>	<p>Chaptered 7/25: Chapter 121 Statutes of</p>	<p>Watch, pending further information</p>	<p>Watch</p>	<p>Amended 3/10/11 (added language in italics and underlined) This bill would authorize the Controller to exercise discretionary authority to perform an audit or investigation of any county, city, special district, <i>joint powers authority</i>, or redevelopment agency, if necessary, to ensure compliance with <i>the financial requirements in state law</i>, grant agreements, local ordinances, <i>and to determine fiscal viability</i>. This bill would require the Controller to prepare a report of the results of the audit or investigation and to file a copy with the local legislative body. This bill would also provide that specified costs incurred by the Controller shall be borne by the county, city, <i>special district, joint powers authority</i>, or redevelopment agency and state that reimbursements collected, upon appropriation to the Controller, be available to offset costs of enforcing this provision.</p> <p>Amended 3/24: Existing law imposes requirements on the Department of Water Resources in connection with the preparation of a Bay Delta Conservation Plan (BDCP). The Delta Reform Act of 2009 requires the Delta Stewardship Council to consider the BDCP for inclusion in a specified Delta Plan, and authorizes the incorporation of the BDCP into the Delta Plan if the BDCP meets certain requirements. This bill would require any state agency that is responsible for authorizing or implementing any action in implementation of the BDCP to ensure that the action is consistent with specified requirements prescribed by the bill. The bill would make related legislative findings and declarations.</p> <p>(Originally) This bill would prohibit the construction of a new Delta conveyance facility, as defined, unless specified conditions are met, including (A) the adoption of an agreement by the Department of Water Resources and the Department of Fish and Game that specifies the stages of construction of the new Delta conveyance facility and (B) the establishment plans and agreements for the construction of specified water facilities and implementation of specified water programs meeting prescribed conditions as part of the state Central Valley Project.</p> <p>The bill would prohibit the transportation of water for the federal Central Valley Project through state project facilities, with specified exceptions, unless certain conditions are met. The bill would require the Department of Water Resources to enter into contracts with specified Delta agencies for purposes of recognizing the right of users to make use of the waters of the Delta and establishing criteria for minimum water quality in the Delta. The bill would require differences between the state and the Delta agencies to be resolved by arbitration if contracts have not been executed by January 1, 2012.</p> <p>Amended 3/22 and 4/5: This bill would provide that any covenant, restriction, or condition contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale of any interest in a common interest</p>	Page 11

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 12
		2011 7/7/11 Enrolled and presented to Governor	LCC Watch CSAC no position		<p>development, or any provision of the governing documents of a common interest development, that effectively prohibits or restricts the installation or use of an electrical vehicle charging station is void and unenforceable.</p> <p>The bill would authorize an association, as defined, to impose reasonable restrictions on those stations, as specified, and would impose requirements with respect to an association's approval process for those stations. If the station is to be placed in a common interest area or an exclusive use common area, the homeowner would be responsible for various costs associated with maintaining and repairing the station, as well as costs for damage to common areas and adjacent units resulting from installation and maintenance of the station.</p> <p><i>Amended 6/6: The bill would also require the homeowner to maintain a homeowner's insurance policy impose other responsibilities on the homeowner, including maintaining an umbrella liability coverage policy of \$1,000,000 that names the common interest development as an additional insured. An association that violates the bill's provisions would be liable for damages and a civil penalty, as specified.</i></p> <p><i>(originally)</i> This bill would provide that any covenant, restriction, or condition contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale of any interest in a common interest development, or any provision of the governing documents of a common interest development, that effectively prohibits or restricts the installation or use of an electrical vehicle charging station is void and unenforceable. The bill would authorize an association, as defined, to impose reasonable restrictions on those stations, as specified, and would impose requirements with respect to an association's approval process for those stations. An association that violates the bill's provisions would be liable for damages and a civil penalty, as specified.</p>	
SB 214 Wolk	Infrastructure Financing Districts: Voter Approval—Repeal	ASM Third Reading Last Action: 7/1	Watch LCC Watch CSAC Support	Watch	<p>Eliminates the requirement of voter approval to create an infrastructure financing district (IFD) and revises the provisions governing the public facilities that may be financed by an IFD.</p> <p>Amended 4/25 to include provisions below (bold faced and underlined)</p> <p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval.</p> <p>This bill would eliminate the requirement of voter approval and authorize the legislative body to create the district, adopt the plan, and issue the bonds by resolutions. <u>The bill would authorize a district to finance specified actions and projects and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer.</u></p> <p>(2) Existing law also requires that an infrastructure financing plan created by a legislative body to include a date on which the district</p>	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 13
SB 286 Wright	Redevelopment	Re-referred to SEN Governance and Finance Last Action: 6/10	Support LCC Support CSAC Concerns	Oppose	<p>will cease to exist, which shall not be more than 30 years from the date on which the ordinance forming the district is adopted. This bill instead would specify that the date on which the district would cease to exist would not be more than 40 years from the date on which the legislative body adopted the resolution adopting the infrastructure financing plan. <u>The bill would also impose additional reporting requirements after the adoption of an infrastructure financing plan.</u></p> <p>Comprehensive Redevelopment Reform: Would impose tough new reforms to increase accountability and limit the size and cope of redevelopment in California to improve the operations, transparency and accountability of redevelopment agencies statewide. <i>Specifically</i>, would tighten the definition of blight; prohibit agencies from collecting the school share of local property tax or tax increment in new project areas starting in 2010; limit the percentage of total land area of a jurisdiction which may be included in redevelopment project areas; and prohibit use of tax increment for specific purposes such as golf courses and race tracks. Would strengthen agency reporting and accountability requirements; and focus redevelopment activities on priorities such as job creation, cleaning up contaminated property, basic infrastructure needs, and affordable housing.</p>	
SB 310 Hancock	Local Development	ASM Third Reading, read and amended 8/29; ordered to Third Reading 9/1	Support MTC Support	Support	<p>Amended 8/29/11: Amended 6/20: This bill would eliminate the requirement of voter approval and authorize the legislative body to create the Infrastructure Financing district, adopt the plan, and issue the bonds by resolutions. This bill would, in addition, authorize a district to reimburse a developer that meets specified requirements for permit expenses or expenses related to the construction of affordable housing units. Would also require that an infrastructure financing plan also include a plan to finance any potential costs for reimbursing a developer that meets specified requirements for permit expenses. (2) The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. In order to increase transit ridership and to reduce vehicle traffic on the highways, the act encourages local, regional, and state plans to direct new development close to transit stations and provide financial incentives to implement these plans. This bill would establish the Transit Priority Project Program, and authorize a city or county to participate in the program by</p>	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 14
SB 301 DeSaulnier	<p>New title: Enterprize Zones: Applications</p> <p>Housing and Community Development: Redevelopment—Seismic Retrofits</p>	<p>ASM Re-referred to Com on Jobs, Economic Development and Economy Last Action: 6/20</p>	<p>Watch, pending further information LCC Watch</p>	<p>Watch</p>	<p>adopting an ordinance indicating its intent to participate in the program. Would require a city or county that elects to participate in the program to amend its general plan, and community plan, if the city or county has one, <i>and if it is necessary</i>, to authorize participating developers to build at an increased height of a minimum of 3 stories. <i>This bill would exempt from its provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution.</i> Amended May 31st: changed topic</p> <p>This bill updates the requirements dealing with seismic safety retrofit rehabilitation or alterations to refer to building codes currently in use in California. -- Would revise building code references regarding seismic retrofits relating to unreinforced masonry building, buildings that qualify as "historical property," and others in relation to a redevelopment agency projects' building rehabilitation or alteration in construction. This bill does not change building standards requirements; it only changes how building codes are referenced in statute.</p>	
SB 419 Simitian	<p>Solid Waste: Home-generated Sharps</p>	<p>ASM 8/15 Inactive 9/1 Notice to remove from Inactive file</p>	<p>Support LCC Watch CSAC Support</p>	<p>Support</p>	<p>This bill requires pharmaceutical manufacturers to provide their annual reports on disposal of sharps waste to the Department of Resources Recycling and Recovery (DRRR) electronically and make them readily available on their website. Addresses implementation challenges learned after first round of reports required pursuant to SB 486.</p>	
SB 515 Corbett	<p>Recycling: Product Stewardship—Batteries—Universal Waste Management Facilities</p>	<p>SEN Appropriations Com Held in Com-Under submission Last Action: 5/26</p>	<p>Support Support LCC Support CSAC</p>	<p>Support</p>	<p>SB 515 will require battery manufacturers to design, fund and operate a stewardship program to properly manage household batteries in order to sell their products in California. SB 515 will also require battery manufacturers to meet collection goals each year (25% by 1/1/15; 45% by 1/1/17; by 1/1/18 meaningful improvement annually thereafter in collection rate). Require report data to Dept. of Resources Recycling and Recovery DRRR who will oversee the implementation of each manufacturer's stewardship plan. This bill is similar to the author's SB 1100 of 2010. <i>Sponsor: Stopwaste.org (Alameda County)</i></p>	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 15
SB 555 Hancock	Local Government: Community Facilities District	Enrolled and presented to Governor 8/30	Support	Support	Adds the acquisition, installation, and improvement of energy efficiency, water conservation, and renewable energy improvements that are affixed to the types of facilities that a community facilities district (CFD) may finance, or refinance, regardless of whether the buildings or property are privately or publicly owned. Would authorize Mello-Roos community facilities districts to finance and refinance the acquisition, installation, and improvement of energy efficiency, water conservation, and renewable energy improvements to or on real property and in buildings. Would include in the provisions that a bond secured by a special tax on property levied by specified community facilities districts be included in what is defined as PACE bonds.	
SB 582 Yee (was Emmerson)	Commute Benefit Policies	Enrolled and sent to Governor: 8/1 - Gov Vetoes 8/1: In SEN consideration of Gov. veto pending	Support LCC Watch	Support	Amended 7/7: This bill would authorize, until January 1, 2017, a metropolitan planning organization and an air district to adopt jointly a regional commute benefit ordinance that requires certain employers located within their common area of jurisdiction to offer their employees specified commute benefits with the goal of reducing single-occupant vehicle trips. <i>Sponsored by MTC and BAAQMD</i>	
SB 653 Steinberg	Local Taxation: Counties— School Districts: <u>Community College Districts: County Offices of Education—General</u> Authorization	SEN Ordered to Inactive File by Steinberg 8/22	Watch Support CSAC LCC Watch	Watch	<i>The California Constitution prohibits the Legislature from imposing taxes for local purposes, but allows the Legislature to authorize local governments to impose them.</i> Amended 6/6: This bill would authorize the governing board of any county or city and county and any school district community college district and any county office of education, subject to specified constitutional and voter approval requirements, to levy, increase, or extend a local personal income tax, transactions and use tax, vehicle license fee, and excise tax, including, but not limited to, an alcoholic beverages tax, a cigarette and tobacco products tax, a sweetened beverage tax, and an oil severance tax, as provided. This bill would require the State Board of Equalization, the Franchise Tax Board, or the Department of Motor Vehicles to perform various functions incident to the administration and operation of a local tax if the county or city and county or the school district contracts with the state agency to perform those functions. This bill for each fiscal year would also require a county or city and county and a school district to reimburse the state for any losses incurred by the state General Fund due to any deductions allowed under the Personal Income Tax Law and the Corporation Tax Law for any local taxes levied, increased, or extended pursuant to this authorization by that county or city and county or school district, as specified. This bill would, for each fiscal year, require	

Bill Author	Subject	Status	Staff Recommendation	L&GO Position	Legislation Summary	Page 16
SB 790 Leno	Electricity: Community Choice Aggregation	ASM Read Second Time; ordered to Third Reading 8/31	Support LCC support CSAC support	Support	<p>the Franchise Tax Board, with the assistance of the State Board of Equalization, to estimate the losses incurred by the state General Fund attributable to each county or city and county or a school district due to any local taxes levied, increased, or extended by that county or city and county or school district.</p> <p>This bill will revise and expand the definition of Community Choice Aggregation (CCA), require the PUC to initiate a Code of Conduct rulemaking, and allow CCAs to receive Public Purpose funds to administer energy efficiency programs. Strengthens existing law by clarifying, amending and adding key provisions that enable Community Choice Aggregation (CCA) to function as originally intended, foster fair market competition, and allow jurisdictions to pursue CCA without undue barriers and excessive burdens.</p>	
SB 878 DeSaulnier	Regional Planning: Bay Area	SEN Re-referred to Housing and Transportation Com (last action 6/9/11)	Watch	Watch	<p>Amended June 9: Would require the Joint Policy Committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, (other than costs attributable to the issuance, sale, or repayment of bonds), from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p>	
SCA 4 DeSaulnier and Wolk	Initiative Measures: Funding Source	SEN Third Reading Last Action: 5/27	Support CSAC Support	Support	<p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, (other than costs attributable to the issuance, sale, or repayment of bonds), from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p>	
H.R. 1825 Blumenauer	Federal Legislation Commuter Relief Act	House Com. on Ways and Means	Support	Support	<p>Revises the Transportation Fringe Benefit Program to make permanent the equal treatment of parking, vanpooling and public transit benefits, eligible for exclusion from taxation up to \$200/month (from \$230/month in 2011). Raises the bicycle reimbursement benefit from \$20 to \$40 per month and allows the bicycle benefit to be used in conjunction with other benefits.</p>	

ABAG FINANCE AND PERSONNEL COMMITTEE

Thursday, September 15, 2011, 5:00 p.m.
ABAG Conference Room
MetroCenter—8th and Oak Streets
Oakland, CA

Recommendation**

- | | | |
|-----|---|--------------------------------|
| 1. | Public Comments | Information |
| *2. | Minutes of July 21, 2011 Meeting | Action |
| *3. | Financial Reports – ABAG
<i>The June and July 2011 Financial reports are enclosed with the agenda packet.</i> | Action |
| 4. | Resolution to Establish ABAG Contingency Reserve Policy
<i>A brief oral update will be provided along with a request by staff to continue this issue to the next Committee meeting.</i> | Action |
| *5. | Request to file amicus curiae brief—RDA vs. Matosantos
<i>Discussion and action on request to file amicus curiae brief in support of RDA vs. Matosantos.</i> | Action |
| *6. | Report on Diversity and Business Opportunity—FY 2010-11
<i>The Assistant Executive Director will present the annual Diversity and Business Opportunity Report.</i> | Action |
| 7. | Discussion regarding Proposed Regional Facility Co-Location
<i>An update and discussion on the current status of acquiring a new Regional Facility to Co-locate with other regional agencies and a request by member Kaplan to establish a Board Committee to work with the MTC Committee to analyze issues related to proposed purchase of 390 Main Street, S.F.</i> | Information/
Action |

THE FOLLOWING ITEMS WILL BE DISCUSSED IN CLOSED SESSION PURSUANT TO THE REQUIREMENTS OF THE RALPH M. BROWN ACT.

- | | | |
|------|---|---------------|
| **** | Public Employee Performance Evaluation | Action |
| 8. | <i>Title: Legal Counsel</i> | |
| 9. | Adjournment | Action |

* Attachments enclosed with packet.

** The Committee may take action on any item on the agenda, which action may be the recommended action, any other action or no action.

****Materials for this item have been mailed under separate cover.

ABAG FINANCE AND PERSONNEL COMMITTEE

Summary Minutes

July 21, 2011

Members Present

Supervisor Rose Jacobs Gibson, Chair
Supervisor Susan Adams
Mayor Mark Green
Supervisor Scott Haggerty
Supervisor Barbara Kondylis
Vice Mayor Peter McHugh

Jurisdiction

County of San Mateo
County of Marin
City of Union City
County of Alameda
County of Solano
City of Milpitas

Members Not in Attendance

Supervisor David Cortese County of Santa Clara
Supervisor John Gioia County of Contra Costa
Councilmember A. Sepi Richardson City of Brisbane

Officers and Staff Present

Ezra Rapport, Executive Director
Patricia Jones, Assistant Executive Director
Kenneth Moy, Legal Counsel
Herbert Pike, Finance Director
Susan Hsieh, Assistant Finance Director

Guests:

Councilmember Julie Pierce City of Clayton

- 1) The meeting was called to order at 5:00 p.m.
- 2) Summary Minutes of the May 19, 2011 meeting were approved.
/M/Haggerty/S/Green/C/approved.
- 3) Pike provided an overview of the April and May 2011 Financial Reports.
/M/McHugh/S/Green/C/approved.
- 4) After much discussion, it was agreed to continue discussions to September regarding a proposed ABAG Reserve Policy. Four distinct reserves are being considered. They include an operating reserve, unanticipated expenses for such items as capital loss or litigation, business development for initiating new initiatives and emergency reserves.

(continued)

F&PC AGENDA ITEM #2

- 5) It was agreed to have Ken Moy send a memorandum as to his performance to the Committee for consideration at the September meeting.
- 6) The Committee reviewed the proposal and discussed alternative responses to the proposed Joint Regional Agency Co-location Facility.
- 7) Conference with legal Counsel re Anticipated Litigation—No Action to report.
- 8) Closed Session—Employee performance evaluation and other confidential issues to be discussed. No Action to report
- 9) Meeting adjourned at 6:15 p.m.

TO: Finance and Personnel Committee

DT: August 15, 2011

FM: Herbert Pike, Finance Director

Re: Financial Reports
--June 2011

The following are highlights of the financial reports for June 2011.

Overall Summary (Figures 3, 4, 7 & 8)

At June 30th, the Agency's net financial position is marginally better than the forecast with a year-end operating surplus of roughly \$108 thousand, turnaround from the prior two years. The surplus derives primarily from unexpected transfers from FAN for various services. Cash balance has significantly improved by some \$834 thousand over the preceding year, reflecting both the cash from FAN, the impact of new energy projects reducing indirect overhead costs and the advance of \$500,000 from the grantor for prospective Bay Trail capital projects. While there may be some annual adjustments yet to be indentified as part of the year-end process in closing the books as of June 30, it does appear a surplus in operating costs will be realized for the fiscal year.

Cash on Hand (Figure 1)

Cash on hand decreased to \$1.92 million on June 30th from \$2.34 million on May 31st. The decrease of \$420 thousand is attributed primarily to greater grant activity for which reimbursement has yet to be received as reflected in the higher receivables noted below. The June balance includes approximately \$1.08 million invested in the Local Agency Investment Fund (LAIF). Currently, ABAG does not hold any other investments. The June 30th cash balance is approximately \$0.8 million greater than the prior year.

Receivables (Figure 2)

Receivables from grant and service programs amounted to about \$5.01 million on June 30th, an increase of \$1.77 million from the month prior. The month to month increase reflects a \$206 thousand increase in billed grants receivables and an increase of \$1.615 million in unbilled receivables. The higher receivables and increased unbilled receivables reflect the increasing volume as energy and trash capture device grant programs increase in activity. This was compounded with the cyclical pattern(both quarterly and annual) wherein quarterly billing occurs after the close of the quarter and at the end of annual cycles and the books are kept open a little longer to post non-labor costs in the final period to better reflect the year in which the costs were incurred. Receivables are approximately \$1.42 million higher than they were a year prior reflecting the higher activity level in the current fiscal year, especially in energy-related grant activity.

Actual vs. Budgeted Expenses (Figure 9)

Total expenses through June 30th amounted to about \$22.77 million, or 99.0 percent, of the anticipated annual expense of \$23.0 million for FY 10-11.

Actual vs. Budgeted Revenues (Figure 10)

As of June 30th, total revenues amounted to about \$22.87 million, or 99.4 percent, of the anticipated annual revenue of \$23.0 million for FY 10-11.

As of June 30th, both revenues and expenses are below “anticipated” annual totals by less than 1.0 percent. While there are many contracts that may not be completed by the end of the fiscal year, these were largely offset by the high value of contracts received and work commenced in the energy and trash capture device grants awarded during the course of the year.

Fund Equity (Figure 5)

As of June 30th, general fund equity was approximately \$1.08 million, a decrease of \$102 thousand from May 31st totals. The Agency’s restricted fund equity, consisting of capital, self-insurance, building maintenance, and reserves was increased by \$50 thousand to \$560 thousand to reflect the commitment toward higher reserves.

Indirect Cost (Figure 6)

The Agency’s actual indirect cost (overhead) rate was 41.96 percent of direct labor cost as of June 30th, or 0.99 percent below the budgeted rate of 42.95 percent for FY 10-11. Because we billed at the rate of 42.95 percent for overhead during the course of the year, but only incurred a cost at the rate of 41.96, a credit is carried forward into the FY 2012-13 fiscal year to repay grants for the over-recovery.

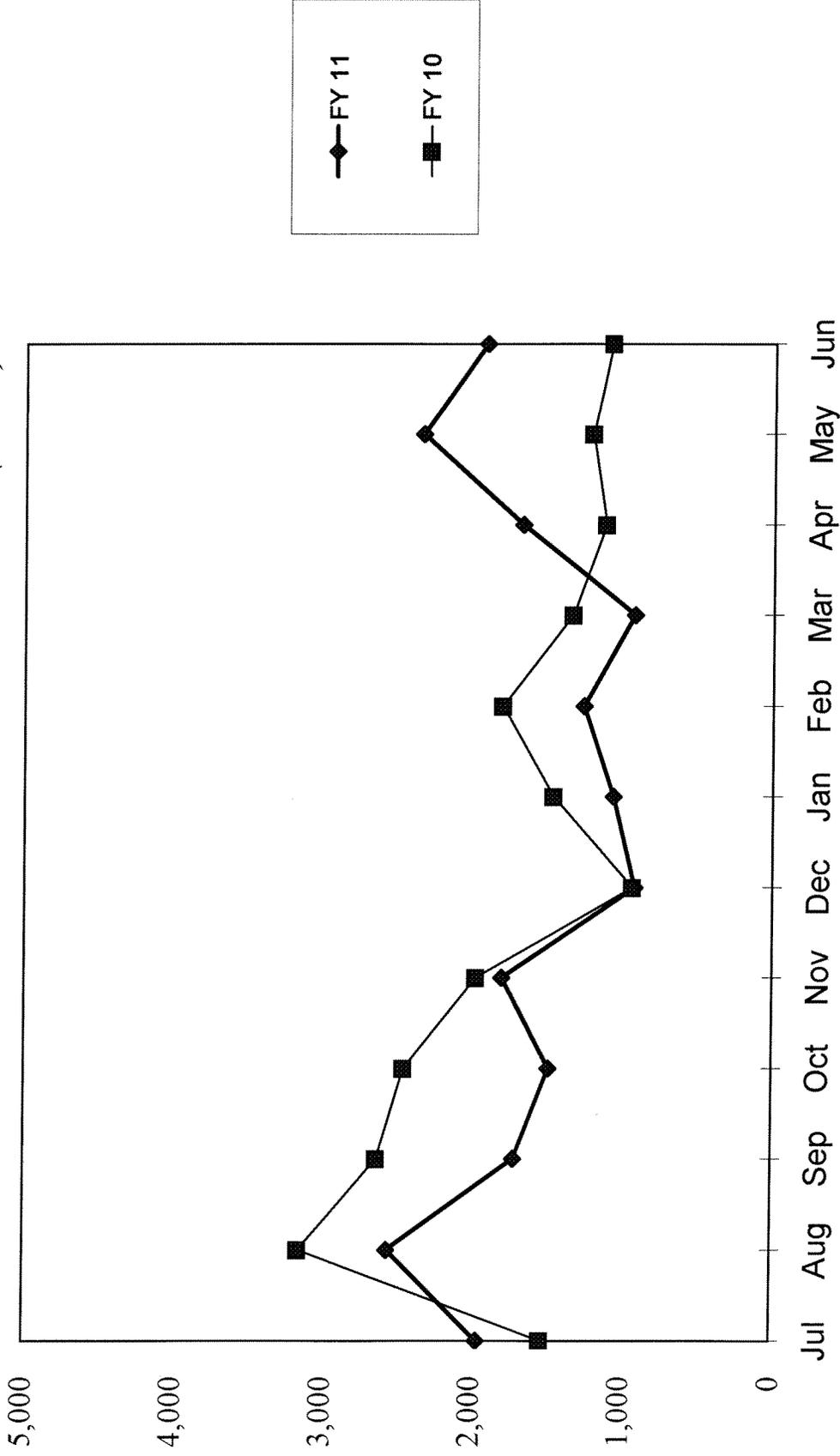
ABAG FINANCIAL REPORTS

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ABAG Financial Indices

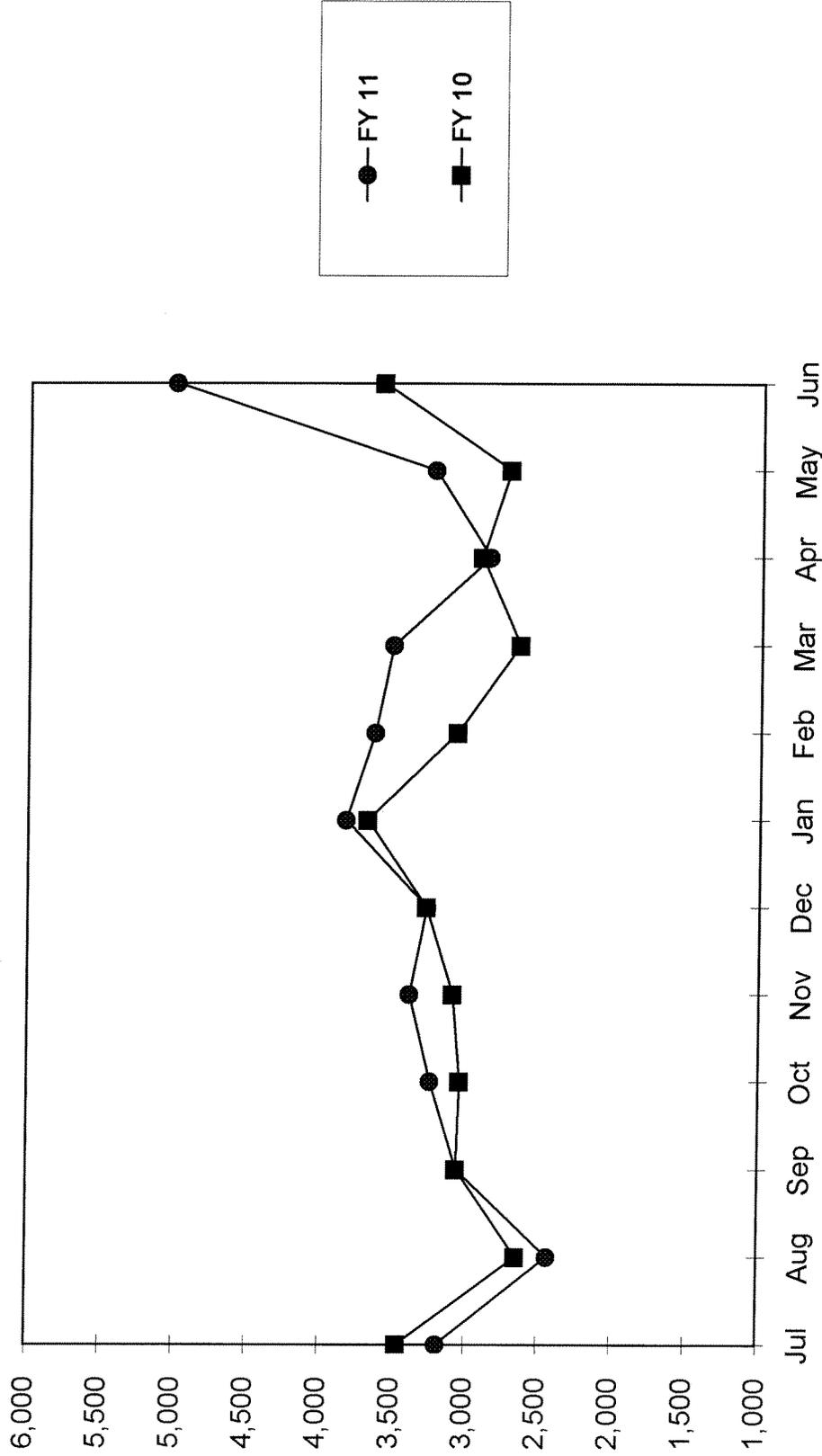
Figure 1--Cash on Hand--FY 10 and FY 11 (\$'000)



Represents the sum total of cash deposited at our bank and the Local Agency Investment Fund.
 This chart shows fluctuation patterns of cash on hand for the current and prior fiscal years.

ABAG Financial Indices

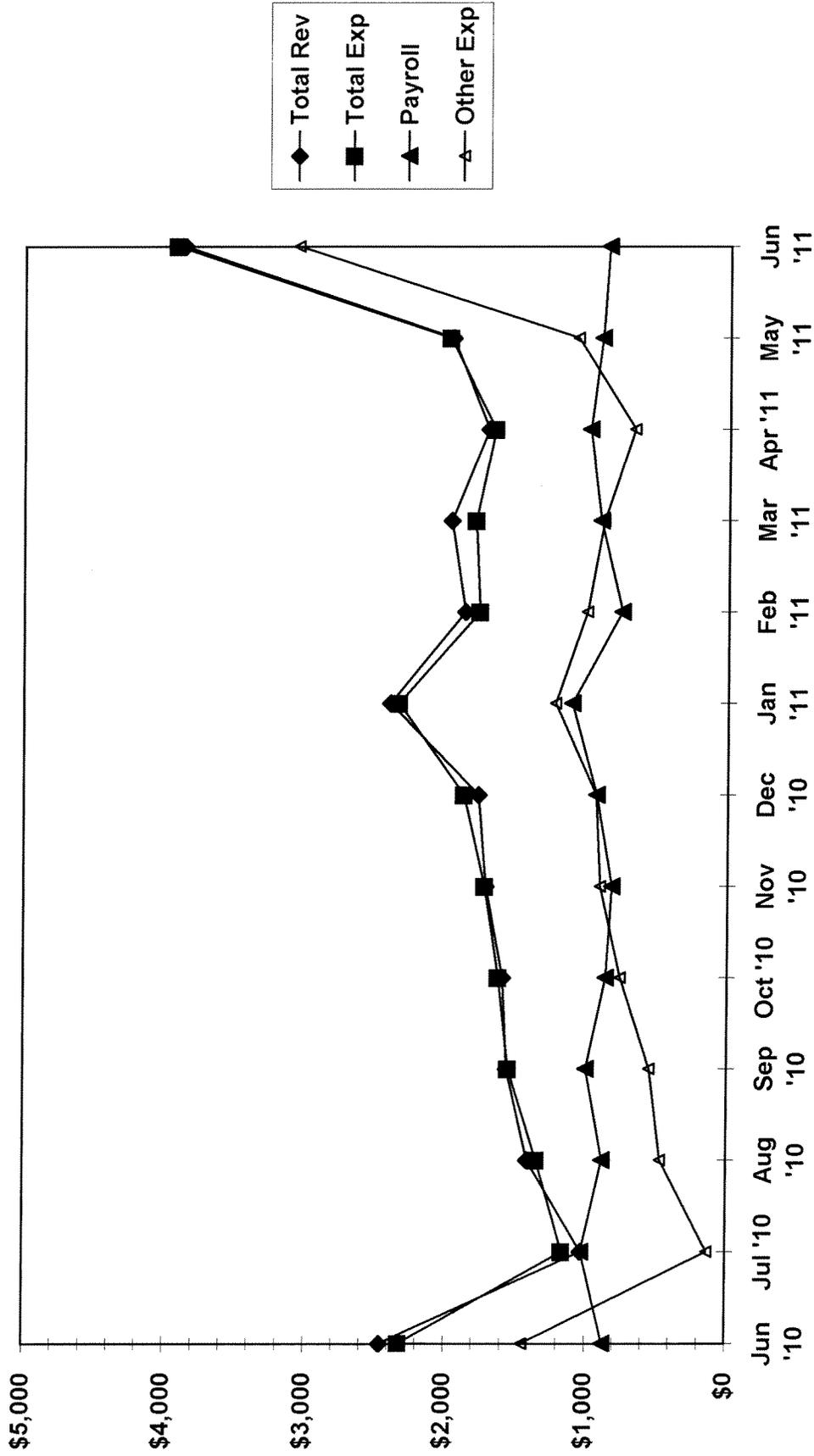
Figure 2--Accounts Receivable--FY 10 and FY 11 (\$'000)



Accounts receivable include receivables generated by grants and service programs over two fiscal years. Reflects the reasonableness of our receivable levels; usually have about six weeks' worth of annual revenues in receivables.

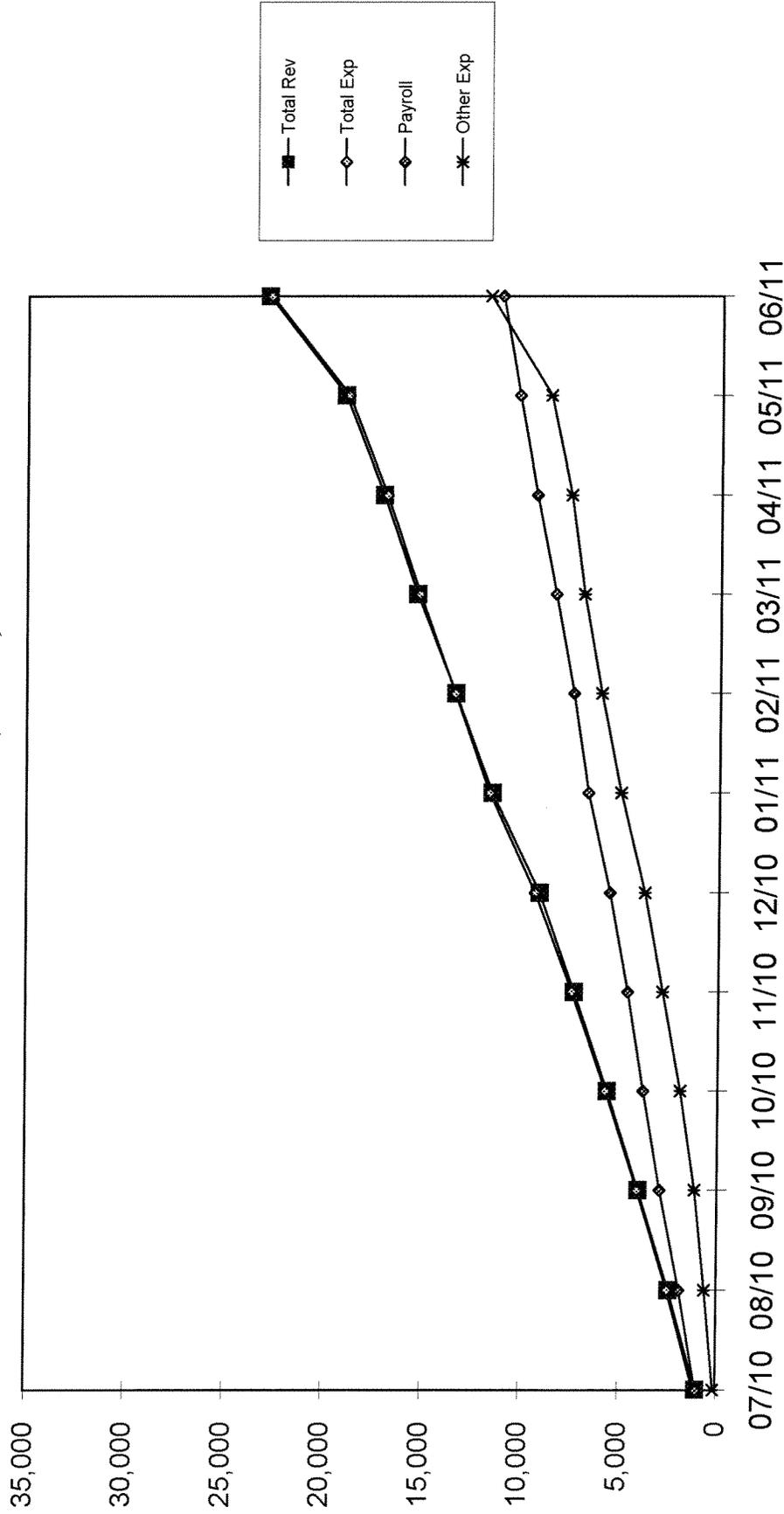
ABAG Financial Indices

Figure 3--Current Month Revenues & Expenses
FY 10-11 (\$'000)



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 Association.

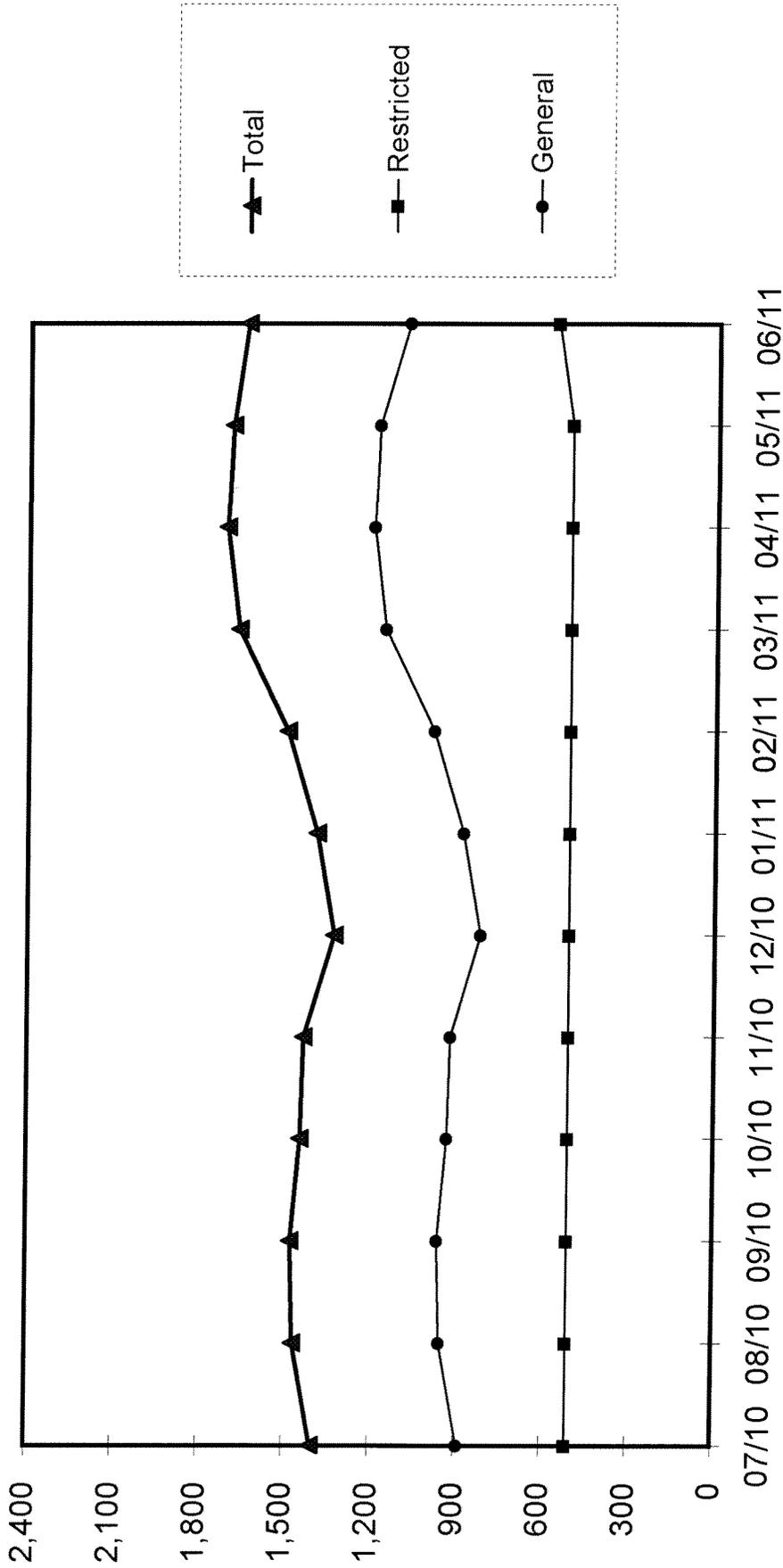
ABAG Financial Indices
Figure 4-- Year-to-date Revenues & Expenses
FY 10-11 (\$'000)



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 Association.

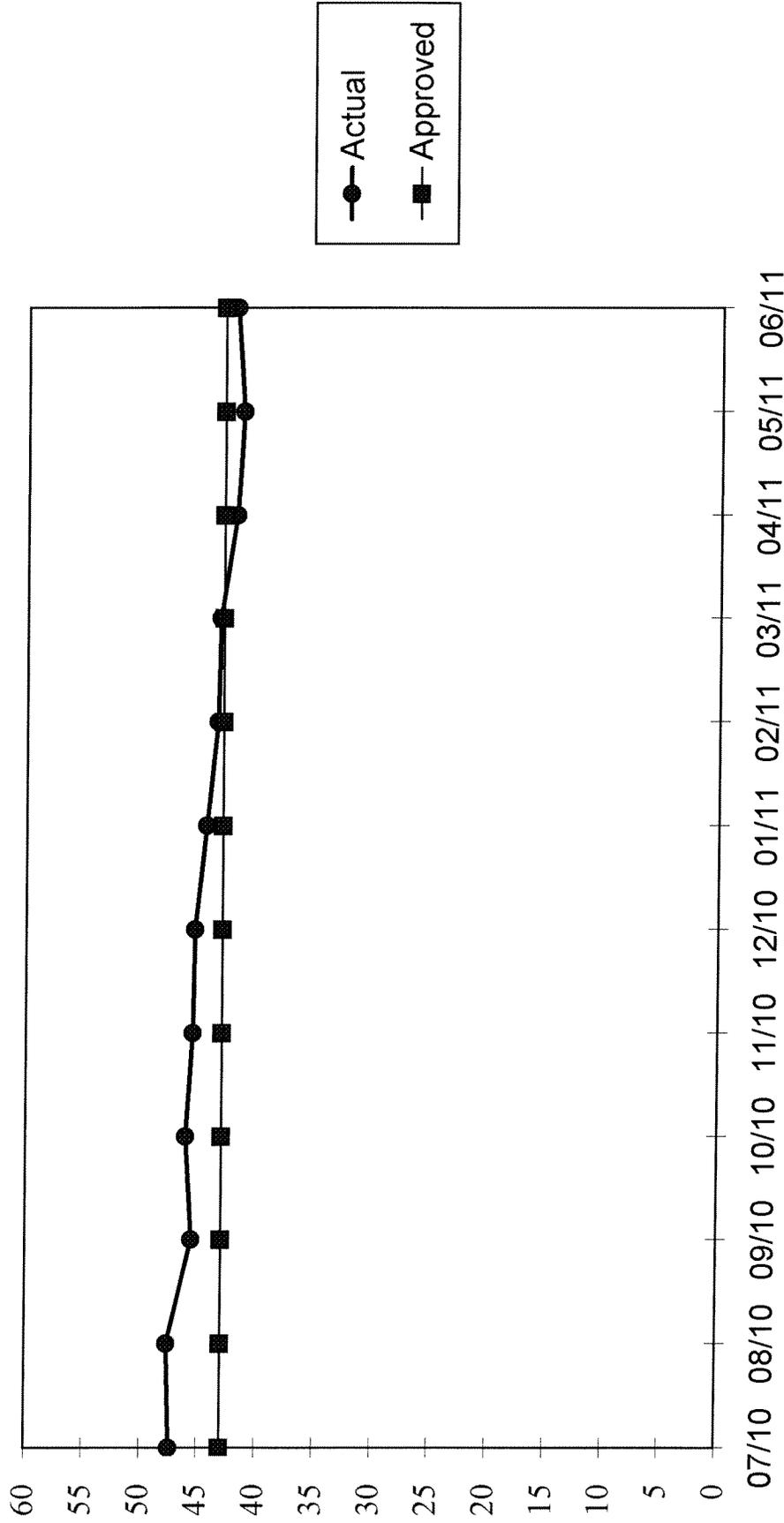
ABAG Financial Indices

Figure 5--Fund Equity
FY 10-11 (\$'000)



Presents general, restricted and total fund equities for the current fiscal year. General fund equity represents unrestricted equity. Restricted equities include building improvement interest, building maintenance, self-insurance, capital and contingency reserve. These restricted equities represent the Association's equities set aside for specific purposes. Total equity is the sum total of general and restricted equities.

ABAG Financial Indices
Figure 6--Indirect Cost Rate (% of Direct Labor Cost)
FY 10-11



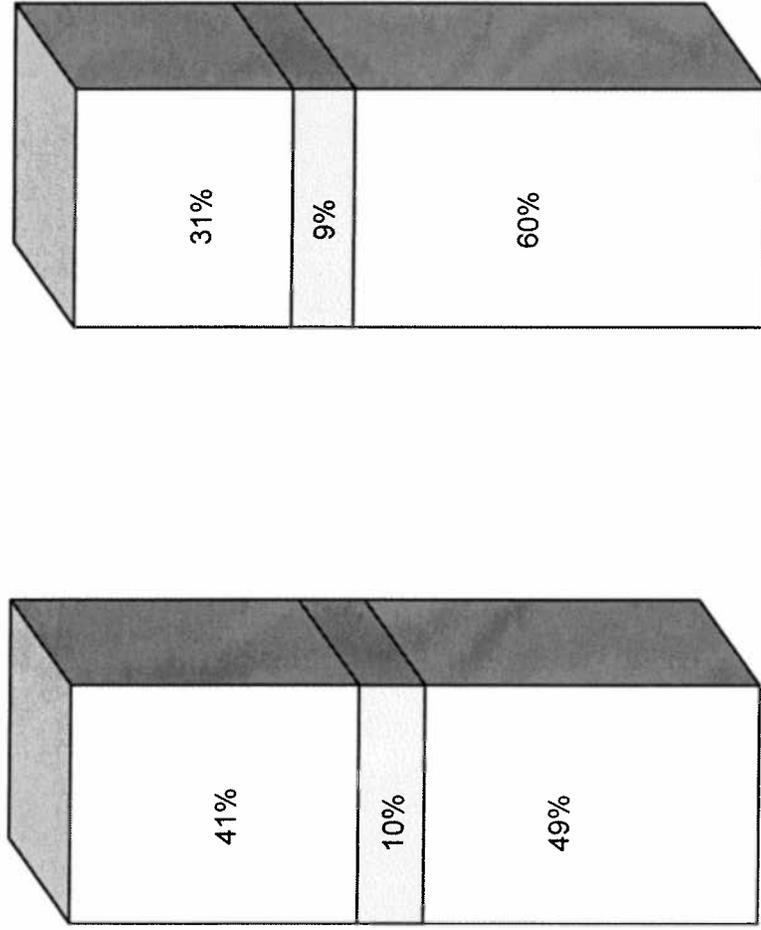
Shows a comparison between the actual indirect cost rate and the approved rate. The approved indirect cost rate is computed by dividing total estimated overhead expenses by total projected direct labor cost for a fiscal year. This rate is used as a standard overhead cost rate to allocate indirect costs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

ABAG Financial Indices

Figure 7-- Composition of Expenses FY 10--FY 11

Year to Date

(\$'000)



	FY10-11 Expenses (Total \$22,766)	FY09-10 Expenses (Total \$18,385)
<input type="checkbox"/> Consultants	\$9,521	\$5,792
<input type="checkbox"/> Others	\$2,172	\$1,646
<input type="checkbox"/> Payroll	\$11,073	\$10,947

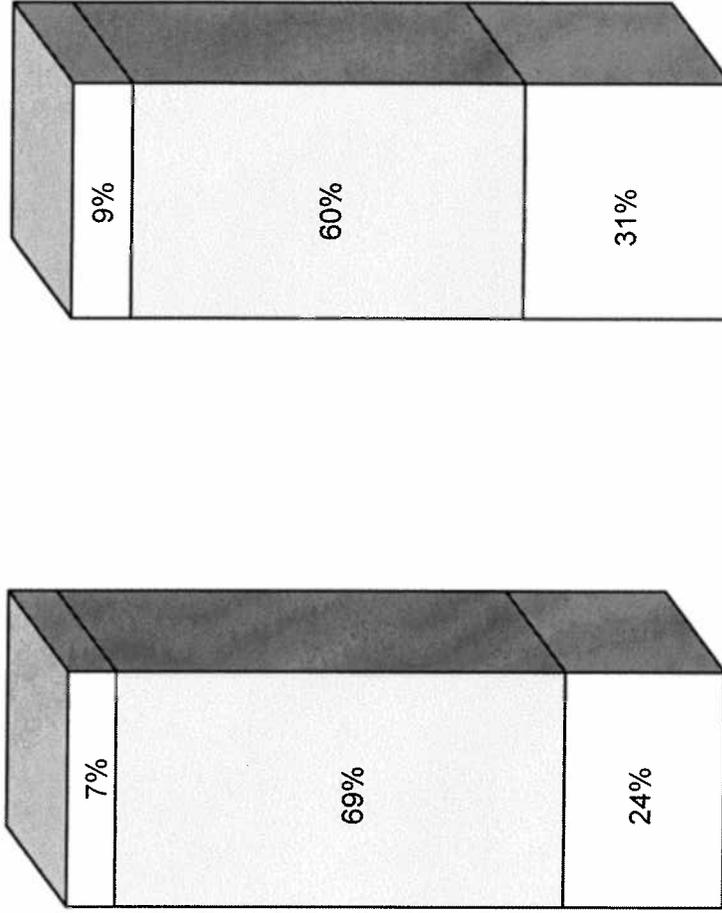
This chart compares expenses for current and prior fiscal year. It groups expenses into three broad categories--payroll costs, consultants and other expenses.

ABAG Financial Indices

Figure 8-- Composition of Revenues FY 10--FY 11

Year to Date

(\$'000)

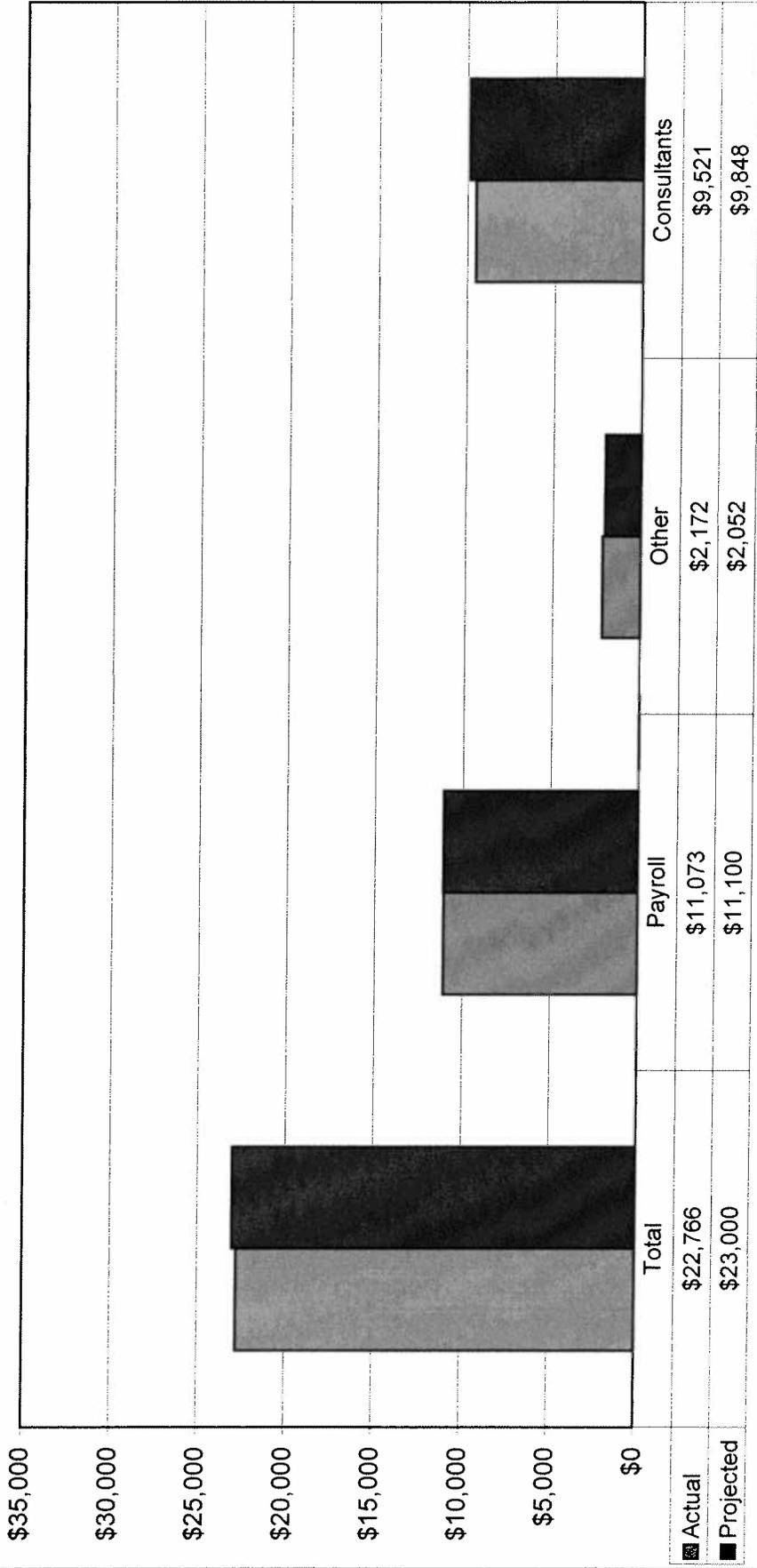


	FY 10-11 Revenue (Total \$22,874)	FY 09-10 Revenue (Total \$18,353)
□ Membership	\$1,676	\$1,661
□ Grants	\$15,648	\$10,951
□ Services & Others	\$5,550	\$5,741

Presents a breakdown of total revenues into four main sources--membership, grants, services and others. This chart compares revenue sources between current and prior fiscal year.

ABAG Financial Indices

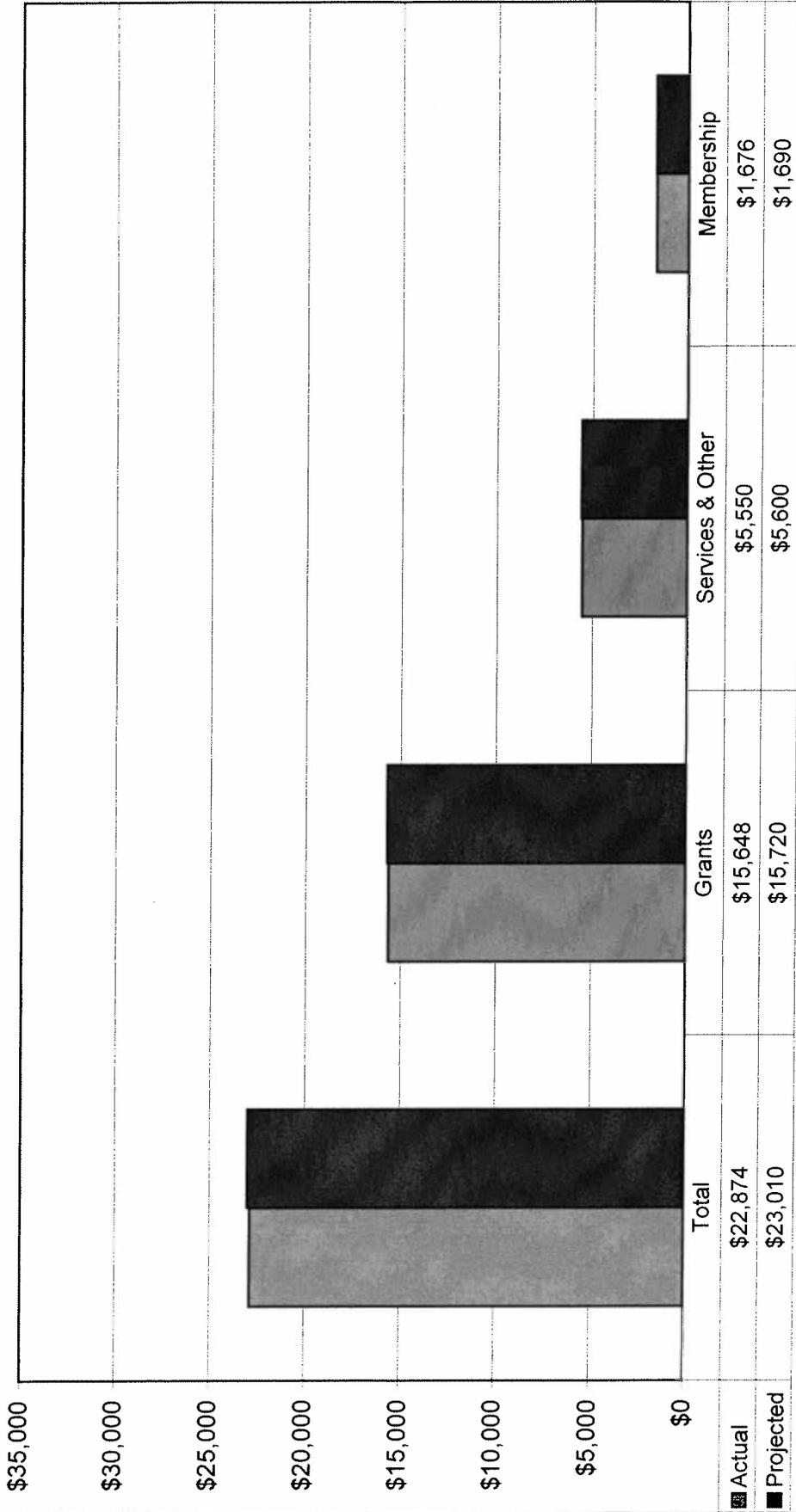
Figure 9--Actual vs Projected Expenses--FY 10-11
Year to Date (\$'000)



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

ABAG Financial Indices

**Figure 10--Actual vs Projected Revenues--FY 10-11
Year to Date (\$'000)**



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

TO: Finance and Personnel Committee

DT: August 31, 2011

FM: Herbert Pike, Finance Director

Re: Financial Reports
--July 2011

The following are highlights of the financial reports for July 2011.

Overall Summary (Figures 3, 4, 7 & 8)

At July 31st, the Agency's net financial operating loss of about \$149 thousand is typical of July for the last several years and is primarily a cyclical trend as vacations and other leave reduce billable work hours. The Association's cash balance is \$916 thousand higher than the end of July the prior year.

Cash on Hand (Figure 1)

Cash on hand increased to \$2.88 million as of July 31st from \$1.92 million on June 30th. The increase of \$951 thousand is attributed primarily to membership dues receipts and collections are prior months' receivables. The July balance includes approximately \$2.08 million invested in the Local Agency Investment Fund (LAIF). Currently, ABAG does not hold any other investments. The July 31st cash balance is approximately \$0.9 million greater than the prior year.

Receivables (Figure 2)

Receivables from grant and service programs amounted to about \$4.63 million on July 31st, a decrease of \$375 thousand from the month prior. The month to month increase reflects a \$414 thousand increase in billed grants receivables offset by a \$784 thousand decrease in unbilled receivables. The lower total receivable is primarily attributed to the annual cycle wherein much of the non-labor costs are captured and attributed to June for the closing of the prior fiscal year and there is a lag before contractor bill are submitted for work commenced after July 1. It is also part of the quarterly billing cycles where unbilled receivables are converted into billed grants receivables. Receivables are approximately \$1.45 million higher than they were a year prior reflecting the higher activity level in the current fiscal year, especially in energy-related grant activity.

Actual vs. Budgeted Expenses (Figure 9)

Total expenses through July 31st, the first month of the new fiscal year, amounted to about \$1.29 million, or 5.8 percent, of the budgeted annual expense of \$22.1 million for FY 11-12.

Actual vs. Budgeted Revenues (Figure 10)

As of July 31st, total revenues amounted to about \$1.14 million, or 5.1 percent, of the budgeted annual revenue of \$2.1 million for FY 11-12.

As of July 31st, both revenues and expenses are below projections for the first month of FY 11-12. These positions are largely due to the timing of consultant and sub-contractor expenses that are grant funded and for which there is a customary lag between the rendering of the service and the conversion to an expense and receivable when the contractors submit their bills.

Fund Equity (Figure 5)

As of July 31st, general fund equity was approximately \$930 thousand, a decrease of \$150 thousand from June 30th totals. The Agency's restricted fund equity, consisting of capital, self-insurance and building maintenance, remained unchanged at \$560 thousand.

Indirect Cost (Figure 6)

The Agency's actual indirect cost (overhead) rate was 41.62 percent of direct labor cost as of July 31st, or 1.33 percent below the budgeted rate of 42.95 percent for FY 10-11. The lower than expected rate reflects the diversion of substantial central services efforts toward new grants, especially energy grants. Unless new grants are awarded later in the year, it is expected that the grants will end and staff will move toward allocable overhead costs that will cause the rate to rise. Also contributing has been the high activity level of Planning to address strict deadlines that has resulted in deferral of some vacations, thereby increasing the base over which overhead expense is charged.

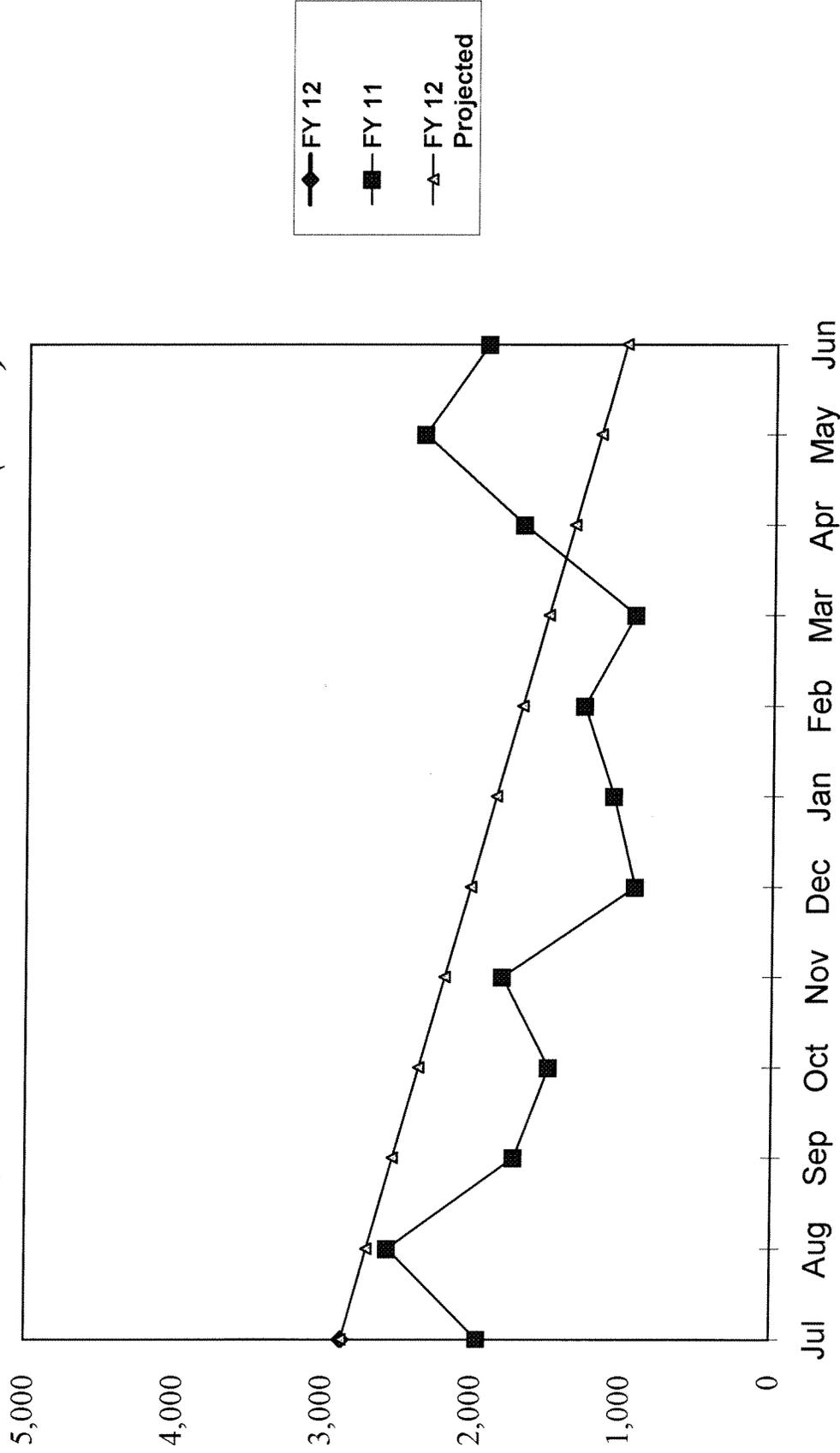
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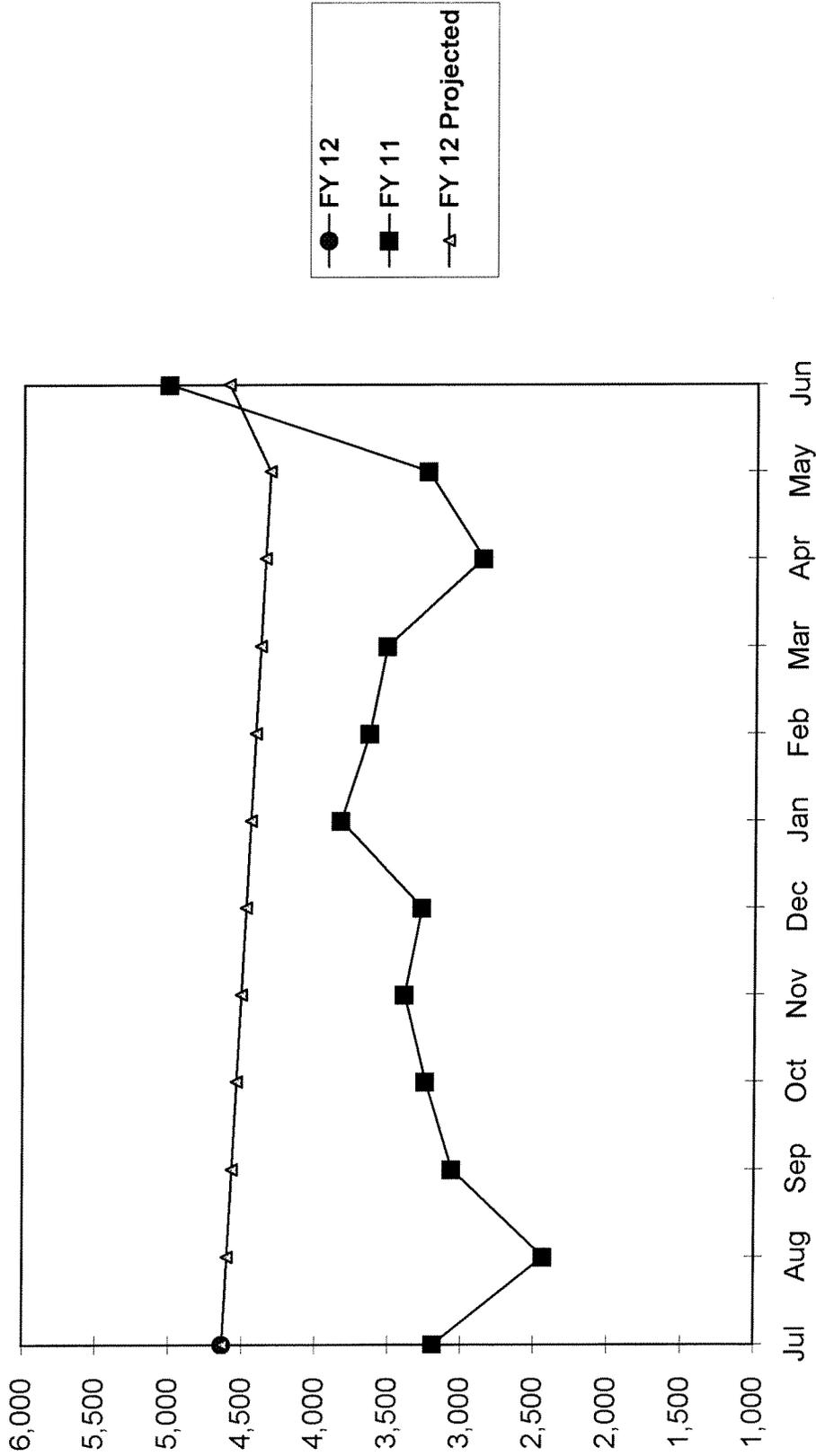
Figure 1--Cash on Hand--FY 11 and FY 12 (\$'000)



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ABAG Financial Indices

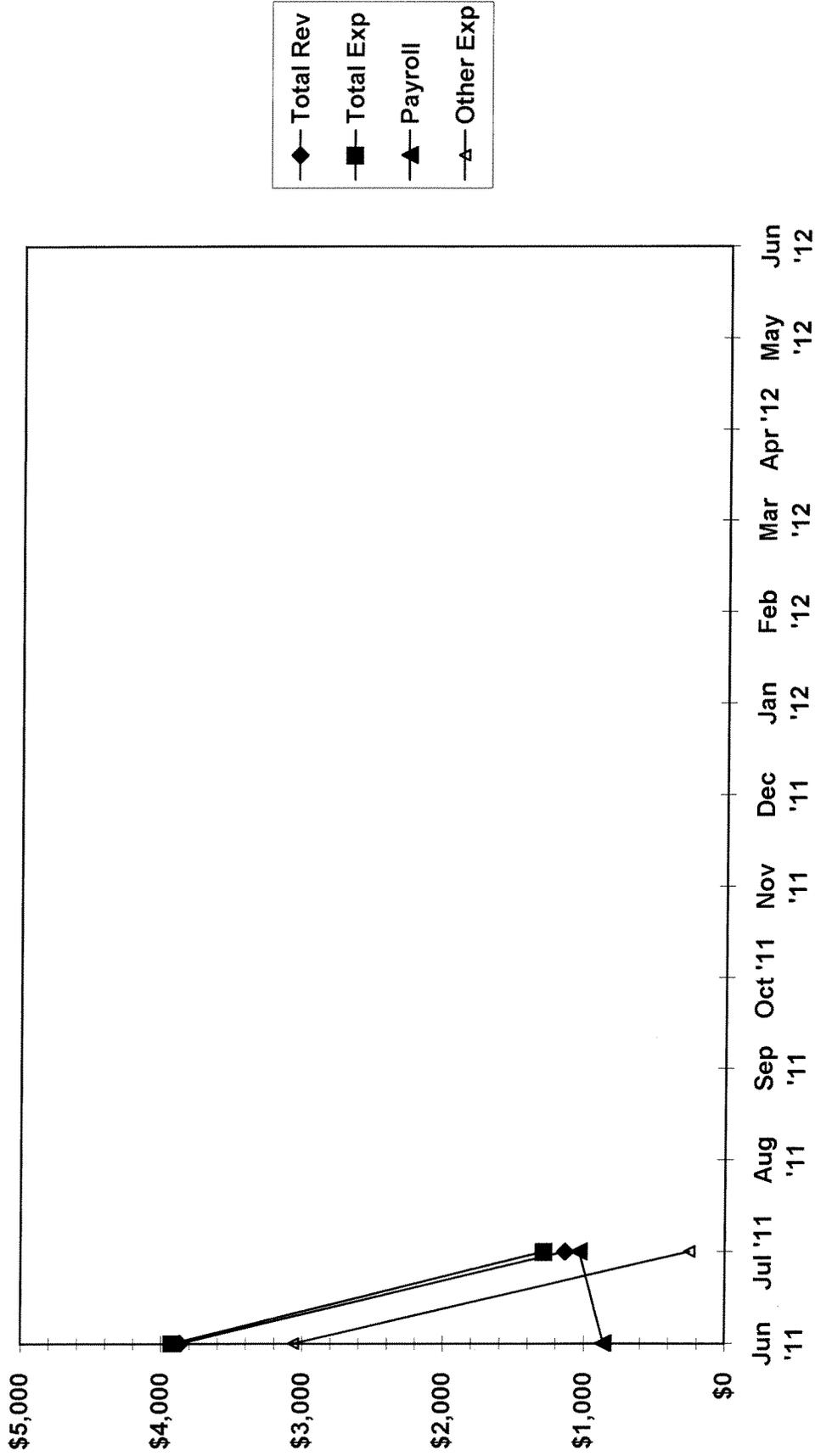
Figure 2--Accounts Receivable--FY 11 and FY 12 (\$'000)



Accounts receivable include receivables generated by grants and service programs over two fiscal years. Reflects the reasonableness of our receivable levels; usually have about six weeks' worth of annual revenues in receivables.

ABAG Financial Indices

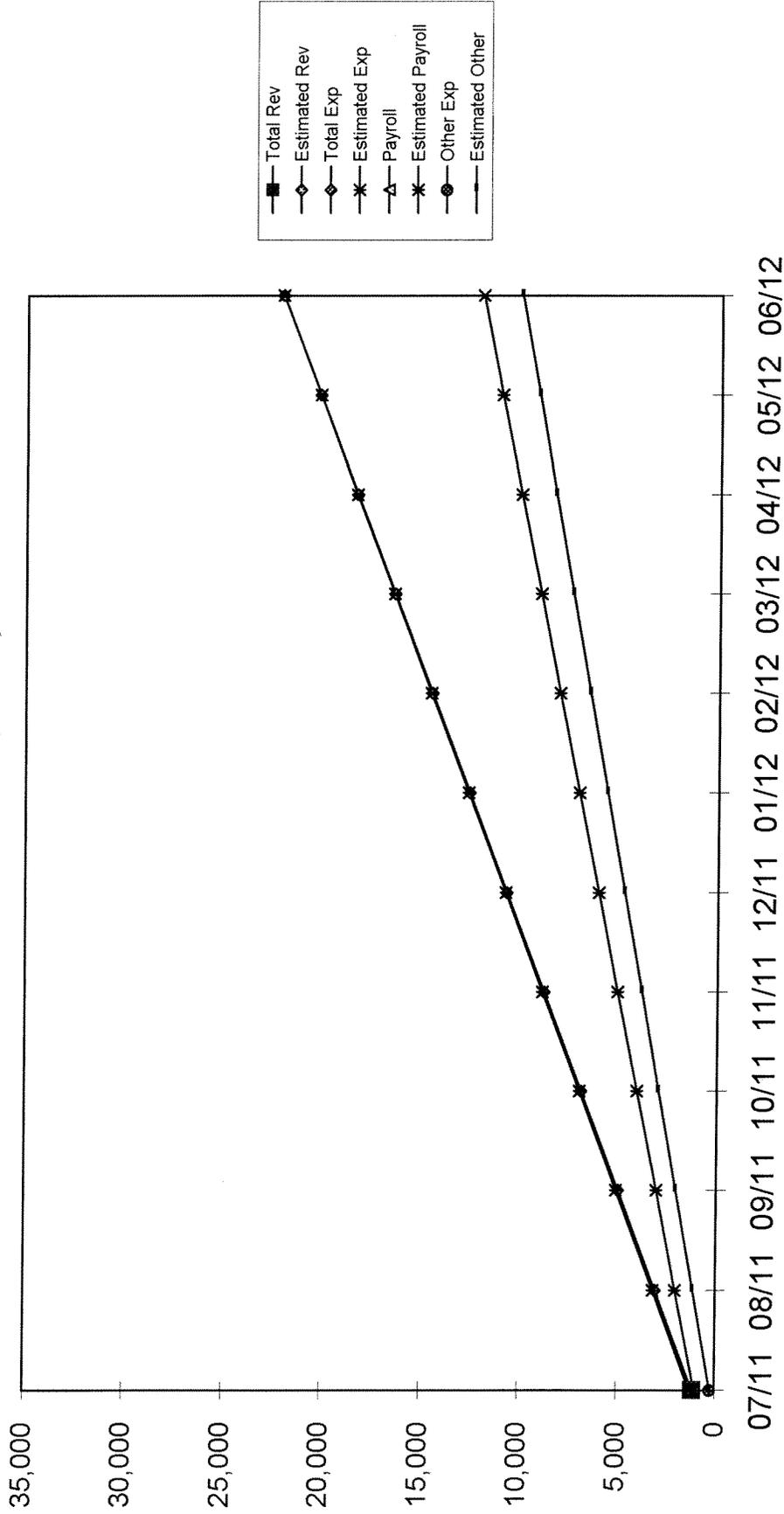
Figure 3--Current Month Revenues & Expenses
FY 11-12 (\$'000)



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 Association.

ABAG Financial Indices

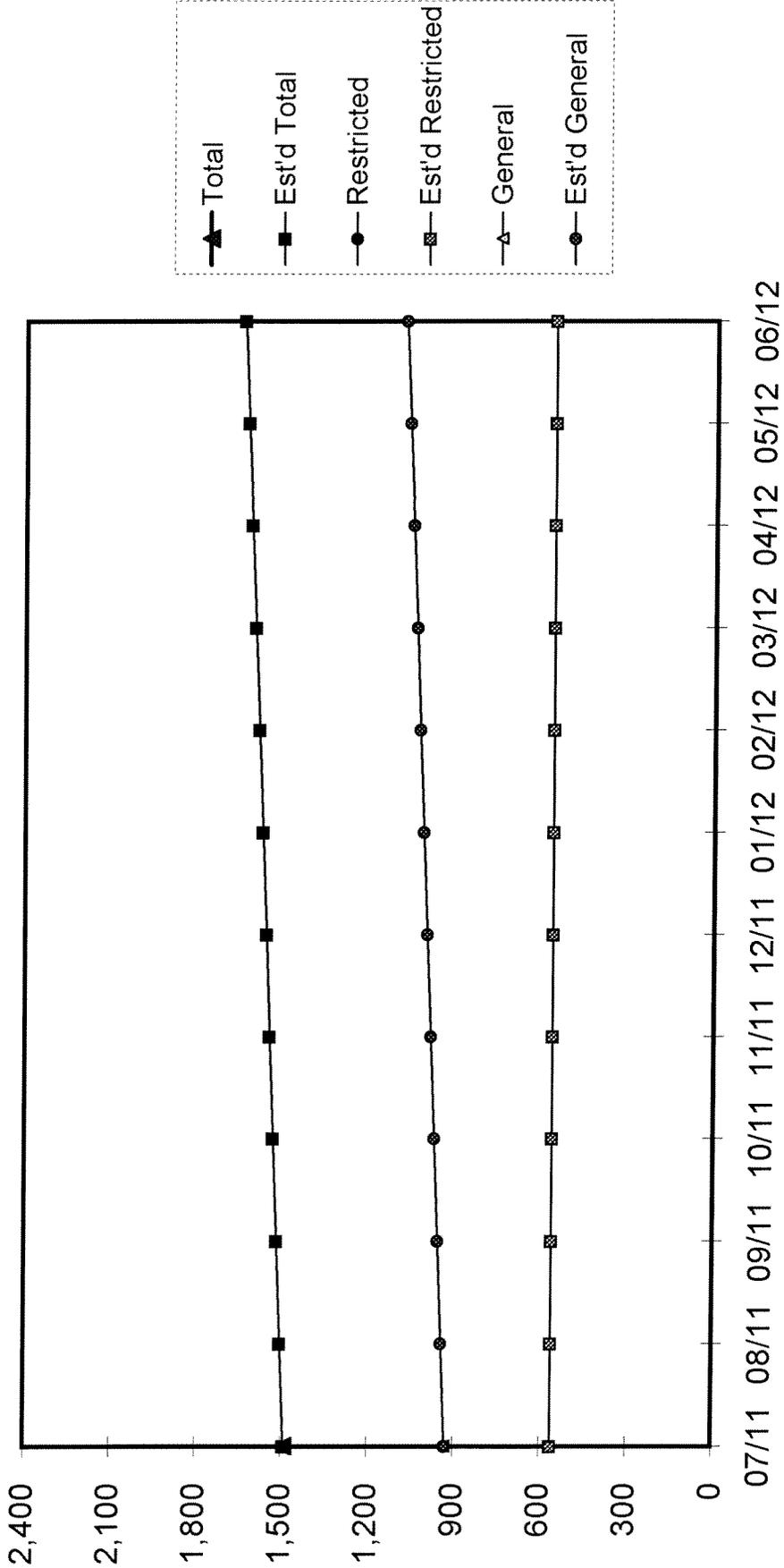
Figure 4-- Year-to-date Revenues & Expenses FY 11-12 (\$'000)



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 Association.

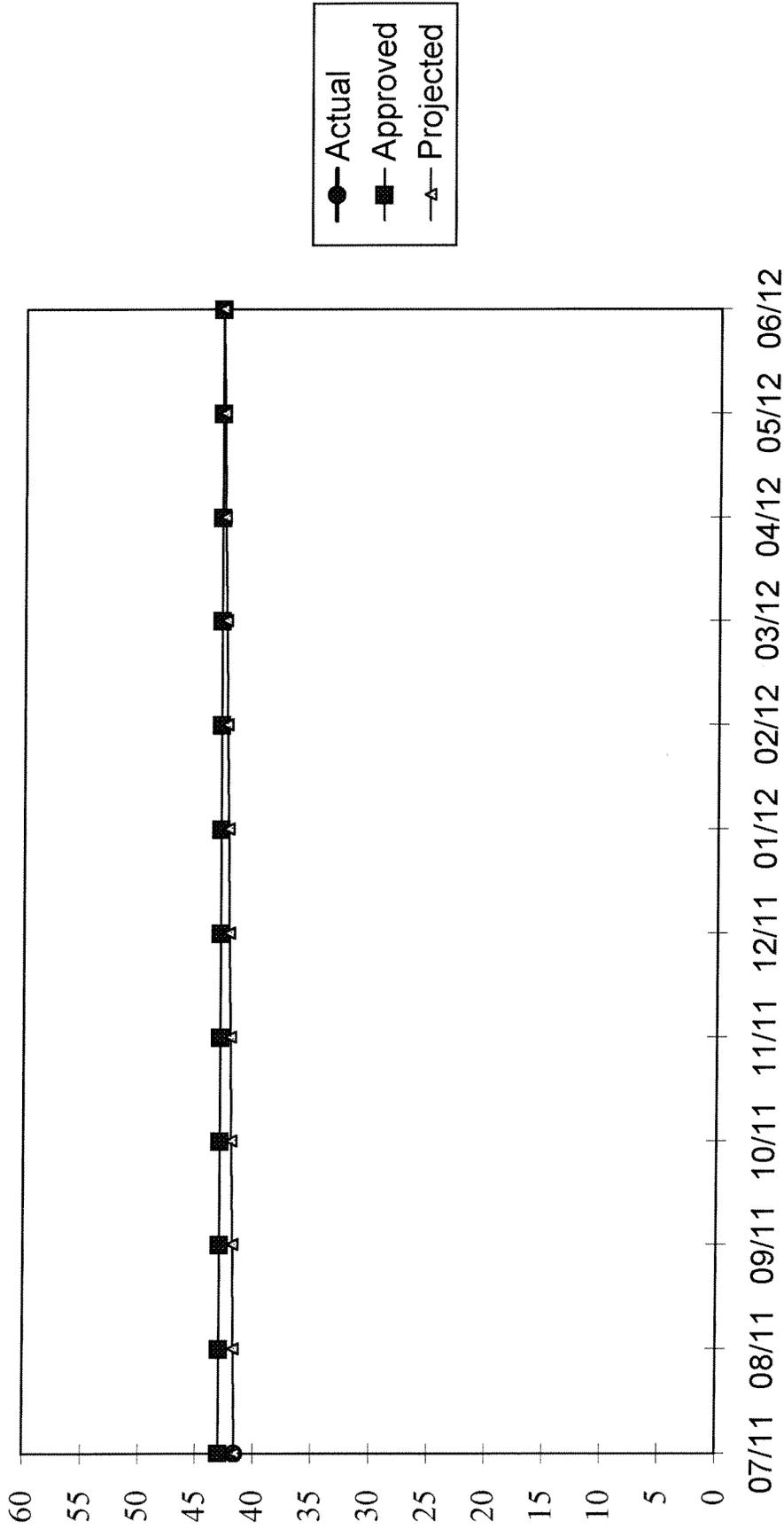
ABAG Financial Indices

Figure 5--Fund Equity
FY 11-12 (\$'000)



Presents general, restricted and total fund equities for the current fiscal year. General fund equity represents unrestricted equity. Restricted equities include building improvement interest, building maintenance, self-insurance, capital and contingency reserve. These restricted equities represent the Association's equities set aside for specific purposes. Total equity is the sum total of general and restricted equities.

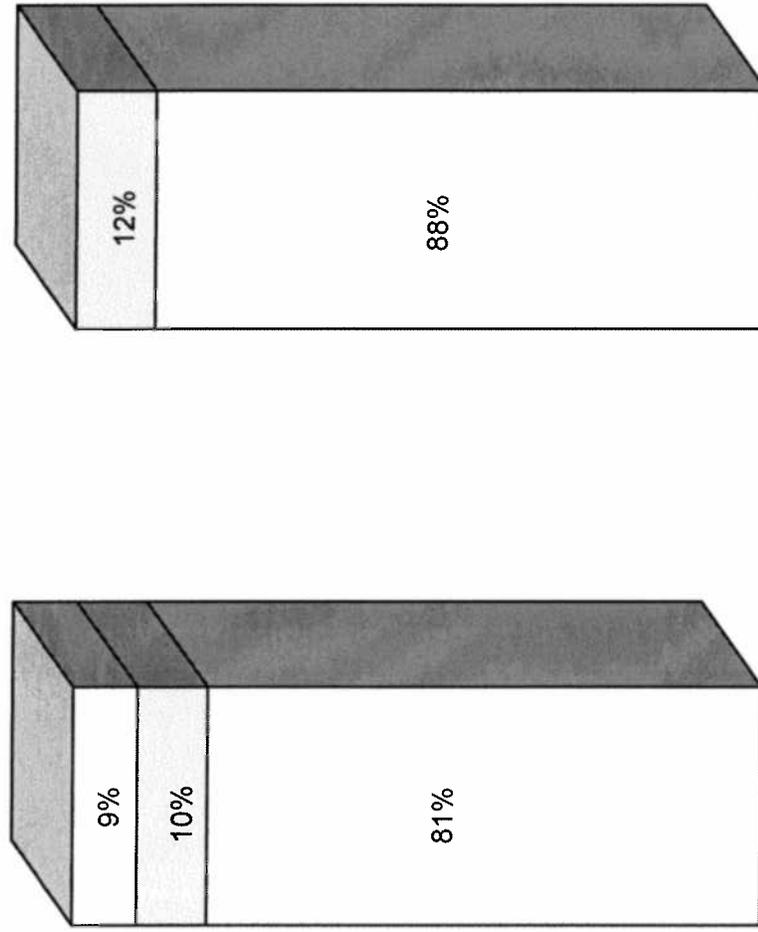
ABAG Financial Indices
Figure 6--Indirect Cost Rate (% of Direct Labor Cost)
FY 11-12



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 Circular A-87.

ABAG Financial Indices

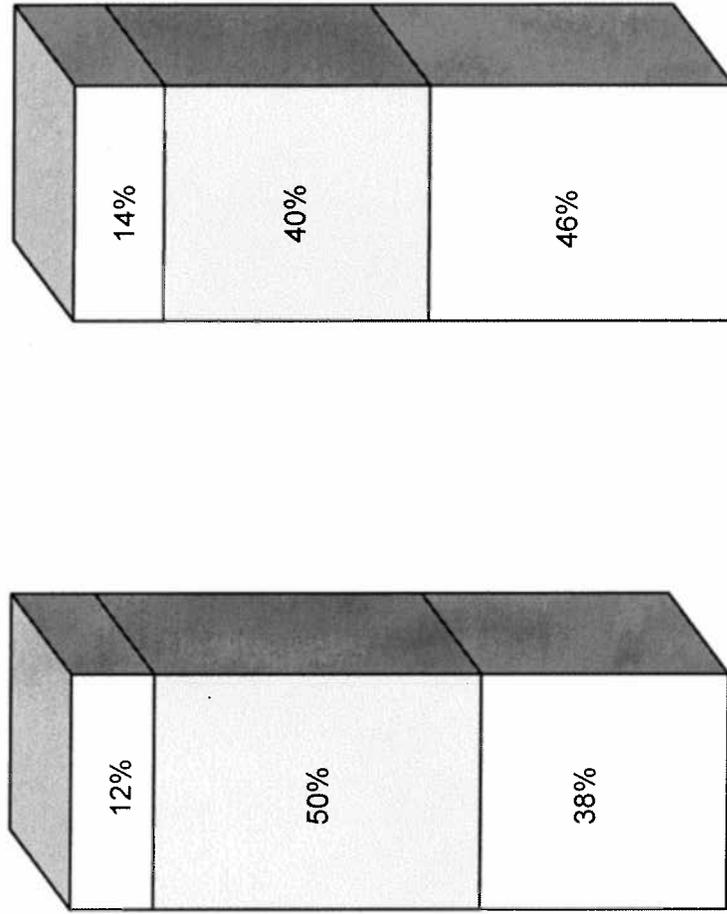
Figure 7-- Composition of Expenses FY 11--FY 12
Year to Date
(\$'000)



	FY11-12 Expenses (Total \$1,287)	FY10-11 Expenses (Total \$1,162)
<input type="checkbox"/> Consultants	\$120	\$-
<input type="checkbox"/> Others	\$131	\$134
<input type="checkbox"/> Payroll	\$1,036	\$1,028

This chart compares expenses for current and prior fiscal year. It groups expenses into three broad categories--payroll costs, consultants and other expenses.

ABAG Financial Indices
Figure 8-- Composition of Revenues FY 11--FY 12
Year to Date
(\$'000)

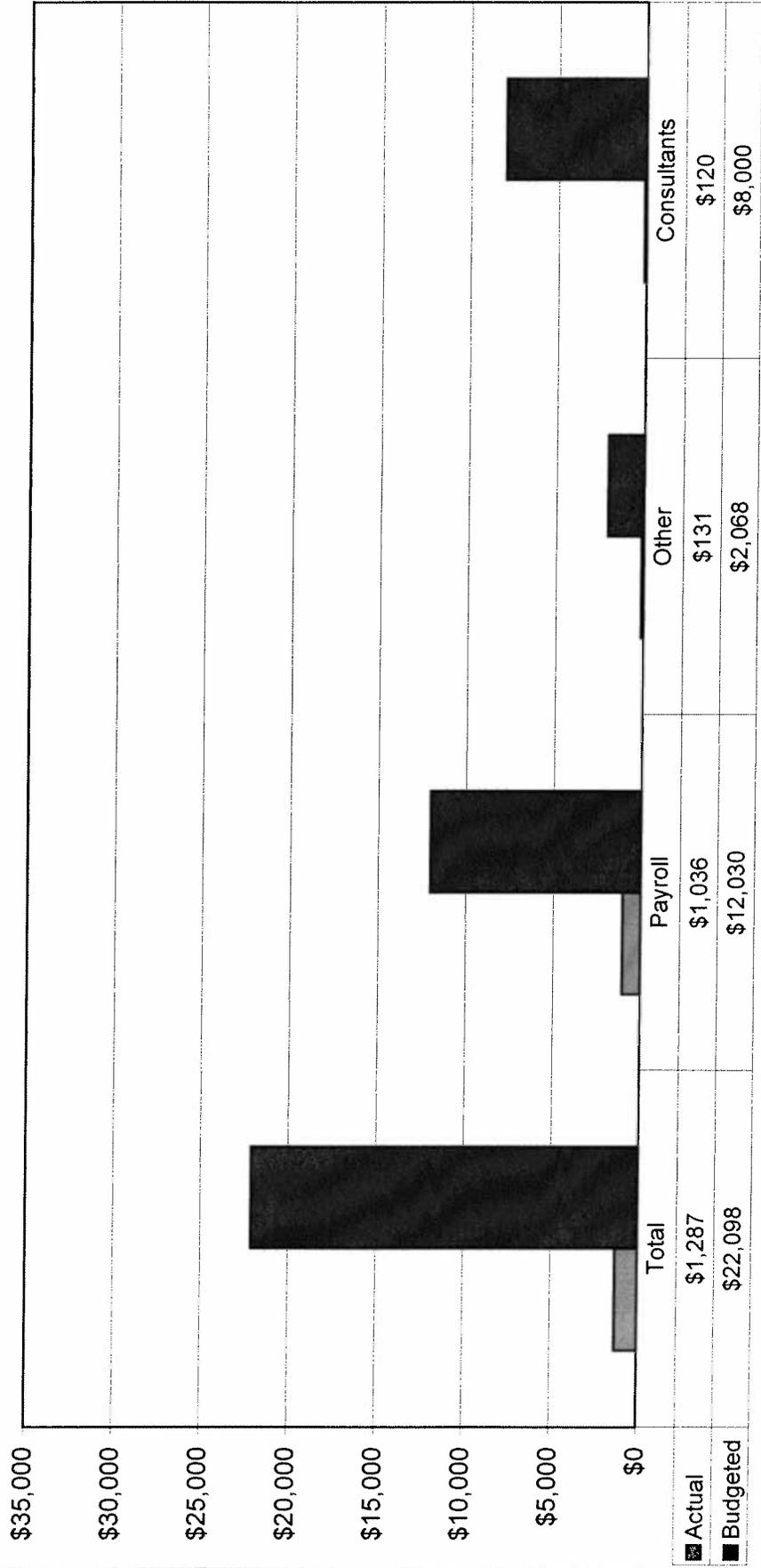


	FY 11-12 Revenue (Total \$1,138)	FY 10-11 Revenue (Total \$1,030)
<input type="checkbox"/> Membership	\$144	\$141
<input type="checkbox"/> Grants	\$566	\$415
<input type="checkbox"/> Services & Others	\$428	\$474

Presents a breakdown of total revenues into four main sources—membership, grants, services and others. This chart compares revenue sources between current and prior fiscal year.

ABAG Financial Indices

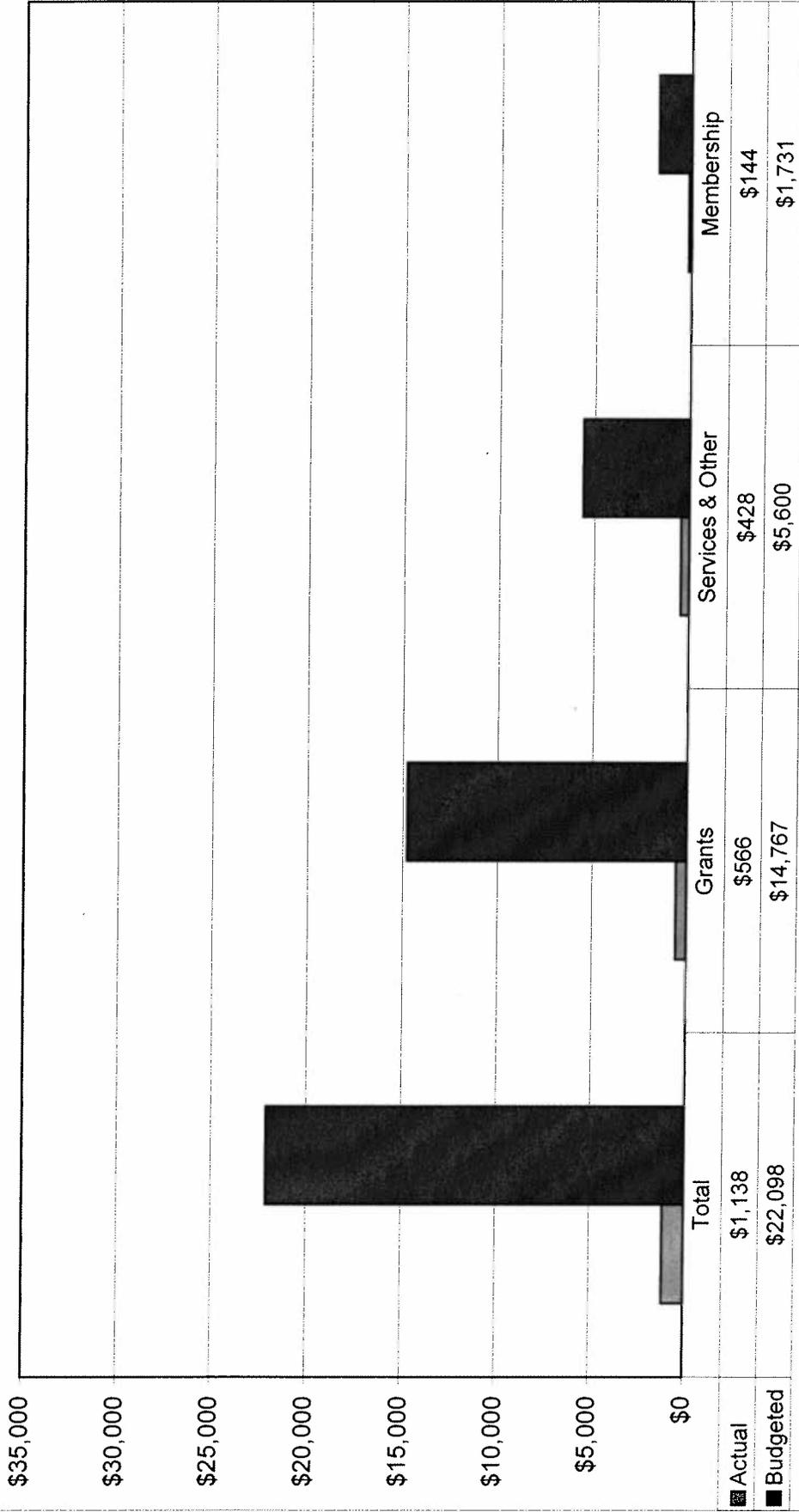
Figure 9--Actual vs Budgeted Expenses--FY 11-12
Year to Date (\$'000)



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

ABAG Financial Indices

Figure 10--Actual vs Budgeted Revenues--FY 11-12
Year to Date (\$'000)



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

**ASSOCIATION OF BAY AREA GOVERNMENTS
FINANCE & PERSONNEL COMMITTEE**

**TABLE OF FINANCIAL REPORT DATA ELEMENTS
(thousands of dollars)**

<u>Index Description</u>	<u>Jul-11</u>	<u>Jun-11</u>	<u>May-11</u>	<u>Jul-10</u>	<u>Jun-10</u>
Cash	2,875	1,924	2,345	1,959	1,090
Receivables	4,631	5,006	3,237	3,185	3,590
Payroll Cost-YTD	1,036	11,073	10,211	1,028	10,947
-Month	1,036	862	906	1,028	872
Total Other Expense-YTD	251	11,693	8,633	134	7,438
-Month	251	3,060	1,078	134	1,446
Total Expenses-YTD	1,287	22,766	18,844	1,162	18,385
-Month	1,287	3,922	1,984	1,162	2,318
Total Revenues-YTD	1,138	22,874	19,005	1,030	18,353
-Month	1,138	3,869	1,967	1,030	2,455
Fund Equity-General	930	1,080	1,182	889	1,021
Total Restricted	560	560	510	510	510
Total Fund Equity	1,490	1,640	1,692	1,399	1,531
Approved Overhead	42.95%	42.95%	42.95%	42.95%	42.95%
Overhead Rate %	41.62%	41.96%	41.35%	47.38%	42.95%

To: Finance & Personnel Committee
Fr: Kenneth K. Moy, Legal Counsel
Dt: August 31, 2011
Re: Request to file *Amicus Curiae* Brief

Recommended Action: Recommend that the Executive Board direct Legal Counsel to decline a request that ABAG file an *amicus curiae* brief in the matter of *California Redevelopment Agency v Matosantos*.

Discussion: By letter dated August 18 (attached), the City of Novato has requested that ABAG file an *amicus curiae* brief in the matter of *California Redevelopment Agency v Matosantos*. The suit challenges the provisions of the State of California's FY 2011-12 budget that affects funding for redevelopment agencies.

The California Supreme Court has accepted the case under its direct jurisdiction. On August 11, it issued an Order to Show Cause that has placed the case on an expedited schedule. *Amicus curiae* briefs are due on September 30.

My office does not have the capacity, resources or expertise to comply with the City's request. I do not believe that ABAG can retain competent counsel to prepare a brief on its behalf for a fee below \$25,000 (and more likely in the \$50,000 range). If such resources become available, I would urge that they be held in reserve to, among other things, support ABAG's response to a direct legal challenge to ABAG.

The recommended action is not in any way a reflection of my views of the merits of the suit or its importance to ABAG's membership.

Cc: Ezra Rapport
Patricia Jones
Herbert Pike

F&PC AGENDA ITEM #5



THE CITY OF
NOVATO
CALIFORNIA

August 18, 2011

75 Rowland Way #200
Novato, CA 94945-3232
415/899-8900
FAX 415/899-8213
www.cityofnovato.org

Association of Bay Area Governments
Attention: Ezra Rapport, Executive Director
101 Eighth Street
Oakland, CA 94607

RE: **Amicus Brief in Support of League of California Cities Lawsuit
Challenging Legality of AB X1 26 and AB X1 27**

Mayor
Madeline Kellner
Mayor Pro Tem
Denise Athas
Councilmembers
Carole Dillon-Knutson
Pat Eklund
Jeanne MacLeamy

City Manager
Michael S. Frank

Dear ABAG Board:

On behalf of the City of Novato, I am writing to request that the Association of Bay Area Governments (ABAG) consider filing an amicus brief in the California Supreme Court in support of the League of California Cities' and the California Redevelopment Association's (CRA) lawsuit challenging the legality of AB X1 26 and AB X1 27 related to redevelopment. Novato believes that the two bills clearly violate Proposition 22 passed by 61% of California voters last November. Proposition 22 specifically prevented the "*seizing, diverting, shifting, borrowing, transferring, suspending, or otherwise taking or interfering with*" revenue dedicated to local government, including local redevelopment funds.

Redevelopment has been an important tool for Novato. The City has utilized tax increment financing to rehabilitate blighted areas, foster economic development and facilitate affordable housing development. AB X1 26 and AB X1 27 will either: eliminate redevelopment entirely or severely curtail our ability to use this mechanism by mandating new payments to provide funding for schools and special districts (depending on whether or not Novato chooses to dissolve our agency or opt-in to the voluntary program). In both instances, the service level to Novato residents will be negatively impacted.

Due to the regional importance of this issue, we believe it is appropriate for ABAG to submit a brief in support of the League and CRA's position and we respectfully submit this request for your consideration.

Sincerely,

Madeline R. Kellner
Mayor, City of Novato

RECEIVED
AUG 30 2011
EXECUTIVE DIRECTOR'S OFFICE

Date: August 29, 2011

To: Ezra Rapport, Executive Director

From: Patricia M. Jones, Assistant Executive Director
Herbert L. Pike, Finance Director

Subject: **Report on Diversity and Business Opportunities - FY 2010/11**

This status report summarizes ABAG's business opportunities, recruitment, promotion and training activities during FY 2010-2011 (ending June 30, 2011) and recommends programs that will continue our record toward improving the Agency's diversity.

Executive Summary

ABAG has limited opportunities for employment and promotion due to our size and funding. The fiscal year ended with 76 employees. However, during this past fiscal year, ABAG was able to add one male and one female to our professional staff and one male to our management staff. These all represented replacements for employees who left the agency. We promoted one White female within the professional level.

ABAG's Diversity Program has three goals:

- To achieve in major job classifications (Management, Professional, Support) the same proportion of under-represented group members as exists in the nine-county San Francisco Bay Area labor force;
- To provide opportunities for all under-represented group members employed by ABAG to participate in training and education programs that will improve their personal advancement and contributions to the work of the Agency; and
- To ensure that the promotion of under-represented group members employed by ABAG be consistent with relevant skills, experience and background of the employees, performance requirements of higher job classifications and the needs for particular skills and positions in the Agency's work program.

This policy is consistent with the requirements and objectives set forth in Title VII of the Civil Rights Act of 1964 (42 U.S.C. § 2000e); the Age Discrimination in Employment Act of 1967 (29 U.S.C. § 621 et seq); Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 793); the Americans With Disabilities Act (ADA) of 1990 (42 U.S.C. § 12101 et seq); and California Government Code Sections 12940 et seq.

The following table shows the racial make-up of the total population and the labor force in the nine Bay Area counties. This reflects 2010 census information.

BAY AREA NINE COUNTIES	TOTAL POPULATION CENSUS 2000	TOTAL POPULATION CENSUS 2010
RACIAL MAKE-UP	6,783,760	7,150,739
Amer. Indian & Alaska Native	0.6%	0.7%
Asian, Native Hawaiian & Other Pacific Islander	19.5%	23.9%
Black or African American	7.5%	6.7%
Hispanic*	19.4%	23.5%
Others	9.2%	10.8%
White	58.1%	52.5%
Two or More Races	4.9%	5.4%

The racial make-up of the three counties (Alameda, Contra Costa and San Francisco) from which ABAG staff is primarily drawn differs from the nine-county Bay Area as shown below.

ALAMEDA, CONTRA COSTA AND SAN FRANCISCO COUNTIES	TOTAL POPULATION CENSUS 2000	TOTAL POPULATION CENSUS 2010
RACIAL MAKE-UP	3,169,290	3,364,531
Amer. Indian & Alaska Native	0.6%	Percentage breakdown not yet available by racial category
Asian, Native Hawaiian & Other Pacific Islander	20.7%	
Black or African American	11.5%	
Hispanic*	17.4%	
Others	8.1%	
White	54.0%	
Two or More Races	5.1%	

*Persons of Hispanic origin may be of any race. Percents of White, Black, Asian and Pacific Islander, American Indian, Eskimo and Aleut, Others and Two or More Races may not total 100 percent due to rounding of decimals. Persons who identified themselves in the 2000 census as of Hispanic origin are also included in the racial categories.

Current Composition of Staff

The table below shows the composition of the ABAG staff as of June 30, 2011. Of 76 employees, 46 are White (60.5 percent); 12 are Asian (16 percent); 10 are Black (13 percent); 5 are Hispanic (6.5 percent); and 3 are Other (4 percent). On June 30, 2010, ABAG had 77 employees; the composition was 62 percent White, 16 percent Asian, 13 percent Black, 6 percent Hispanic and 3 percent Other. Because of the relatively small size of the staff, the addition or loss of one or two employees appears significant in percentages.

Progress towards diversity shows some variations for different under-represented members when examined by classification. Hispanics are not currently represented in the management and support classifications. As opportunities become available additional effort will be made to recruit this group.

ETHNIC BREAKDOWN BY CLASSIFICATION							
Race	Management		Professional		Support		Total
Amer. Indian	--		--		--		--
Asian	--		10	17%	2	22.2%	12 16%
Black	1	11%	5	9%	4	44.4%	10 13%
Hispanic	--		5	9%	--		5 6.5%
Others	1	11%	2	3%	--		3 4%
White	7	78%	36	62%	3	33.3%	46 60.5%
Total	9	100%	58	100%	9	100%	76 100%

An examination of the composition of staff by classification and gender in the following table shows a need for more females in management and more males in professional and support classifications.

STAFF COMPOSITION BY CLASSIFICATION & GENDER			
Management (9)	Professional (58)	Support (9)	Total (76)
Male (7) 78%	Male (21) 36%	Male (3) 33%	Total (31) 41%
Female (2) 22%	Female (37) 64%	Female (6) 67%	Total (45) 59%

During FY 2010-2011, four staff members left the Agency. Two retired, one resigned and one was laid off due to the end of the grant-funded position.

	White*	Black	Asian	Hispanic	Male	Female
Management	--	1	--	--	1	--
Professional	3	--	--	--	2	1
Support	--	--	--	--	--	--
Totals	3	1	--	--	3	1

*White includes American Indian and Other

Recruitment

During FY 2010-2011, the Agency added three staff members, two males and one female.

	White*	Black	Asian	Hispanic	Male	Female
Management	1	--	--	--	1	--
Professional	2	--	--	--	1	1
Support	--	--	--	--	--	--
Totals	3	--	--	--	2	1

*White includes American Indian and Other

Job openings were advertised in the Sunday issue of the San Francisco Chronicle, with other regional councils of governments, and other professional and non-profit organizations. Agency job openings were also posted on the Internet and the application was available online.

Interview Panels have, whenever possible, included under-represented group members as well as both genders. This policy will continue. The Human Resources Manager and hiring manager select applicants for interview without knowledge of their ethnic status. If, however, this process does not produce representatives of under-represented groups, they are asked to re-examine the credentials of under-represented candidates. Whenever possible, qualified under-represented applicants are invited to interview.

The following table presents the salary breakdown for classified staff by race and gender as of June 30, 2011.

ASSOCIATION OF BAY AREA GOVERNMENTS
COMPOSITION OF CLASSIFIED STAFF BY GENDER, RACE AND SALARY RANGE
(As of June 30, 2011)

SALARY RANGE	WHITE*		BLACK		ASIAN		HISPANIC		SUB-TOTAL		TOTAL
	M	F	M	F	M	F	M	F	M	F	
MANAGEMENT											
\$115,008-\$174,996	7	1	--	1	--	--	--	--	7	2	
SUBTOTAL	7	1	--	1	--	--	--	--	7	2	9
PROFESSIONAL											
\$94,932-\$115,380	2	2	--	--	--	1	--	2	2	5	
\$75,024-\$100,548	1	6	1	1	1	--	--	1	3	8	
\$68,280-\$83,004	7	9	--	--	4	--	--	1	11	10	
\$56,820-\$69,060	3	4	--	1	--	2	1	--	4	7	
\$49,512-\$60,180	1	3	--	2	--	2	--	--	1	7	
SUBTOTAL	14	24	1	4	5	5	1	4	21	37	58
SUPPORT											
\$44,832-\$54,660	--	2	--	--	--	--	--	--	--	2	
\$38,952-\$47,352	--	--	--	4	2	--	--	--	2	4	
\$35,304-\$42,948	--	--	--	--	--	--	--	--	--	--	
\$30,360-\$37,080	1	--	--	--	--	--	--	--	1	--	
SUBTOTAL	1	2	--	4	2	--	--	--	3	6	9
	WHITE*		BLACK		ASIAN		HISPANIC		SUB-TOTAL		TOTAL
	M F		M F		M F		M F		M F		
TOTAL	22	27	1	9	7	5	1	4	31	45	76

*White includes American Indian and Other

Internship Program

In addition to our traditional summer intern program, the Tranter-Leong Graduate Student Intern Program allows students to receive experience in their field of study and provides valuable practical experience for those planning a career in public administration. The Internship Program consistently attracts a high caliber of applicants. The Agency received a total of 100 applications and hired 11 interns who were continuing or had just completed their education. Of the 11 interns, 7 were White (64 percent), 3 were Asian (27 percent), and 1 was Hispanic (9 percent).

Training

It is the Agency's policy to encourage staff to participate in training to enhance their performance and develop skills for future growth. Sixty employees participated in 149 classes with the assistance of our training and development program. The Agency's expenditure was \$36,401.45 which compares to \$27,404.70 invested in FY 09/10 and \$33,727.19 invested in FY 08/09. The participants were from every classification and represented all races and genders. Although not represented in these numbers, the Agency encourages and supports managers and professionals to participate in workshops and associations related to their field. The expenditures for these on-going professional development programs are included in individual program and project budgets.

All program managers are encouraged to promote the professional growth of their staff. Since funds are limited, we encourage focus on those efforts that enhance the position-related qualifications of regular staff members. A special effort will be made to identify under-represented group members who need guidance and encouragement, as well as financial help, to further their careers. This is especially true for those interested in completing their college education.

Promotions

There was one promotion during this fiscal year. A female employee from within the professional level was promoted from P3, Step E, to P4, Step D.

Business Opportunities - FY 10/11

Our adopted diversity policy states in part that:

“ABAG will, in its contracts with third parties for technical, consulting or other professional and non-professional services, comply with Federal rules regarding third-party relationships. ABAG will solicit proposals: from consultants with the required expertise who have protected group representatives among their employees, and from protected group consultants with the required expertise.”

In this spirit during FY 2010-11, ABAG used—and in most cases continues to use—the MBE/WBW firms, organizations or companies presented on Tables I and II.

In the past year, the agency consulting/service contracts with MBE/WBE organizations totaled \$1.19 million representing a decrease of 4.7 percent (\$59 thousand) from FY 2009-10. Since total contracted services increased in FY 2010-11 over FY 2009-10, the percent of all contracts representing MBE/WBE enterprises decreased from 26.0 percent in FY 2009-10 to 23.6 percent in FY 2010-11. Part of this reduction may result from a change in procedure required by State and Federal granting agencies; MBE/WBE was previously self-reported by the vendor, but now requires a certification that MBE/WBE criteria are being met. Vendors may see no benefit in proceeding with the certification process, and thereby forego noting they are an MBE/WBE enterprise. Also contributing to the confusion is that different jurisdictions have different criteria as to what meets MBE/WBE certification requirements. Staff will review the process and explore how the designation process can be improved. An example of poor reporting is that two vendors were added as MBE/WBE vendors because of first hand knowledge of their ownership situation, but neither was listed within our purchasing system as MBE/WBE enterprises.

Table I--List of Firms/Contracts by Name and Table II—List of Firms/Contracts by Type are attached and provide additional detail.

Conclusion

Progress toward achieving and maintaining a diverse workforce continues to be a challenge. As in previous years, we continue to seek Hispanic applicants in the professional and support classifications to round out ABAG's diverse workforce. We have doubled our efforts to send job announcements to organizations that provide services to Hispanics, such as the Unity Council in Oakland. We will also continue to reach out and provide contracting opportunities to as many under-represented groups as possible, while maintaining our requirements of excellence.

TABLE I--LIST OF FIRMS/CONTRACTS BY NAME

COMPANY	NATURE OF WORK	TYPE	FY2010/11 (\$'000)	FY2009/10 (\$'000)
ACCENT SERVICE COMPANY INC	JANITORIAL SERVICES	Asian	13	31
ALONZO PRINTING COMPANY INC	PRINTING	Hispanic	0	16
BARR, EILEEN C	CONSULTANT	Woman	0	36
BROCKBANK, MARCIA L	CONSULTANT	Woman	1	9
CAREER ALLIANCE INC	TEMPORARY PERSONNEL AGENCY	African-American	245	122
CHOPS STEAKHOUSE	CATERING	Woman	5	3
EARTHTEAM ENVIRONMENTAL NETWORK	CONSULTANT	Woman	64	42
FASTSIGNS	PRINTING	Asian	1	0
GOODWIN CONSULTING GROUP INC	CONSULTANT	Woman	29	19
JEANNE PERKINS CONSULTING	CONSULTANT	Woman	15	93
JM DESIGN	PRINTING	Woman	0	15
JP GRAPHICS INC	PRINTING	Woman	15	0
JT LITHO	PRINTING	Asian	58	40
KEATING, MARISELA	CONSULTANT	Hispanic	2	0
KRIESHOK, LISA	CONSULTANT	Woman	3	2
LUNCHSTOP CAFE METRO CENTER	CATERING	Asian	17	19
MAZE & ASSOCIATES	AUDITOR	Woman/Minority	77	86
MISSION ECONOMIC DEVELOPMENT AGENCY	CONSULTANT	Hispanic	0	15
NAT'L FORUM FOR BLACK PUBLIC ADMINISTRATORS	PROFESSIONAL ORG.	African-American	2	1
NETWORK CONSULTING SERVICES	CONSULTANT	Woman	0	2
OAKLAND MARRIOTT CITY CENTER	HOTEL	Asian	20	116
ON A ROLL	CATERING	Asian	0	1
ORENSTEIN, SUZANNE GOULET	CONSULTANT	Woman	0	1
PATTON, JOAN E	CONSULTANT	Woman	2	9
PDQ PRINT COPY MAIL	PRINTING MAILING	Asian	2	0
POLICYLINK	CONSULTANT	African-American	0	12
PRUNSKA CHATHAM INC	CONSULTANT	Woman	14	0
REED, DENISE J	CONSULTANT	Woman	12	0
RIVERA, REBECCA	CATERING	African-American	0	2
SAFETY COMPLIANCE MANAGEMENT INC	ONLINE INSTRUCTION	Woman	283	279
SLOAN, ROBERTA	CONSULTANT	Woman	17	20
SPENCER, LINDA	CONSULTANT	Woman	14	5
SSP DATA PRODUCTS	COMPUTER SUPPLIES	Asian	33	15
SULLIVAN, VERONICA	CONSULTANT	Woman	0	1
TDC ENVIRONMENTAL LLC	CONSULTANT	Woman	48	65
THORNTON, CAROL	CONSULTANT	Woman	0	15
V-SOFT INC	TECHNICAL CONSULTANT	Asian	177	149
ZERO WASTE SOLUTIONS	CONSULTANT	Asian	15	0
TOTAL			1,185	1,244
% of ALL ABAG CONTRACTS/SERVICES			23.6%	26.0%

TABLE II--LIST OF FIRMS/CONTRACT BY TYPE

COMPANY	NATURE OF WORK	FY2010/11 (\$'000)	FY2009/10 (\$'000)
AFRICAN-AMERICAN			
CAREER ALLIANCE INC	TEMPORARY PERSONNEL AGENCY	245	122
NAT'L FORUM FOR BLACK PUBLIC ADMINISTRATORS	PROFESSIONAL ORGANIZATION	2	1
POLICYLINK	CONSULTANT	0	12
RIVERA, REBECCA	CATERING	0	2
TOTAL AFRICAN-AMERICAN		247	138
ASIAN			
ACCENT SERVICE COMPANY INC	JANITORIAL SERVICES	13	31
FASTSIGNS	PRINTING	1	0
JT LITHO	PRINTING	58	40
LUNCHSTOP CAFE METRO CENTER	CATERING	17	19
OAKLAND MARRIOTT CITY CENTER	HOTEL	20	116
ON A ROLL	CATERING	0	1
PDQ PRINT COPY MAIL	PRINTING MAILING	2	0
SSP DATA PRODUCTS	COMPUTER SUPPLIES	33	15
V-SOFT INC	TECHNICAL CONSULTANT	177	149
ZERO WASTE SOLUTIONS	CONSULTANT	15	0
TOTAL ASIAN		323	372
HISPANIC			
ALONZO PRINTING COMPANY INC	PRINTING	0	16
KEATING, MARISELA	CONSULTANT	2	0
MISSION ECONOMIC DEVELOPMENT AGENCY	CONSULTANT	0	15
TOTAL HISPANIC		2	31
WOMAN			
BARR, EILEEN C	CONSULTANT	0	36
BROCKBANK, MARCIA L	CONSULTANT	1	9
CHOPS STEAKHOUSE	CATERING	5	3
EARTHTEAM ENVIRONMENTAL NETWORK	CONSULTANT	64	42
GOODWIN CONSULTING GROUP INC	CONSULTANT	29	19
JEANNE PERKINS CONSULTING	CONSULTANT	15	93
JM DESIGN	PRINTING	0	15
JP GRAPHICS INC	PRINTING	15	0
KRIESHOK, LISA	CONSULTANT	3	2
NETWORK CONSULTING SERVICES	CONSULTANT	0	2
ORENSTEIN, SUZANNE GOULET	CONSULTANT	0	1
PATTON, JOAN E	CONSULTANT	2	9
PRUNSKA CHATHAM INC	CONSULTANT	14	0
REED, DENISE J.	CONSULTANT	12	0
SAFETY COMPLIANCE MANAGEMENT INC	ONLINE INSTRUCTION	283	279
SLOAN, ROBERTA	CONSULTANT	17	20
SPENCER, LINDA	CONSULTANT	14	5
SULLIVAN, VERONICA	CONSULTANT	0	1
TDC ENVIRONMENTAL LLC	CONSULTANT	48	65
THORNTON, CAROL	CONSULTANT	0	15
TOTAL WOMAN		522	617
WOMAN/MINORITY			
MAZE & ASSOCIATES	AUDITOR	77	86
TOTAL WOMAN/MINORITY		77	86
TOTAL MBE\WBE		1,185	1,244
Total ABAG Consulting/Service Contracts		5,026	4,790
Percent MBE/WBE of Total Consulting/Service Contracts		23.6%	26.0%

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

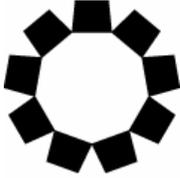
County of	Representative	Alternate
ALAMEDA	** Supervisor Nadia Lockyer	Supervisor Keith Carson
ALAMEDA	** Supervisor Scott Haggerty	Supervisor Nathan Miley
CONTRA COSTA	* Supervisor Gayle B. Uilkema	To Be Appointed
CONTRA COSTA	* Supervisor John Gioia	Supervisor Mary Piepho
MARIN	** Supervisor Susan L. Adams	Supervisor Judy Arnold
NAPA	** Supervisor Mark Luce	Supervisor Bill Dodd
SAN FRANCISCO	** Supervisor John Avalos	Supervisor Eric Mar
SAN FRANCISCO	** Supervisor Ross Mirkarimi	To Be Appointed
SAN FRANCISCO	* Supervisor Malia Cohen	To Be Appointed
SAN MATEO	* Supervisor Rose Jacobs Gibson	To Be Appointed
SAN MATEO	* Supervisor Dave Pine	To Be Appointed
SANTA CLARA	** Supervisor Ken Yeager	Supervisor George Shirakawa
SANTA CLARA	** Supervisor David Cortese	Supervisor Mike Wasserman
SOLANO	* Supervisor Barbara Kondylis	Supervisor Linda Seifert
SONOMA	* Supervisor David Rabbitt	Supervisor Shirlee Zane

Cities in the County of	Representative	Alternate
ALAMEDA	* Councilmember Beverly Johnson (Alameda)	Mayor Stephen Cassidy (San Leandro)
ALAMEDA	* Mayor Mark Green (Union City)	Mayor Michael Sweeney (Hayward)
CONTRA COSTA	** Councilmember Julie Pierce (Clayton)	To Be Appointed
CONTRA COSTA	** Councilmember Dave Hudson (San Ramon)	Councilmember Ben Johnson (Pittsburg)
MARIN	* Councilmember Carole Dillon-Knutson (Novato)	To Be Appointed
NAPA	* Mayor Jack Gingles (Calistoga)	Mayor Leon Garcia (American Canyon)
CITY OF SAN FRANCISCO	* Mayor Edwin Lee	Jason Elliott, Legislative Director
CITY OF SAN FRANCISCO	* Kate Howard, Government Affairs Director	Joaquin Torres, Liaison, Neighborhood Services
SAN MATEO	** Councilmember A. Sepi Richardson (Brisbane)	Councilmember Pedro Gonzalez (S San Francisco)
SAN MATEO	** Vice Mayor Richard Garbarino (S San Francisco)	Councilmember Nadia Holofer (Millbrae)
SANTA CLARA	* Councilmember Ronit Bryant (Mountain View)	Councilmember David Casas (Los Altos)
SANTA CLARA	* Mayor Joe Pirzynski (Los Gatos)	Vice Mayor Gilbert Wong (Cupertino)
SOLANO	** Mayor Harry Price (Fairfield)	Mayor Jack Batchelor (Dixon)
SONOMA	** Councilmember Susan Gorin (Santa Rosa)	Tiffany Renee (Petaluma)
CITY OF OAKLAND	* Councilmember Rebecca Kaplan	To Be Appointed
CITY OF OAKLAND	* Councilmember Jane Brunner	To Be Appointed
CITY OF OAKLAND	* Councilmember Desley Brooks	To Be Appointed
CITY OF SAN JOSE	* Councilmember Sam Liccardo	Councilmember Rose Herrera
CITY OF SAN JOSE	* Councilmember Kansan 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, 2011 - June 30, 2013



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 13
Westin St. Francis Hotel, San Francisco