

A G E N D A

ABAG EXECUTIVE BOARD MEETING NO. 377

Thursday, November 18, 2010, 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. 376 held on September 16, 2010

B. Grant Applications**

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

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

C. Appointments to Committees

President Mark Green requests Executive Board approval of appointments to the following committees:

Regional Planning Committee

Ronit Bryant, Mayor, City of Mountain View

Nancy Kirshner Rodriguez, City and County of San Francisco

Metropolitan Transportation Commission

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

D. Authorization to Amend Contracts with the California Department of Boating and Waterways (DBW)

Authorization is requested for the Executive Director or designee to amend the DBW contract by increasing the not to exceed amount to \$2,454,280 and increase of up to \$150,000.

E. Authorization to Apply for and Accept a Grant from the U.S. EPA Funding for San Pablo Stormwater Spine Project

Authorization is requested to submit an application to USEPA for San Francisco Bay Water Quality Improvement funding and if funded, for the Executive Director or designee to sign the agreement. The project assists with implementation of the CCMP for the San Francisco Estuary.

F. Authorization to Apply for and Accept a Grant from the State Department of Water Resources (DWR) for Integrated Regional Water Management Program (IRWMP) Funding for the Regional Green Infrastructure Capacity Building Project

Authorization is requested to submit an application to DWR for IRWMP funding and if approved for the Executive Director or designee to sign the agreement. Approval of Resolution No.12-10 is also requested.

7. STRATEGIC FACILITY PLANNING PROJECT: FINDINGS AND RECOMMENDATIONS**

Information/ACTION: CB Richard Ellis will summarize results of the strategy phase of the Strategic Facilities Planning Project, collaboration between the BAAQMD, MTC, and ABAG.

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

Information/ACTION: Ezra Rapport, Executive Director, will lead a discussion on the Bay Conservation and Development Commission's proposed amendments to the Bay Plan, which will update the 21-year-old sea level rise findings and policies and add a new section in the Plan dealing more broadly with climate change and adapting to sea level rise.

9. SUSTAINABLE COMMUNITIES STRATEGY HOUSING TARGETS AND EMPLOYMENT**

ACTION: Paul Fassinger, ABAG Research Director, will discuss targets and request Executive Board adoption of employment growth assumptions.

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

ACTION: Paul Fassinger, ABAG Research Director, will discuss the next RHNA Process with the Board and request guidance on the formation of a Housing Methodology Committee.

11. COUNTY/CORRIDOR ENGAGEMENT AND VISION SCENARIO**

Information: Kenneth Kirkey, ABAG Planning Director, will report on the County/Corridor Engagement meetings and discuss the Vision Scenario strategy for the Sustainable Communities Strategy Planning Process.

12. DRAFT SUSTAINABLE COMMUNITIES STRATEGY PUBLIC PARTICIPATION PLAN**

Information: JoAnna Bullock, Senior Planner, and Kathleen Cha, Senior Communications Officer, will provide an overview of the joint ABAG/MTC SCS Public Participation Plan, which will be adopted by the MTC Commission in December and the ABAG Executive Board in January.

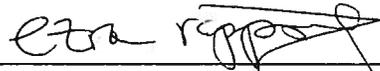
13. LEGISLATION & GOVERNMENTAL ORGANIZATION COMMITTEE REPORT**

Information/ACTION: Committee Chair Mark Luce, Supervisor, County of Napa, will report on Committee activities and ask Board approval of Committee recommendations.

14. FINANCE & PERSONNEL COMMITTEE REPORT**

Information/ACTION: Committee Chair Scott Haggerty, Supervisor, County of Alameda, will report on Committee activities and ask Board approval of Committee recommendations.

15. ADJOURNMENT



Ezra Rapport, Secretary-Treasurer

ABAG CALENDAR – November & December 2010

ASSOCIATION OF BAY AREA GOVERNMENTS [ABAG]

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NOVEMBER

Regional Advisory Working Group

11/4 @ 9:30 am, MetroCenter, Auditorium

ABAG / BAAQMD / MTC Joint Policy Committee

11/12 @ 10:00 am, MetroCenter, Auditorium

Urban Pesticides Committee

11/16 @ 9:00 am, MetroCenter, Room 171

Legislation & Governmental Organization

11/18 @ 3:30 pm, MetroCenter, ABAG Conference Room B

Finance & Personnel Committee

11/18 @ 5:00 pm, MetroCenter, ABAG Conference Room B

EXECUTIVE BOARD

11/18 @ 7:00 pm, MetroCenter, Auditorium

Regional Airport Planning Committee (RAPC)

11/26 @ 9:30 am, MetroCenter, Auditorium

DECEMBER

Regional Planning Committee (RPC)

12/1 @ 1:00 p.m., MetroCenter, Auditorium

Regional Advisory Working Group

12/3 @ 9:30 am, MetroCenter, Auditorium

Bay Trail Steering Committee

12/9 @ 1:30 pm, MetroCenter, ABAG Conference Room B

ABAG Power Executive Board Meeting

12/15 @ 10:00 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.

Date: November 9, 2010**To:** Executive Board

M E M O

From: Ezra Rapport
Executive Director**Subject:** Executive Director's Report

Since our last meeting we have experienced national, statewide, and local elections that have had great impact on local government and ABAG. As you know by now, Proposition 23 went down to overwhelming defeat by the voters who sent a clear message that Californians did not want to suspend AB 32 goals for greenhouse gas reductions until the state's unemployment rate drops to 5.5 percent or lower for one year. We did not fare as well with Proposition 26, which the voters passed 52.9%. This measure requires state and local regulatory fees to be adopted by 2/3 vote. As you know, ABAG's bill to provide a reliable source of income for the agency and funding for the SCS process at the local level was not allowed a committee hearing because of the Committee Chair's concern about the impact of passage of a fee bill with Prop.26 on the ballot.

Proposition 26 breaks new legal ground contains numerous exceptions and has limited intent language to guide interpretation. Currently, no ABAG programs are impacted by the passage of Prop. 26. However, two extended producer responsibility bills supported by HazWaste and L&/GO Committees –AB 1343 Paint Recycling and AB 2398 carpet stewardship will likely be affected, because the provisions are retroactive to January 21010.ABAG, The League of California Cities has established a committee of local attorneys to review Prop. 26. During the short term, the League has advised cities to: "expect uncertainty...proceed cautiously when adopting new fees, or increasing or extending existing fees." We will continue to monitor and evaluate the impact of Prop. 26 on local government and continue to search for ways to provide a consistent and reliable source of income for ABAG.

Sustainable Purchasing Workshop

On Wednesday, October 20th, ABAG hosted a Sustainable Purchasing Workshop at the Metrocenter. The workshop was organized at the direction of the Hazardous Waste Management Facility Allocation Committee, which also oversees the Green Business Program. It was attended by 60 local government staff and consultants who were interested in learning how to ensure their purchasing practices support their climate protection, pollution prevention, waste reduction and other environmental and public health - related goals in a fiscally-prudent manner.

The workshop was co-hosted by the Responsible Purchasing Network, a national organization devoted to providing tools and resources for local government agencies. RPN is based in Oakland and operated by Alicia Culver, who shaped the agenda and emceed the workshop. Ms. Culver has helped numerous public agencies in the Bay Area and beyond to develop Sustainable Purchasing Programs.

Participants were highly engaged and motivated. With the feedback we received, we will soon begin to plan the next workshop which we expect to hold in the Spring of 2011.

ABAG PLAN's 2010 Sewer Smart Summit

In the absence of President Green, I welcomed more than 100 public works directors, city engineers, sanitary district operators, water district operators, and other city and county staff to ABAG PLAN's Sewer Smart Summit at the Metro Center on October 26th. During the course of the day there was expert discussion on a range of sewer infrastructure issues that included compliance enforcement, best practices for preventing residential backups, the status of sewer ordinances, the effects of climate change on sewers, and disaster preparation for sewer/water agencies. New technology was also demonstrated during the summit.

New ABAG Earthquake Website

The Earthquake and Hazards Program has launched a new website (<http://quake.abag.ca.gov>). This includes

- new pages on housing losses (<http://quake.abag.ca.gov/housing/losses>)
- vulnerable housing types (<http://quake.abag.ca.gov/housing>)
- soft story buildings (<http://quake.abag.ca.gov/housing/softstory>)
- infrastructure losses (<http://quake.abag.ca.gov/infrastructure/>)
- a Local Government portal (<http://quake.abag.ca.gov/govt>)

Legislation Update

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

Federal Legislation

- **H.R. 4715**, a bill to amend the Federal Water Pollution Control Act to reauthorize the National Estuary Program was marked up in the Senate and went to floor votes in the House in April. It is now part of a package called "The Great Waters Bills." If approved, it provides up to \$1.2 million each year for each National Estuary Program (NEP) starting in 2012. **On Sept. 16th the bill was placed on the Senate Legislative Calendar under General Orders. Calendar No. 569.**
- **H.R. 5061**, the San Francisco Bay Improvement Act of 2010 introduced by Representative Jackie Speier last spring, is also now part of the "Great Waters Bill" discussion. It has been marked up on the Senate side, with substantial

differences between the House and Senate versions. **No movement on this bill since last report.**

SUMMARY MINUTES

ABAG Executive Board Meeting
No. 376, September 16, 2010
MetroCenter Auditorium
101 8th Street, Oakland, California

1. CALL TO ORDER

President Green called the meeting to order at approximately 7:10 p.m. A revised agenda was distributed.

Representatives and Alternates Present

Supervisor Susan L. Adams
Supervisor John Avalos
Vice Mayor John Boyle
Mayor Ronit Bryant
Supervisor David Cortese
Jason Elliott, Policy Advisor
Supervisor John Gioia
Mayor Mark Green
Supervisor Scott Haggerty
Supervisor Rose Jacobs Gibson
Councilmember Ash Kalra
Supervisor Mike Kerns
Director Nancy Kirshner Rodriguez
Supervisor Barbara Kondylis
Supervisor Mark Luce
Supervisor Ross Mirkarimi
Councilmember Nancy Nadel
Supervisor Gail Steele
Mayor Pamela Torliatt
Councilmember Joanne Ward
Vice Chair Terry Young

Representatives Absent

Mayor Len Augustine
Councilmember Jane Brunner
Councilmember Kansen Chu
Mayor Pro Tem Carole Dillon-Knutson
Councilmember Richard Garbarino
Mayor Jack Gingles
Supervisor Carole Groom
Mayor Beverly Johnson
Councilmember Sam Liccardo
Councilmember Julie Pierce
Vice Mayor Joe Pirzynski
Vice Mayor Jean Quan
Supervisor Gayle B. Uilkema
Supervisor Ken Yeager

Jurisdiction

County of Marin
County of San Francisco
City of Menlo Park
City of Mountain View
County of Santa Clara
City of San Francisco
County of Contra Costa
City of Union City
County of Alameda
County of San Mateo
City of San Jose
County of Sonoma
City of San Francisco
County of Solano
County of Napa
County of San Francisco
City of Oakland
County of Alameda
City of Petaluma
City of Hercules
RWQCB

Jurisdiction

City of Vacaville
City of Oakland
City of San Jose
City of Novato
City of South San Francisco
City of Calistoga
County of San Mateo
City of Alameda
City of San Jose
City of Clayton
Town of Los Gatos
City of Oakland
County of Contra Costa
County of Santa Clara

2. PUBLIC COMMENT

There was no public comment.

3. ANNOUNCEMENTS

Pamela Torliatt, Mayor, City of Petaluma, requested that the Board send Gayle B Uilkema, Supervisor, County of Contra Costa, wishes for a quick recovery from her illness.

There were no other announcements.

4. PRESIDENT'S REPORT

President Green welcomed Jason Elliott, Policy Advisor, alternate member representing the Office of the Mayor, City and County of San Francisco, and John Boyle, Vice Mayor, City of Menlo Park, alternate member representing cities in the County of Santa Clara.

President Green reported that SB 1205 (Corbett) passed through the Legislature and is on the Governor's desk awaiting signature. SB 1205 establishes the Disaster Recovery Planning Council to be administered by ABAG.

He reported that SB 153, formerly, SB 1445 and SB 406 authored by Senator Mark DeSaulnier, would have authorized MPOs and COGs to levy a vehicle surcharge of up to \$4 on vehicles in the region to help support planning for SB 375 at the local and regional levels. In a last ditch effort to save the bill, the surcharge was reduced up to \$2, but the bill failed because the Speaker of the Assembly refused to allow a to hearing.

The 50th Anniversary Committee continues to plan for a major event to commemorate ABAG's 50 years of service to the region. A major event is being planned for January 21, 2011, at the Claremont Hotel to celebrate the occasion.

He reported that he attended the California POA Conference, August 30-31, in San Francisco, and a ribbon-cutting ceremony earlier in the day for the HOT lanes on 680 in Alameda and Contra Costa Counties.

The Fall General Assembly on October 21st will be held in San Jose at the Hilton Hotel. The theme is Jobs, the Economy, and Sustainability.

5. EXECUTIVE DIRECTOR'S REPORT

Ezra Rapport, Executive Director, presented his first report on recent activities, which included environmental stewardship projects; grants and awards related to climate change, energy efficiency, and electric vehicle deployment; sustainable communities strategy; earthquake preparedness and recovery grants; legislation; and upcoming events.

Environmental Stewardship Projects

SFEP/ABAG received new contracts for \$200,000 from USGS for support of the 2010 Bay-Delta Science Conference to be held in Sacramento in September; \$445,756 to continue permitting support at the North Coast Regional Water Board from Caltrans, District 3, for two years; \$68,000 for Statewide Stream and Wetland Policy support as a subcontractor to San Francisco Estuary Institute for 15 months; \$92,657 from the State Water Resources Control Board to provide state-wide Total Maximum Daily Load support for two years; \$3,613,704 from U.S. EPA, Region 9 (under the San Francisco Bay

Water Quality Improvement Fund) to implement 10 projects for Bay area stormwater control and TMDL implementation.

SFEP/ABAG completed projects include the El Cerrito Green Streets Rain Garden Complete Construction; Bay Area-Wide Trash Capture Demonstration Project; Boater Sewage Pumpout; and California Invasive Species Council Drafts Strategic.

The San Francisco Bay Trail Project announced the opening of a 2.4-mile trail section along Moffett Field between Mountain View and Sunnyvale on September 20th. The trail will be managed by the U.S. Fish & Wildlife Service as part of the Don Edwards San Francisco Bay National Wildlife Refuge.

Climate Change, Energy Efficiency, and Electric Vehicle Deployment

DOE Retrofit Ramp-up, known nationally as the Better Buildings Program, is underway with LA County as the lead contracting agency for the state. ABAG is under contract with LA County for \$8,395,887 to provide projects in four parts of the Bay Area: City of San Jose, City/County of San Francisco, County of Alameda (StopWaste.Org), County of Sonoma (Sonoma County RCPA).

Retrofit Bay Area (Energy Upgrade California) – ABAG is finalizing a contract with the California Energy Commission (CEC) that will provide \$10,750,000 to promote energy efficiency retrofits in residential homes in the Bay Area. In addition to a regional website and call center managed by ABAG, each county will receive funding to implement programs specific to their area.

PG&E Green Communities – ABAG anticipates two work authorizations under this program: GHG Inventory Assistance for Local Governments, and Energy Use Benchmarking.

Electric Vehicle Deployment – ABAG staff is taking a collaborative role with other agencies and NGOs in developing a strategy to facilitate early adoption of electric vehicles (EVs), which will help meet Climate Change goals.

Electric Vehicle (EV) Grant Awards – EV Corridor Project Grant: In January 2010 ABAG and the EV Communities Alliance requested funds to install EV “charge points” and undertake related EV infrastructure initiatives. A funding award of \$504K was announced in June 2010, and project contract negotiation will begin shortly.

Electric Vehicle Deployment Pending Grants – Proposal to MTC by the ABAG – Bay Area EV Corridor Project Team and BAAQMD: ABAG and EV Communities Alliance initiated a Letter of Inquiry to the Climate Initiatives grant program in June on behalf of the nine-county region and several independently represented cities. BAAQMD also submitted a separate, uncoordinated request for \$5 million for EV chargers. Because there were many areas of overlap between the BAAQMD and ABAG/EV Corridor proposals, MTC requested that the agencies merge their requests into a single grant proposal. The agencies ultimately requested a grant of \$4.1 million.

ABAG – EV Communities Alliance Application to the RFG Settlement Fund for the “California Fast Charge Project” – ABAG (via the Balance Foundation) and EV Communities Alliance collaborated on a \$1.8 million funding request to install nine EV

Fast Chargers on the San Francisco to Los Angeles I-5 Corridor and to promote EV Charger Permit Streamlining and EV-Friendly Building Codes and Public Works Guidelines in select jurisdictions in both the ABAG and the greater Los Angeles region.

Sustainable Communities Strategy

Executive Director Rapport reported that on the agenda are items related to Employment and Demographic Forecasts, and to Priority Development Areas.

County/corridor engagement meetings have been undertaken or are scheduled in all nine counties. He reported that meetings in Alameda, Napa, Santa Clara, and Solano Counties have been held. The remaining meetings are in Contra Costa County on September 27th, Marin County on September 29th and San Francisco City and County on September 30th.

HUD Grant: San Francisco Bay Area Regional Plan for Sustainable Development Grant Application – MTC and ABAG partnered with local governments with Planned Priority Development Areas, and key stakeholders, including the Great Communities Collaborative, Breakthrough Communities, San Francisco Bay Conservation and Development Commission, Bay Area Air Quality Management District, San Francisco Planning and Urban Research Association, Silicon Valley Leadership Group, Bay Area Council, East Bay Economic Development Association, Urban Land Institute, Bay Area Regional Health Inequities Initiative, Bay Area Open Space Council, and the University of California at Berkeley. The proposal, centered on advancing the implementation of FOCUS, the San Francisco Bay Area's Regional Plan for Sustainable Development, is aligned with the Sustainable Communities Strategy (SCS) and was submitted for a total of \$4.2 million to develop a Regional Affordable Housing Investment Strategy; regional Infrastructure bank; analyze employment trends by sector and develop policies that support transit-served job locations; target Community Engagement in underserved/ resourced/ represented communities. HUD will approve awards this fall.

Strategic Growth Council Grant: This proposal was designed for MTC and ABAG to leverage partnerships with local governments and stakeholders to build support for the successful adoption of the Sustainable Communities Strategy (SCS). The proposal was submitted for \$1 million dollars to support targeted community engagement in disadvantaged communities; obtain visualization tools to engage a range of stakeholders in the development of SCS policies; identify performance indicators and a process for monitoring progress on SCS goals; identify CEQA benefits in SB 375; coordinate with adjoining MPOs and COGs on mega-regional planning issues; and support local government implementation of SCS strategies. The Strategic Growth Council will make awards by November 10, 2010.

Earthquakes and Hazards

ABAG will receive \$400,000 over three years funded by Caltrans, Division of Aeronautics, to study the long-term recovery of the regional airport system following an earthquake.

ABAG, in partnership with PMC Consultants, the California Building Officials and the California Real Estate Inspection Association, has submitted a Statement of

Qualifications to the California Earthquake Authority (CEA) to implement a state-wide incentive program to provide financial incentives to homeowners who retrofit their homes, and to train retrofit contractors through an online training course, educate building department staff about the program requirements, perform periodic quality assurance checks of completed retrofits ensure the eligibility of the homes receiving incentives, administer the incentives, and educate homeowners about their retrofit options and the details of the program.

Legislation Update

SB 1445 (DeSaulnier) was folded into AB 153 (Ma), which would have authorized the Bay Area and other regions in the State by a vote of the people to impose a fee up to \$4 on vehicle registrations to pay for regional land use planning activities. The bill was re-referred to Assembly Appropriations Committee where it died over concerns about any fee-based bills passed by the Legislature prior to the vote on November ballot initiative Proposition 26.

SB 1205 (Corbett), which would establish the Bay Area Disaster Recovery Planning Council to create a long-term regional recovery plan for an earthquake or other major disaster in collaboration with various stakeholders, is on the desk of the Governor awaiting signature.

H.R. 4715, a bill to amend the Federal Water Pollution Control Act to reauthorize the National Estuary Program, is now part of a package called "The Great Waters Bills" which, if approved, would provide up to \$1.2 million each year for each National Estuary Program (NEP) starting in 2012.

H.R. 5061, the San Francisco Bay Improvement Act of 2010, introduced by Representative Jackie Speier last spring, is also now part of the "Great Waters Bill" and has been marked up on the Senate side, with substantial differences between the House and Senate versions.

Upcoming Events

SFEP is organizing the 6th Biennial Bay-Delta Science Conference in Sacramento, September 27-29. This is a forum to provide the public with new information on Bay-Delta issues.

ABAG/SFEP is sponsoring a boat tour on the San Francisco Bay for ABAG officials on September 30 in celebration of National Estuaries Day.

ABAG's Bay Trail staff will lead a series of nine bike rides for Bay Trail Board Directors, public officials, and agency partners along various sections of the Bay Trail to highlight completed portions of the trail network.

President Green thanked Mr. Rapport for his report.

6. CONSENT CALENDAR

President Green recognized a motion by Ross Mirkarimi, Supervisor, City and County of San Francisco, and seconded by Barbara Kondylis, Supervisor, County of Solano, to approve the Consent Calendar. The motion passed unanimously.

A. Approval of Executive Board Summary Minutes**

Approved Summary Minutes of Meeting No. 374 held on July 15, 2010.
Approved Summary Minutes of Special Meeting No. 375 held on July 29, 2010.

B. Grant Applications

None since last meeting.

C. Approval of Resolution No. 11-10 Authorizing Submission of Grant Application to California Department of Conservation**

Approved Resolution No. 11-10 authorizing the Executive Director to submit, on behalf of the San Francisco Estuary Partnership, a grant proposal to the California Department of Conservation to fund a Watershed Coordinator and if funded authorizing the Executive Director or designee to enter in contract.

7. BAY AREA GREEN BUSINESS PROGRAM CERTIFIED PUBLIC AGENCY RECOGNITION**

Ceil Scandone, ABAG Senior Planner, introduced members of the Hazardous Materials Coordinating Committee, including Mark Luce, Supervisor, County of Napa; President Green; Barbara Kondylis, Supervisor, County of Solano; Gayle B. Uilkema, Supervisor, County of Contra Costa (not present); Ronit Bryant, Mayor, City of Mountain View; and Jean Quan, Vice Mayor, City of Oakland (not present). She introduced county coordinators present and reported on three initiatives – an update of standards and checklists, online measurement and management system, and checklist for commercial buildings. She stated that the Bay Area Green Business Program was seeking Executive Board recognition for 17 public agencies that have been certified as "Green Businesses" in the past 14 months.

President Green recognized a motion by Susan Adams, Supervisor, County of Marin, and seconded by Mike Kerns, Supervisor, County of Sonoma, to recognize the 17 public agencies that have been certified as "Green Business" in the past 14 months. The motion passed unanimously.

President Green presented certificates to each of the following public agency certified as "Green Business": Sonoma County: City of Sonoma Public Works Corporation Yard; Santa Clara County: Office of Supervisor George Shirakawa, Egan Junior High School, Los Altos High School; San Mateo County: Mid-Peninsula Water District, Portola Valley Town Hall, Portola Valley Library, South Bayside Waste Management Authority; Marin County: Sun Valley Elementary School; Contra Costa County: Office of Supervisor Federal Glover, Martinez City Hall, Richmond City Hall, Central Contra Costa Sanitary District, Contra Costa College Collision Repair Department; Alameda County: Cal State East Bay Oakland Professional Development and Conference Center, and City of Hayward City Hall and Utilities Center.

President Green thanked Ms. Scandone for her report and congratulated all of the new "Green Businesses".

8. PLANNED PRIORITY DEVELOPMENT AREA ASSESSMENT – PLANNED GROWTH AND INFRASTRUCTURE NEEDS**

Gillian Adams and Sailaja Kurella, ABAG Regional Planners, presented results of the Priority Development Area (PDA) Assessment undertaken by ABAG on all PDAs in the region. They described the planned PDAs, the purpose for the PDA assessment and

its components, the proposed growth in housing and jobs in the planned PDAs, and the infrastructure needs. They noted that the PDA assessment supports the Sustainable Communities Strategy and reported that the Regional Advisory Working Group provided feedback on the PDA assessment. Next steps include presenting data at the county level, continuing with readiness and completeness analyses, and producing a report.

Members discussed the PDA planned growth and infrastructure needs, obtaining missing data from jurisdictions that have not responded to the survey; capital need by category, such as schools and utilities; not including BART, SMART, Rapid Transit, and similar transit as capital need; tax credit for affordable housing and integrated incomes; assessing needs of large and small PDAs; requirements for Environmental Impact Reports.

President Green thanked Ms. Adams and Kurella for their report.

Items 10 and 11 were taken out of order to ensure quorum was present for the Board to take action on the Committee Reports.

9. REGIONAL HOUSING TARGET: ECONOMIC AND DEMOGRAPHIC ASSUMPTIONS

Executive Director Rapport introduced the issue of economic and demographic assumptions which are related to the Sustainable Communities Strategy because it covers the regions forecast for employment growth for the next 25 years. Employment growth forecast plays a major role in projecting the regions housing needs, but also affects land use planning and transportation infrastructure planning. Given the regions' commitment to the SCS and the economic downturn ABAG is reviewing its employment growth forecast methods and reasonableness of its projections. No conclusions have been reached and ABAG staff will be meeting with MTC staff for more discussion. He noted differences in growth in the region between 1960 and 1990 and between 1990 and 2010, and on how ABAG forecast job growth and the model used.

Paul Fassinger, ABAG's Research Director, presented information on the assumptions for the Regional Housing Target in the Sustainable Communities Strategy (SCS). He reviewed the reasons for a regional housing target and differentiated long-term forecast and housing need. He described the method for estimating demand, employment assumptions, historic employment growth, and long term implications of the current economy. He described employment forecasting and long-term planning, headship rates and household formation. He noted that both demographic and economic models will be used to produce population and job forecast. The method of estimating housing need will be presented in November. Data from the model runs will be used to prepare a "base case" forecast and the housing need method will be applied to determine housing need and to prepare SCS scenarios.

Members discussed and provided feedback on the economic and demographic assumptions for the Regional Housing Target, including responding to an article by Dick Spotswood; the accuracy of past projections; requested information on the accuracy of past projections; housing availability and economic growth; poverty and income forecasting; comparisons of projections using the economic method and the proportion of national employment growth; PDAs providing capital and

infrastructure obligations; using different data in models that reflect changing demographics and assisting the state legislature to revise HCD requirements; job creation and employment; housing demand and hiring rate.

President Green thanked Mr. Fassinger for his report.

10. LEGISLATION & GOVERNMENTAL ORGANIZATION COMMITTEE REPORT**

President Green recognized Committee Chair Mark Luce, Supervisor, County of Napa, who reported on committee activities, including: approval of minutes of meeting held July 15, 2010; review of bills enrolled and sent to the Governor for signature, including: SB 1205 (Corbett), Bay Area Disaster Recovery Planning Council Act; AB 234 (Huffman), Oil Spill Prevention and Response: Transfer of Oil; AB 987 (Ma), Transit Village Development Districts: Infrastructure Financing; AB 1343 (Huffman), Architectural Paint Recycling; AB 1755 (Swanson), Seismic Safety Finance Act; AB 2103 (Hill), San Francisco Bay Restoration Authority; AB 2398 (Perez), Product Stewardship Carpet: Public Procurement; SB 228 (DeSaulnier), Plastic Bags: Compostable Plastic Bags; SB 346 (Kehoe), Hazardous Materials: Motor Vehicle Brake Friction Materials; SB 1006 (Pavley), Natural Resources: Climate Change, Strategic Growth Council; SB 1211 (Romero-Dutton), Unemployment Insurance: Benefits, Eligibility, Overpayments, Elected Officials; review of AB 827 (DeLaTorre), Local Public Employees, and AB 194 (Torrice), Retirement: Local Employees; AB 602 (Feuer), Land Use and Planning: Time Limitations; recommendations on propositions, including: Proposition 21 (support); Proposition 23 (oppose); Proposition 25 (support); Proposition 26 (oppose); Proposition 27 (oppose).

Barbara Kondylis, Supervisor, County of Solano, commented on legislation supported by ABAG which did not get passed.

Ross Mirkarimi, Supervisor, City and County of San Francisco, commented on past efforts regarding Proposition 16, and Proposition 26.

President Green recognized a motion by Chair Luce, which was seconded by Pamela Torliatt, Mayor, City of Petaluma to approve the staff report. The motion passed unanimously.

President Green thanked Chair Luce for his report.

11. FINANCE & PERSONNEL COMMITTEE REPORT**

President Green recognized Chair Scott Haggerty, Supervisor, County of Alameda, who reported on committee activities, including approval of minutes of meeting held July 15, 2010; report on the financial reports for June and July; report on membership dues not yet paid; and report on Diversity and Business Opportunity, FY 2009-10, noting continuing need to attract minorities for employment; and a report on a proposed website for ABAG initiatives.

President Green recognized a motion by Chair Haggerty, which was seconded by Supervisor Adams, to approve the staff report. The motion passed unanimously.

President Green listed the jurisdictions which have not yet submitted membership dues, including Rio Vista, Morgan Hill, Palo Alto, Gilroy, Los Altos, Atherton, Dublin,

Oakley, Orinda, Pinole, Pleasant Hill, Antioch, Corte Madera, American Canyon,
Napa, Yountville.

President Green thanked Chair Haggerty for his report.

12. ADJOURNMENT

President Green announced that the Fall General Assembly is on October 21 in San Jose and Supervisor Kondylis reminded members of the challenge regarding the Day of Remembrance about domestic violence on October 29.

13. The meeting was adjourned at approximately 9:12 p.m.

Ezra Rapport, Secretary-Treasurer

*** Indicates attachments.*

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

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

**Association of Bay Area Governments
Executive Board
Thursday, November 18, 2010
Project Review**

.1 Federal Grant Applications Being Transmitted to the State Clearinghouse

Solano

Applicant: City of Rio Vista-Department of Public Works

Program:

Project: City of Rio Vista Water System Improvement Project

Description: The City's domestic water supply is provided from 8 wells, 3 of which are inoperative due either to low flow or arsenic levels above the APA Maximum Concentration Level (MCL) of 10 ppb. Well 10, the best water producer has been tested and at all depths the arsenic concentration is above 10 ppb (cf Table 2). The water from wells 11, 13 and 14 (cf Table 1) is blended in a 2 million gallon tank to obtain an effluent below 10 ppb. The concern is that as the arsenic concentration in these wells varies due to pumping rates and/or changes in the aquifer, it will not always be possible to obtain a blend of effluent below 10 ppb. To guarantee an adequate quantity as well as a safe water supply for the City, it is essential that the concentrations of arsenic not exceed the MCL of 10 ppb at any time, especially during the dry season. Tests to determine the most economical method for the arsenic abatement of these wells will be completed within two-three weeks. Arsenic abatement of the water from these wells is the only method to guarantee safe drinking water for the City.

Cost:	Total	\$3,000,000.00	Federal	\$3,000,000.00	State:	\$0.00
			Applicant	\$0.00	Local	\$0.00
					Other	\$0.00

Contact: Hector De La Rosa (707) 374-6451
ABAG Clearinghouse Number 15121

San Mateo

Applicant: San Mateo County Transit District

Program: Federal Transportation Administration

Project: Application for Federal Assistance: Replacement of the 1993 Gillig Fleet (40-foot buses); Replacement of the 1993 Gillig Fleet (30-Foot Buses); Service Support Vehicles; ADA Operating Subsidy; Preventive Maintenance

Description: Replacement of the 1993 Gillig Fleet (40-foot buses); Replacement of the 1993 Gillig Fleet (30-Foot Buses); Service Support Vehicles; ADA Operating Subsidy; Preventive Maintenance

Cost:	Total	\$17,593,661.00	Federal	\$13,912,944.00	State:	\$0.00
			Applicant	\$0.00	Local	\$3,680,717.00
					Other	\$0.00

Contact: Rebecca Arthur (650) 508-6368
ABAG Clearinghouse Number 15127

Napa

Applicant: City of St. Helena

Program: USDA

Project: Application for Federal Assistance: St. Helena Wastewater Treatment and Reclamation Plant Upgrade Project

Description: St. Helena Wastewater Treatment and Reclamation Plant Upgrade Project

Cost:	Total	\$1,450,000.00	Federal	\$1,450,000.00	State:	\$0.00
			Applicant	\$0.00	Local	\$0.00
					Other	\$0.00

Contact: John Ferons (707) 968-2658
ABAG Clearinghouse Number 15131



November 4, 2010

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 January 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 \$2,454,280.10, an increase of up to \$150,000 for work during calendar 2011. The time period of the contact will be extended, with the contract ending on December 31, 2012. 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 \$150,000 to work with the boating community in the San Francisco Bay Delta Estuary. ABAG will provide an in-kind services match of \$37,500.

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 \$2,454,280.10 an increase of up to \$150,000.

Next Steps

Upon board approval SFEP will amend the contract with DBW.

Item 6.D.



MEMO

Submitted by: Judy Kelly
Director, San Francisco Estuary Partnership

Subject: Authorization to Apply for and Accept a Grant from the U.S. EPA Funding for the San Pablo Stormwater Spine Project

Date: November 8, 2010

Executive Summary

Building on the green streets rain gardens pilot project installed in El Cerrito in the summer of 2010, the Estuary Partnership proposes working with local governments to plan and create a series of “spine” of demonstration green stormwater projects along San Pablo Avenue, in seven of the cities that touch San Pablo Avenue in Contra Costa and Alameda Counties. The projects will be located on San Pablo Avenue and wherever possible, within ABAG’s Priority Development Areas, contributing to greener infill development and more sustainable, livable communities, including in some of the disadvantaged communities bordering San Pablo Avenue. Each project can feature a different type of green stormwater treatment design—i.e., stormwater planters, bioswales, tree well filters, etc.—and use different project designers, as long as the design/project treats runoff from San Pablo Avenue and at least one acre (preferably more) of impervious surface.

The total amount of federal funding requested under this grant application is estimated at \$ 1,300,000. CalTrans has agreed to provide a project match of \$ 1,800, 000 for construction . Application is due to EPA by January 28, 2011, expected award would be June 2011.

Recommended Action

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



MEMO

Submitted by: Judy Kelly
Director, San Francisco Estuary Partnership

Subject: Authorization to Apply for and Accept a Grant from the Dept of Water Resources for IRWMP Funding for the Regional Green Infrastructure Capacity Building Project

Date: November 8, 2010

Executive Summary

In this project, SFEP will coordinate with partners around the region to develop, implement and share successes of a regional green infrastructure project. Our partners include, SFEI, Stopwaste.org, Caltrans, Napa County, and the cities of Campbell, San Pablo, Richmond, El Cerrito, Albany, Berkeley, Emeryville & Oakland. The Estuary Partnership's Stormwater Spine Project develops stormwater treatment demonstration projects along San Pablo Avenue from Oakland to San Pablo (7 cities in Alameda & Contra Costa Counties and up to 14 acres). The City of Campbell will convert a portion of Hacienda Avenue to a green street; Napa County will develop and implement a program that promotes the conversion of wine and other barrels to home rain barrels. Napa County will also construct up to one acre's worth of demonstration rain gardens around the County.

The total amount of state funding requested under this grant application is \$ 4,510,000. An additional \$ 3,840,000 in project match will be met by project partners and SFEP from compatible grants or in-kind services. Application is due to DWR by January 7, 2011, expected award would be June 2011.

Recommended Action

The Board is requested to authorize the application to DWR for IRWMP funding by approving a resolution to accompany the application. Should ABAG receive the grant, approval for the Executive Director or designee to sign the agreement is requested. The project assists with implementation of the CCMP for the San Francisco Estuary.

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

RESOLUTION NO. 12-10

**AUTHORIZING THE EXECUTIVE DIRECTOR, OR DESIGNEE, TO SUBMIT AN
APPLICATION AND EXECUTE AN AGREEMENT WITH THE STATE OF
CALIFORNIA FOR AN IRWM IMPLEMENTATION GRANT**

NOW, THEREFORE, BE IT RESOLVED, by the Executive Board of the Association of Bay Area Governments, that application be made to the California Department of Water Resources to obtain an Integrated Regional Water Management Implementation Grant pursuant to the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Public Resource Code Section 75001, *et seq.*), and to enter into an agreement to receive a grant for the Regional Green Infrastructure Capacity Building Project. The Executive Director or designee of the Association of Bay Area Governments is hereby authorized and directed to prepare the necessary data, conduct investigations, file such application, and execute a grant agreement with California Department of Water Resources.

The foregoing adopted by the Executive Board this 18th day of November, 2010.

Mark Green
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Secretary-Treasurer of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 18th day of November, 2010.

Ezra Rapport
Secretary-Treasurer

Approved as To Legal Form

Kenneth K. Moy
Legal Counsel

OneBayArea

Strategic Facilities Planning Study Findings and Recommendation

Association of Bay Area Governments

November 18, 2010



Project Background

- **July 2009:** Air District's Executive Committee directed staff to explore facilities consolidation opportunities with MTC, ABAG and other public agencies
- **September 2009:** MTC Administration Committee approved staff's recommendation to participate in the project.
- **January 2010:** The Air District, MTC and ABAG executed a MOU agreeing to work jointly on a regional government facility study.
- **June 2010:** CB Richard Ellis (CBRE) awarded contract for real estate advisory services
- **July 2010:** The ABAG Executive Director discussed the project with the Executive Board and F&P Committee.
- **October 2010:** CBRE presented study findings to a joint agency Ad Hoc Committee (Chair, Vice-Chair and Executive Directors). The committee referred the presentation to each agency's governing board for action.

Study Objectives

- **Develop a real estate strategy that:**
 - Provides for Greater Building Efficiencies
 - Lessens Environmental Impact; and
 - Improves Inter-Agency Cooperation and Initiatives through consolidation



CBRE
BY RICHARD ELLIS

TENANT ADVISORY PRACTICE
Consolidation Strategy for:

The Air District, MTC & ABAG

**Strategic Facilities Planning
Project**

Phase II Study

Presented by:

Raul C. Campos
Managing Director
Senior Vice President

Darin R. Bosch
Senior Vice President

Alex Somerville
First Vice President

Brian J. Talbot
Associate

November 17, 2010

CBRE | STRATEGY DEVELOPMENT

SCOPE OF WORK

Activities Completed

The Core Team has completed three segments of work, Needs Analysis, Scenario Planning & Strategy Development, which included the following activities:

- Conducted 26 interviews of executives, senior management and staff to uncover key business drivers, planning objectives and facility needs
- Toured facilities and collected baseline data on operating expenses, future capital expenditures, building efficiency, and current utilization
- Performed in-depth Market Analysis
- Developed preliminary facility and real estate criteria
- Engaged in Scenario Planning to test proposed alternative strategies
- Developed financial analysis and recommended strategy



CB Richard Ellis | Page 5

CBRE | STRATEGY DEVELOPMENT

KEY ISSUES



The Air District Headquarters

196 Employees housed in 82K Sq. Ft.

(344 Employees total when current vacancies and field staff are accounted for)

The Building is Obsolete

•The building is 44 years old and has not been extensively renovated in the past 20 years.

•The current layout of space is highly inefficient – averaging 420 sq. ft. per person (compared to an industry average of 225 sq. ft. per person).

•CBRE estimates over **\$300 per sq. ft. to renovate** (HVAC, Fire Sprinklers, ADA compliance, Seismic retrofit & hazardous material abatement)

•**The cost to renovate the existing building (more than \$30M) is equivalent to buying a newer facility in move-in condition.**

CB Richard Ellis | Page 6

CBRE | STRATEGY DEVELOPMENT

KEY ISSUES



MTC/ABAG Headquarters

238 Employees housed in 77K Sq. Ft.

(256 Employees total with 18 housed offsite)

Lack of Growth Space

- The building is in good condition with minimal renovations needed (estimated at \$7.5M)
- The current layout of space is relatively inefficient – averaging 324 sq. ft. per person (compared to a industry average of 225 sq. ft. per person)
- Both MTC and ABAG fully occupy their existing space and ABAG has already expanded off-site
- Providing for additional expansion will require MTC/ABAG to fragment their occupancy into multiple sites
- *The MTC/ABAG building cannot accommodate further growth*

CBRE | STRATEGY DEVELOPMENT

KEY ISSUES

	"As is" Sale Value	"As is" Lease Rate	Annual Gross Rental Income
Air District	\$4 million	\$18.00 psf annual	\$0.9 million
MTC/ABAG	\$4 million	\$22.20 psf annual	\$1.5 million

Disposition Values

- The Air Districts building is located in a non-core office location and given current market conditions and the building's age, an investor would acquire the site for redevelopment as housing.
- The MTC/ABAG building is located just outside of the core office market but well located near BART. The disposition value for the building is depressed by current market conditions (lack of debt financing for "opportunity fund" investors), the condominium structure, and the ground lease with BART.
- BART holds a Right of First Refusal for either owning or leasing space vacated by MTC or ABAG.

CBRE | STRATEGY DEVELOPMENT

KEY PLANNING DRIVERS

Strategy Drivers

- Reflect the core values of the combined organizations
 - Improve the efficiency of the facility and "Walk the talk" (improved energy efficiency and sustainability, located close to BART)
- Promote interagency cooperation and initiatives – "One Bay Area" (promote programs and values to stakeholder, customers and public)
- Locate near amenities (urban environment that is convenient to public transportation, retail services and housing)

Fit Drivers

- Provide for current headcount plus modest growth over the next ten years (~10% growth for all agencies combined).
- Minimize disruption to employee and board member commuting patterns and promote the use of BART and other public transportation
- Combine boardrooms for all agencies into a single space and provide additional support space for training, conferences and cafeteria
- Reduce travel for board members serving on multiple boards and committees

Cost Drivers

- All agencies are very cost sensitive
- Owning is preferred to leasing

CBRE | STRATEGY DEVELOPMENT

KEY PLANNING DRIVERS

Market Drivers

- Both the San Francisco and Oakland office markets are expected to "bottom-out" by first quarter of 2012
- While rents have declined almost 20%, building values have fallen over 40% (except fully leased class "A" office buildings)
- Opportunities to purchase existing buildings that are 150,000 sq. ft. or greater with 100,000 sq. ft. of contiguous availability are limited:
 - 7 existing options were identified that may meet the location criteria in San Francisco
 - 2 existing options in Oakland have been identified that may meet the selection criteria

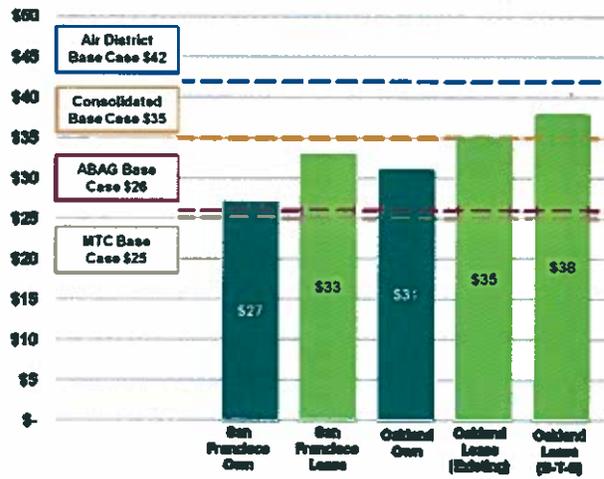


*Market availability as of Sep 25, 2010
Based on preliminary research

CBRE | STRATEGY DEVELOPMENT

FINANCIAL ANALYSIS

Cost Comparison of Scenarios (\$ per sq. ft.)



CBRE | STRATEGY DEVELOPMENT

EMPLOYEE LOCATIONS

Employee Residence by County

COUNTY										COMBINED AGENCIES
Alameda	90	52.3%	40	54.8%	59	23.4%	189	38.0%		
Contra Costa	34	19.8%	18	24.7%	41	16.3%	93	18.7%		
San Francisco	25	14.5%	10	13.7%	79	31.3%	114	22.9%		
San Mateo	5	2.9%	1	1.4%	30	11.9%	36	7.2%		
Marin	9	5.2%	2	2.7%	13	5.2%	24	4.8%		
Solano	7	4.1%	1	1.4%	7	2.8%	15	3.0%		
Sonoma	0	0%	1	1.4%	8	3.2%	9	1.8%		
Napa	0	0%	0	0%	3	1.2%	3	.6%		
Santa Clara	2	1.2%	0	0%	12	4.8%	14	2.8%		
Total	172	100%	73	100%	252	100%	512	100%		

**TRANSIT
COMMUTE
EFFECTS**

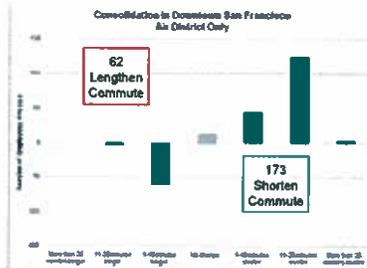
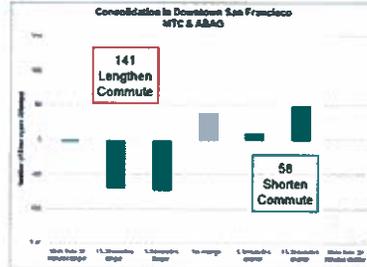
SAN FRANCISCO

Current Avg Commute Time:

51.9 Minutes

Avg Commute Time to SFD:

48.9 Minutes



**TRANSIT
COMMUTE
EFFECTS**

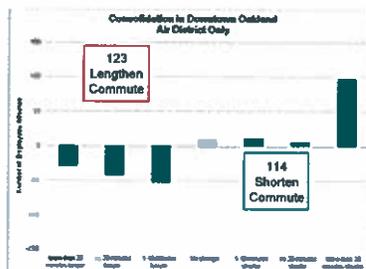
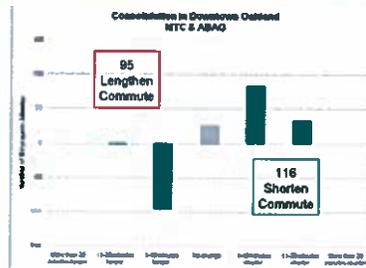
OAKLAND

Current Avg Commute Time:

51.9 Minutes

Avg Commute Time to Oak DT:

48.0 Minutes



STRATEGY

Key Findings

- 1. Consolidate occupancy**
 - Supports strategic drivers and promotes interagency synergy
 - Benefits from economies of scale
 - Carbon footprint reduction of 40% or more
- 2. San Francisco and Oakland are appropriate locations**
 - Consolidations in either San Francisco or Oakland with close proximity to BART and other transportation will have little adverse impact on any of the agencies
 - Currently, existing opportunities exist in both markets
- 3. Develop specific options in the Market**
 - Engage outside support to run a competitive process with existing options
 - Team to negotiate a non binding "letter of intent" with best option
 - Provide board with results for review and approval of next steps

Recommendation

- **Subject to Approval by Each Agency's Governing Board:**
 - **Proceed with the next phase of the consolidation strategy and pursue specific options in the Oakland and San Francisco markets for a joint regional facility with the BAAQMD and MTC.**



November 5

M E M O

TO: Executive Board

FROM: Ezra Rapport, Executive Director

SUBJECT: Bay Conservation and Development Commission Proposed Bay Plan Amendment

Introduction

The Bay Conservation and Development Commission (BCDC) has been working on proposed amendments to the Bay Plan since early – 2009. The main subject of these amendments is the effect of Climate Change on the Bay and its potential impact on the Bay Shoreline. Using the analysis of several scholarly reports, BCDC staff finds that “Global warming is expected to result in sea level rise in San Francisco Bay of 16 inches by mid century and 55 inches by the end of the century.”

Background material for the proposed amendment is presented in BCDC’s staff report entitled, *Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline*, dated April 7, 2009. Over the past 18 months, BCDC’s staff has briefed MTC, ABAG and the Joint Policy Committee on the proposed amendments.

Proposed Amendments

BCDC has conducted numerous public hearings on its proposed changes to the existing Bay Plan. There are four categories of proposed changes:

- a. Amend the findings and policies on tidal marshes and tidal flats to ensure buffer zones are incorporated into restoration projects;
- b. Amend the policies on safety of fills by updating the findings and policies on sea level rise to bring them into conformity with the goals of SB 375;
- c. Amend the policies on protection of shoreline to address protection from future flooding; and
- d. Amend the findings and policies on public access to avoid significant impacts from sea level rise.

Long Term Adaptation Strategy

The proposed Bay Plan Amendments recommend that the Commission, in collaboration with the Joint Policy Committee, and other regional, state and federal agencies, local governments, and the general public formulate a regional sea level rise adaptation strategy incorporating a long list of considerations. The regional strategy “should



determine where existing development should be protected and infill development encouraged, where new development should be permitted, where existing development should eventually be removed to allow the Bay to migrate inland.”

Interim Approach Development Guidelines

The proposed Bay Plan Amendments also propose an interim approach for dealing with development until a regional sea level rise adaptation strategy can be completed. As required by state law, the Amendments would be used by the Commission in making regulatory decisions within BCDC’s permit jurisdiction. Outside of BCDC jurisdiction, the policies are by statute “advisory only” for local governments “when planning or regulating new development in areas vulnerable to future shoreline flooding.”

Concerns Regarding Interim Approach Development Guidelines

Many stakeholders in the Sustainable Community Strategy (SCS), including local governments, private developers, and regional agencies have concerns regarding the potential impact of the interim approach guidelines on what is today considered infill development in a large zone (213,000 acres outside of BCDC jurisdiction) that could be inundated a 16- 55 inch sea level rise unless protected by infrastructure that could result from the adoption of a regional long term adaptation strategy.

While the Bay Plan Amendments are advisory only outside BCDC’s jurisdiction, they could have a serious impact in the CEQA process that is required to implement the infill development assumed under the SCS. BCDC’s staff recognizes this potential CEQA impact and is working together with the regional agencies to eliminate this unintended impact. (It should be noted that BCDC’s staff believes this problem will be exacerbated if the proposed Bay Plan Amendments are not approved because the existing Bay Plan policies are more restrictive and do not support the SCS as do the proposed amendments.)

Joint Policy Committee Approach

BCDC staff has committed to working collaboratively with the other regional agencies to deal with the CEQA issue before BCDC takes action on the Bay Plan Amendments.

A report on this subject will be brought before the Joint Policy Committee (JPC) in January following additional analysis and evaluating various options.

BCDC has postponed action on the proposed Bay Plan Amendments until April, which provides ample time to incorporate the results of the analysis into BCDC’s final action.

ABAG staff believes this is the right approach and recommends that the ABAG Executive Board advise the BCDC to work through the JPC prior to taking any formal action with respect to the proposed Bay Plan Amendments.

One Bay Area

Date: November 5, 2010
To: Executive Board
From: ABAG Staff
Subject: Employment Forecasting Method & Determining 25 Year Regional Housing Need

Summary

SB 375 requires each Metropolitan Planning Organization (MPO) in California to develop a Sustainable Communities Strategy (SCS), an integrated regional land use and transportation plan, that demonstrates, amongst other things, areas within the region sufficient to house “all the population of the region.” The steps and formulas for estimating the amount of housing needed to house all of the region’s population, as well as the demographic and economic assumptions incorporated into the housing estimate are provided in detail in this memo and its attachments.

In the Bay Area, MTC and ABAG share the task of developing the SCS, and ABAG has the lead role in adopting housing and employment forecasts. In this memo, staff requests that the ABAG Board approve a new methodology to forecast the region’s long term employment growth. Regional job estimates are a fundamental component to forecasting population growth and housing need.

As the result of a comprehensive review of employment growth forecasting techniques and results, staff recommends that ABAG adopt the “shift share” methodology to prepare the long-term forecast, specifically to estimate the regional total number of jobs. This methodology would make ABAG’s employment growth forecasts more consistent with the other large metropolitan planning organizations in California, and better accounts for the most recent twenty year trend in Bay Area employment growth (1990-2010).

In summary, staff is recommends that ABAG’s Executive Board approve at its November 18, 2010, meeting:

- 1) A revised methodology for forecasting the region’s long-term employment growth;
- 2) The formula for calculating the region’s 25 year housing need;
- 3) The household formation assumptions to be used in the formula for calculating the 25 year housing need.

Revised Employment Forecasting Methodology

For this year's update to the forecast, we recommend that staff employ a different methodology for forecasting the region's long-term job growth--a shift share method instead of the current econometric (IMPLAN) model.

The alternative forecast method, utilized by the other large MPOs in California, is known as the "shift share method." The shift share method is essentially a two step process, whereby total U.S. employment is first forecasted for a future year. Next, the Bay Area's share of that employment is estimated for future years, typically by looking at historical regional shares of national employment. The Bay Area's share of employment is then applied to the U.S. total employment estimate, thereby arriving at total future Bay Area employment.

There are several reasons for selecting shift share over econometric models to estimate total future Bay Area employment. The shift share method is more consistent with the methodology of employment forecast that is used by the other large MPOs in the State, namely SACOG and SCAG. It is more transparent in terms of explanation and tracking history. It is more practical to explain the regional economic narrative that underlies planning and the SCS. Additionally, the results of shift share conform better to the recent experience of relatively modest average job growth in the Bay Area. We recognize that there is great uncertainty in forecasting the future economy. To better connect with our SCS partners, we will gain more credibility with forecasts that comport better with their understanding of the future economy.

Using this shift share method, the Bay Area's jobs forecast would be in the 4.4 million range in 2035, which means that the Bay Area would be projected to grow an average of 50,000 jobs per year over the next 25 years, compared to 3.1 million jobs today. Put another way, the average annual rate of job growth in the Bay Area would be less than 1%, compared to 1.1% in Los Angeles, and 1.3% in Sacramento forecasts. Bay Area jobs would grow by roughly 24% compared to the national job gain of 18%. The rationale and optimism for this higher growth rate is that the Bay Area economic base is concentrated in sectors likely to lead the nation in job growth. However, while this forecast takes into account the Bay Area's assets, it is substantially below the econometric forecast of Projections 2009 of 5.1 million jobs (it's important to note that the reduction in forecasted jobs is a combination of both a change in forecast methodology and the lower base job level attributable to the persistent economic recession). In any case, we believe this forecast methodology more accurately builds in recognition of the prior twenty year trend which has constrained job growth in the Bay Area.

Calculating the Region's 25 Year Housing need

The specific calculation of the number of units needed to "house all the population of the region" can be described best as a series of steps. The first three steps are to estimate total population, while the final two

are about applying household formation rates to that total population:

1. Estimate **demographic population growth**, as determined by natural increase;
2. Estimate **employment growth**;
3. Determine **in-migration**, mostly due to employment growth;
4. Add in-migration to demographic population to arrive at **total population**;
5. Determine **“household formation” rates**;
6. Apply household formation or headship rate to total population to determine **total housing need**.

Household Formation Assumptions for the 25 Year Need

To describe the method more fully, draft household estimates are shown in Attachment 1. This estimate was made by starting with the 2000 census headship rates by age and racial/ethnic group for the Bay Area. Since the Projections 2009 forecast did not differentiate racial/ethnic populations, estimates in the forecast years were derived using data from the California Department of Finance’s long range population forecast. After reviewing various state demographic methodologies, and consulting with state agencies and other regions, it was assumed that individual racial/ethnic headship rates would trend 50% toward the 2000 regional mean by the 2040 forecast year.

Summary

The new housing and employment forecast methodologies will change the Projections 2009 regional totals as shown in Attachment 1. The Household projections assume that the Bay Area can accommodate all the region’s forecasted housing demand by income level consistent with the requirements of SB375. If in fact we are able to accomplish this goal remains to be seen, based on ongoing discussions with local agencies on what is realistic to assume. The revised Household forecasts do assume a much lower jobs per household rate based on a re-evaluation of national and local trends and expert advice. The Employment forecast methodology is a vast departure from the methodology used in previous Projections series; while this produces much lower job forecasts, we think it is a more accurate reflection of job growth, especially in comparison to other MPOs in the state.

As such, the new forecasts will likely change our previous Greenhouse Gas Emissions (GHG) calculations and our ability to reach GHG targets recently adopted by the California Air Resources Board (ARB). You may recall that the 2009 RTP using Projections 2009 was able to achieve a 2% GHG per capita reduction in 2035, compared a 2% per capita increase from the 2009 RTP using Projections 2007, which included about 150,000 fewer jobs in 2035. Given the new methodology and the persistent sluggish economy, total jobs in 2035 are now estimated to be about 4.4 million in 2035 compared to 5.1 million in Projections 2009. As such, we can expect a significant further decline in GHG emissions per capita once we complete growth assignments to local agencies and re-run the 2009 RTP travel forecasts. This new information is expected to be available at your next meeting.

Our joint ABAG and MTC analytical efforts over the last several months have clearly demonstrated the extreme sensitivity of our GHG emission estimates to changes in the underlying demographic assumptions. While staff acknowledge that the amount of housing in these assumptions may cause some temporary conclusions and consternation, we believe it is more important to try to “get the numbers right”.

Attachment 1

Households 2035			Employment 2035		
Projections 09	New Projections 011	Difference	Projections 09	New Projections 011	Difference
3,302,780	3,569,750	266,970	5,107,390	4,400,000	(707,390)

Attachment 2: Detailed Discussion**Revised Employment Forecasting Methodology**

As discussed in the September, 2010 staff report to the ABAG Executive Board, from 1990 to 2010, there was a marked shift in the trend of employment growth in the Bay Area. If we look at the current decade and the 1990's, we see that overall employment growth has only been about 5 percent; or about 0.25 percent annually. In 1990, total jobs amounted to 3.1 million, in 2000 there were 3.6 million jobs in the Bay Area and by 2010, jobs declined to approximately 3.3 million.

ABAG's previous projections (P 2009) estimated a total number of jobs of 5.1 million by 2035, reflecting an average annual growth rate of approximately 1.7 percent. Despite the low percentage increase, this trend is far greater than the Bay Area's job production over the last 20 years. One of the key issues in forecasting future employment growth is explaining why the Bay Area has added so few jobs in the last twenty years despite robust growth in the regional economy, and whether this trend will continue into the future.

The job component of the forecast is crucial for estimating total population and long term housing need, as discussed further below. For this year's update to the forecast, the agency is recommending that staff employ a different methodology for forecasting the region's long-term job growth-- a shift share method instead of the current econometric (IMPLAN) model. Over the last 15 years, ABAG staff has been using IMPLAN software to generate a set of input/output (I/O) tables at the county level to estimate future employment. Data sources that inform the county-level I/O tables, among others, are originally from the U.S. Census Bureau, the State of California Employment Development Department and the State Franchise Tax Board. These tables, primarily utilized to reflect the economic relationship between firms ("impact analysis"), represent the Bay Area's economy by showing the flow of goods and services between sectors. Outputs from one regional industry become the input for another, or an economic sector can use inputs from outside the region. Some outputs are locally sold; others are exported from the region. These sector flows show the inputs from each industry needed to produce goods or services for a single economic activity and the corresponding sales of goods and services to other industry sectors and to consumers. For long term forecasting purposes however, the econometric model does not accurately reflect changes in the region's competitiveness with respect to how growth in the region's economy translates to growth in the region's job production.

While there have been significant job losses during the recent recessions, there has also been a shift in the regional economy over the last two decades. Growth in manufacturing, retail and utilities has been limited, while significant growth has occurred in professional services, education, and healthcare; areas

that tend to have higher output per employee. Further explaining the continued growth in regional GDP is that jobs are also being restructured. Jobs that can be off shored or relocated to other lower cost areas have increased firms' productivity, but result in less employment in the Bay Area. Therefore, while there is still a relationship of economic growth (or GDP) to employment, the relationship appears to be fundamentally altered. Part of this explanation could result from the type of industries that are expanding in the Bay Area, and part can be explained by the Bay Area's cost of living which impacts regional competitiveness. Survey information from Bay Area firms indicates that the cost of housing in the Bay Area is one of the largest impediments to job growth here.

The alternative forecast method, utilized by the other large MPOs in California, is known as the "shift share method." The shift share method is essentially a two step process, whereby first total U.S. employment is assumed for a future year. Next, the Bay Area's share of that employment is assumed for future years, typically by looking at historical regional shares of national employment. The Bay Area's share of employment is then applied to the U.S. total employment estimate, thereby arriving at total future Bay Area employment.

A shift share analysis for the Bay Area was performed by Steve Levy, Director and Senior Economist at the Center for Continuing Study of the California Economy at the request of ABAG. Mr. Levy, who is an authority in the field, provides similar information to both the Southern California Association of Governments and Sacramento Council of Governments.

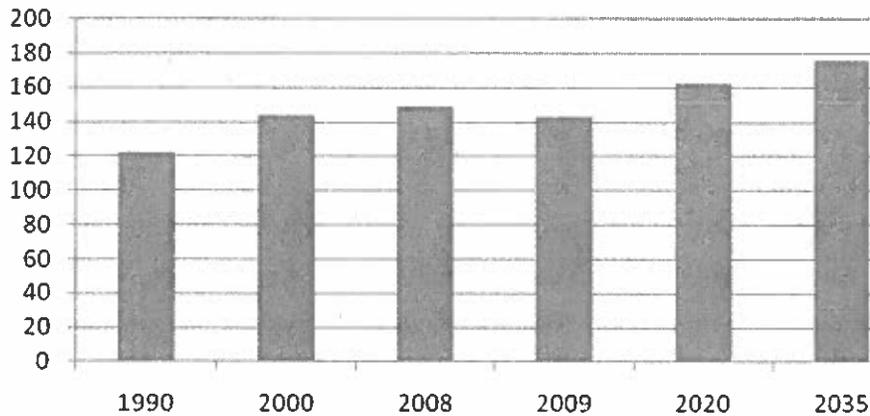
As indicated at the September ABAG Executive Board meeting, staff has been participating in numerous discussions with respect to data associated with the Bay Area economy and job forecasting trends. A peer review group on this subject was set up under the auspices of the Bay Area Council Economic Institute. Additional meetings were held between MTC and ABAG to discuss the rationale of alternative methodologies. Following a sufficient period of due diligence, ABAG staff concludes that the best method for forecasting future employment in the Bay Area is the shift share method and recommends its usage. A fuller discussion of our rationale is provided below.

Shift Share Method and Results

The shift share method for employment forecasting utilizes the following approach: 1) estimate U.S. job growth and 2) review historical data as to the share of jobs that the Bay Area captures of the national total; 3) estimate the future Bay Area employment growth in relation to the national forecast. To estimate long term U.S. job growth, Levy states (in memo to ABAG staff, See attachment 1, August 24 report, and attachment 2, September 19 report) that the "normal methodology is to start with population by age group, project labor force participation rates and unemployment rates and end with a projection of total jobs for the nation." Using this method, Mr. Levy projects U.S. job growth at just fewer than 180 million jobs. While other metropolitan areas utilize other national employment forecast numbers, Mr. Levy's

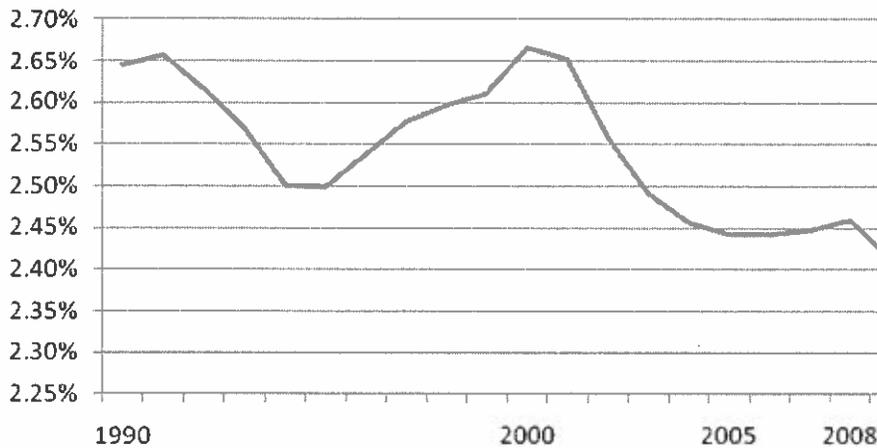
analysis reflects a 0.6 percent annual growth rate for the 2008-2035 period. According to Levy, the forecast assumes less growth in immigration and 6 percent unemployment over the period. The forecast also assumes “large growth in labor force participation by older workers.”

U.S. Jobs (Millions)



Mr. Levy also examined the Bay Area’s historical share of total U.S. jobs.

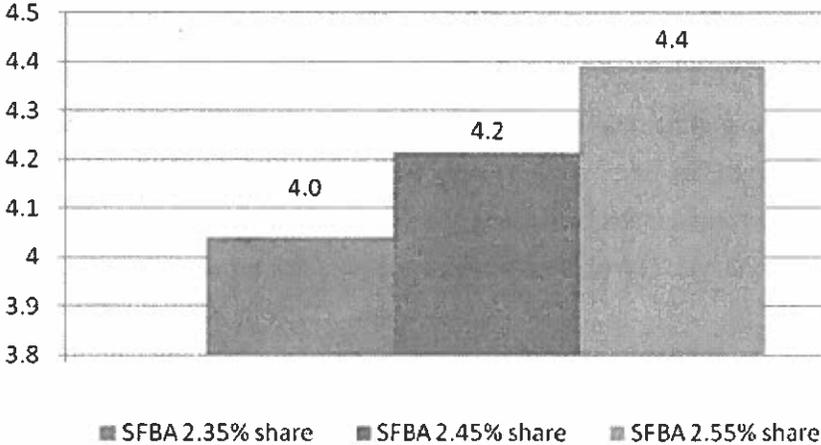
Bay Area Share of U.S. Jobs



According to Levy’s analysis, the Bay Area had 2.65 percent of the nation’s jobs in 1990, and that share fell to 2.46 percent in 2008. He goes on to say that the Bay Area lost approximately 100,000 jobs in the 1990s related to base closures, defense downsizing and their multiplier effect. He indicates that without these losses, the Bay Area’s job share in 2008 would have been 2.53 percent instead of 2.46 percent. Levy also states the “remaining share losses are largely the result of high productivity gains in the tech manufacturing sector plus some movement of assembly jobs to other locations in the older parts of the region’s high tech base. It is somewhat complicated in the sense that the Bay Area did not lose share in these sectors since 1990 but that these sectors represent a larger part of the region’s economic base and, thus, the national job losses hurt our region more.” Under this analysis, Mr. Levy has concluded that the

Bay Area’s high end share of 2.55% would result in a forecast of 4.4 million jobs in 2035, which means that the Bay Area would be projected to grow an average of 50,000 jobs per year over the next 25 years. Bay Area jobs would grow by roughly 24% compared to the national job gain of 18%, a higher growth rate than that currently projected for SCAG and SANDAG. The rationale and optimism for this higher growth rate is that the Bay Area economic base is concentrated in sectors likely to lead the nation in job growth. However, while this forecast takes into account the Bay Area’s assets, it is substantially below the econometric forecast of Projections 2009. We believe this forecast methodology more accurately builds in recognition of the prior twenty year trend which has constrained job growth in the Bay Area.

SFBA Jobs in 2035 (Millions)



While the agency is recommending a change in methodology to forecast total regional employment, the existing model would be used to determine employment distribution by county and industry sector, as well as to calculate related variables. However, total employment results from the traditional model would be adjusted to fit the 4.4 million job estimate for the region.

Rationale for Using Shift Share

There are several reasons for selecting shift share over econometric models to estimate total future Bay Area employment. Shift share methodology is consistent with other metropolitan planning organizations (MPOs) in the state, and is more transparent and easier to understand than internal econometric modeling.

Consistency

The shift share method is more consistent with the methodology of employment forecast that is used by the other large MPOs in the State, namely SACOG and SCAG. SANDAG uses a blend of methodologies but their results, in terms of job growth forecasts, are similar to the other MPOs. Consistency with other MPOs is valuable in that it makes SCS metrics comparable across the major metropolitan areas and assists in implementing the policy goals of the State.

Transparent

The shift share methodology is more transparent in terms of explanation and tracking history. Assumptions regarding U.S. job growth projections are utilized throughout the nation. Looking at the Bay Area's share (as well as other regions in CA) of national employment is easy to track over time, and transparent as to which midpoint is selected based on the regional narrative. This simplicity contrasts with ABAG's econometric model which uses a variety of inputs/assumptions and then transforms national GDP projections into regional employment through a set of coefficients using IMPLAN data. One of the many issues of using econometric data is that it is difficult to forecast the impacts on regional competitiveness and leakage to the Central Valley.

Practical

Shift share methodology is more practical to use to explain the regional economic narrative that underlies planning and the SCS. Using shift share, we can look at discreet periods (1960-1990) (1990-2010) and track data. Projecting outward, the narrative as to how the SCS and other regional planning processes may impact regional competitiveness is more understandable, as it is tracking the regional share of jobs compared to the national average. Above the national average is one narrative; at or below is another.

Conforms to Regional Understanding

The results of shift share conform better to the regional perception of the long term job forecast. Comments have been made by professors, planners, investment bankers and economists that ABAG's employment projections are too high. We recognize that there is great uncertainty in forecasting the future economy. In order to better connect with our partners with the SCS, we gain more credibility with forecasts that comport better with their understanding of the future economy. Economic growth and job growth are dependent on the region making progress on the many issues associated with proper planning and investment. To the extent that the Bay Area makes progress on reducing constraints to job growth, the Bay Area's share of national employment will increase.

SB 375 & Regional Housing Target

Senate Bill 375 states that the Sustainable Communities strategy must "identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan, taking into account net migration into the region, population growth, household formation and employment growth."

The Bay Area regional agencies, as well as the State Department of Housing and Community Development (HCD), interpret this requirement to mean that the region must plan for housing sufficient to meet total new demand, as generated by natural population increase (net births), household formation and employment growth. The region must demonstrate how all of the region's growth in housing demand can be met within the Bay Area's nine county borders, and not by surrounding counties via "spill-over".

The purpose of this requirement is presumably to reduce vehicle miles traveled (VMT) attributed to people living just outside of the region, and commuting to jobs within the Bay Area.

The net effect of this legislative requirement is that the region must plan for more housing than it has traditionally planned. To assume that the entire region's housing demand will be fully met within the region means to assume that there will be an increase in housing supply. The supply could be increased through modifications to local land use plans and expanded subsidies for below-market rate housing.

Calculating the Regional Housing Target

Estimating housing demand or need is a different process than what is used to traditionally estimate long-term household growth. Demand in housing is generated by natural increase, employment growth, and migration. When estimating demand, limitations on housing development are not taken into account, such as fiscal or local land use constraints, e.g. zoning codes. Need is simply based on estimates of total population and household formation.

How to specifically calculate the number of units needed to “house all the population of the region” can be described best as a series of steps. The first three steps are to estimate total population, while the final two are about applying household formation rates to that total population:

7. Estimate **demographic population growth**, as determined by natural increase;
8. Estimate **employment growth**;
9. Determine **in-migration**, mostly due to employment growth;
10. Add in-migration to demographic population to arrive at **total population**;
11. Determine **“household formation” rates**;
12. Apply household formation or headship rate to total population to determine **total housing need**.

Formulaically, the above steps could be summarized as:

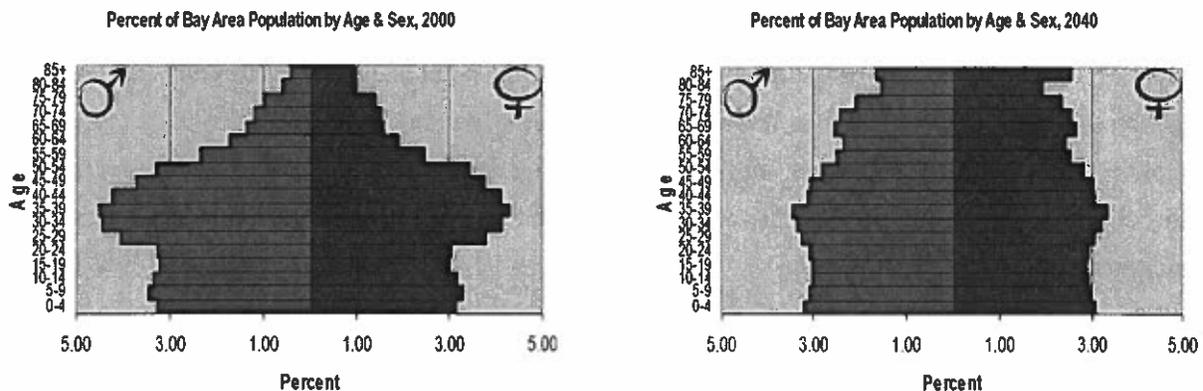
- 1) $Population_{Total} = Population_{(births-deaths)} + Net\ Migration_{(jobs)}$
- 2) $Housing_{Total\ Need} = Population_{Total} \times Household\ Formation$

Step 1: Demographic Population Growth

Estimating long-term growth in the demographic population is perhaps the most straightforward aspect of estimating total housing need. Demographic population growth refers to growth attributed exclusively to natural increase, or the number of new births, less deaths. Migration into the region is not taken into account in the demographic population.

In looking at the details of the projected population for the region, specific policy implications emerge, the most significant of which is the projected aging of the population. Over the next several decades, the

number of people over 65 and over 80 years old will nearly triple. By 2035, one quarter of the population, almost 2.3 million people will be 65 years or older. Over three million people will be over 55; this is one-third of the Bay Area's projected population. As we plan our communities, and move forward with the development of the Sustainable Communities Strategy, we will need to consider the needs of a much older, and perhaps significantly greater non-driving population, including the need for non-auto dependent mobility and smaller homes.



Step 2: Employment Growth

The region's total projected population is directly impacted by economic growth. Population growth is attributed to two fundamental factors: natural increase and net in-migration. Economic opportunities are a key driver to in-migration. Therefore, to understand migration you first need to understand how the regional economy will grow, specifically how many jobs the Bay Area will have in the next 25 years.

Staff assumes that there will be a long-term decline in employment growth, over previous forecast periods. Considering the magnitude of the recession and anticipated slow recovery, in 2009 ABAG reduced its long-term forecast by nearly 140,400 jobs for the year 2035, compared to earlier forecasts. Under the recommendation contained in this staff report, the 2035 forecast would be reduced by 700,000 jobs over Projection 2009 estimates. (See discussion regarding employment forecasting method above)

Step 3: In-Migration

As stated above, migration is driven by economic opportunities in the Bay Area relative to opportunities outside the region. A primary driver of in-migration occurs when a tight labor market causes people (economic migrants) to relocate to obtain employment. Once employment growth is estimated, labor force participation rates are applied to the demographic population. The difference between the available labor force and the number of new jobs is the unmet demand for labor. The demand for labor is supplied by migrants into the region and in-commuters.

Migration is also composed of (although to a much lesser extent) social migration and retirement migration, which is dependent on employment, income and the cost of living. Data from the Department of Finance on projected migration by age cohort demonstrates that an increasing number of seniors will be migrating out of the region by 2040. Even considering the increase in retirement migration, we project the 65 years and older age group to see the greatest growth rates in the coming decades.

Step 4: Compute Total Population

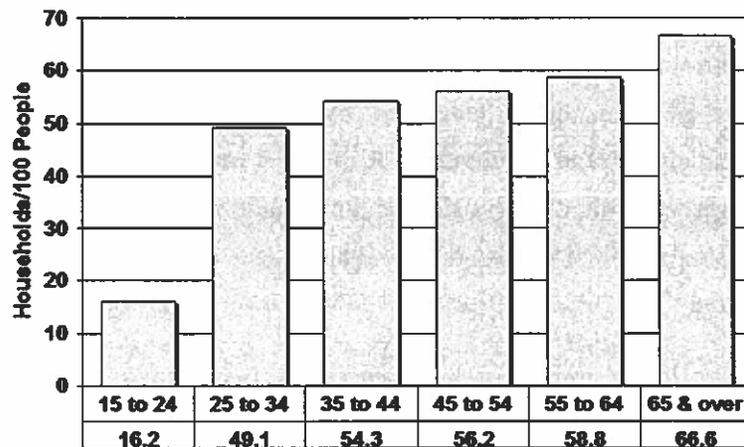
Once employment growth is estimated, net migration can be computed. The net number of new migrants into the region is added to the demographic population to make up the region’s total projected population.

$$\text{Population}_{\text{Total}} = \text{Population}_{(\text{births-deaths})} + \text{Net Migration}_{(\text{jobs})}$$

Step 5: Headship Rates/Household Formation

Headship rate is the percentage of people in the population who are heads of household. Every head of household, theoretically, requires a separate housing unit. If there were no restrictions on the number of housing units available, i.e. those that exist due to local land use policies or other financial and/or environmental constraints on development, every head of household would form new “households” or need a home. The rate of new households that are formed is called the household formation rate. It is these rates that are applied to the total population to determine how many housing units are needed to house the entire population.

Age-specific Headship Rates, 2002



The chart above, constructed from data compiled by a housing economist at the National Association of Home Builders (NAHB), shows U.S. age-specific headship rates for 2002. Notice that those age 65 and over have a headship rate four times that of 15- to 24-year olds, and about third larger than those in the 25- to 34-year old category. As the senior age group grows, this difference in headship rates really begins to matter. That the Bay Area’s population is dramatically aging over the next 25 years, therefore, has significant implications for the region’s total housing need.

To describe the method more fully, exemplary household estimates have been included. This estimate was

made by starting with the 2000 census headship rates by age and racial/ethnic group for the bay area. Since the Projections 2009 forecast did not differentiate racial/ethnic populations, estimates in the forecast years were derived using data from the California Department of Finance's long run population forecast. After reviewing various state demographic methodologies, and consulting with state from other regions, it was assumed that individual racial/ethnic headship rates would trend 50% toward the 2000 regional mean by the 2040 forecast year. This is to reflect the pattern of migrant groups taking on the characteristics of the broader population over time..

Step 6: Apply Headship Rate to Total Population

Once total population is determined, the second formula uses household formation rates to determine how many house units are needed to house the total population.

$$\text{Housing}_{\text{Total Need}} = \text{Population}_{\text{Total}} \times \text{Household Formation}$$

Housing Need and the In-Commute

A related component of the population forecast is inter-regional commuting. People working in the Bay Area, but living outside the region are motivated by factors similar to economic migrants. However, housing costs and opportunities cause them to make different choices, i.e. to live just outside of the region in surrounding counties, rather than within the region. If the region were to supply sufficient housing to meet all demand, as generated by both demographic changes and migration, then inter-regional commuting would be obviated. If the total need is not supplied, then people will continue to choose to live just outside of the region, and commute in to their place of employment. Therefore, the amount of housing supplied by the region has a direct impact on the numbers of people who commute into the region.

Date: November 7, 2010
To: ABAG Executive Board
From: Paul Fassinger, Research Director
Subject: 2014-2022 Regional Housing Needs Determination and Allocation

Summary

The fifth Regional Housing Need Determination and Allocation (RHND and RHNA, respectively) process for the 2014-2022 planning period is scheduled to begin in January 2011. The Regional Housing Need Determination and Allocation processes are mandated by State housing element law (Government Code Section 65588), which requires local governments in California to periodically update the housing element: one of the seven mandated elements of the local general plan. The RHND is the projected regional need for housing (over an eight year planning period) expressed as the number of dwelling units (allocated among four income categories) required to meet that need. ABAG and the California Department of Housing and Community Development (HCD) participate in setting the RHND. The RHNA is the allocation of the RHND among all local jurisdictions in the region in accordance with a regionally developed and adopted "methodology". ABAG has the legal responsibility for developing the RHNA.

This staff report provides information on the RHND and RHNA schedule and process, as well as how RHNA and the Sustainable Communities Strategy (SCS) are related. Staff respectfully requests that the Executive Board:

1. Authorize staff to form a "Sustainable Community and Regional Housing Methodology Committee" (Committee). The Committee would be responsible for working with and advising staff on the development of the RHNA methodology and how it would link to the SCS/RTP, according to the guidelines detailed within this memo. This Committee will need to meet in late January 2011 in order to comply with the projected schedule.
2. Approve the recommended Committee composition including a minimum of 2 staff persons and one elected official from within each of the nine Bay Area Counties. The selection of the committee members would be brought before the County/Corridor Leadership groups that met to discuss engagement on the SCS. In order to ensure integration of the RHNA and SCS, it is recommended that MTC members be considered when selecting elected officials to serve on the committee. The Committee would also include 12 representatives from the nonprofit, business, open space, social equity, and other stakeholder groups.

Committee discussions cover a variety of technical and policy issues, and are primarily concluded before the draft methodology comes to the Executive Board in July of next year.

One of the key objectives of the fifth RHNA cycle this time is to ensure its consistency with the SCS. The housing and land use program needs to be supported by Regional Transportation Plan funding and investment strategies.

It may be appropriate to have a sub-committee of the RHNA Methodology Committee, because of the detailed nature of the discussions and its significant workload. The previous Housing Methodology Committee had monthly meetings that regularly exceeded their scheduled two hours. The topics and

recommendations of the sub-committee would be integrated with the recommendations of the Committee and would be regularly reported to the Executive Board.

State Housing Element Law

State law requires that each city and county adopt a general plan for the physical development of the city, city and county, or county. The housing element is one of the seven mandated elements of the local general plan. Unlike other mandatory general plan elements, the housing element is subject to detailed statutory requirements and a mandatory review by the State Department of Housing and Community Development. Housing element statutory requirements also determine the Regional Housing Need Determination and Allocation processes, Government Code Sections 65580, *et seq.*

Within the housing element, cities and counties are to demonstrate how the existing and projected housing needs of all economic segments of the community can be met. This is the local implementation of the Regional Housing Need Determination and Allocation process. The intent of the law is to allow the private market to adequately address housing needs and demand, by requiring local governments to adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development.

Total regional housing need is determined by the State Department of Housing and Community Development. The regional need is based on Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. Housing element law then requires the COG, or ABAG, to develop a Regional Housing Need Plan (RHNP) which describes the region's method for allocating the total regional need to jurisdictions and the actual allocation of housing units to the cities and counties within the region.

Detailed RHND & RHNA Process

The RHNA process takes approximately two years to complete. The major milestones are listed in the schedule below. The most immediate steps are to update the land use forecast, identifying subregions, and forming the Committee (and possible sub-committee) described above. These immediate milestones and associated issues are highlighted below.

Update Land Use Forecast

Every two years, ABAG staff prepares a long-term forecast of the region's population, households, and employment. In the past, this land use data has served as the basis for the housing needs allocation methodology, as well as exiting housing and jobs data. For example, in the 4th RHNA cycle, the formula for the RHNA allocation method considered existing jobs and housing, as well as jobs and housing growth, as determined via ABAG's land use data.

In the 2007-2014 RHNA methodology, the land use forecast (*Projections 2007*) was used for the basis of an "allocation formula" which resulted in a RHNA allocation that exceeded jurisdictions' projected housing development. The formula considered a jurisdictions share of the region's household growth, employment growth, existing employment, and household and employment growth near transit. All of these figures were estimated from *Projections 2007* land use data. In this way, the allocation was based on the land use forecast, however was not necessarily "consistent" with the forecast.

For this RHNA cycle, new legislation, Senate Bill 375, requires:

(a) that in setting the RHND, ABAG provide HCD with data on "[t]he relationship between jobs and housing, including any imbalance between jobs and housing"¹,

(b) the RHND "shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan"²,

¹ GC Sec. 65584.01(c)(1)(F)

² GC Sec. 65584.01(d)(1)

(c) the RHNA “shall allocate housing units within the region consistent with the development pattern included in the [SCS].”³, and

(d) “[t]he resolution approving the final housing need allocation plan shall demonstrate that the plan is consistent with the sustainable communities strategy in the [RTP].”⁴

The SCS will identify areas to house the region’s population over the long term (by income category). Finally, the SCS is to include the region’s development forecast⁵. Senate Bill 375 requires that the SCS, RHNA and the development forecast are consistent with one another.

Establish SCS and Housing Methodology Committee

In May 2006, ABAG formed a Housing Methodology Committee. The Committee’s charge was to assist staff in developing a method for distributing the Regional Housing Need Determination to each Bay Area jurisdiction. The committee was made up of ABAG Executive Board Members, local elected officials, city and county staff and stakeholder representatives from around the region.

For this cycle, staff proposes to establish an umbrella SCS and Housing Methodology Committee that will include the 2014-2022 RHND & RHNA process. As in the last RHNA cycle, the committee would be open to elected officials, city and county staff, as well as stakeholders. Staff proposes incorporating the following guidelines for the Committee membership, as well as additional representation to adopt the longer term (25 year) SCS land allocation. At a minimum, the Committee should include the following representation:

Local Government Representatives:

- 1 county staff person from each of the counties
- 1 city staff person from each of the nine counties
- 1 elected official representative from each of the nine counties
- 27 Local Government Representatives

Non Profit/Stakeholder Representative:

- 2 nonprofit housing representatives
- 2 for profit housing representatives
- 2 social equity representatives
- 2 open space/agricultural lands representatives
- 1 public education representative
- 1 public health representative
- 1 business community representative
- 1 public/alternative transportation representative
- 12 Non Profit/Stakeholder Representatives

Subregion Formations

As in last RHNA cycle, in this upcoming RHNA period local governments will have the opportunity to form “subregions”. According to state law, at least two or more cities and a county, or counties, may form a subregional entity for the purpose of allocating the subregion’s existing and projected housing need for housing among its members. A subregion may include a single county and each of the cities in that county or any other combination of geographically contiguous local governments. All subregions need to be approved by the adoption of a resolution by each of the local governments in the subregion as well as by the council of governments. The subregion and ABAG will enter into an agreement that sets forth the process, timing, and other terms and conditions of the delegation of responsibility by ABAG to the subregion.

³ GC Sec. 65584.01(i)(1)

⁴ GC Sec. 65584.01(i)(3)

⁵ GC Sec. 65080(b)(2)(B)(ii)

Local governments choosing to form subregions will be responsible for devising the Regional Housing Needs Allocation methodology, which will be used to allocate the 2014-2022 RHNA to its members. ABAG will assign a subregional share of the Bay Area's total Regional Housing Need Determination to the subregion. The total Regional Need Determination is determined by the State Department of Housing and Community Development. The subregion's share of the total RHND is to be consistent with the distribution of households assumed for the comparable time period within the Regional Transportation Plan.

Each subregion would also be required to undertake the revision, appeal and final allocation process. The final subregional allocation would be submitted to ABAG for approval by the HCD. In the event the subregion fails to make the allocation or can not complete the allocation process within the state mandated deadlines, ABAG will be required to allocate the subregion's share of housing to the jurisdictions within the subregion, according to the regionally adopted method.

RHND & RHNA Schedule

The fifth Regional Housing Needs Determination and Allocation process is scheduled to begin in January 2011. The key milestones are listed in the table below. The schedule was prepared to be consistent with the development of the Sustainable Communities Strategy (SCS), including the land use strategy and transportation investments. (See Attachment 1 for full SCS schedule).

DRAFT DATES - SUBJECT TO CHANGE

Milestones	Completion Date	Subregional Milestones
Update Base Case Land Use Projection	December 30, 2010	
Survey Jurisdictions on RHNA factors	January 1, 2011	
Subregions Inform ABAG of Intention to Form	March 16, 2011	Deadline for Subregion Formation
Consult with HCD on Determination	July 1, 2011	
Adopt Draft RHNA Method	July 21, 2011	Subregions Adopt Proposed Method
Final RHNA Method/Public Hearing	September 15, 2011	Subregions Adopt Final Method
HCD Issues Regional Housing Needs Determination	October 1, 2011	Housing Need Assigned Subregions
Draft RHND Allocation	January 19, 2012	Subregions Make Draft Allocation
		ABAG Reviews Subregion Allocation
Local Gov't Request for Revisions to RHNA	March 15, 2012	Local Jurisdictions May Request Revisions
ABAG Responds to Revisions/Appeals Period Begins	May 17, 2012	Subregion Responds to Revision Request
Final Date to File Appeal/Public Hearing on Appeals	July 19, 2012	Local Jurisdictions May Appeal
		Subregions Make Proposed Final Allocations
Proposed Final RHNA Allocation	July 19, 2012	
Board Adopts Final RHNA Plan (Public Hearing)	September 20, 2012	Subregion Adopts Final Allocation Plan
HCD Adopts RHN Plan	October 1, 2012	
Housing Elements Due	September 10, 2014	

Next Steps

The RHND and RHNA process is scheduled to begin in earnest in January 2011. After the formation of the SCS and Housing Methodology Committee, our immediate next step will be to survey jurisdictions on the "factors" that need to be considered in the SCS and RHNA method and to work with HCD on the consultation of the Regional Need Determination. The consultation with HCD is scheduled to occur in July 2011. By that time, we will also need to have developed a draft RHNA allocation method. The draft allocation will then occur in September, with the proposed final allocation occurring in July of 2012. Staff will report to the Executive Board regularly, as we progress through the 2014-2022 RHNA process.

Contact person: Paul Fassinger

Submitted by: Ken Kirkey, ABAG Planning Director

Subject: SCS Vision Scenario

Date: November 18, 2010

Executive Summary

By the spring 2011, ABAG and MTC will develop a vision scenario for the Sustainable Communities Strategy in partnership with local jurisdictions and Congestion Management Agencies along with input from stakeholders and the general public. This vision scenario will articulate a preliminary regional land use strategy and assess its performance relative to the greenhouse gas emissions, housing provision and other targets. This first major task will be opening for the development of the detailed SCS scenarios in 2011

Recommended Action

Informational Item. No Action Required

Next Steps

A Presentation of the Sustainable Communities Strategy Vision Scenario, Spring 2011

Attachments:

Sustainable Communities Strategy Vision Scenario Report

OneBayArea

Sustainable Community Strategy County/Corridor Engagement Vision Scenario Development

Background

SB 375 requires that ABAG and MTC prepare an integrated land-use and transportation plan for the Bay Area, wherein the development pattern for the region, when integrated with the transportation network and policies, achieves, to the extent practicable, the greenhouse gas emission (GHG) reduction targets set by the California Air Resources Board. The regional agencies must identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the 25-year planning period of the long-range plan. This growth will take into account net migration into the region, population growth, household formation, and employment growth. In addition, we must also identify areas within the region sufficient to house an eight-year projection of the regional housing needs.

Vision Scenario Approach

ABAG and MTC will develop a vision scenario in partnership with local jurisdictions and Congestion Management Agencies (CMAs), along with input from stakeholders and the general public, through an iterative process. The key objectives of the vision scenario planning effort are to begin to articulate the region's vision of future land-uses, test how the vision scenario performs relative to the greenhouse gas, housing and other performance targets, and build community support for a sustainable regional growth pattern.

The vision scenario will identify areas to accommodate all of the region's future population growth as well as a distribution of future employment. More specifically, the vision scenario will be an *unconstrained* scenario that encompasses a distribution of future housing and employment at county, jurisdictional and sub-jurisdictional levels (using tables, maps, and narrative) that at the outset is developed assuming a broad range policies, strategies and incentives primarily related to land use changes. Furthermore, the vision scenario will be developed to meet the regional housing target and to the extent practicable to achieve the regional greenhouse gas targets for 2020 and 2035, and other performance targets.

The vision scenario will be developed as the basis for detailed SCS scenario(s) to be developed in the second round of scenario planning. Unlike the vision scenario, the detailed SCS scenario(s) will be more constrained from a growth and transportation investment standpoint to meet the SB 375 requirement that the growth distribution pattern encompassed in the SCS and the policies and assumptions that support the distribution be realistically attainable. The detailed scenarios also will bring into play more of the

transportation and other GHG redirection strategies that we discussed with these committees during the target-setting process earlier this year. A key outcome of the detailed SCS scenario(s) analysis will be the identification of a preferred SCS scenario. The preferred SCS scenario may become the Draft Sustainable Communities Strategy.

Staff proposes to develop a Draft SCS that is jointly supported by the regional agencies, local jurisdictions, CMAs and other key stakeholders, that provides a strategy for a sustainable regional growth pattern, that is integrated with the regional transportation network (including supportive transportation policies and financial incentives). The 8-year allocation of housing need encompassed in the Regional Housing Needs Allocation (RHNA) will also be consistent with the Sustainable Communities Strategy.

Developing the Vision Scenario

The involvement of the local jurisdictions, CMAs, stakeholders and the general public in developing the ultimate SCS is critical. Below is a summary of the key steps and timeline for developing the initial vision scenario by February 2011. Due to the limited time available between now and that date, we expect that there may need to be significant modifications between release of the vision scenario in February and release of a draft SCS by the end of the next calendar year. But we need to start somewhere, and the vision scenario is where we will make our start. It will build on the considerable body of planning work and public engagement that ABAG and MTC have conducted in our joint growth efforts over the past decade.

Overview of SCS to City Councils

In November 2010, ABAG and MTC will provide local jurisdictions with a template staff report and related PowerPoint presentation describing the Sustainable Communities Strategy and the process for local input throughout the year, to be presented at their respective city councils and boards of supervisors. It is expected that most reports will be presented in January 2011 after newly elected policymakers have begun their terms. This presentation will provide the context for the release of the Vision Scenario by February 2011.

County/Corridor Engagement

In addition to the Regional Advisory Working Group (RAWG), which is a key forum that includes a broad cross section of local governments, CMAs, and stakeholders, County/Corridor working groups are being established to facilitate engagement among local jurisdictions at a sub-regional level. The C/C working groups will be utilized to gather preliminary and conceptual input into the vision scenario, to vet the vision scenario upon its release, and to continue the detailed dialogue that will lead to the preferred SCS scenario.

The C/C working groups include planning directors, CMA staff representatives, and other staff representatives (e.g. transit agencies, public health) identified at the county level. The goal of the C/C working groups is to provide an opportunity for all of the region's jurisdictions to participate in the SCS process and to provide ongoing information to, and

input from, local officials through staff reports by working group members to their city councils or boards of supervisors as the SCS process evolves through 2011.

In some parts of the region, working groups may be established along major transportation corridors within or across county boundaries to provide for inter-jurisdictional dialogue within sub-regions that are not related to county boundaries. Dialogue among member representatives of County/Corridor working groups as well as congestion management agency and regional agency staff will be facilitated at meetings within the respective county/corridors and through an online communication and file sharing tool for working group members.

Local government input into the Vision Scenario is only a starting point for local input in the development of the SCS. Feedback will be gathered through the county/corridor working groups relative to the Vision Scenario after its release in February 2011, the Detailed Scenario(s) to be developed between February 2011 and July 2011, and the Preferred Scenario to be developed between July 2011 and the end of the year. This input will be critical to the development of a feasible Sustainable Communities Strategy.

Public Participation

In addition to the county/corridor engagement, ABAG and MTC will also involve stakeholders and the public in the development of the various alternative scenarios throughout 2011. We will seek input on priorities and tradeoffs via a web survey to be posted on OneBayArea.org. ABAG and MTC will also hold Roundtable Dialogues to seek out priorities at a minimum of four meetings held around the region, including in the North Bay, South Bay, San Francisco/Peninsula and East Bay. Participants would include executives from regional agencies, local government representatives and leaders from a range of key stakeholder groups (business, environment, public health and social equity organizations).

MEMO

Submitted by:


JoAnna Bullock, Senior Planner
Kathleen Cha, Senior Communications Officer



Subject:

Public Participation Plan for the Sustainable Communities Strategy

Date:

November 2, 2010

Executive Summary

MTC and ABAG have prepared an update to MTC's Public Participation Plan to include specific outreach and public meeting elements required for the Sustainable Communities Strategy (SCS) pursuant to SB 375. These specific elements are contained in Appendix A (attached) of the plan. Each metropolitan planning organization is required to adopt a public participation plan for the SCS. In the Bay Area, MTC will revise its federally-required Public Participation Plan (Res. 3821) to reflect public engagement in the development of the SCS. The process of revising the Public Participation Plan for both the Regional Transportation Plan and the SCS is complex. MTC and ABAG staffs are working in concert to ensure all federal and state requirements are met while producing an effective plan.

Senate Bill 375 requires extensive outreach with local government officials and the public as part of the process of developing SCS. This outreach process provides the opportunity to engage communities in an important endeavor to envision and plan for communities that rely less on automobiles and create attractive, walkable, sustainable communities that can offer a higher quality of life for all. In the Bay Area, the SCS is a joint effort among the Bay Area's regional agencies (the Association of Bay Area Governments, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, and the Metropolitan Transportation Commission), local jurisdictions, and numerous stakeholders.

Stakeholders

As stated, the goal of engaging local governments and other stakeholders in the SCS process is to promote an open, transparent process that encourages the ongoing and active participation of local governments, a broad range of stakeholders, and the public.

The success of the SCS is predicated on effective partnership with local governments and public support for policies and programs to reduce greenhouse gas emissions. Without such partnership and support no matter how great our effort, we will not achieve the highest possible outcomes.

For local governments, we will establish ad hoc advisory committees at the regional, sub-regional and county levels that ensure the existence of genuine partnership in establishing approaches to achieve and measure greenhouse gas reduction targets. In the public realm, it is imperative to conduct robust outreach and develop public education material in layman's terms so Bay Area residents understand what we are attempting to accomplish through this process and understand the policy options available to the region for achieving our goals.

Local Agency Engagement

An extensive community engagement process is anticipated as part of the development of the Bay Area's SCS. The public engagement process will be supplemented by a partnership of local governments and regional agencies

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Representing City and County Governments of the San Francisco Bay Area



ABAG

that will bring together a mix of elected officials, planning directors, county congestion management agencies and local transit agencies. Under this structure, the cities and counties will choose the sub-regional units they believe will best facilitate working with the regional agencies to identify places of great potential for sustainable development.

Advisory Structure: Use of New and Existing Advisory Groups

As part of the advisory structure for the SCS, staff will utilize existing advisory groups, including MTC's Policy Advisory Council and ABAG's Regional Planning Committee. New ad hoc advisory groups including the County Executives Committee, the County/Corridor leadership roundtables and staff groups, and the Regional Advisory Working Group have also been created to facilitate partnership among regional agency staff, local agencies and other stakeholders.

Other Stakeholders

In addition to the partnership among local governments (cities, counties, congestion management agencies, and transit agencies), a number of public stakeholders will be consulted, as called out in SB 375 and in federal legislation that governs regional transportation planning. These groups include:

- Other affected public agencies (such as special districts, county health officers, resource agencies, etc)
- Opinion leaders, advocacy groups (transportation and environmental advocates, others)
- Neighborhood and community groups
- Broad-based business organizations
- Affordable housing advocates, home builder representatives, homeowner associations
- Landowners, commercial property interests
- Low income communities and communities of color
- Other interested parties and the general public.

Stakeholder Engagement

Levels of Involvement	Role	Involvement Mechanisms
Elected officials	Make implementation decisions	Regional Council/Policy Committees,
Regional agency staff	Attend meetings with local agency partners, prepare technical reports and provide input on framework and process issues	Advisory Committees, County/Corridor meetings,
City/County stakeholders and Interest Groups	Provide input to staff, review documents, provide feedback on SCS	Regional Advisory Working Group and Sub-Committees, County/Corridor meetings, Personalized Invitations, Organization networks
Active Citizens	Participate in workshops, focus groups and surveys	Surveys, e-newsletters
Broad Public	Receive information and provide input via OneBayArea.org	Newspaper, media coverage, email notices

Participation Techniques

The success of the SCS is dependent on all voices in the region being represented and involved. This presents an opportunity to engage residents who do not typically participate in planning efforts, and it is important that engagement efforts focus on under-represented communities. To the extent that funding allows, the public engagement efforts will include:

- Public workshops in all nine Bay Area counties (Over the course of development of the Sustainable Communities Strategy, ABAG and MTC expect to hold more than the required minimum of three workshops in each county with a population larger than 500,000; and one meeting in smaller counties.)
- Grants to community non-profit organizations in communities of concern for assistance in engaging their residents
- Use of computer simulation at public workshops to depict alternatives under consideration
- Specialized focus groups
- Statistically relevant public opinion poll (also available in languages other than English)
- A single Web site for current updates on the SCS (also accessible from the Web sites of the regional agencies)
- Interactive Web polls, kiosks, surveys, etc.
- Maintenance of a database to keep participants notified (via email or U.S. mail) of activities throughout the multi-year process
- At least three public hearings on the Draft SCS Plan, held in different parts of the region.

Public Comment

On October 15, 2010, MTC issued a revised draft of its 2010 Public Participation Plan, which lays out the steps MTC and ABAG will take to involve residents in decisions affecting the Sustainability Communities Strategy planning process and Bay Area transportation and land use policies and investments.

The revised document includes changes (indicated by strike-through or underscored text, with the exception of minor grammatical corrections) in response to comments received from numerous organizations and individuals on the first draft, which was issued in July. In particular, additional detail has been added to *Appendix A: The Public Participation Plan for the Bay Area Sustainable Communities Strategy and Regional Transportation Plan* on how to participate on the OneBayArea regional plan for sustainable communities required under state law to reduce greenhouse gases that MTC is working with ABAG.

MTC will be accepting written comments until 4 p.m. on Monday, November 29, 2010 via email: infor@mtc.ca.gov; mail: MTC Public Information, 101 Eighth Street, Oakland, CA 94607; or fax: (510) 817-5848. The Plan is being translated into Spanish and Chinese. To request a copy in these (or other) languages, call MTC's Public Information Office, (510) 817-5757.

Next Steps

It is believed the final plan will be approved by the MTC Board in December 2011. If the plan is approved by MTC, the final plan will be presented to this body for approval in January 2011.

Attachments: MTC Public Participation Plan, *Appendix A: The Public Participation Plan for the Bay Area Sustainable Communities Strategy and Regional Transportation Plan*

MTC Public Participation Plan

Appendix A

A Public Participation Plan for the Bay Area Sustainable Communities Strategy and Regional Transportation Plan

REVISED DRAFT

DRAFT: July 9, 2010
REVISED DRAFT: Oct. 15, 2010

Revised Draft released for public comment Oct. 15, 2010
Comments due by November 29, 2010



**A Public Participation Plan for the
Bay Area Sustainable Communities Strategy and
Regional Transportation Plan**

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A Public Participation Plan for the Bay Area Sustainable Communities Strategy and Regional Transportation Plan

I. Introduction

California Senate Bill 375 (2008) aims to reduce greenhouse gas emissions through development of a Sustainable Communities Strategy, or SCS, which integrates transportation and land-use planning. It's a tall order, but it's also an opportunity to leave our nine-county San Francisco Bay Area in better shape for future generations. In addition to seeking to achieve a new state greenhouse gas target, the Bay Area must also continue to work together to accommodate anticipated population growth while keeping the region affordable for our residents, preserve open spaces, protect our environment, and get our residents where they need to go, when they need to get there.

The law calls upon the Metropolitan Transportation Commission (MTC), with the Association of Bay Area Governments (ABAG), to develop a plan to involve the public in this process, which is detailed on the following pages. This plan is rooted in the principles that are included in MTC's federally required Public Participation Plan (to which this plan is appended). The goal is to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of stakeholders.

In developing the Bay Area's SCS, MTC and ABAG will team with two partner regional agencies — the Bay Area Air Quality Management District (Air District) and the San Francisco Bay Conservation and Development Commission (BCDC) — to integrate transportation and land use planning with clean air and shoreline planning. Developing the Bay Area's SCS will involve working together with local governments, county congestion management agencies, public transit agencies, along with business and community groups, nonprofits, stakeholders and interested residents to ensure that those with a stake in the outcome have the opportunity to be involved. We invite all Bay Area residents to join in the dialogue to make our region a better, more sustainable place.

OneBayArea

The four regional agencies — ABAG, the Air District, BCDC and MTC — each have a number of separate initiatives under way toward the goal of creating a more sustainable and livable Bay Region. To connect these efforts, a single, unifying campaign has been developed — OneBayArea. A single web portal, www.OneBayArea.org, provides the public with ready access to information about the joint efforts of the four agencies. Information on the Sustainable Communities Strategy is located there. To learn more and get involved, visit the www.OneBayArea.org site. Interested participants are encouraged to sign up to receive updates, get meeting schedules and materials and otherwise keep up to date on progress toward a sustainable Bay Area.

Planning Basics

ABAG and MTC's current land use and transportation planning efforts include three key elements, which now must be woven together under SB 375 into a single SCS planning effort.

Projections — ABAG prepares 25-year long-term forecasts for population, housing and employment for the region, known as Projections. These policy-based projections inform the development of required housing and transportation planning efforts.

Regional Housing Need Allocation — ABAG also coordinates the state-mandated Regional Housing Need Allocation (RHNA) process. The California Department of Housing and Community Development (HCD) determines the region's overall housing need, then ABAG is responsible for distributing to local governments their share of housing units, including affordable units, that the Bay Area should plan for in order to accommodate future growth.

Regional Transportation Plan — A long-range Regional Transportation Plan (RTP) is prepared and adopted by MTC every four years, taking into account population, housing and employment forecasts and the regional housing allocation process. The Regional Transportation Plan must be a financially viable plan, and also conform with clean air goals. Under SB 375, the RTP must include the Sustainable Communities Strategy for achieving the regional target for reducing greenhouse gases. (In cases where it is determined that the target cannot be achieved, an alternative planning strategy will be developed.) The RTP is slated for adoption by the spring of 2013, upon expiration of the current long-range plan, the Transportation 2035 Plan.

Other Key Initiatives — A number of other ongoing initiatives will also help shape development of the SCS. The FOCUS program is the regional land-use blueprint plan lead by ABAG and MTC to support voluntary, incentive-based efforts to direct development toward a more compact land use pattern for the Bay Area. Through FOCUS, local governments and regional agencies are encouraging the development of complete, livable communities in areas served by transit, and promoting conservation of the region’s most significant resource lands. MTC’s recently launched Transit Sustainability Project to ensure the long-term viability of the region’s public transit network will also help inform the SCS. Other relevant initiatives include MTC’s Climate Initiatives Program; BCDC and ABAG’s climate adaptation work to address the impacts of sea-level rise; and environmental review guidelines under consideration by the Air District to address health-based concerns over impacts of new development in certain low-income communities near transportation hubs.

II. Developing the Sustainable Communities Strategy

The main work elements of the Bay Area's Sustainable Communities Strategy and Regional Transportation Plan will be led by the Metropolitan Transportation Commission and the Association of Bay Area Governments, with support from the Bay Area Air Quality Management District and the Bay Conservation and Development Commission.

The three charts on pages 49 – 51 illustrate the expected flow of decision making for the SCS planning effort. Additional detail in two areas — scenario planning and equity review — is described below. However, the process will need to be flexible and is subject to change, as needed, to reflect and respond to the input received as we move through the steps of developing the SCS. Any changes as well as additional detail will be updated in the OneBayArea web site.

Scenario Planning: Options for Future Growth in the Bay Area

MTC and ABAG will develop land use-transportation scenario(s) to determine what it will take to reach the statutory targets for greenhouse gas emissions, housing and particulate emissions. Local governments and the public will have opportunities to provide input on what these scenario(s) will look like through regional workshops, and local forums, such as county/corridor working groups conducted with assistance of county congestion management agencies).

Equity Considerations

The social equity impacts of the SCS/RTP will be considered through each step of the planning effort. We envision three key milestones in this process where social equity will be considered:

1. Equity and other performance measures will be used to assess an initial scenario that can serve as a foundation for discussion of the region's "vision" for sustainable growth and development. This will begin in early 2011.

MTC and ABAG also will seek to partner with community-based organizations serving residents in low-income communities and communities of color to participate in subsequent revisions to this vision scenario and the creation of a preferred SCS scenario.

2. A detailed equity alternatives analysis will be developed based on comments received through the scenario development process, and will be open for public review and discussion beginning in the summer of 2011. This analysis will precede any Commission

decisions on a preferred alternative for the SCS. The primary forums for this discussion are expected to be MTC's Policy Advisory Council and the Regional Advisory Working Group.

MTC and ABAG also will seek to partner with community-based organizations to involve residents of low-income communities and communities of color during this phase.

3. Consistent with past equity analyses for the RTP, MTC and ABAG will conduct an equity analysis to measure both the benefits and burdens associated with the SCS/RTP investments to determine that minority and low-income communities share equitably in the benefits of the investments without bearing a disproportionate share of the burdens.

The following pages include these charts:

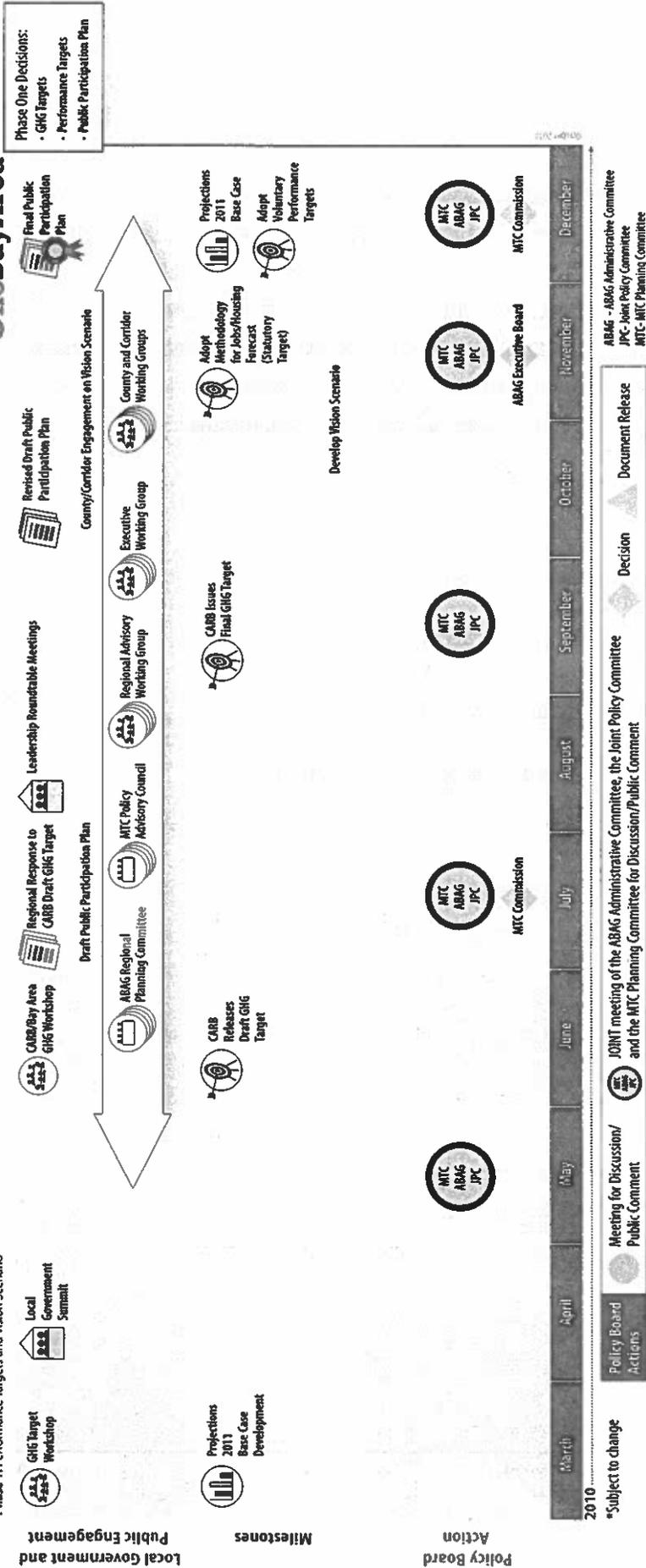
Chart 1: Phase 1 Detail for 2010

Chart 2: Phase 2 Detail for 2011

Chart 3: Phases 3 & 4 Details for 2012-2013

Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

Phase 1: Performance Targets and Vision Scenario



*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

Joint meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment

Decision

Document Release

ABAG Executive Board

MTC Commission

MTC Commission

MTC Commission

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

III. Stakeholders

The goal of engaging local governments and other stakeholders in the SCS planning effort is to promote an open, transparent process that encourages the ongoing and active participation of local governments, a broad range of stakeholders, and the general public.

The success of the SCS is predicated on effective partnership with local governments and public support for policies and programs to accommodate all the region's projected population growth, including all income groups, and achieve targeted reductions in greenhouse gas emissions from cars and light trucks. Without such partnership and support — no matter how great our effort — we will not achieve the best possible outcomes.

To encourage communication among stakeholders, we have established the Regional Advisory Working Group that includes representatives from local government staff and stakeholders. For local governments, county/corridor working groups will support communication at the county and sub-regional levels. To encourage participation from all stakeholders MTC and ABAG will develop material in layman's terms so Bay Area residents understand what we are attempting to accomplish through this process and the options available to the region for achieving our goals.

A. Government Engagement

In developing the Bay Area's Sustainable Communities Strategy, the regional agencies will involve both government and non-government agencies, organizations and individuals. A partnership with local governments — from elected officials to city managers, planning and public works directors, transit operators and congestion management agencies — is critical.

To launch the planning process for the Bay Area's development of a Sustainable Communities Strategy, a half-day local government summit was held on April 22, 2010, in Oakland. Local elected officials received a briefing on the requirements of Senate Bill 375 and an introduction to the planning process the Bay Area will utilize to develop the Strategy. The summit was held in conjunction with the Association of Bay Area Governments' spring General Assembly, and drew over 350 attendees. The audience included a roughly equal representation of local elected officials, government staff, and representatives from a range of interest groups (business, environment and social equity).

County/Corridor Meetings

To involve local governments and transportation agencies, ABAG and MTC in the summer and fall of 2010 coordinated meetings in each county with elected officials who serve on the four regional boards and their staffs and county Congestion Management Agencies (CMAs) to map out a process within each county to partner with and actively engage elected officials, city managers, planning directors, CMAs, transit agencies and stakeholder organizations in the development of the SCS. Specific information about each county process will be posted on the OneBayArea web site as it is developed. meetings will be organized to lead discussions in each county and/or, in certain cases, along major travel routes/corridors, the regional agencies, in coordination with congestion management agencies, will convene county-level meetings in each of the nine Bay Area counties with elected leaders to determine how best to bring local government participants together in their respective counties to undertake this task.

~~The congestion management agencies will host the follow-up County/Corridor meetings — which will likely vary by county and may be based on corridors or other sub-regions — to work with the regional agencies in assigning growth. These working groups will continue with participation from city and county planning and public works directors, transit operators, as well as staff from the congestion management agencies and the four regional agencies.~~

County Congestion Management Agencies (CMAs) will work closely with elected officials, local jurisdictions and stakeholder organizations during the SCS planning effort, providing a meeting structure to discuss such issues as where new housing should be sited, how that new housing can be integrated to encourage sustainable growth and development, and how transportation investments should be prioritized to encourage and support sustainable development. MTC and ABAG will expect CMAs to, at a minimum, post notices of meetings on the OneBayArea web site, hold meetings in central locations that are accessible by public transit (to the extent feasible), notify interested parties in each county about meetings and public comment opportunities in the county/corridor by using ABAG's and MTC's contact database, and offer language translations or accommodations for people with disabilities if requested at least three days in advance.

SCS Executive Working Group

An SCS Executive Working Group — including city managers, congestion management agency directors, regional agency executives, transit officials and others — will be formed to provide a forum for input on technical and policy issues surrounding the SCS. Executive Working Group meeting times/locations as well as meeting materials will be posted on the OneBayArea website.

Additional Outreach to Government Stakeholders: Federal, State and Other Government Agencies and Native American Tribal Governments

In addition to the local governments that will be involved in development of the Sustainable Communities Strategy, MTC and ABAG will consult with officials responsible for other types of planning activities that are affected by transportation in the area, such as federal and state conservation and historic preservation agencies. Consultation will be based on the agency's needs and interests. At a minimum, agencies will be informed about the process to develop the SCS and RTP, and will be provided an opportunity to participate.

Consultation with the region's Native American governments also will occur. There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC and ABAG will invite the tribes to participate in government-to-government consultation during development of the Sustainable Communities Strategy and the Regional Transportation Plan. The groundwork for consultation will occur early in the process of developing the regional transportation plan, and will include a "Tribal summit" for all six Tribal governments. MTC and ABAG will also conduct individual meetings at the tribe's convenience. (See also Tribal Government Consultation in the MTC Public Participation Plan.)

Local Government Statutorily Required Input on Draft Sustainable Communities Strategy

As required by SB 375 legislation, at least two informational meetings in each county will be held for members of the county board of supervisors and city councils, to review and discuss the Draft Sustainable Communities Strategy and consider their input and recommendations. Notice of the meeting shall be sent to each city clerk and to the clerk of the board of supervisors. One informational meeting will be conducted if attendance at the one meeting includes county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county. ABAG and MTC will strive for a robust engagement with local governments that may well go beyond the number of meetings prescribed in the legislation.

IV. Stakeholders

B. Community Stakeholder Engagement

The regional agencies will seek the active participation of a broad range of stakeholder groups in the development of the Sustainable Communities Strategy. In addition to bringing together representatives of local government, county congestion management agencies, transit agencies and the four regional agencies as described in Section III, outreach efforts will encourage the participation of a broad range of public advocates and ~~stakeholders~~ community members. We will pay special attention to engagement efforts that focus on under-represented communities who do not typically participate in regional and local planning. The success of the SCS is dependent on all voices in the region being represented and involved, including stakeholders that are specifically identified in SB 375 and in federal legislation that governs regional transportation planning. ~~including:~~ The stakeholders in the SCS planning process include, but are not limited to, the following:

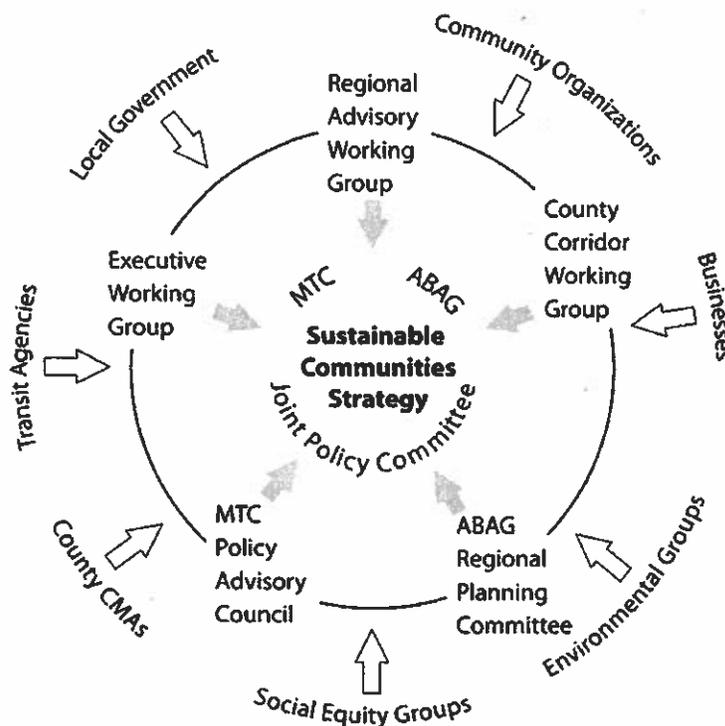
- Other affected public agencies (such as special districts, county health offices, resource agencies, etc.)
- Transportation and environmental advocates
- Neighborhood and community groups
- Broad-based business organizations
- Affordable housing advocates, home builder representatives, homeowner associations
- Landowners, commercial property interests
- Low-income communities, communities of color and limited English proficient communities
- School districts and county offices of education
- Other interested opinion leaders, advocacy groups and the general public.

III. Participation via Policy and Advisory Committees

C. Joint Stakeholder Participation via Policy & Advisory Committees

Participation in regularly scheduled meetings of advisory and policy committees is one way that interested stakeholders — whether government or non-government — can get and stay involved. Meeting times and locations for these meetings will be posted on the OneBayArea website. If unable to attend, stakeholders can find meeting materials at the OneBayArea website (www.OneBayArea.org) as well. The diagram below depicts the partnership that will be required to develop a successful sustainable strategy for the region.

Table 1
A Public Participation Partnership



Policy Boards and Committees

The **Joint Policy Committee** brings together board members of the four regional agencies (ABAG, MTC, the Air District and BCDC) and is the vehicle through which the agencies coordinate their regional planning efforts. This committee will provide oversight of the Sustainable Communities Strategy planning effort. The Joint Policy Committee meets every other month at 10 a.m. in Oakland, in the Joseph P. Bort MetroCenter.

At key points in the development of the Sustainable Communities Strategy, the full policy boards of the four agencies will discuss SCS issues at their regular board meetings. Final decisions and actions related to the SCS will be made by the Metropolitan Transportation Commission and the Executive Board of the Association of Bay Area Governments.

MTC is guided by a 19-member policy board composed of local officials from the nine Bay Area counties, including two members who represent regional agencies — ABAG and the Bay Conservation and Development Commission — as well as three nonvoting members appointed to represent the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the California Department of Transportation. The Commission meets monthly on the fourth Wednesday of the month, at approximately 10 a.m., at MTC's offices in Oakland, in the Joseph P. Bort MetroCenter.

The ABAG Executive Board carries out policies established by the General Assembly, which is composed of representatives of the Bay Area's 101 cities, towns, and counties. ABAG's Executive Board makes operating decisions and controls expenditures, and acts on recommendations from other Association committees. The 38 voting memberships on the Executive Board include elected officials reflecting population size of the nine counties, with non-voting members representing state or federal agencies invited to serve at the pleasure of the Board. The Executive Committee meets the third Thursday of every other month, beginning in January, at 7 p.m. in the auditorium of the Joseph P. Bort MetroCenter.

To more fully collaborate, the MTC Planning Committee and ABAG's Administrative Committee will meet jointly as needed to oversee development of the Sustainable Communities Strategy.

Advisory Committees

The Regional Advisory Working Group: Bay Area residents and government staff will meet jointly through a newly created *ad hoc* regional working group whose primary purpose is to provide input to regional agency staff throughout the development of the Sustainable Communities Strategy. The Regional Advisory Working Group will meet as needed. For example, during 2010, the Regional Advisory Working Group is expected to meet almost monthly during the April – December 2010 timeframe, and participants will be asked to offer feedback on regional targets, including regional housing and job targets, the “base-case” or starting point land use, alternative land use and transportation investment scenarios, and SCS-related public outreach.

The Regional Advisory Working Group will include planning staff representatives of local government, county Congestion Management Agencies, transit agencies, and stakeholder representatives. Each county is represented by at least one local planning director; representatives of various stakeholder groups (including affordable housing, business, real estate developers, equity and environmental groups) were invited to participate as well. Meeting materials will be posted on the OneBayArea website and are open to all government staff and members of the public.

Existing MTC and ABAG advisory committees will be utilized to garner additional input from various stakeholders. These include MTC's Policy Advisory Council and ABAG's Regional Planning Committee.

- **MTC's Policy Advisory Council** is a 27-seat advisory panel established to advise MTC on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. This panel will be an active participant in the development of the SCS by providing input on regional planning efforts linking transportation, housing and land use plans to reduce greenhouse gas emissions. The Policy Advisory Council meets monthly, on the second Wednesday of the month at 1:30 p.m. at MTC's offices in the Joseph P. Bort MetroCenter, Oakland.
- **The ABAG Regional Planning Committee** hears Bay Area planning issues of regional concern and makes recommendations to the ABAG Executive Board. The Regional Planning Committee includes 36 members, with a minimum of 18 elected officials from the nine Bay Area Counties, representatives of the four regional agencies, and stakeholders representing a broad range of issues, including business, economic development, recreation/open space, environment, public interest, housing, and labor, as well as representatives from ethnic minority groups and special districts. The Regional Planning Committee meets the first Wednesday; alternate months, from 1-3 p.m. in the MetroCenter Auditorium, in Oakland.

~~V. Public Participation Techniques~~

D. Public Participation Techniques

Development of the Bay Area's Sustainable Communities Strategy will occur in four phases. ~~as described in the Work Plan in Introduction Section.~~ Public participation efforts for each phase will be developed in advance of each, and posted on www.OneBayArea.org. Detail for all phases ~~Phase One~~ is described in ~~Figure 1 below~~ the Planning Process Charts 1-3 (pages 49-51), although it is important to note that this is an iterative process that is subject to change. Throughout each phase, ABAG and MTC will use a variety of participation techniques to engage a wide range of residents, as described in this Participation Techniques section.

Voices from Underserved Communities

The success of the Sustainable Communities Strategy is dependent on all voices in the region being represented and involved. MTC and ABAG will take special effort to engage minority and low-income residents that do not typically participate in regional government planning efforts, and to work with social equity advocates to frame regional policies and investment guidelines that can result in equitable development.

In order to seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income and limited English proficient communities, a limited number of grants will be provided to community non-profit organizations in communities of concern through a request for proposals (RFP) competitive process for assistance in engaging their residents. See MTC's *Plan for Special Language Services to Limited English Proficient (LEP) Populations* for more information on involving populations with limited English proficiency.

~~ABAG and Breakthrough Communities (a non-profit project based in Oakland), with support from MTC, submitted a transportation planning grant for funds from the California Department of Transportation to assist in engaging these special populations. The funds would allow for a more robust public engagement process in this area. Selection of the grant recipients won't be known until mid-2010.~~

MTC and ABAG have applied for a grant through the state's Strategic Growth Council to fund public participation activities in low-income communities and communities of color. Announcements on awarding of these grants were pending as this revised draft was released.

Other Partnerships

MTC and ABAG will partner with the Silicon Valley Community Foundation on an initiative known as Envision Bay Area to encourage more Bay Area residents to get involved in the Sustainable Communities Strategy. The Community Foundation, in conjunction with a range of nonprofit groups, including the Greenbelt Alliance, the Bay Area Council, and the American Lung Association, has received a Knight Foundation Grant to fund an interactive web-based tool that will help interested residents understand the implications and trade-offs associated with different housing, transportation and land-use choices.

To encourage partnerships with the many interested stakeholder groups and to help reach out to and involve individuals, local government officials and community organizations, an SCS “tool kit” will be developed. The tool kit will include information to continue discussions with other interested members of the public, publicize comment opportunities, and build general awareness for the SCS planning effort. We will build upon the networks of advisors and the work of partner agencies (such as through Community-Based Transportation Planning efforts) to utilize the tool kit.

Participation Techniques

~~To the extent that funding allows,~~ The public participation efforts will include:

Advance Notice

- Develop details for the planning process and opportunities for public engagement in advance of each phase of the SCS development — and post these details ~~a detailed Planning Process Chart~~ on www.OneBayArea.org.
- Maintain an updated calendar of events on the OneBayArea website. ~~accessible 24 hours a day, seven days a week.~~
- Provide timely notice about upcoming meetings. Post agendas and meeting materials on the web one-week in advance of policy committee meetings or ad hoc advisory group meetings.
- Use a mailing list database to keep participants notified throughout the multi-year process (via e-mail or U.S. mail).
- Circulate a Draft Sustainable Communities Strategy or Alternative Planning Strategy, if one is prepared, for public review at least 55 days before the adoption of the Final Sustainable Communities Strategy and Regional Transportation Plan.
- Work with media outlets to encourage news coverage in advance of meetings.

Workshops, Presentations, Hearings

- Provide opportunities for a discussion in each county on important issues surrounding how to create a sustainable Bay Area. Pursuant to state statute, MTC and ABAG will hold a minimum of three public workshops in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more meetings in the less populous Marin, Napa, Solano and Sonoma counties.
- Host public meetings/workshops in convenient and accessible locations and at a variety of times (evenings, weekends, as well as week days).
- Hold at least three public hearings on the Draft SCS or Alternative Planning Strategy, if one is prepared; hold the public hearings in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.
- Use “visualization” techniques to communicate technical planning issues and strategies to the public, such as maps, videos, graphics, animation or computer simulation to depict alternatives under consideration.
- Conduct a public workshop on target-setting methodology (required by SB 375; held March 10, 2010 in the San Francisco Bay Area).
- Hold technical workshops to describe the methodology and key assumptions of the Bay Area travel model and ABAG’s model.
- Provide a summary of comments heard at workshops via www.OneBayArea.org.

Internet/Social Media

- Use of a single web address — www.OneBayArea.org — so members of the public have a single place to go for current updates, and to request to receive notices and information.
- Link to OneBayArea website from the individual websites of the regional agencies.
- Maintain a library of past workshop meeting materials on the OneBayArea website.
- Offer interactive web polls, surveys, etc.
- Provide timely, easy-to-understand information on a website that is accessible, per the Americans with Disabilities Act.
- Explore using social media methods to reach and engage residents.

Media Outlets

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.

- Pursue civic journalism partnerships for high-impact coverage of key issues; conduct media briefings for reporters, including special emphasis to ethnic, foreign-language and community media outlets.
- Translate news releases about public workshops into Spanish and Chinese, or other languages as appropriate.

Outreach to targeted groups

- Seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income and limited English proficient communities.
- Provide grants to community non-profit organizations in communities of concern for assistance in engaging their residents.
- Conduct focus groups targeted at certain stakeholders.
- Host roundtable discussion forums periodically to consult with a range of advocacy opinion leaders to discuss key issues, priorities.
- Provide assistance, if requested, at least three working days prior to a meeting, to people with disabilities, and language assistance to people with limited English proficiency. (Five or more days' notice is preferred.) Such requests may be made through the MTC Public Information Office at 510-817-5757.
- Piggy-back on existing meetings in order to attract greater attendance and participation.

Other

- Statistically relevant public opinion poll (also available in languages other than English).
- The methods ABAG and MTC will use to report progress on the SCS planning effort will include, but not be limited to, the web, e-mail updates, electronic and print newsletters, and local media outlets.

VI IV. Performance Measures for the Sustainable Communities Strategy Public Participation Plan

MTC and ABAG commit to the following goals and performance benchmarks to measure the effectiveness of the public participation program. The agencies will report on the results in order to inform and improve future outreach and involvement programs, including future updates to the Sustainable Communities Strategy.

Public Participation Goals for the 2013 Sustainable Communities Strategy

1. *Diversity*: Participants must represent a range of socioeconomic, ethnic and cultural, geographic and user (mode) groups. They must also include a range of people with varying interests: social service, business, environment, social justice/equity, etc.
2. *Reach*: The program should make every effort to include the greatest number of people possible. Different levels of participation will make it more inviting for people with a range of involvement preferences to join the discussion.
3. *Accessibility*: Every effort should be made to engage as many participants as possible. This goal can be met by taking the participation activities to where people already are located, whenever possible. It can also be met by providing ways to participate, regardless of individuals' language, personal mobility or ability to attend a meeting, access to the Web, etc.
4. *Impact*: The feedback received through this Public Participation Plan should be analyzed and provided to policy makers wherever appropriate. Interested participants should be informed of actions by MTC and ABAG. Decisions to not incorporate recommendations should be noted, with a rationale provided and ready to be discussed.
5. *Education*: This outreach program is an opportunity for MTC and ABAG to inform a wide range of people about transportation issues in the Bay Area, as well as the link to climate change and smart growth, among other issues. Each step of the process should include an educational element, whether it is about Bay Area transportation in general, specific projects being considered for inclusion in the long-range plan or background on the outreach results to date.
6. *Participant Satisfaction*: People who take the time and energy to participate should feel it was worth their while to join in the discussion and debate. Questions, surveys or other effort to gather input will be designed to add value to the process and help inform decisions.

MTC staff devised performance measures for the above-identified goals that include quantifiable targets for performance, based on aspirations for meaningful public involvement, tempered by reasonable assumptions and time and budget constraints.

The following targeted performance measures are associated with each of the goals.

Diversity

- The demographics of targeted groups (age, ethnicity, income, geographic location, disability) roughly mirror the demographics of the Bay Area's population.
- Participants represent a cross-section of people of various interests, places of residence and primary modes of travel, as reported on evaluation forms distributed at meetings.

Reach

- 3,000 or more comments are logged.
- ~~3,000~~ 6,000 individuals actively participate in the Sustainable Communities Strategy public participation efforts as measured by survey responses and meeting attendance (excluding repeat attendance).
- There are 30,000 visits or "views" to the OneBayArea website.
- The Sustainable Communities Strategy or elements of it are mentioned in at least 70 radio or TV broadcasts, newspaper articles, editorials, commentaries, or other printed media.

Accessibility

- Meetings are held in all nine counties.
- 100 percent of meeting locations are accessible by transit, if available.
- Meetings are linguistically accessible to 100 percent of participants, with 3 working days' advance request for translation. (Meeting announcements offer translation services with advance request for translation services.)
- All meetings are accessible under the requirements of the Americans with Disabilities Act (ADA).

Impact

- 100 percent of written correspondence received is logged, analyzed, summarized and communicated in time for consideration by staff or policy board members.
- 100 percent of written correspondence is acknowledged so that the person making it knows whether his or her comments are reflected in the outcome of an MTC or ABAG action or, conversely, or why the action was different.

Education

- 60 percent of participants “*strongly agree or agree*” with statements that indicate that participation in the outreach and involvement efforts was a good opportunity to learn more about Bay Area transportation, land use and housing issues.
 - Educational value of presentations and materials
 - Understanding of other perspectives and differing priorities
 - Clear information on OneBayArea website

Participant Satisfaction

- 60 percent of participants “*strongly agree or agree*” with statements that rate the 2013 Sustainable Communities Strategy public participation efforts and target the participants’ personal experiences.
 - Sufficient opportunity to comment/ask questions
 - Clear information at an appropriate level of detail
 - Quality of the discussion

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, November 18, 2010 – 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 September 16, 2010, L&GO meeting.	Information/ Action
3.	LEGISLATIVE PRIORITIES FOR 2011 LEGISLATIVE SESSION <ul style="list-style-type: none"> • Review of 2010 legislative priorities and subsequent outcomes of bills and Propositions meeting those priorities in this past 2010 Legislative Session • Discussion to determine 2011 legislative priorities 	Information/ Action
4.	ABAG INTERNATIONAL: FEASIBILITY STUDY ON MARKETING BETWEEN CHINA AND BAY AREA ABAG President Mark Green will present a proposal for discussion.	Information/ Action
5.	A 2011 LEGISLATIVE RECEPTION	Information/ Action
6.	ADJOURNMENT Next meeting is scheduled for January 20, 2011.	Action
	Agenda and other written materials are available at ABAG/Front Desk, 101 8th Street, Oakland, or at http://www.abag.ca.gov/meetings -- Legislation and Governmental Organization Committee	

* The Committee may take any action on any item on the agenda
 ** Full California Bill Texts and actions can be read and printed out from state website:
www.leginfo.ca.gov.



Legislation and Governmental Organization Committee

**Summary of Priorities and Bill Outcomes
 2010 Legislative Session**

<p>Legislation Priorities</p>		<p>Scorecard (37 Bills) 34 State Bills Considered with 11 Sent to the Governor: --8 were signed/chaptered and 3 vetoed --Other 26 failed passage, stalled in Committee, or were designated inactive 3 Federal Bills</p>
<p>Subject Legislation addressing focused integrated planning and environmentally healthy communities</p>	<p>Specific Objectives A. Aggressively pursue legislation addressing Extended Producer Responsibility and waste disposal, and hazardous waste issues. B. Track legislation addressing Water planning and supply, Bay issues, the Peripheral Canal and Delta Solution C. Environmentally Healthy Communities</p>	<p>Outcome Chaptered: SB 228 (DeSaulnier) Plastic Bags: Compostable Plastic Bags Chaptered: SB 346 (Kehoe) Hazardous Materials—Motor Vehicle Brake Friction Materials Chaptered: AB 1343 (Huffman) Architectural Paint Recycling Chaptered: AB 2398 (Perez) Product Stewardship for Carpet SB 1100 (Corbett) Product Stewardship: Household Batteries AB 1998 (Brownley) Solid Waste: Single-Use Carryout Bags SB 1454 (DeSaulnier) Recycling: Plastic Products AB 2138 (Chesbro) Recycling: Food Service Packaging—Carryout Bags AB 2139 (Chesbro) Solid Waste: Product Stewardship AB 2176 (Blumenfeld) Hazardous Waste: Lighting Products AB 1805 (Calderon) Environment: California Environmental Quality Act Vetoed: AB 234 (Huffman) Oil Spill Prevention and Response-Transfer of Oil Chaptered: AB 2103 (Hill) San Francisco Bay Restoration Authority H.R. (Speier) San Francisco Bay Improvement Act of 2010 AB 1810 (Feuer) Crime Gun Tracing Improvement Act AB 1934 (Saldana & Ammiano) Firearms (Open Carrying of Unloaded Handguns</p>

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

<p>Resources and incentives for planning, infrastructure and services to assist local governments and related climate change and land use solutions.</p>	<p>Seek resources and incentives through legislation and state departments and continue legislative partnership with MTC on these issues.</p>	<p>Chartered: AB 987 (Ma) Transit Village Development Districts: Financing AB 2313 (Buchanan) Greenhouse Gas Emissions: Significant Effects SB 1189 (Correa) Housing Element Law: Regional Housing Need Allocations (RHNA) S.1619 (Dodd) The Livable Communities Act of 2009</p>
<p>Long Term Financial Disaster Recovery Planning Initiative</p>	<p>A. Pursue/sponsor legislation to set up mechanism for Long Term Financial Disaster Recovery Planning in Bay Area</p> <p>B. Pursue support of legislation and/or funding of Community Based Organization networks and their disaster services, --work with the nonprofit agency CARD (Collaborating Agencies Responding to Disasters) to support and extend the model throughout the region's counties and cities.</p>	<p>Vetoed: SB 1205 (Corbett) Bay Area Disaster Recovery Planning Council Act</p> <p>AB 2064 (Perez & Bass) Emergency Housing Shelter Operations Grant Account: Notice of Funding Availability</p>
<p>Finance legislation that includes balanced revenue streams and fiscal reform</p>	<p>A. Continue work with the League of California Cities and the California State Association of Counties on structural budget reform.</p> <p>B. Track proposals on Constitutional Convention.</p>	<p>Chartered: SB 1211 (Romero-Dutton) Unemployment Insurance: Elected Officials SB 1061 (Hancock) San Francisco-Oakland Bay Bridge: Capital Projects AB 155 (Mendoza) Local Government: Bankruptcy Proceedings (also SB 88 (DeSaulnier) Local Government: Bankruptcy)</p> <p>Proposals and ballot measures discontinued mid-year due to lack of funding support.</p>
<p>Constitutional amendment to lower the vote requirement for local sales taxes and local infrastructure bonds.</p>		<p>ACA 9 (Huffman) Local Government Bonds: Special Taxes — Voter Approval</p>
<p>State and federal legislation establishing innovative financing and project delivery mechanisms.</p>	<p>A. Work to ensure that, where a Regional Blueprint has been adopted, consistency with regional blueprints is a consideration in allocation of bond funds from State agencies and in the development of legislation and agency State policies on climate change, while upholding local flexibility and authority.</p>	

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

- B. Continue to work on legislation that would ensure that COGs, MPOs, and other affected regional planning agencies receive sufficient funds to fulfill obligations under SB 375 through State decisions allocating funds from Proposition 84 for planning in accordance with SB 732. Would include funding to reimburse COGs for Regional Housing Needs Allocation (RHNA) compliance costs
- C. Seek permanent funding for COG, MPO, and local governments for SB 375 obligations.
- D. Seek funding/stimulus funds that would support regional agency infrastructure, like agency building energy efficiency retrofit and possible joint regional agency building.

Chaptered: SB 1006 (Pavley) Natural Resources: Climate Change—Strategic Growth Council
 SB 1174 (Wolk) Land Use: General Plan—Future Sustainable Communities Pilot Project

SB 1445 (DeSaulnier) Planning
 AB 153 Ma Land Use and Planning: Environmental Planning

Vetoed: AB 1755 (Swanson) Seismic Safety Finance Act
 AB 2679 (Eng) Public Buildings: Energy and Water—Consumption Reductions
 AB 2472 (Huffman) Building Standards: Pilot Program for Green Innovation Building Permits
 SB 1048 (Hancock) Local Government: Community Facilities District
 SBX8 26 (Pavley and other co-authors) Energy: Property Assessed Clean Energy (PACE) Financing
 H.R. 3525 (Thompson) Tax Exempt Private Activity Bond Use for Renewable Energy Generation and Energy and Water Efficiency Projects

AB 234 Huffman	Oil Spill Prevention and Response: Transfer of Oil	Vetoed
SB 228 DeSaulnier	Plastic Bags: Compostable Plastic Bags	Chapter 406
AB 987 Ma	Transit Village Development Districts: Infrastructure Financing	Chapter 354
AB 1343 Huffman	Architectural Paint Recycling	Chapter 420
AB 1755 Swanson	Seismic Safety Finance Act	Vetoed
AB 2103 Hill	San Francisco Bay Restoration Authority	Chapter 373
AB 2398 Perez	Product Stewardship Carpet: Public Procurement	Chapter 681
SB 346 Kehoe	Hazardous Materials: Motor Vehicle Brake Friction Materials	Chapter 307
SB 1006 Pavley	Natural Resources: Climate Change—Strategic Growth Council	Chapter 632
SB 1205 Corbett	Bay Area Disaster Recovery Planning Council Act	Vetoed
SB 1211 Romero-Dutton	Unemployment Insurance: Benefits—Eligibility—Overpayments—Elected Officials	Chapter 222

L&GO Committee Report
2010 California Legislative Session
Bills Considered: 34
Enrolled-To Governor: 11

8 were signed and chaptered
3 were vetoed

ABAG FINANCE AND PERSONNEL COMMITTEE

Thursday, November 18, 2010, 5:00 p.m.
 ABAG Conference Room B
 MetroCenter—8th and Oak Streets
 Oakland, CA

<u>Est. Time in Minutes</u>		<u>Recommendation***</u>
	1. Call to Order	
2	2. Public Comments	Information
3	*3. Minutes of the July 15, 2010 Meeting	Action
5	*4. Financial Reports – ABAG <i>The June and July 2010 Financial reports are enclosed with the agenda packet.</i>	Action
5	**5. Audited Financial Reports for ABAG <i>Auditors from Maze & Associates will present the June 30, 2010 audited financial reports for ABAG. Committee will consider recommending Executive Board approval of these reports.</i>	Action
10	*6. Update on Proposed Profiles Project <i>Staff will discuss methods for facilitating participation in ABAG activities by elected officials throughout the region, including web-enabled meetings.</i>	Information/ Action
5	*7. Update on Proposed Regional Facility <i>Staff will present an outline of the consultant's report on the feasibility of a shared regional facility, the formal presentation by the consultant being made to the Executive Board in the evening.</i>	Information
THE FOLLOWING ITEMS WILL BE DISCUSSED IN CLOSED SESSION PURSUANT TO THE REQUIREMENTS OF THE RALPH M. BROWN ACT.		
5	7. Conference with Labor Negotiators <i>Agency designated representatives: Patricia Jones, Brian Kirking and Austris Rungis (IEDA) Employee organization: SEIU Local 1021</i>	Information
	8. Adjournment	Action
	* Attachments enclosed with packet. ** Being forwarded to members under separate cover later.	
	*** The Committee may take action on any item on the agenda, which action may be the recommended action, any other action or no action.	

ABAG FINANCE AND PERSONNEL COMMITTEE

Summary Minutes

July 15, 2010

Members Present

Supervisor Scott Haggerty, Chair
Supervisor Susan Adams
Supervisor David Cortese
Supervisor Rose Jacobs Gibson
Mayor Mark Green
Supervisor John Gioia
Supervisor Mike Kerns, Vice Chair
Supervisor Barbara Kondylis
Vice Mayor Peter McHugh

Jurisdiction

County of Alameda
County of Marin
County of Santa Clara
County of San Mateo
City of Union City
County of Contra Costa
County of Sonoma
County of Solano
City of Milpitas

Members Absent

Mayor A. Sepi Richardson City of Brisbane

Officers and Staff Present

Ezra Rapport, Executive Director
Patricia Jones, Assistant Executive Director
Kenneth Moy, Legal Counsel
Brian Kirking, IT Director
Herbert Pike, Finance Director

- 1) The meeting was called to order at 5:00 p.m.
- 2) There was no public comment.
- 3) Summary Minutes of the July 15, 2010 meeting were approved.
/M/McHugh/S/Green/C/approved.
- 4) Pike provided an overview of the June and July Financial Reports.
/M/McHugh/S/Kerns/C/approved.
- 5) Pike gave an oral, informational report on cities that had not yet paid their FY 2010-2011 dues.
- 6) Jones presented the Agency's "Report on Diversity and Business Opportunity—FY 2009-10" which noted the diversity of the Agency's workforce and its contractors.
/M/Kerns/S/Jacobs Gibson/C/approved.

AGENDA ITEM 3

- 7) Rapport presented a Profiles Project which would include profiles of elected officials throughout the region hosted and/or access through the ABAG web site. After considerable discussion, the Committee, by consensus, agreed to hold the item over to the November meeting at which time staff could report on the parameters under which social networking between public officials could be accommodated consistent with the Brown Act, as well as to present a more formal scope of services and a budget to foster allowable social networking.
- 8) Meeting adjourned at 5:48 p.m.

TO: Finance and Personnel Committee

DT: September 30, 2010

FM: Herbert Pike, Finance Director

Re: Financial Reports
--August 2010

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

Cash on Hand (Figure 1)

Cash on hand increased to \$2.56 million on August 31st from \$1.96 million on July 31st. The increase is attributed primarily to working down accounts receivable by \$750 thousand. The August balance includes approximately \$1.86 million invested in the Local Agency Investment Fund (LAIF). Currently, ABAG does not hold any other investments. The August 31st cash balance is approximately \$593 thousand less than the prior year, the latter being largely attributed to some pre-funded grants in the prior year that have since been spent down.

Receivables (Figure 2)

Receivables from grant and service programs amounted to about \$2.43 million on August 31st, a decrease of \$750 thousand from the month prior. The decrease is primarily attributable to getting the billings processed, the unbilled receivables being reduced \$957 thousand, primarily grant billings, from the previous month while the grants receivables went up only \$248 thousand. August receivables are about \$214 thousand less than the year prior.

Actual vs. Budgeted Expenses (Figure 9)

Total expenses through August 31st amounted to about \$2.51 million, or 10.9 percent, of the budgeted annual expense of \$23.09 million for FY 10-11.

Actual vs. Budgeted Revenues (Figure 10)

As of August 31st, total revenues amounted to about \$2.44 million, or 10.6 percent, of the budgeted annual revenue of \$23.09 million for FY 10-11.

As of August 31st, both revenues and expenses are below pro rated (16.7 percent) "projected" annual totals. While revenues and expenditures might be expected to be 16.7 percent after the first two months of the new fiscal year, they are less than projections, largely due to the timing of consultant and sub-contractor expenses that lag in getting the billings in for the work performed and, consequently, getting billed and reimbursed for completed work. Consultant and sub-contractor expenses may be expected to accelerate during the balance of the fiscal year.

Fund Equity (Figure 5)

As of August 31st, general fund equity was approximately \$954 thousand, an increase of \$65 thousand from July 31st. The increase is primarily attributed to the reduced use of accrued leave, thereby providing a higher percentage of payroll costs to be charged to projects and more project labor charges against which to earn administrative overhead recovery. The Agency's restricted fund

equity, consisting of capital, self-insurance and building maintenance, remained unchanged at \$510 thousand.

Indirect Cost (Figure 6)

The Agency's actual indirect cost (overhead) rate was 47.62 percent of direct labor cost as of August 31st, or about 4.67% above the budgeted rate of 42.95 percent for FY 10-11. Much of the overage is attributed to the high percentage of non-chargeable personnel expense (leave usage) and the concentration of various administrative activities necessary in transitioning between fiscal years. For the same month in the prior year, the rate was 50.43 percent but ended at 42.95 percent for the year. Likewise, the current rate is expected to converge toward the budgeted rate as the year progresses.

Overall (Figures 3, 4, 7 & 8)

At August 31st, the Agency's net financial position is somewhat askew from the forecast with a deficit of roughly \$68 thousand, or about 2.8 percent of year-to-date revenues, it is down significantly from the 12.8 percent deficit noted at the end of July. Thus, while August mitigated much of the deficit reflected in July, the remaining deficit reflects the July impacts attributed primarily to the draw down of leave accruals and some one-time annual expenditures. The variance will need to be closely monitored as we head into the holiday periods of November and December when paid leave is expected to escalate again.

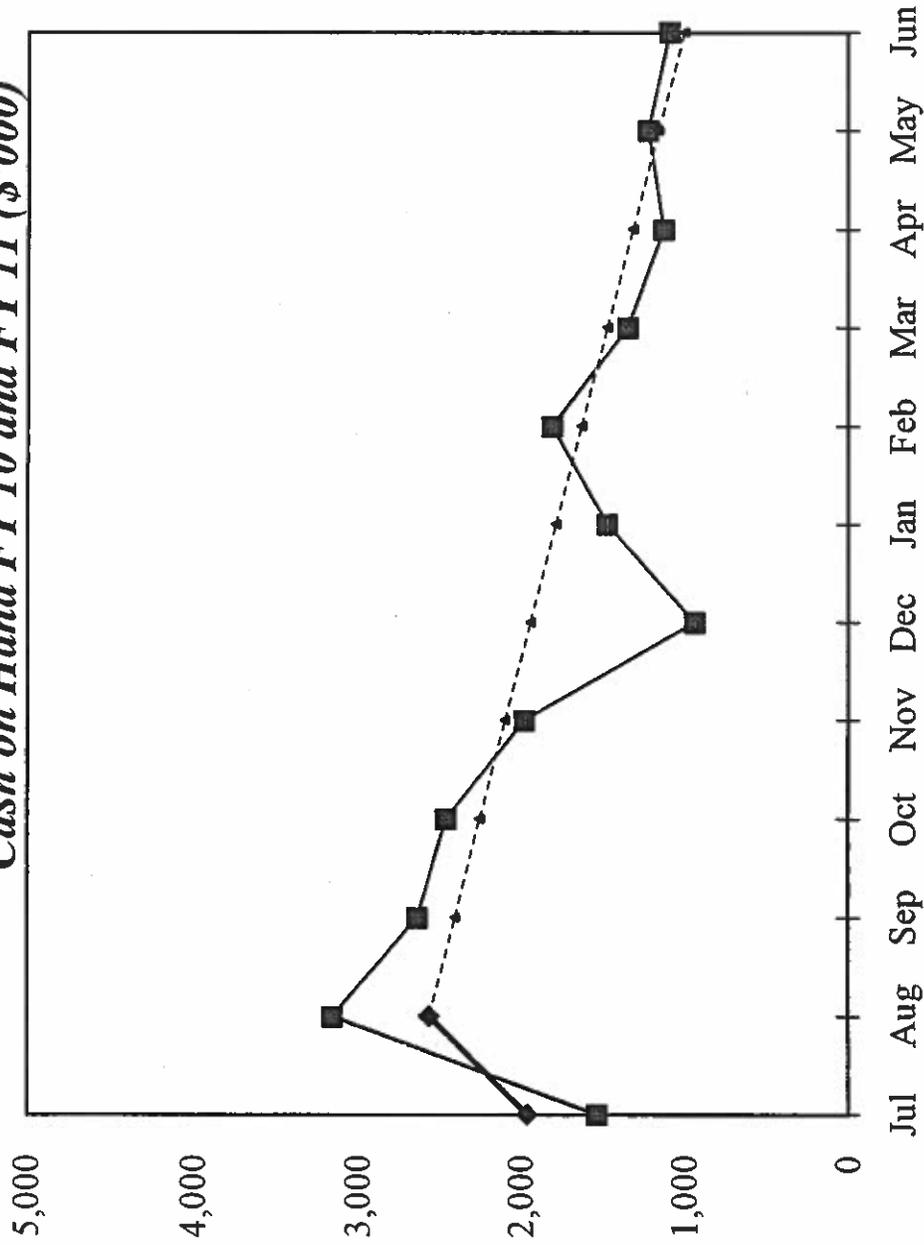
ABAG FINANCIAL REPORTS

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* Composition of Expenses	Figure 7
* Composition of Revenues	Figure 8
* Actual vs. Budgeted Expenses	Figure 9
* Actual vs. Budgeted Revenues	Figure 10
* Description of Charts	

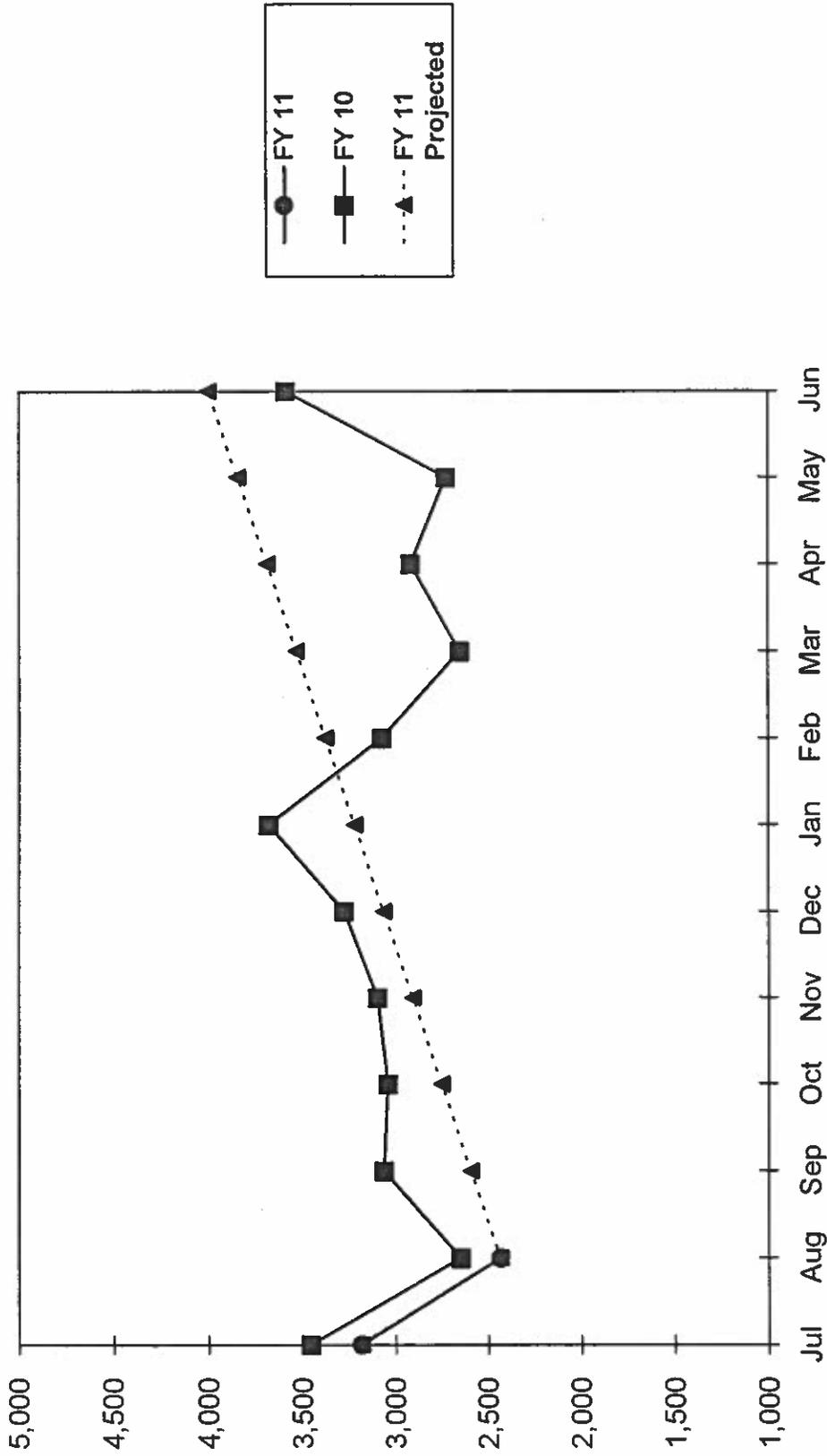
ABAG Financial Indices

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



ABAG Financial Indices

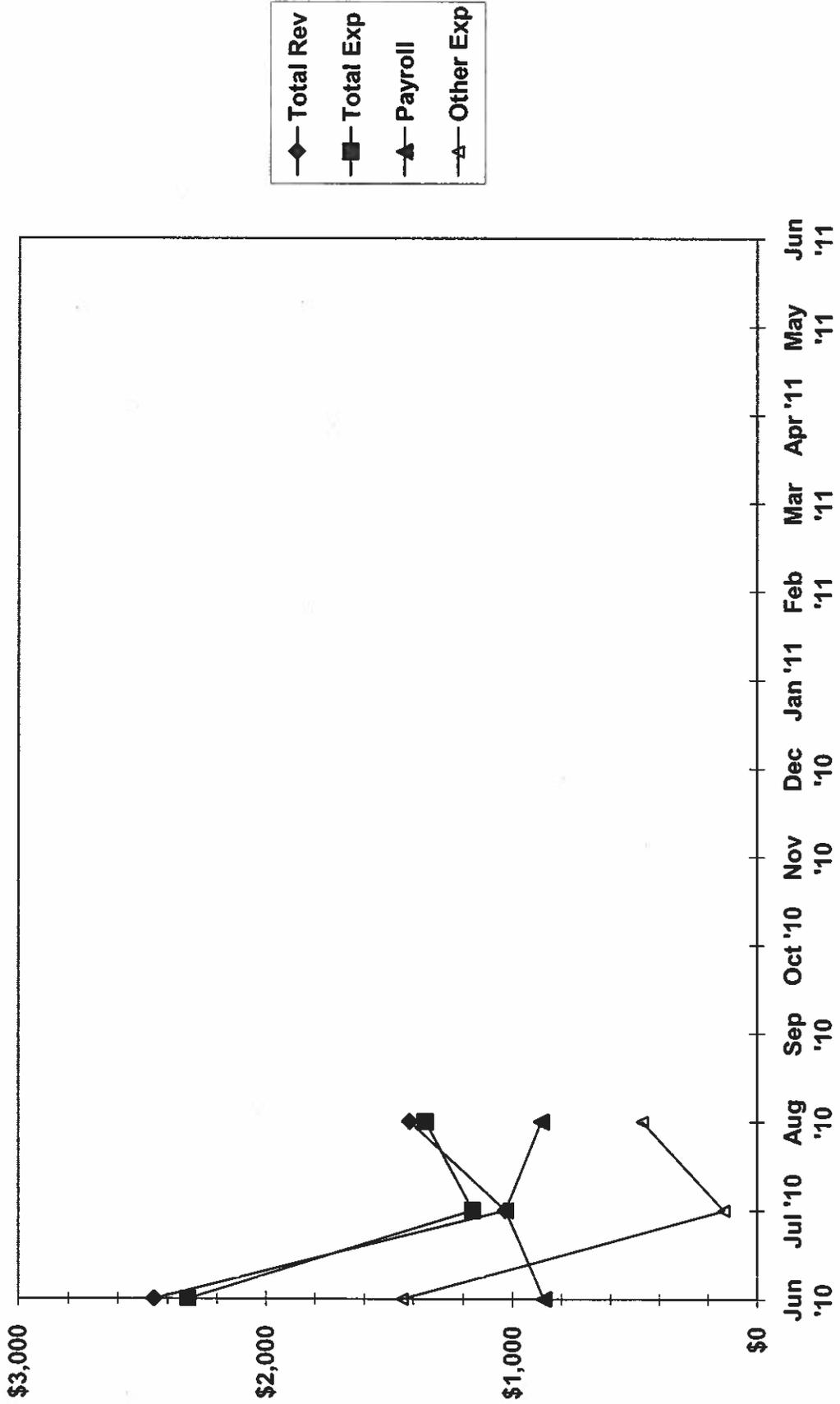
Accounts Receivable FY 10 and FY 11 (\$'000)



ABAG Financial Indices

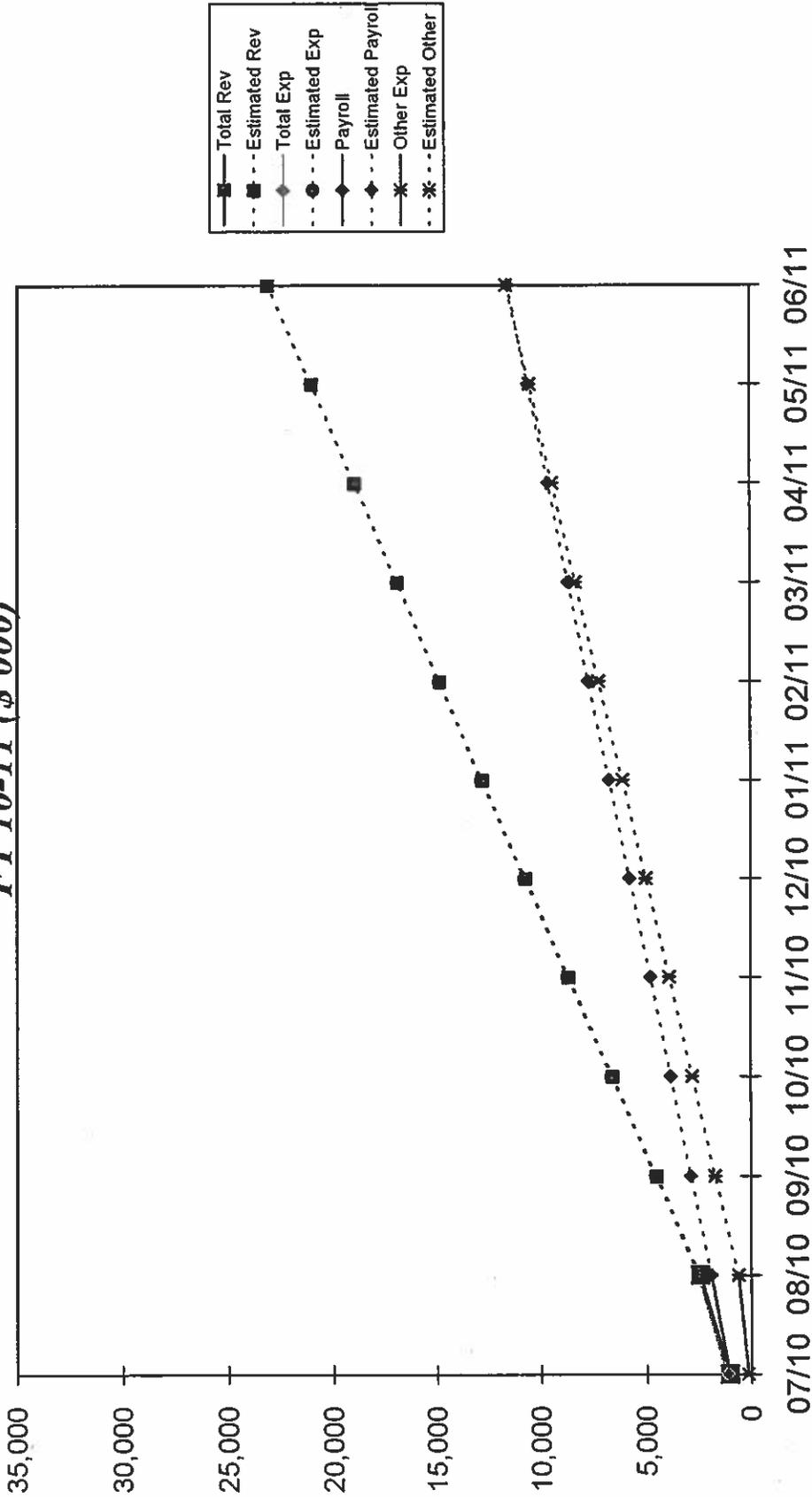
Current Month Revenues & Expenses

FY 10-11 (\$'000)



ABAG Financial Indices

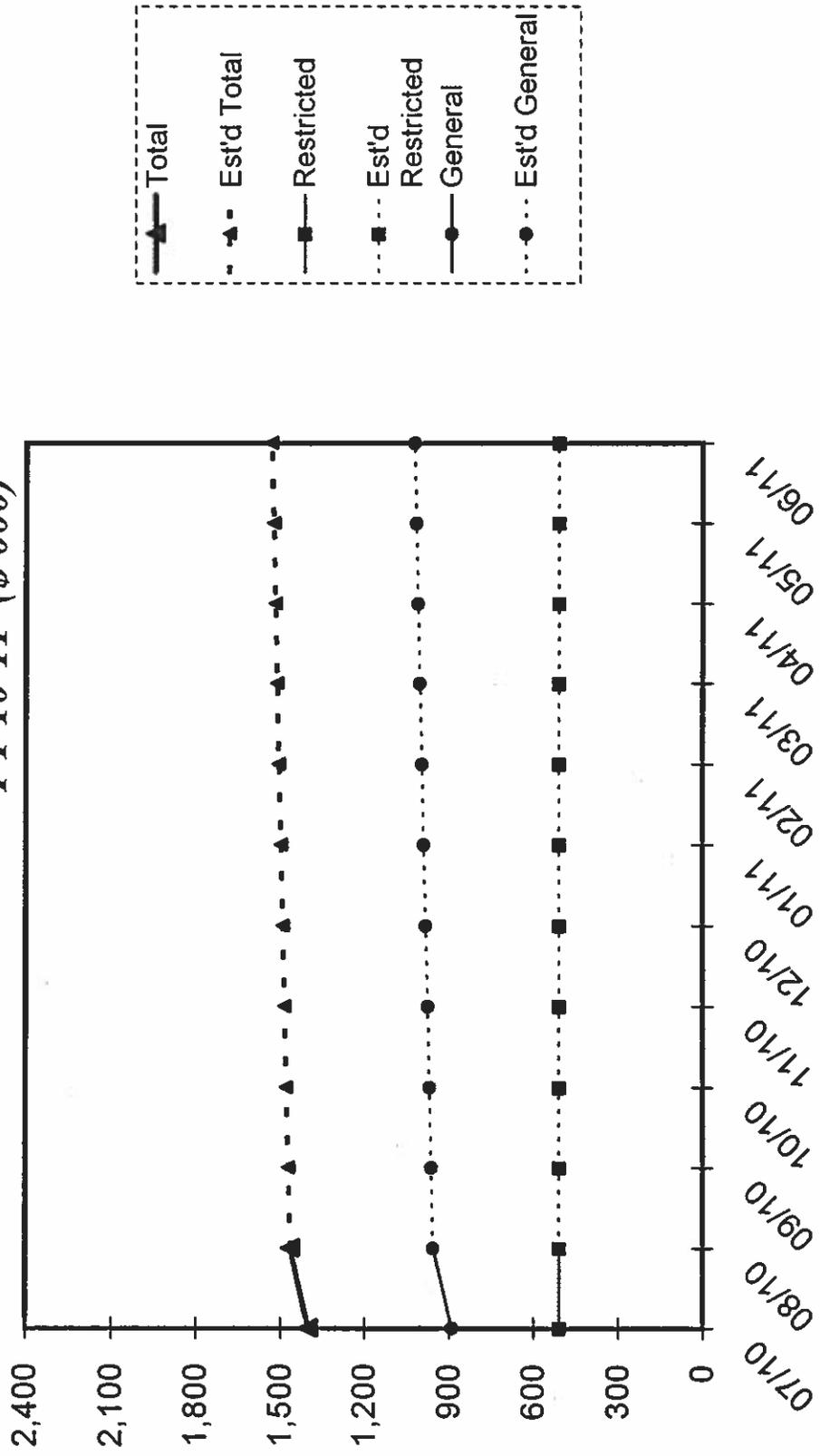
Year-to-date Revenues & Expenses FY 10-11 (\$'000)



ABAG Financial Indices

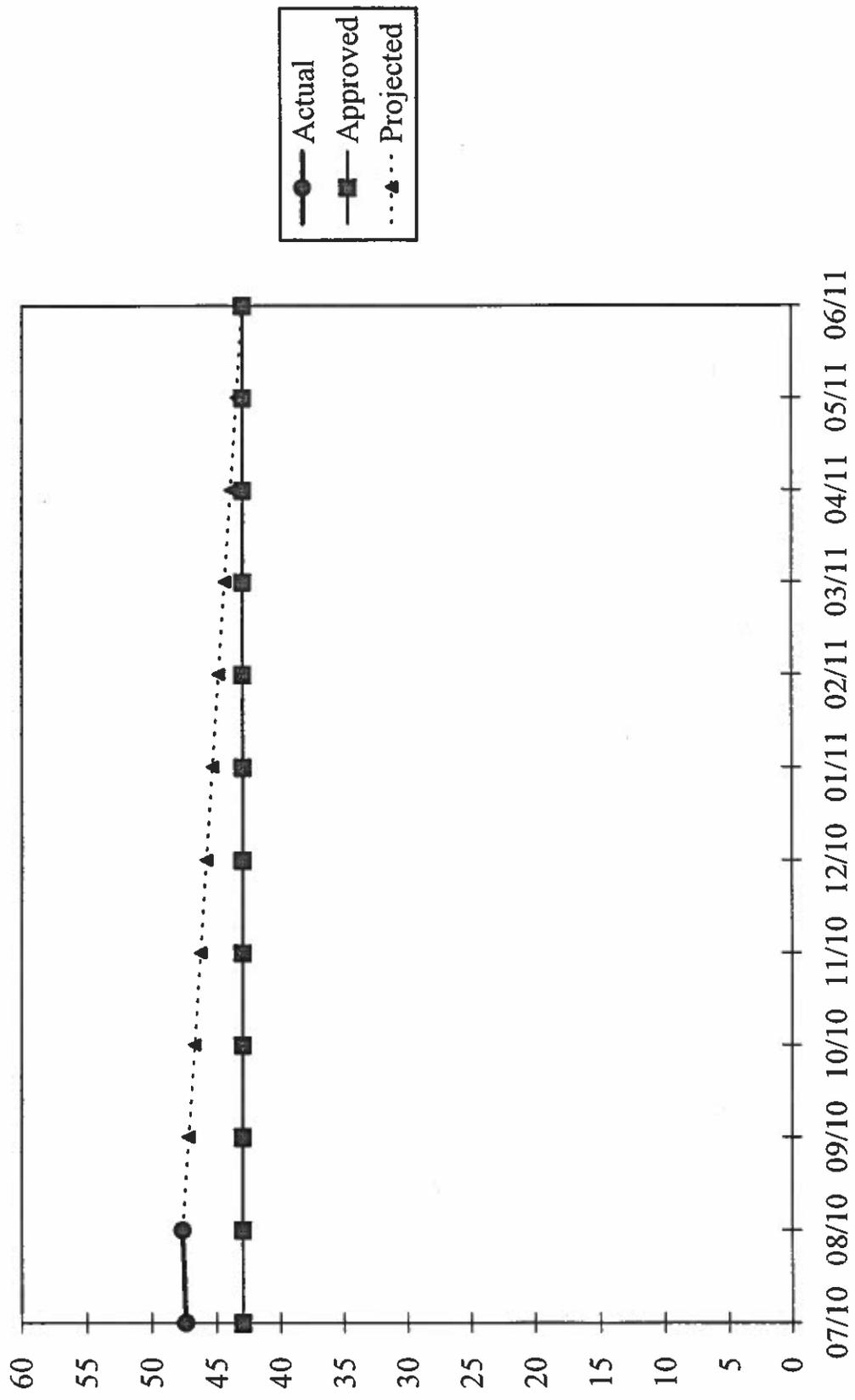
Fund Equity

FY 10-11 (\$'000)



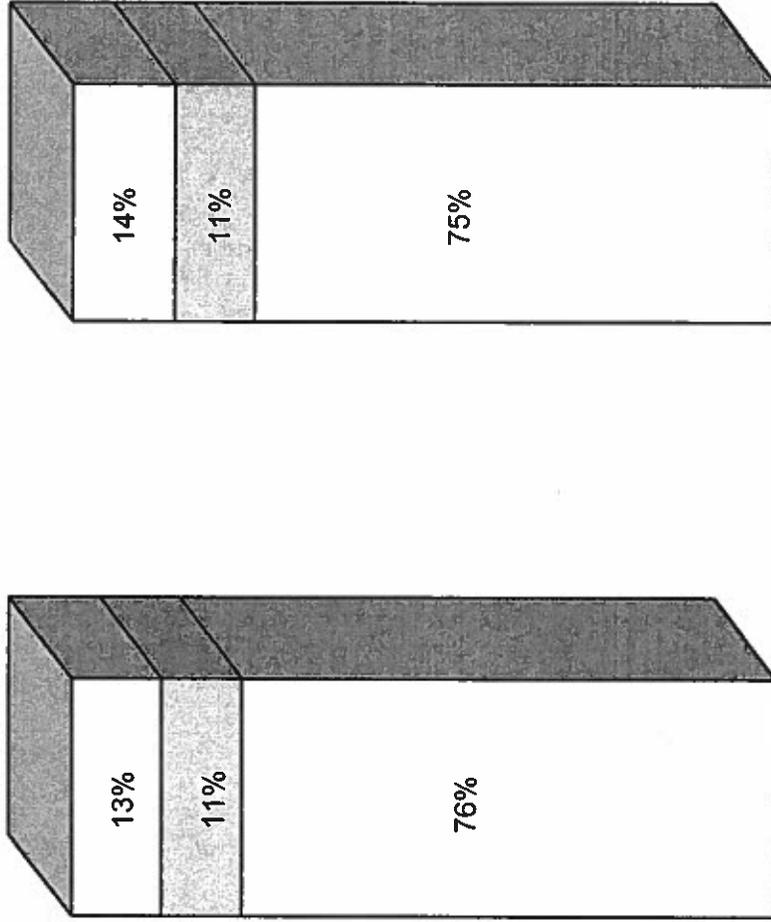
ABAG Financial Indices

Indirect Cost Rate (% of Direct Labor Cost) FY 10-11



ABAG Financial Indices

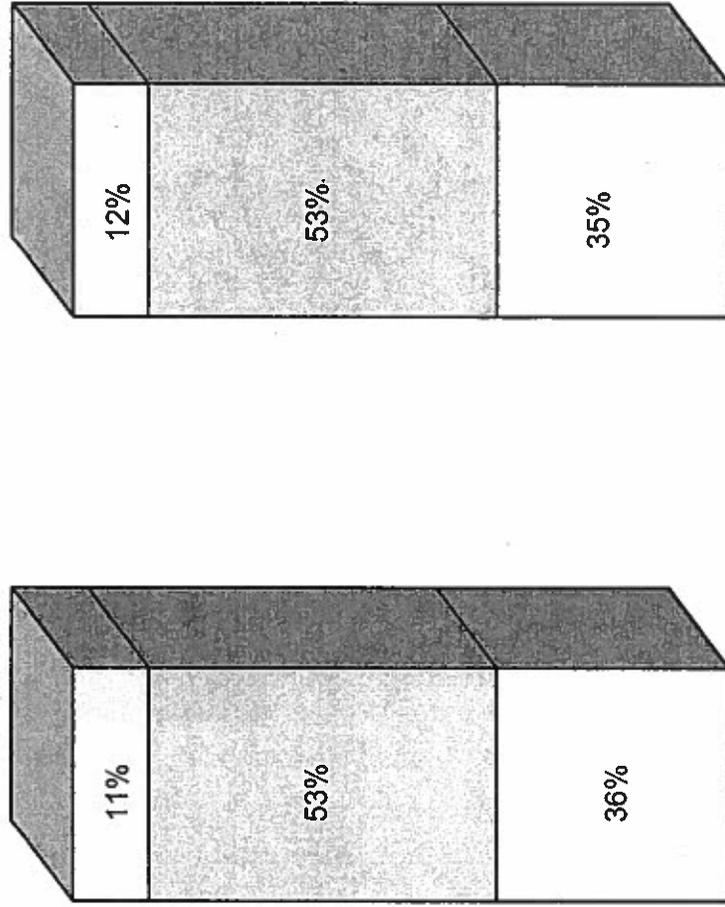
Composition of Expenses FY 10--FY 11 Year to Date (\$'000)



	FY10-11 Expenses (Total \$2,513)	FY09-10 Expenses (Total \$2,498)
□ Consultants	\$318	\$360
□ Others	\$285	\$282
□ Payroll	\$1,910	\$1,856

ABAG Financial Indices

Composition of Revenues FY 10--FY 11 Year to Date (\$'000)

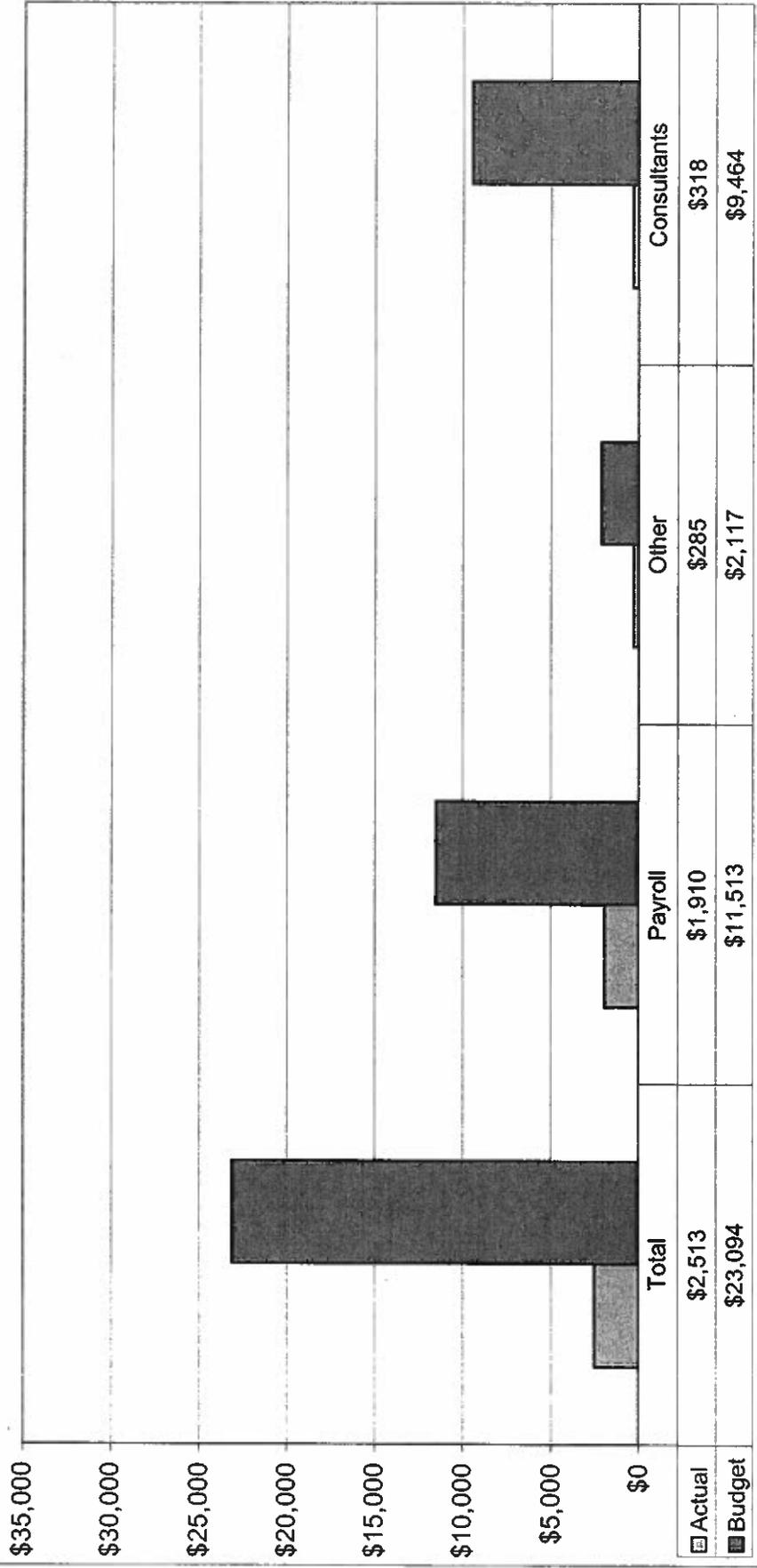


	FY 10-11 Revenue (Total \$2,445)	FY 09-10 Revenue (Total \$2,443)
□ Membership	\$281	\$278
□ Grants	\$1,295	\$1,298
□ Services & Others	\$869	\$867

ABAG Financial Indices

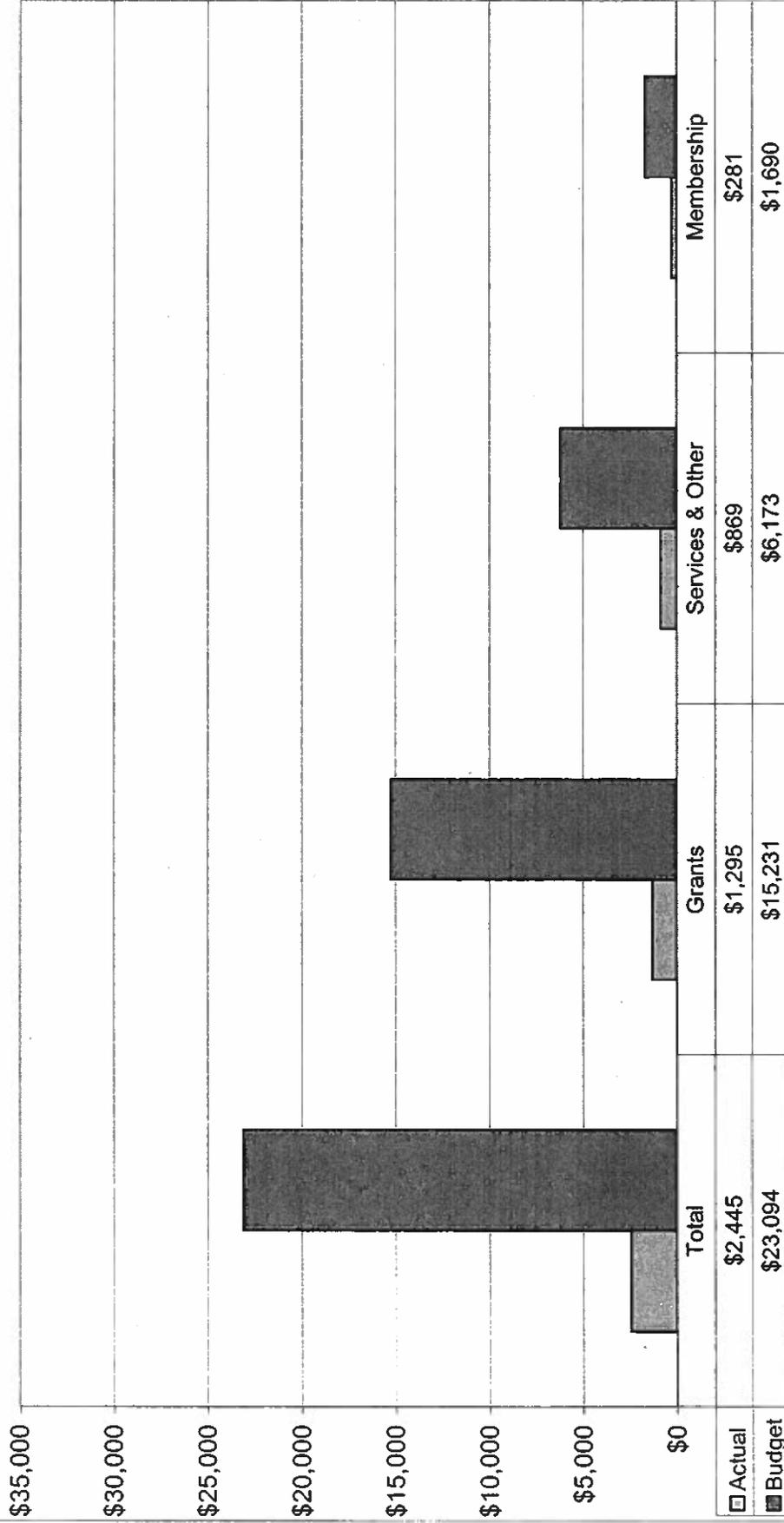
Actual vs Budgeted Expenses--FY 10-11

Year to Date (\$'000)



ABAG Financial Indices

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



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Figure 10 -- Actual vs. Budgeted Revenues)

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

TO: Finance and Personnel Committee

DT: October 29, 2010

FM: Herbert Pike, Finance Director

Re: Financial Reports
--September 2010

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

Cash on Hand (Figure 1)

Cash on hand decreased to \$1.72 million on September 30th from \$2.56 million on August 31st. The decrease is attributed primarily to an increase in billed grants receivable. The August balance includes approximately \$1.41 million invested in the Local Agency Investment Fund (LAIF). Currently, ABAG does not hold any other investments. The September 30th cash balance is approximately \$917 thousand less than the prior year, the latter being attributed to less timely reimbursement from granting agencies.

Receivables (Figure 2)

Receivables from grant and service programs amounted to about \$3.06 million on September 30th, an increase of \$628 thousand from the month prior. The increase is primarily attributable to delays in recovering billed grant expenses, the billed grants receivables increasing by \$431 thousand from the previous month while the unbilled receivables went up \$211 thousand. September receivables are just \$2,000 less than less than the year prior.

Actual vs. Budgeted Expenses (Figure 9)

Total expenses through September 30th amounted to about \$4.06 million, or 17.6 percent, of the budgeted annual expense of \$23.09 million for FY 10-11.

Actual vs. Budgeted Revenues (Figure 10)

As of September 30th, total revenues amounted to about \$4.01 million, or 17.4 percent, of the budgeted annual revenue of \$23.09 million for FY 10-11.

As of September 30th, both revenues and expenses are below pro rated (25 percent) "projected" annual totals. While revenues and expenditures might be expected to be 25 percent after the first three months of the new fiscal year, they are less than projections, largely due to the timing of consultant and sub-contractor expenses that lag in getting the billings in for the work performed and, consequently, getting billed and reimbursed for completed work. Consultant and sub-contractor expenses may be expected to accelerate during the balance of the fiscal year.

Fund Equity (Figure 5)

As of September 30th, general fund equity was approximately \$964 thousand, an increase of \$10 thousand from August 31st. The increase is primarily attributed to the reduced use of accrued leave, thereby providing a higher percentage of payroll costs to be charged to projects and more project labor charges against which to earn administrative overhead recovery. The Agency's restricted fund

equity, consisting of capital, self-insurance and building maintenance, remained unchanged at \$510 thousand.

Indirect Cost (Figure 6)

The Agency's actual indirect cost (overhead) rate was 45.53 percent of direct labor cost as of September 30th, or about 2.58% above the budgeted rate of 42.95 percent for FY 10-11. Much of the overage is attributed to the high percentage of non-chargeable personnel expense (leave usage) and the concentration of various administrative activities necessary in transitioning between fiscal years. For the same month in the prior year, the rate was 46.26 percent but ended at 42.95 percent for the year. Likewise, the current rate is expected to converge toward the budgeted rate as the year progresses.

Overall (Figures 3, 4, 7 & 8)

At September 30th, the Agency's net financial position is slightly askew from the forecast with a deficit of roughly \$56 thousand, or about 1.4 percent of year-to-date revenues, it is down \$12 thousand from the deficit noted at the end of July. Thus, while September continued to mitigate the deficit accrued in July, the remaining deficit reflects the July impacts attributed primarily to the draw down of leave accruals and some one-time annual expenditures. The variance will need to be closely monitored as we head into the holiday periods of November and December when paid leave is expected to escalate again.

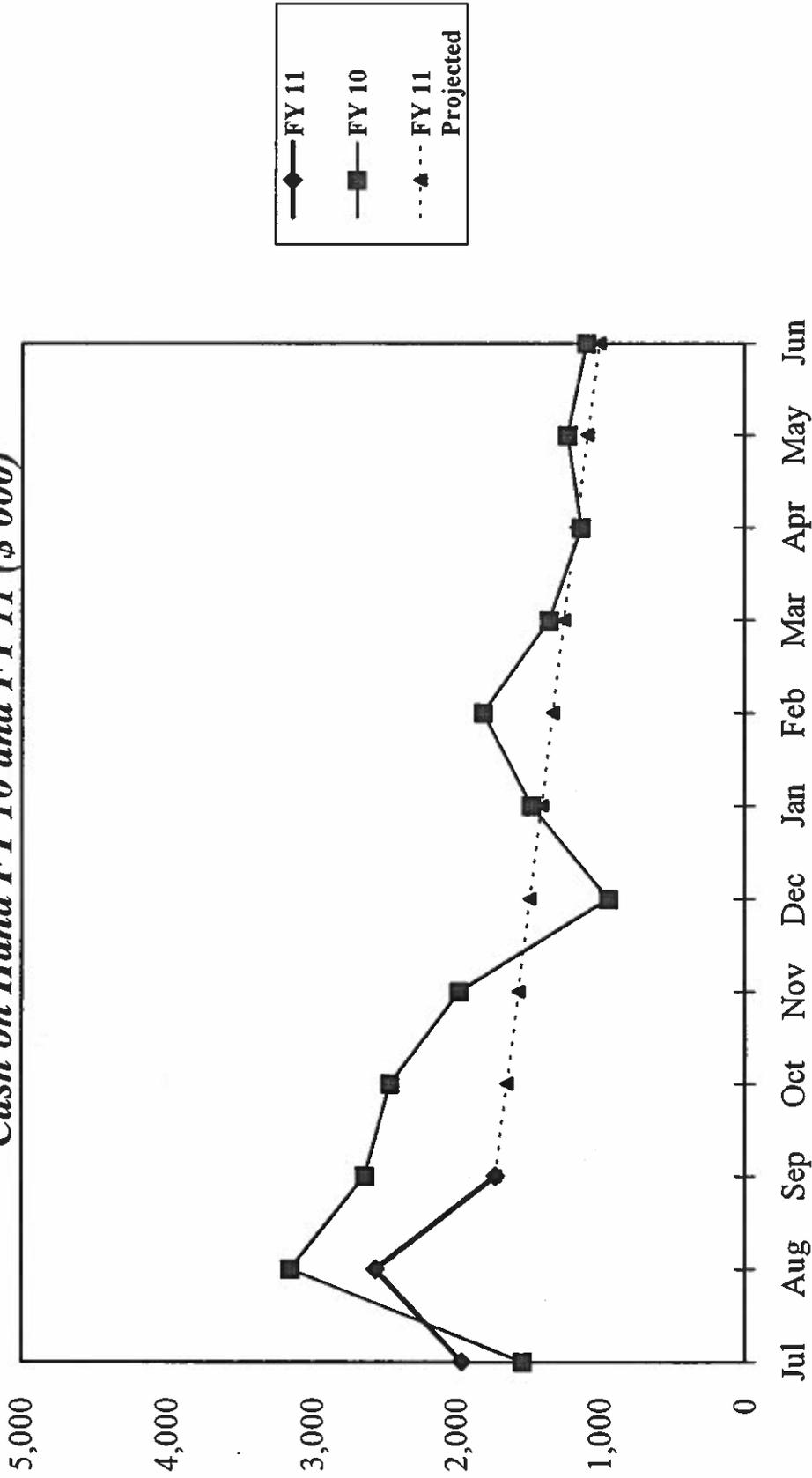
ABAG FINANCIAL REPORTS

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* Year-to-date Revenues and Expenses	Figure 4
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* Indirect Cost Rate (% of Direct Labor Cost)	Figure 6
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* Actual vs. Budgeted Expenses	Figure 9
* Actual vs. Budgeted Revenues	Figure 10
* Description of Charts	

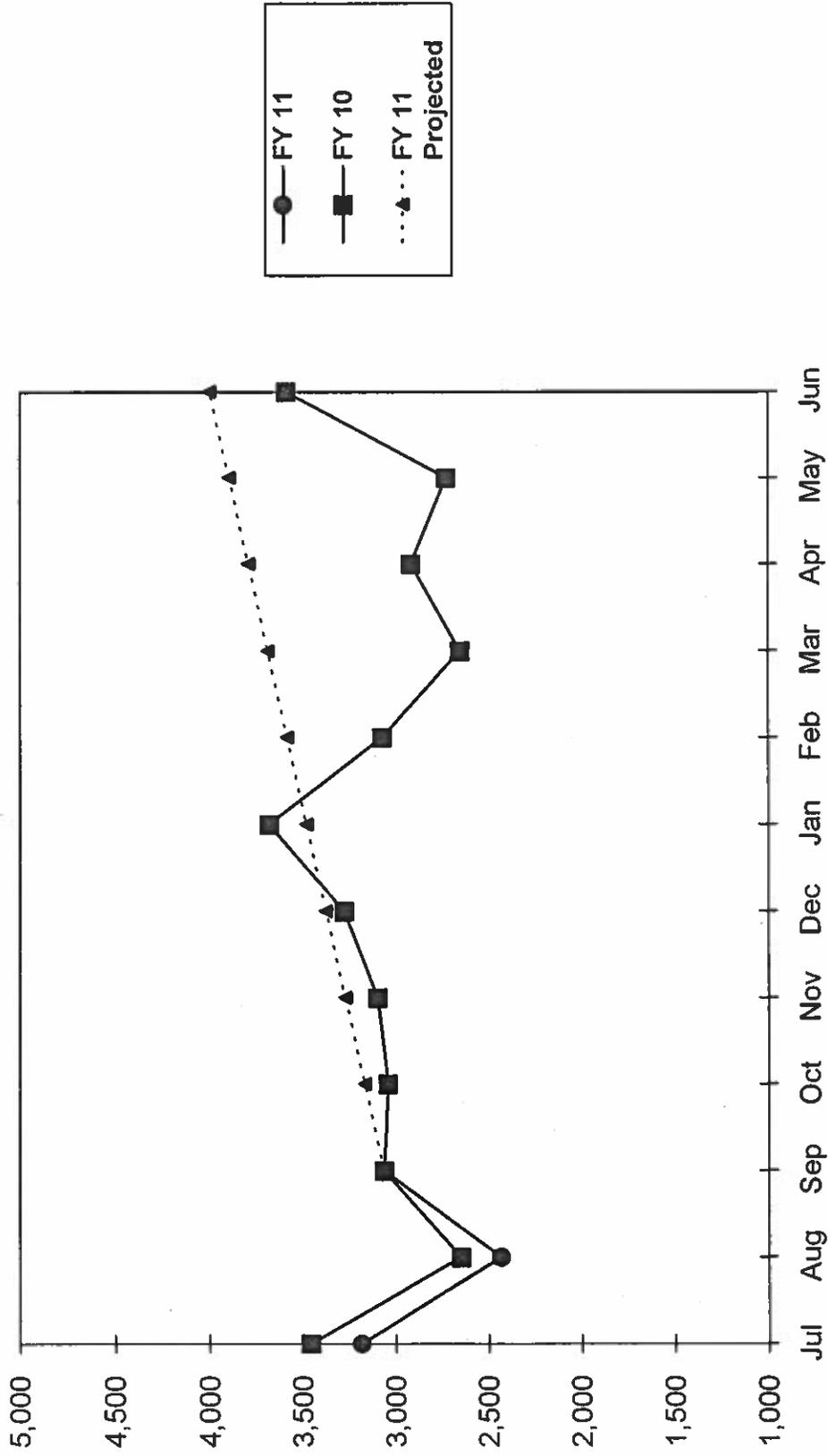
ABAG Financial Indices

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



ABAG Financial Indices

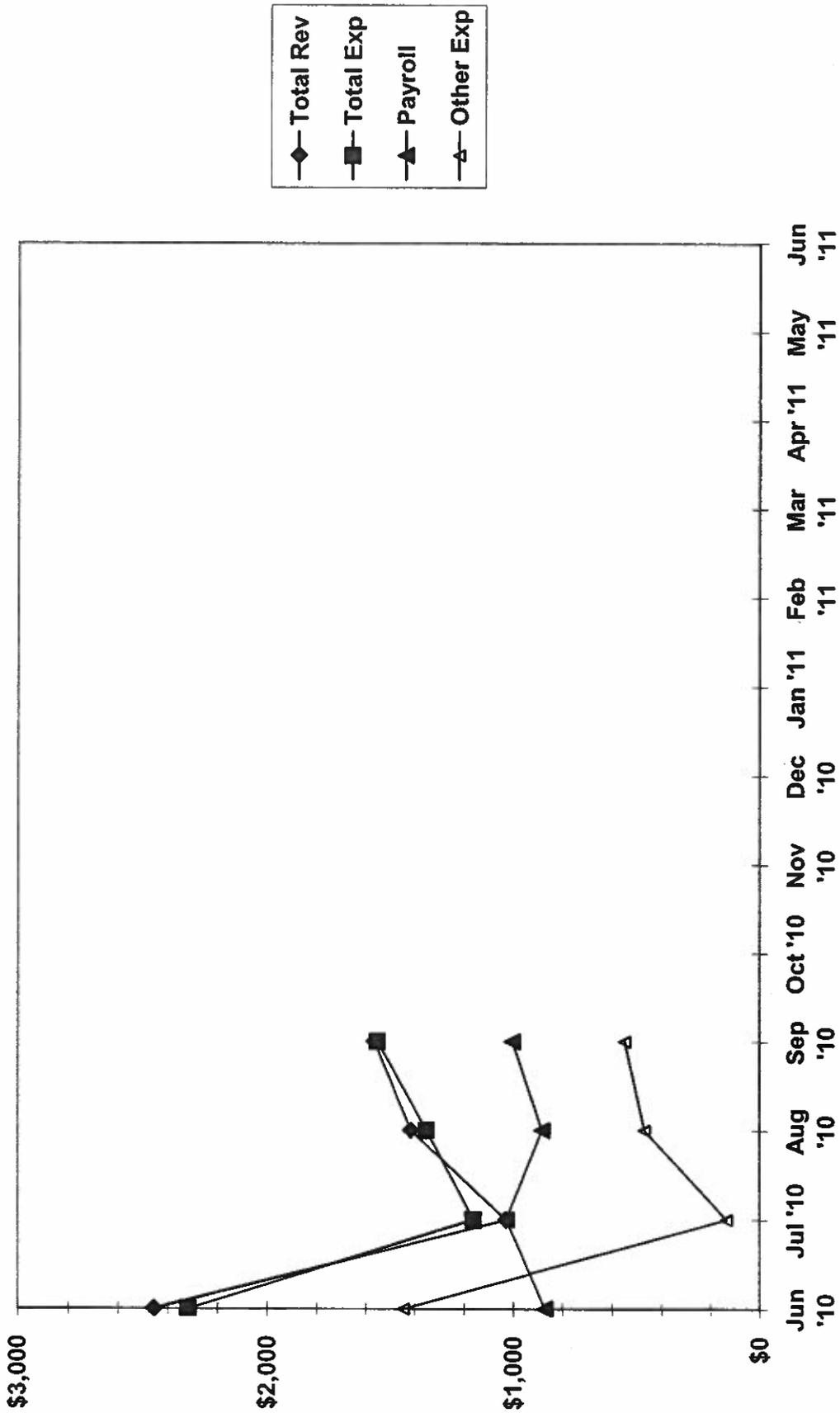
Accounts Receivable FY 10 and FY 11 (\$'000)



ABAG Financial Indices

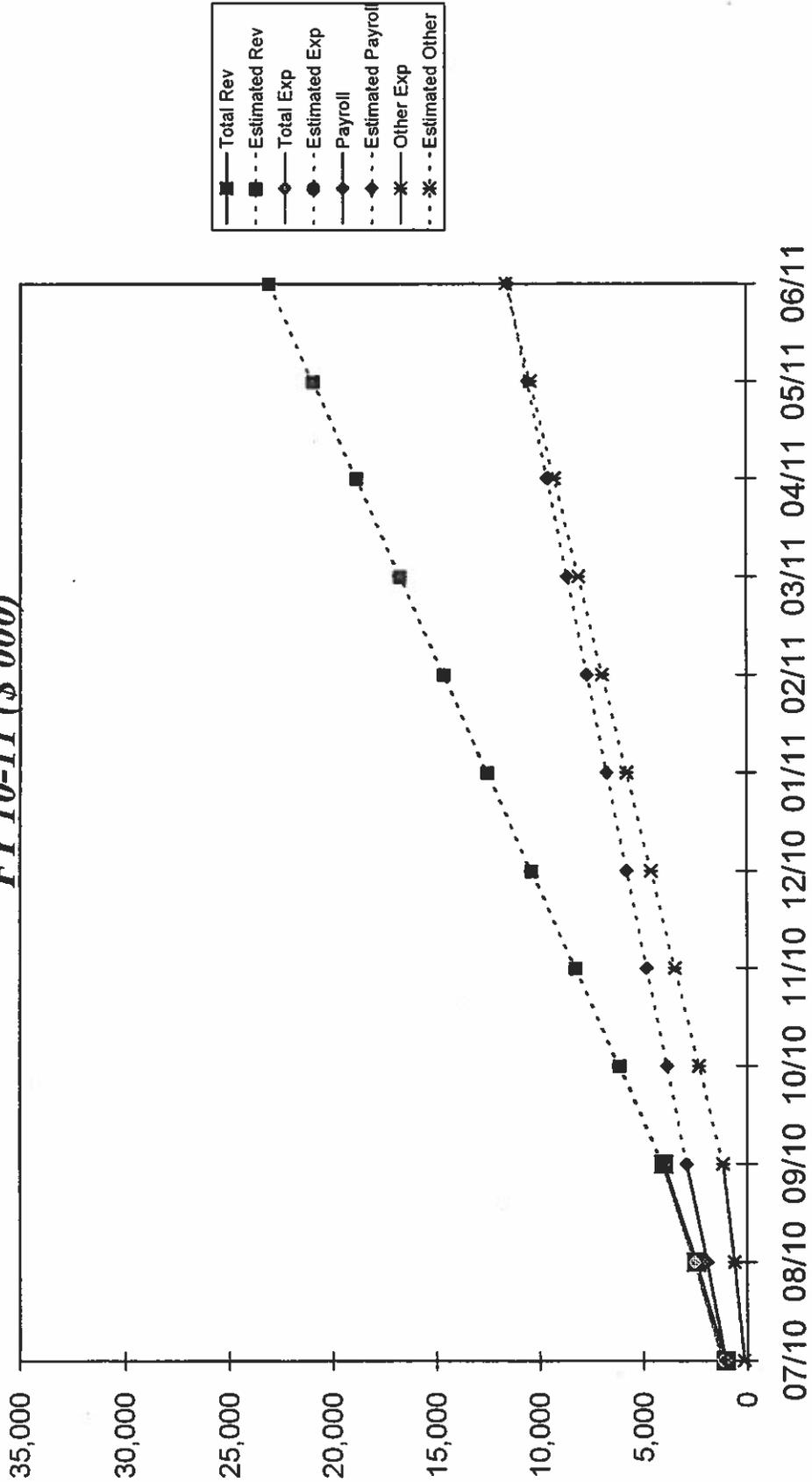
Current Month Revenues & Expenses

FY 10-11 (\$'000)



ABAG Financial Indices

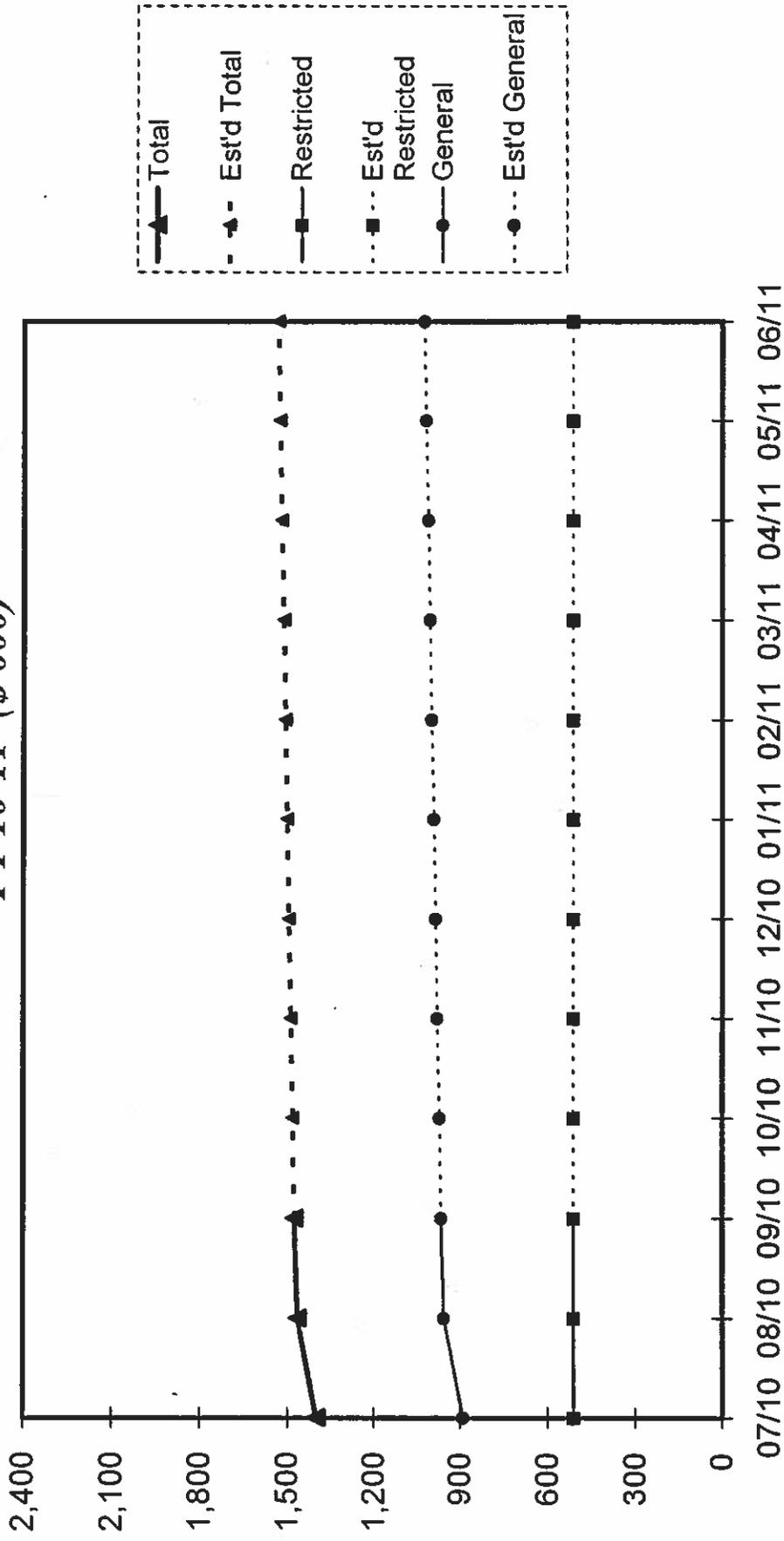
Year-to-date Revenues & Expenses FY 10-11 (\$'000)



ABAG Financial Indices

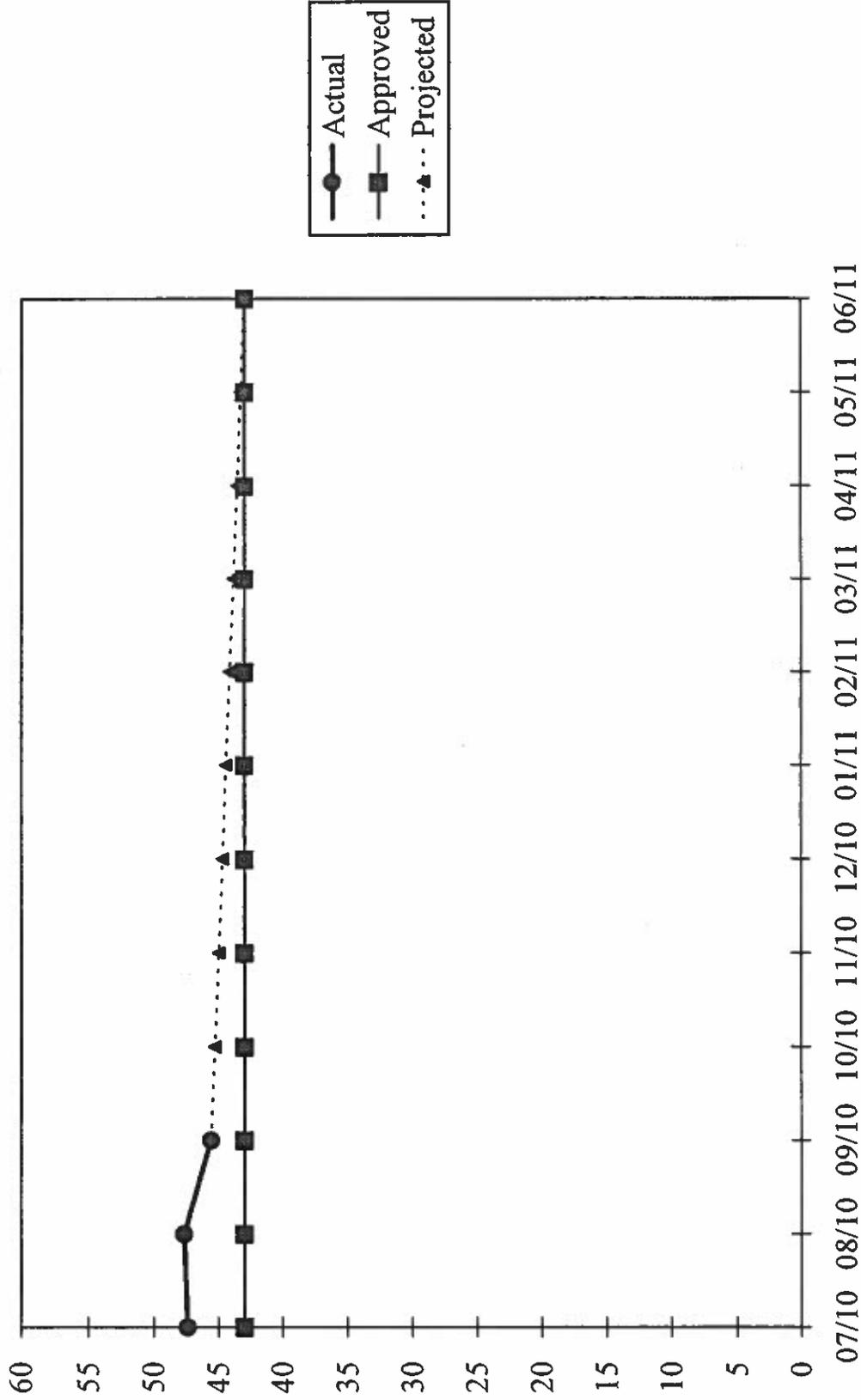
Fund Equity

FY 10-11 (\$'000)



ABAG Financial Indices

Indirect Cost Rate (% of Direct Labor Cost) FY 10-11

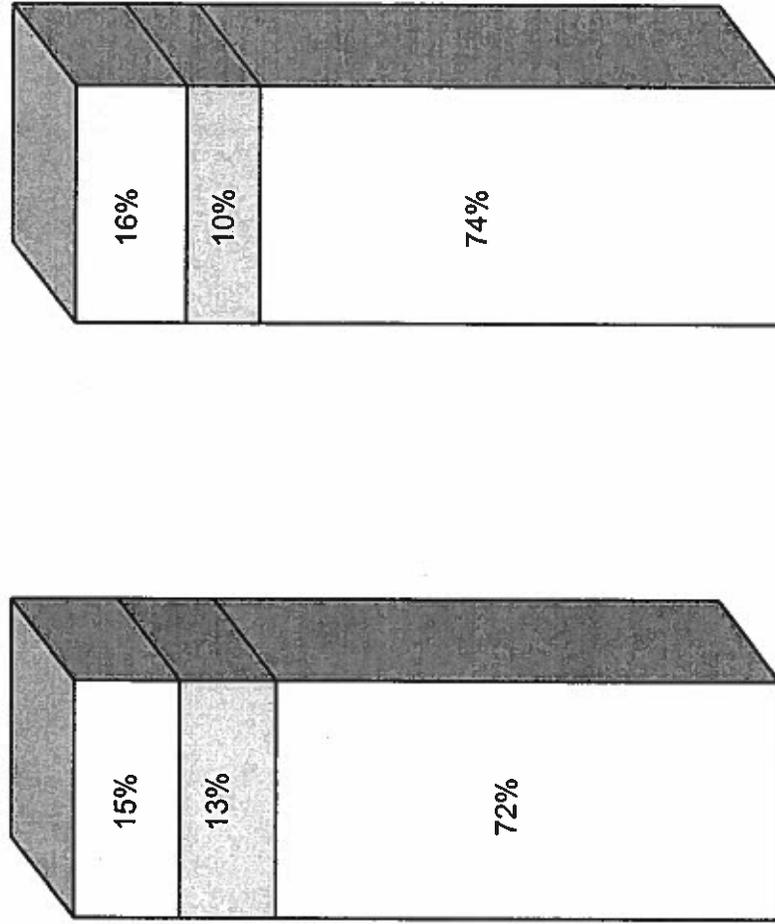


ABAG Financial Indices

Composition of Expenses FY 10--FY 11

Year to Date

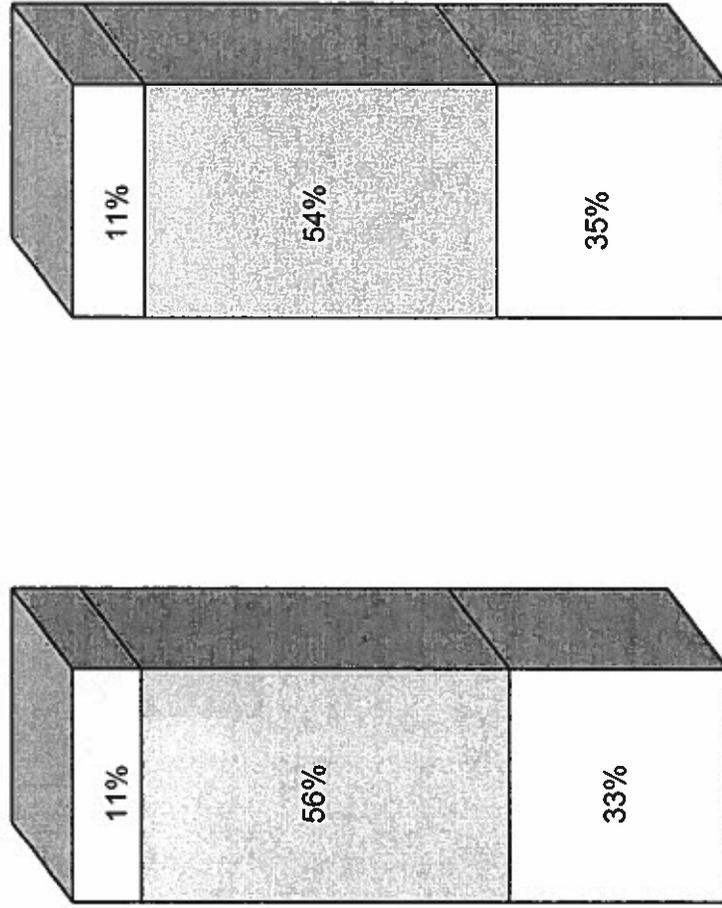
(\$'000)



	FY10-11 Expenses (Total \$4,065)	FY09-10 Expenses (Total \$3,849)
<input type="checkbox"/> Consultants	\$602	\$600
<input type="checkbox"/> Others	\$550	\$398
<input type="checkbox"/> Payroll	\$2,913	\$2,851

ABAG Financial Indices

Composition of Revenues FY 10--FY 11 Year to Date (\$'000)

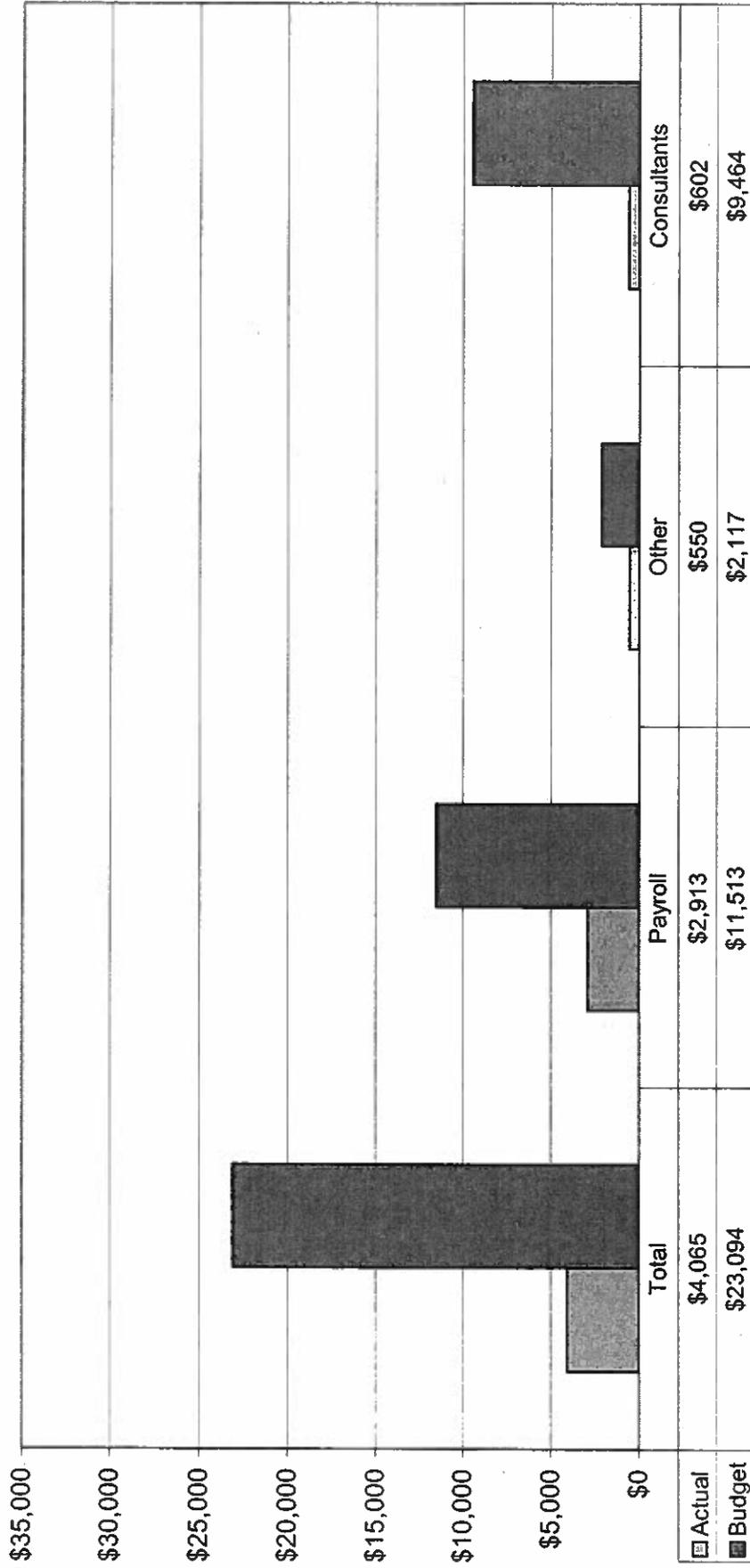


	FY 10-11 Revenue (Total \$4,009)	FY 09-10 Revenue (Total \$3,790)
Membership	\$421	\$416
Grants	\$2,247	\$2,032
Services & Others	\$1,341	\$1,342

ABAG Financial Indices

Actual vs Budgeted Expenses--FY 10-11

Year to Date (\$'000)



ABAG Financial Indices

Actual vs Budgeted Revenues--FY 10-11

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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

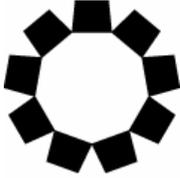
County of	Representative	Alternate
ALAMEDA	** Supervisor Gail Steele	Supervisor Alice Lai-Bitker
ALAMEDA	** Supervisor Scott Haggerty	Supervisor Nathan Miley
CONTRA COSTA	* Supervisor Gayle B. Uilkema	Supervisor Susan Bonilla
CONTRA COSTA	* Supervisor John Gioia	Supervisor Mary Piepho
MARIN	** Supervisor Susan L. Adams	Supervisor Judy Arnold
NAPA	** Supervisor Mark Luce	Supervisor Bill Dodd
SAN FRANCISCO	** Supervisor John Avalos	Supervisor Chris Daly
SAN FRANCISCO	** Supervisor Ross Mirkarimi	To Be Appointed
SAN FRANCISCO	** To Be Appointed	To Be Appointed
SAN MATEO	* Supervisor Rose Jacobs Gibson	Supervisor Mark Church
SAN MATEO	* Supervisor Carole Groom	Supervisor Rich Gordon
SANTA CLARA	** Supervisor Ken Yeager	Supervisor Donald Gage
SANTA CLARA	** Supervisor Dave Cortese	Supervisor George Shirakawa
SOLANO	* Supervisor Barbara Kondylis	Supervisor James Spering
SONOMA	* Supervisor Mike Kerns	Supervisor Shirlee Zane

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

Advisory Members	Representative	Alternate
RWQCB	Terry Young	Bill Peacock

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

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



ABAG

Meeting Schedule **2011**

Executive Board Meetings

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

START TIME
7:00 PM

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

Spring General Assembly

April 14
Oakland Marriott

Fall General Assembly

October TBD
Location TBD