

Report on ABAG to MCCMC

November 11, 2015

MTC PROPOSAL TO TRANSFER REGIONAL LAND USE PLANNING AND RESEARCH STAFF FROM ABAG TO MTC: On October 28, 2015, the ABAG Administrative Committee met prior to MTC to take action on a draft Resolution No. 12-15 regarding the MTC Commission Resolution 4210. The ABAG Resolution requests:

- 1) MTC approve the full 2015-16 funding for ABAG;
- 2) MTC and ABAG shall expedite the retention of a mutually acceptable consultant to conduct a jointly-funding merger study and a merger implementation plan of MTC and ABAG to be completed by June 1, 2016. The study shall examine the policy, management; financial and legal issues associated with further integration, up to and including institutional merger between MTC and ABAG, and shall set forth the specific plans, benchmarks and milestones for implementation. This plan shall be referred to as the proposed ABAG/MTC Merger Implementation Plan (MIP). The study and plan shall be governed by the joint MTC Planning and ABAG Administrative Committees and be informed by the full participation of designated ABAG and MTC representatives through public meetings governed by the Brown Act; and,
- 3) In the event ABAG and MTC approve the MIP prior to July 1, 2016, each in its sole discretion, and by formal resolution, the MTC proposal for functional consolidation of planning departments shall be preempted and voided.

Subsequently, on October 28, 2015, MTC convened and after some discussion adopted Resolution 4210 which incorporates the above language along with the steps for consolidating the planning departments.

Our first joint MTC Planning and ABAG Administrative Committees meeting will be held on November 13, 2015. As required by the resolutions (ABAG 12-15 and MTC 42-10), MTC and ABAG staff issued a Request for Qualifications on November 5th and expect to award a contract for consultant assistance with the development of the merger study and MIP by the end of the calendar year. While a preliminary scope of work was developed for assessing qualifications and selecting a firm to assist with this effort, the actual scope of work will be discussed, directed, and finalized by the joint MTC Planning and ABAG Administrative Committee in the coming months. Another important step will be the establishment of a technical advisory committee or other forum for stakeholder input during the course of the merger study and MIP.

Lastly, I arranged a meeting with Assemblymember Levine myself, Damon Connolly, Supervisor and ABAG Executive Board Member; Ezra Rapport, ABAG Executive Director; and, Brad Paul, ABAG Deputy Executive Director for November 23, 2015 to: 1) discuss the current ABAG/MTC issues; and, 2) get a better understanding of ABAG's role in ABX1-24 introduced by Assemblymembers Phil Ting and Marc Levine, that would re-name MTC the Bay Area Transportation Commission and replace the body's current 21 appointed members with commissioners elected by districts. Each district would elect one commissioner, except a district with a toll bridge, which would elect two. This follows a meeting that Supervisor Kinsey and MTC Executive Director Steve Heminger held with Marc Levine in October 2015.

PRIORITY CONSERVATION AREAS (PCA): On November 4, 2015, I spoke in support of increasing the PCA allotment before the MTC Programming and Allocations Committee. MTC staff recommended increasing the allocation from \$10M to \$16M. However, the Greenbelt Alliance and other environmental organizations were recommending that the allocation be \$20M given the high demand for acquisition of land for preservation, open space and agricultural purposes. I highly encourage cities to send a letter to the MTC urging the allocation be increased to \$20M for this next funding cycle. A sample letter has been sent to the Marin ABAG delegates.

Plan Bay Area 2040:

- a. **Performance Targets.** On November 17, 2015, the ABAG Executive Board will consider approval of the four remaining performance targets. In September 2015, MTC and ABAG approved the Plan goals, as well as nine of the thirteen performance targets. The four remaining performance targets will be discussed at the MTC Planning

and ABAG Administrative Committee meeting on November 13th and will be brought before the ABAG Executive Board for action the following week. The four remaining performance targets are proposed as:

Proposed Target #2: Adequate Housing: House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year with the following clarification: The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth. The forecast of households, jobs, population, and in commute will remain as established by the approved forecast methodology and best practices.

Proposed Target #7: Equitable Access - Displacement Risk: Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%. NOTE: This target aligns with adopted target #6, which emphasizes affordable housing production and preservation in these very same geographies.

Proposed Target #9: Economic Vitality - Jobs/Wages: Increase by 35% the number of jobs in predominantly middle-wage industries. NOTE: There has been significant discussion with stakeholders about the issue of middle-wage jobs. Middle-wage jobs have been declining in the Bay Area, impacting the region's economic diversity and stability. The challenge related to creating a middle-wage job performance target has been that many potential performance targets do not meet the criteria established for the Plan Bay Area 2040 process. However, staff is recommending a performance target related to middle-wage job creation despite the fact that it will not vary between scenarios. This modeling limitation is a result of the control total framework, which does not allow for any variance in the total number or type of jobs across the scenarios. The proposed target sets a goal of growing the Bay Area's middle-wage jobs at the same rate as overall regional job growth.

Proposed Target #10: Economic Vitality - Goods Movement: Reduce per-capita delay on the Regional Freight Network by 20%. NOTE: This target was designed to reflect concerns related to goods movement and traffic congestion. Given ongoing work with the Regional Goods Movement Plan, the proposed target focuses specifically on highway corridors identified as the Regional Freight Network 1 in that planning effort. It prominently reintroduces the issue of highway delay into Plan Bay Area 2040 by relying upon a revised version of a performance target last included in Transportation 2035.

- b. Scenarios. ABAG and MTC have developed 3 proposed scenario concepts that will provide a framework for the scenario alternatives and preferred alternative for the EIR, which will be developed and evaluated to understand the effects on:
 1. Land use including total jobs by PDA and city; Total housing units and households by PDA and city; and Total population by PDA and city.
 2. Transportation: Investments by mode and purpose; and, GHG and other travel model outputs for performance targets assessment.

The scenarios will be released in early 2016, public workshops will be held in April 2016 and the preferred alternative will be selected in June 2016. The Marin ABAG delegates will be discussing in November/December how best to obtain and submit comments on the various scenarios.

Scenario 1 targets future population and employment growth to the downtowns of every city in the Bay Area to foster a region of moderately-sized, integrated town centers. As in the other scenarios, most growth will be in locally-identified PDAs, but this scenario offers the most dispersed growth pattern, meaning that cities outside the region's core are likely to see higher levels of growth and, within cities; more growth will be accommodated outside of PDAs than in other scenarios.

Scenario 2 targets future population and employment growth to locally-identified PDAs throughout the region, with an emphasis on growth in medium-sized cities with access to the region's major rail services, such as BART and Caltrain. Outside the PDAs, this scenario sees modest infill development, along with a small amount of greenfield growth. As these communities grow over the next 25 years, compact development and strategic transportation investments will provide residents and workers access to a mix of housing, jobs, shopping, services, and amenities in proximity to transit traditionally offered by more urban environments. Resources for affordable housing will be dispersed across the Bay Area, with some concentration in PDAs to support the development of affordable housing where the most population and employment growth is targeted.

Scenario 3 concentrates future population and employment growth in the locally-identified PDAs within the Bay Area's three largest cities: San Jose, San Francisco and Oakland. Neighboring cities that are already well-connected to these three cities by transit will also see increases in population and employment growth, particularly in their locally-identified PDAs. The amount of growth outside these areas is minimal, with limited infill development in PDAs and no greenfield development. Growth in the three biggest cities will require substantial investment to support transformational changes to accommodate households of all incomes. This scenario will prioritize strategies to make these existing urban neighborhoods even more compact and vibrant, and enable residents and workers to easily take transit, bike or walk to clusters of jobs, stores, services, and other amenities. Resources for affordable housing will likewise be directed to the cities taking on the most growth.

UPCOMING MEETINGS:

- MTC Planning and ABAG Administrative Committee meeting – November 13, 2015
- ABAG Administrative Committee meeting
- ABAG Executive Board meeting: November 19, 2015
- Marin ABAG delegates: November/December 2015

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