

# Report on ABAG to MCCMC

September 16, 2015

## MTC PROPOSAL TO TRANSFER REGIONAL LAND USE PLANNING AND RESEARCH STAFF FROM ABAG TO MTC:

On July 13, 2015, I distributed to the Marin ABAG delegates the staff report for the July 16<sup>th</sup> ABAG Executive Board meeting, where we learned for the first time that the MTC Commission had voted on June 24, 2015, to only fund ABAG's planning and research activities through December 2015. Scott Haggerty, Alameda County and Julie Pierce, Clayton **voted No** and Mark Luce, Napa County **absent**. **All other MTC Commissioners voted to limit ABAG's planning funding to 6 months**. Many on the Executive Board members were shocked since the jointly adopted 2012 agreement clearly outlines the annual funding MTC provides to ABAG through 2021. MTC's reasoning: they wanted to explore moving the land use planning functions from ABAG to MTC and look for other efficiencies to reduce costs. At the July Board meeting, I proposed that ABAG call for a General Assembly of our cities and counties – cities want to be at the table – currently very few are. I also proposed that ABAG seek independent planning funds from the State.

The SF Bay Area is unique from the rest of California where regional land use planning resides at ABAG and regional transportation planning resides with MTC. In all of the other Council of Governments in California, transportation planning is a component of the Council of Governments. Over the last couple of decades, there have been several attempts to merge these Regional agencies. Some were hostile attempts to take over ABAG; and, others were initiated by the State legislature. In fact, the last attempt by the State was killed in part because the 101 cities fought hard – I and many other locally elected officials in Marin were part of that fight – because there was not adequate representation of cities. MTC's proposal is not a merger, but only taking over the land use planning functions. But, if ABAG is not fully funded, there will be significant ramifications as outlined in a white paper prepared by ABAG staff.

Last week, Ezra Rapaport, ABAG Executive Director distributed the link to the staff report that will be discussed at the ABAG Executive Board meeting on September 17, 2015. The white paper emphasizes that if MTC decides not to fully fund ABAG as it has done since 1993 and recently confirmed in 2012, ABAG may not be able to continue to function as our Council of Governments. I encourage all locally elected officials to read and provide me your comments/thoughts:

<http://abag.ca.gov/abag/events/agendas/e091715a-Item%2010,%20Response%20to%20MTC%20Proposal.pdf>

Governance and representation are of utmost importance. As I pointed out in my speech before the Marin Coalition, the governance structures of MTC and ABAG are completely different. 20% of cities and 167% of the counties serve on ABAG's Executive Board; whereas, only 9% of the cities and 90% of the counties serve on the MTC Commission. Also, ABAG as our Council of Governments has a General Assembly where every member city and county have a vote on the budget, work plan and other issues brought forward. MTC is not a membership organization, but is an arm of the State of California. It is my understanding that MTC may be postponing their decision on whether or not to fully fund ABAG from the September 23, 2015 MTC Commission meeting to October. **Meanwhile, I encourage all cities and counties to send a letter to MTC's Chair, Supervisor Dave Cortese (with a copy to me) requesting that MTC provide a full year of funding for ABAG so that all options can be thoroughly explored with input from all 101 cities and 9 counties in the SF Bay Area.** This issue and others will be a discussion item at the next Marin ABAG delegate meeting.

**PEOPLE, PLACES AND PROSPERITY:** On September 1, 2015, ABAG released **People, Places and Prosperity** report highlights the activities ABAG has undertaken in partnership with local governments, regional agencies, business groups, community organizations, and other stakeholders to advance implementation of the land use pattern in *Plan Bay Area 2013*. <http://reports.abag.ca.gov/ppp/2015/>

**PLAN BAY AREA:** The joint MTC Planning and ABAG Administrative Committees met in July and September and discussed the proposed revised performance targets for Plan Bay Area Update 2017. In preparation for that meeting, the Marin ABAG delegates met in June and agreed that the performance targets should only include those statutorily

required. Unfortunately, MTC staff initiated a change for Target #2 that stimulated an alternative proposal by ABAG; and, MTC proposed two additional performance targets and changes. By adding 'no increase in in-commuters over the Plan baseline year' without the qualifier could increase the regional housing unit demand by 30,000 units which may impact our future RHNA. All proposed changes are in ***bold and italics*** as follows:

#### Climate Protection

**Target 1:** Reduce per-capita CO2 emissions from cars and light duty trucks by 15%

#### Adequate Housing

**Target 2:**

ABAG Proposal: House 100% of the region's projected growth by income level without displacing current low-income residents ***using a Regional Housing Control Total with no increase in in-commuters over the Plan baseline year***

-- OR --

MTC Proposal: 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***

#### Healthy and Safe Communities

**Target 3:** Reduce adverse health impacts associated with air quality, road safety, and physical inactivity ***by 10%***

#### Open Space and Agricultural Preservation

**Target 4:** Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)

#### Equitable Access

**Target 5:** Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%

**Target 6:** ***Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%***

**Target 7:** ***[placeholder for future performance target related to displacement risk]***

#### Economic Vitality

**Target 8:** Increase ***by 20%*** the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions

#### Transportation System Effectiveness

**Target 9:** Increase non-auto mode share by 10%

**Target 10:** Reduce vehicle operating and maintenance costs due to pavement conditions ***by 100%***

**Target 11:** Reduce per-rider transit delay due to aged infrastructure ***by 100%***

**Marin Coalition:** On September 2, 2015, Steve Kinsey, Marin County Supervisor and MTC Commissioner and Pat Eklund, Mayor Pro Tem and ABAG Executive Board Member were invited speakers at the Marin Coalition luncheon to talk about MTC and ABAG. Marin Coalition, 41 years old, works to protect and improve the economic, social and environmental welfare of Marin County. Over 150 people attended this luncheon (highest attendance to date) and Dick Spotswood, a columnist with the Marin Independent Journal attended and wrote an article about MTC's proposal to take over land use planning for the Bay Area. I distributed my speech to the Marin ABAG delegates and ABAG Executive Board. If you would like a copy let me know. The video link is: [ghttps://youtu.be/PMDBhWqU78M](https://youtu.be/PMDBhWqU78M)

**UPCOMING MEETINGS:** ABAG Executive Board meeting: September 17, 2015  
MTC Commission meeting: September 23, 2015  
Marin ABAG delegates: September/October 2015

Please direct questions to Pat Eklund, Mayor Pro Tem, City of Novato (phone: 415-883-9116; email: [peklund@novato.org](mailto:peklund@novato.org) or [pateklund@comcast.net](mailto:pateklund@comcast.net))



August 21, 2015

Chairperson Dave Cortese and Members  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland CA 94607

Via [info@mtc.ca.gov](mailto:info@mtc.ca.gov)

*Re:* MTC & ABAG Relationship

Dear Chair Cortese and Members:

The Sierra Club and Communities for a Better Environment have entered into a settlement agreement with the Metropolitan Transportation Commission and the Association of Bay Area Governments over legal issues pertaining to Plan Bay Area, the joint 2013 Regional Transportation Plan.

We understand from agency memos and reports in the press that MTC is considering significant changes in its relationship with ABAG. We encourage you to abandon this disruptive effort and provide adequate funding to ABAG for the customary period.

Our settlement agreement calls for quite a bit of work to be accomplished in the near future. To cite just one example, there is to be an extensive “Analysis of PDA Performance” with details of *each* Priority Development Area, with the report to be available prior to the issuance of the Notice of Preparation of the 2017 DEIR. PDAs are one of the cornerstones of the \$292 billion Plan Bay Area’s efforts to have a Sustainable Communities Strategy to cut Greenhouse Gas emissions.

Going beyond our settlement agreement, we think the expertise of ABAG and its relationships with local municipalities are needed as the 2017 Plan Bay Area is prepared. In addition, ABAG’s wealth of experience needs to be applied to the vexing issues of risks from sea level rise and seismic dangers in PDAs. ABAG also can be instrumental in addressing the huge and troublesome problem affecting the Sustainable Communities Strategy—displacement of low income residents from PDAs.

If you have any questions about our letter, please contact Matt Williams at [mwillia@mac.com](mailto:mwillia@mac.com).

Sincerely,



Bruce Rienzo  
Loma Prieta Chapter Chair



Victoria Brandon  
Redwood Chapter Chair



Rebecca Evans  
San Francisco Bay Chapter Chair

cc: Jim Beall, Chair, Senate Committee on Transportation and Housing  
Jim Frazier, Chair, Assembly Committee on Transportation  
Ed Chau, Chair, Assembly Committee on Housing and Community Development  
Brian P. Kelly, Secretary, California State Transportation Agency  
Julie Pierce, President, ABAG