



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Policy Advisory Council

Randi Kinman, Chair
Cynthia L. Murray, Vice Chair

Wednesday, June 12, 2019

1:30 PM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 1:30 p.m.

1. [19-0594](#) Welcome

Presenter: Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (13).

3. [19-0595](#) Approval of May 8, 2019 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [03 Council Minutes May 2019.pdf](#)

4. [19-0596](#) Subcommittee Reports
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Action: Information

Presenter: Jim Blacksten, Subcommittee Chair

5. [19-0361](#) Plan Bay Area 2050: Regional Growth Forecast Methodology
(30 minutes)
- Presentation on the approach, tools and assumptions underlying the Regional Growth Forecast of total jobs, population, and households for Plan Bay Area 2050.
- Action:** Information
- Presenter:** Cynthia Kroll and Bobby Lu
- Attachments:** [05_PBA2050_Growth_Forecast_Methodology.pdf](#)
 [05_Handouts.pdf](#)
6. [19-0619](#) Review of Housing Legislation
(30 minutes)
- Review of bills related to public lands, upzoning, housing data/transparency, streamlining and redevelopment.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [06_Review_of_Housing_Legislation.pdf](#)
7. [19-0597](#) Staff Liaison Report
(5 minutes)
- Relevant MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Marti Paschal, Staff Liaison
- Attachments:** [07_Staff_Liaison_Report_June_2019.pdf](#)
8. [19-0598](#) Council Member Reports
(10 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair
9. [19-0599](#) New Business
(5 minutes)
- Members of the Council may bring up new business for discussion or addition to a future agenda.
- Action:** Discussion
- Presenter:** Randi Kinman, Council Chair

10. Public Comment / Other Business

11. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, July 10, 2019 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者, 請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知, 以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0594 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/10/2019 **In control:** Policy Advisory Council
On agenda: 6/14/2019 **Final action:**
Title: Welcome
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Welcome

Presenter:
Randi Kinman, Council Chair



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0595 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 5/10/2019 **In control:** Policy Advisory Council
On agenda: 6/14/2019 **Final action:**
Title: Approval of May 8, 2019 Meeting Minutes
(5 minutes)

Sponsors:

Indexes:

Code sections:

Attachments: [03 Council Minutes May 2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of May 8, 2019 Meeting Minutes
(5 minutes)

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Approval

Attachments:



Metropolitan Transportation Commission

Meeting Minutes - Draft

Policy Advisory Council

*Randi Kinman, Chair
Cynthia L. Murray, Vice Chair*

Agenda Item 3

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Wednesday, May 8, 2019

1:30 PM

Board Room - 1st Floor

1. [19-0357](#) Welcome

Presenter: Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Present: 20 - Blacksten, Burnett, Castellanos, Coates, Florez, Hedges, Hernandez, Kallins, Chair Kinman, Lee, Levin, Lopez, Madden, Mendoza, Momoh, Saver, Schweng, Williams, Wolff and Eldred

Excused: 3 - Cochran, Miller and Vice Chair Murray

Absent: 1 - Baker

On April 24, 2019, Anne Olivia Eldred was appointed to the Policy Advisory Council by the Metropolitan Transportation Commission.

3. [19-0358](#) Approval of the April 10, 2019 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [03_Council Minutes_Apr 2019.pdf](#)

Upon the motion by Florez and second by Saver, the April 10, 2019 Meeting Minutes were approved. The motion carried by the following vote:

Aye: 20 - Blacksten, Burnett, Castellanos, Coates, Cochran, Florez, Hedges, Hernandez, Kallins, Chair Kinman, Levin, Lopez, Mendoza, Miller, Momoh, Vice Chair Murray, Saver, Schweng, Williams and Wolff

Absent: 1 - Baker

Abstain: 3 - Lee, Madden and Eldred

4. [19-0359](#) Subcommittee Reports
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Action: Information

Presenter: Jim Blacksten, Subcommittee Chair

5. [19-0360](#) Horizon - Futures Round 2: Finalizing Strategies for Analysis
(30 minutes)

Presentation on proposed set of Horizon strategies to study in a second round of Futures analysis.

Action: Information

Presenter: Michael Germeraad

Attachments: [05 Horizon Futures Round 2.pdf](#)

6. [19-0404](#) Review of Housing Legislation
(30 minutes)

Review of bills related to public lands, upzoning, housing data/transparency, streamlining and redevelopment.

Action: Information

Presenter: Rebecca Long

Attachments: [06 Review of Housing Legislation.pdf](#)

7. [19-0363](#) Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Marti Paschal, Staff Liaison

Attachments: [07 Staff Liaison Report May 2019.pdf](#)

8. [19-0364](#) Council Member Reports
(10 minutes)

Members of the Council may report on locally relevant issues or events.

Action: Information

Presenter: Randi Kinman, Council Chair

9. [19-0365](#) New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Action: Discussion

Presenter: Randi Kinman, Council Chair

10. Public Comments / Other Business

11. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, June 12, 2019 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



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Legislation Details (With Text)

File #:	19-0596	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	5/10/2019	In control:		Policy Advisory Council	
On agenda:	6/14/2019	Final action:			
Title:	Subcommittee Reports (5 minutes)				

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Subcommittee Reports
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Presenter:

Jim Blacksten, Subcommittee Chair

Recommended Action:

Information

Attachments:



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0361 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/5/2019 **In control:** Policy Advisory Council
On agenda: 6/12/2019 **Final action:**
Title: Plan Bay Area 2050: Regional Growth Forecast Methodology
(30 minutes)

Presentation on the approach, tools and assumptions underlying the Regional Growth Forecast of total jobs, population, and households for Plan Bay Area 2050.

Sponsors:

Indexes:

Code sections:

Attachments: [05_PBA2050_Growth_Forecast_Methodology.pdf](#)
[05_Handouts.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050: Regional Growth Forecast Methodology
(30 minutes)

Presentation on the approach, tools and assumptions underlying the Regional Growth Forecast of total jobs, population, and households for Plan Bay Area 2050.

Presenter:

Cynthia Kroll and Bobby Lu

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

June 12, 2019

Agenda Item 5

Plan Bay Area 2050: Regional Growth Forecast Methodology

- Subject:** Presentation on the approach, tools and assumptions underlying the Regional Growth Forecast of total jobs, population, and households for Plan Bay Area 2050.
- Background:** Policy Advisory Council Agenda Item 5, Plan Bay Area 2050: Regional Growth Forecast Methodology, is attached. This report was presented to the Regional Advisory Working Group on June 4, 2019.
- Staff will be at your June 12 meeting to discuss this report. The Council's input is requested.
- Attachments:** Agenda Item 2 from the June 2019 Regional Advisory Working Group Packet

Metropolitan Transportation Commission and the Association of Bay Area Governments
Regional Advisory Working Group

June 4, 2019

Agenda Item 2

Plan Bay Area 2050: Regional Growth Forecast Methodology

Subject: Presentation on the approach, tools and assumptions underlying the Regional Growth Forecast of total jobs, population, and households for *Plan Bay Area 2050*.

Background: In preparation for crafting the growth pattern for *Plan Bay Area 2050*, it is necessary to first understand how much the region will likely grow over the next 30 years. Building upon the work from *Horizon* which explored three different futures and associated growth trajectories, *Plan Bay Area 2050* will require a likely Regional Growth Forecast for use in the development of the regional plan. The Regional Growth Forecast estimates of jobs, population, and households will serve as a key input to the UrbanSim 2.0 land use model, which will identify likely locations for future growth based on the ultimate Plan's strategies. This presentation will focus on the methods used for creating the Regional Growth Forecast, putting it in the broader context of the Plan Bay Area 2050 development process.

Issues: **How will *Plan Bay Area 2050* be analyzed?**
Each iteration of Plan Bay Area (officially the Regional Transportation Plan / Sustainable Communities Strategy) has started with a Regional Growth Forecast of how total levels of employment, population, and households will change across the nine-county region over the Plan lifespan and at what income levels. Further analysis of the Plan is conducted using a land use model (UrbanSim 2.0) to identify where growth will locate inside the region, and a transportation model that will explore the travel patterns and transportation demand generated by this growth.

What tools are used?

The Regional Growth Forecast makes use of the Regional Economic Modeling Inc. Bay Area REMI 2.2 model. Additional analysis of household, income and in-commute patterns are done using analytic techniques created in-house. Ultimately, the results are used in tandem with UrbanSim 2.0 and Travel Model 1.5.

How are the underlying assumptions determined?

A technical advisory committee of economic, demographic, real estate, and model experts provides feedback on the Regional Growth Forecast methodology. Economists and demographers from the California Department of Finance are consulted.

What is new for *Plan Bay Area 2050*?

There will be more attention to how the information provided by one model can inform other parts of the analysis, so that the Regional Growth Forecast of population, jobs and households takes into account the impacts of strategies for housing, economic development, and beyond. Furthermore, the Regional Growth Forecast will for the first time extend through the year 2050 – the horizon year for this planning cycle.

Next Steps:

This early presentation of the forecasting methodology gives staff time to incorporate suggestions and address unanticipated concerns. The methodology is anticipated to be presented to the ABAG Executive Board with input from the public in July. Between June and September, staff will work on improving the method of iterating results between REMI 2.2, UrbanSim 2.0 and Travel Model 1.5, to produce a preliminary Regional Growth Forecast in September 2019. Further testing of strategies will be done in fall 2019 and early 2020, with a final Regional Growth Forecast adopted in April 2020.

Attachments:

Attachment A: Plan Bay Area 2050: Regional Growth Forecast – Draft Methodology
Attachment B: Presentation

Plan Bay Area 2050: Regional Growth Forecast - Draft Methodology

The Regional Growth Forecast is an important element of the Plan Bay Area 2050 long-range planning process. It sets expectations for how much the Bay Area might grow between today and 2050, and for characteristics of that growth. These include total employment and employment by major industrial sectors, total population and population by age and ethnic characteristics, and the number, size, demographic characteristics and income of households. This information in turn informs *where* growth (employment and households) may go and the nature and amount of travel demand associated with it, as well as expectations for housing production. The Regional Growth Forecast is a key analytical underpinning of much of the policy work associated with the regional planning process.

Tools and Talent

The Plan Bay Area 2050 Regional Growth Forecast is produced by Planning staff with consultant and technical advisory committee input. The Regional Growth Forecast makes use of multipurpose tools that can be used to describe future possibilities and to test the effects of different assumptions and events on future projections.

Talent

The Regional Growth Forecast is being developed in consultation with Stephen Levy from the Center for Continuing Study of the California Economy, with input and review by a technical advisory committee of experts as well as from ABAG and MTC advisory committees.

The technical advisory committee (list and affiliation attached) includes:

- 6 Bay Area economists
- 3 California Department of Finance experts (*chief economist, senior economist and demographer*)
- 3 megaregion representatives (*SACOG, SJCOG, University of the Pacific*)
- 3 experienced REMI users (from Atlanta, a Michigan think tank, and a Colorado nonprofit)

Input is also sought from other experts, including California Department of Finance (DOF) and Housing and Community Development (HCD) staff working on developing accurate counts of housing units and occupancy.

Tools

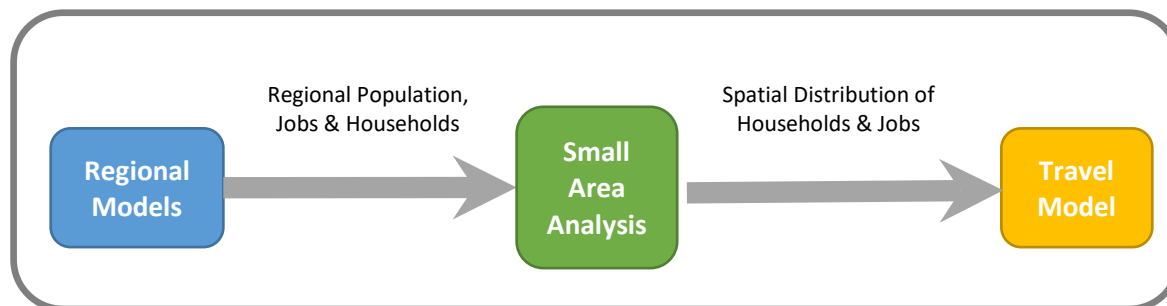
Central to the Regional Growth Forecast development is the REMI (Regional Economic Modeling Inc.) model for the San Francisco Bay Area, Version 2.2. The Bay Area REMI model represents the regional economy, its trading relationships, labor force, population and migration and recognizes the relationships to the state, nation, and surrounding metropolitan planning areas. Downstream, separate staff modules are used to compute households, income distribution, and in-commute levels. The Regional Growth Forecast then serves as an input into the small-scale distribution of land uses (including employment, population and households) using UrbanSim 2.0. The local allocation in turn informs the modeling of travel patterns and investments using Travel Model 1.5. The relationship among these models is described further below. Detailed descriptions of the versions of these tools used for *Plan Bay Area 2040* can be found in <http://2040.planbayarea.org/reports> (Land Use and Transportation sections).

Adjustments to the Overall Forecast Methodology from Plan Bay Area 2040

This will be the first Plan Bay Area done with a consolidated regional planning team for ABAG and MTC, the two regional agencies responsible for crafting the long-range plan. While the overall suite of models is similar to the Plan Bay Area 2040 approach, staff proposes to make use of the model output in a more iterative fashion between models to better capture feedback mechanisms in the economy. This will ideally create stronger bridges among the different technical elements of the forecast for Plan Bay Area 2050, including the Regional Growth Forecast, the small area distribution of the forecast, and forecasts of travel investments and flows.

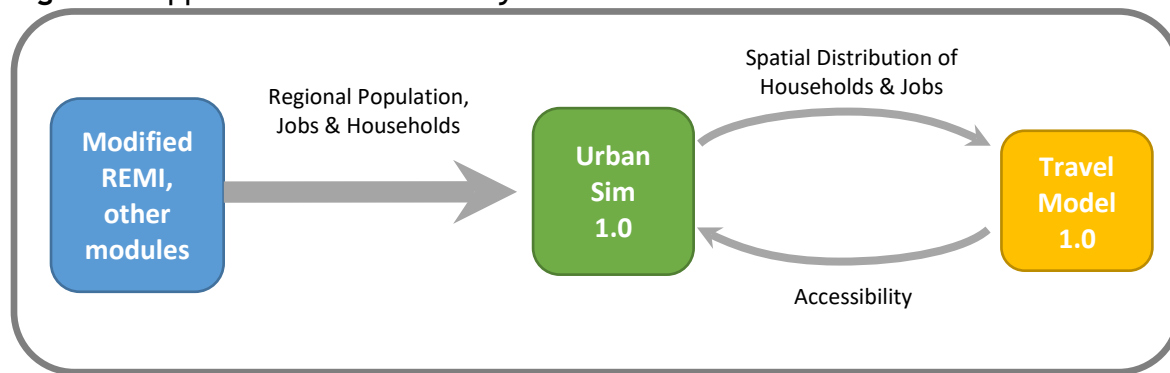
For decades, the general approach to forecasting proceeded in a linear fashion consisting of the steps outlined in Figure 1, although the specific tools used at each step changed over time. The Regional Growth Forecast of employment, population and households fed directly into the small area analysis, which then provided data used by the travel model.

Figure 1: Historic Approach to Regional, Spatial and Transportation Forecasts



With a changeover of tools for the Plan Bay Area 2040 forecast, the land use and travel modelers added additional feedback loops between the small area analysis (estimated using UrbanSim 1.0) and Travel Model 1.0, as shown in Figure 2. We have long known that land use impacts transportation demand, but it has also been recognized that transportation, through accessibility, in turn impacts land use patterns. The model system was modified to include this two-way connection, so that the location of growth can be influenced by improved accessibility following planned transportation investments. At the same time, growth and location affect congestion, access and transportation investment decisions. This coupling of land use and transportation was reflected in the modeling approach for the first time in *Plan Bay Area 2040* but did not include a feedback loop to the forecasts at the regional level.

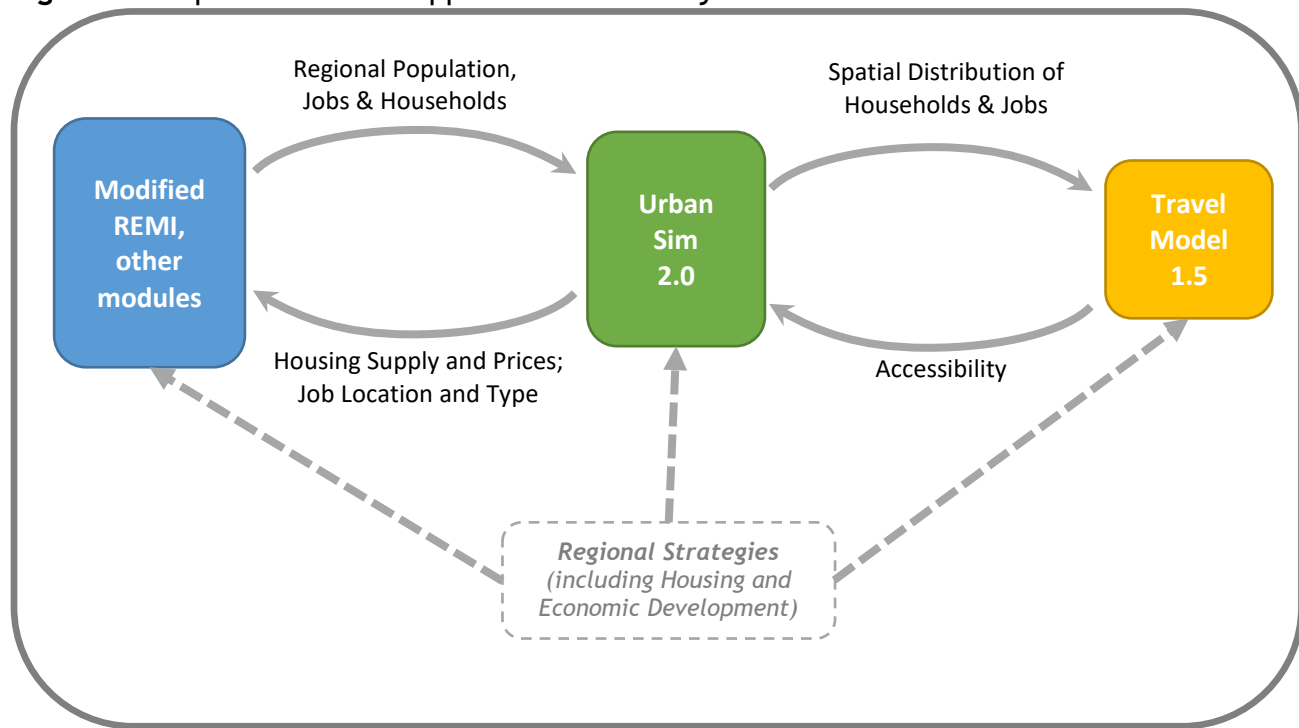
Figure 2: Approach Used in *Plan Bay Area 2040*



Land use and transportation are not the only connected systems, however. Local land markets may have regional implications. For example, economists have pointed to constrained housing markets as in turn reducing the overall size of the economy. When preparing a Regional Growth Forecast for Plan Bay Area 2050, we intend to consider how model results from the UrbanSim 2.0 and Travel Model 1.5 could be entered into the modified REMI model, altering the forecast at the regional level. For example, where and how much housing is built could change the cost of housing, as well as the cost and demand for labor. Similarly, a change in housing prices and location overall could further change the number and types of jobs that can be generated in the region as well as the labor force that can live in the region (see Figure 3). The first aim of this integration is to seek a fuller representation of these types of effects. The second aim is, by having a better accounting of housing markets across the model systems, to better capture effects of policy interventions (i.e., strategies) addressing housing and labor markets. If we are successful in incorporating housing changes into the regional employment and population analysis, we may also be better positioned to then analyze the effects of other strategies, such as economic development strategies like workforce training programs and Priority Production Areas, which could affect the ability of middle-wage jobs to remain in the region.

The remainder of the memo focuses on the first of the three elements of the Regional Growth Forecast: the projection of jobs, population, and households at the *regional level*.

Figure 3: Proposed Iterative Approach for *Plan Bay Area 2050*



What Does the Regional Forecast Do?

The Regional Growth Forecast projects total employment, population, households, income distribution and in-commute change for the region as a whole. As part of the iterative process, we will begin with a “realistic” baseline employment and population forecast that will be consistent with likely national economic and demographic trends.

Table 1 summarizes the approach this cycle and how this was done in the last cycle.

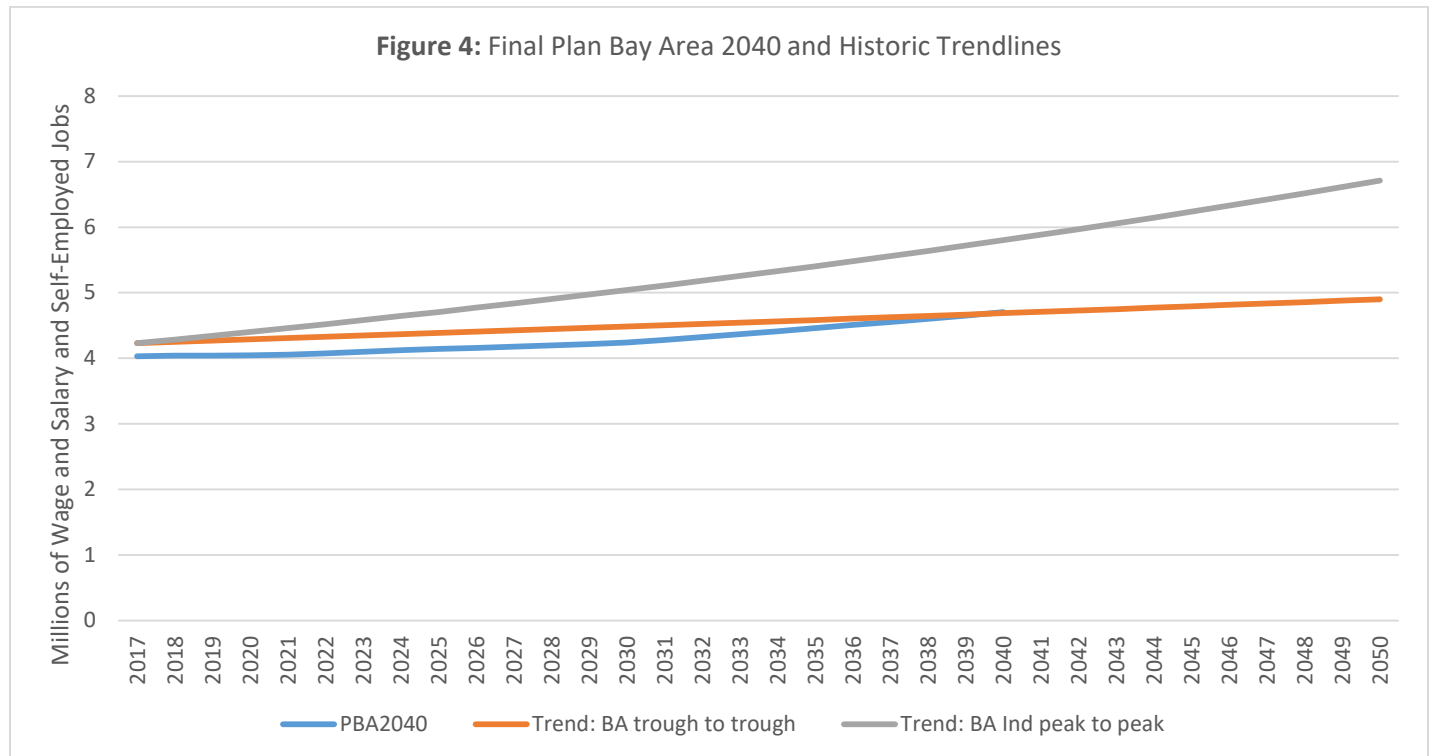
Table 1: Summary of Approach to Regional Growth Forecast

Forecast Element	Plan Bay Area 2040	Plan Bay Area 2050 (Draft)
Employment	Adjustments to REMI, with input from CCSCE and TAC	Update - different base compared to <i>Plan Bay Area 2040</i> , CCSCE and TAC recommended adjustments
Population	Minor REMI adjustments only	Update - REMI adjusted to some DOF fertility assumptions and to match labor force requirements.
Households	Average headship rates for the most recent 5 years, some decrease over time for seniors and multigenerational households	Work in progress - Methodology has changed over last 3 cycles. Goal in this cycle is to provide a more detailed accounting of households by size, number of workers, and income level categories as well as age and race of household head. Headship, or household formation rates in consultation with TAC and CCSCE, applied to population age and race estimates. Specific method of disaggregating to income and workforce categories remains to be developed.
Income distribution	Econometric equations for each of four categories based on national cross-sectional data by income category. Reconciliation of numbers to total household control.	
In-commute change	Took the larger of two alternative estimates drawn from REMI data on residence workforce, labor force and jobs	No change in method, but further informed by iterations with other models and by multiregional results of REMI model.

The assumptions underlying the adjustments to the REMI model and the other elements of the Regional Growth Forecast are summarized below, by element of the forecast.

Employment

Baseline employment for the Bay Area is driven by national trends in population growth and employment, by the Bay Area employment mix by sector and by the competitiveness of Bay Area sectors relative to the equivalent sectors in the US. The forecast for *Plan Bay Area 2040* is quite low compared to recent experience or to continuation of trends. While a recession could readjust to this level, the employment future is more likely to lie somewhere between a low extension of recent trends (calculated from the overall rate of growth across business cycle troughs) and a higher extension of trends (calculated from growth by sector across business cycle peaks), as shown in Figure 4. Note that as in the last forecast, there is a great deal of uncertainty about how the region will fare in the near future. A national recession or a reversal of fortunes in the social media sector (due to aging of their customer base or changing regulations) could lead to an extended period of stagnant growth or job loss in that sector. In the last three decades, new industry formation of new industries has led to strong surges of growth in the region following downturns. Will we continue to have this capacity over the next 30 years?



PBA40 = Plan Bay Area 2040; BA = Bay Area
Source: ABAG/MTC Analysis, 2019

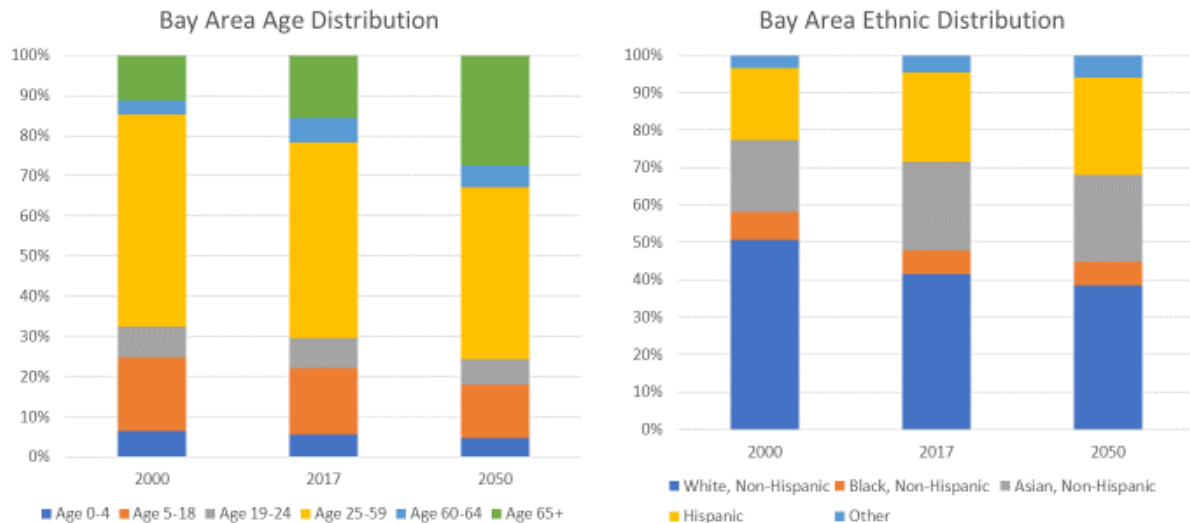
At the iterative stage, strategies that may be tested before reaching a final employment figure could include:

- Improved access to housing in the region can change the cost of labor, affecting rates of growth of middle and lower wage sectors.
- Workforce training could have complex effects, improving productivity, allowing higher output without necessarily more jobs, although a more skilled workforce could also attract additional employers.

Population

Bay Area population growth will be driven by natural increase (based on birth and mortality rates of the population by age and race/ethnicity) and by migration. Migration includes economic migration in response to job opportunities, international migration for family reasons, and retirement migration. Apart from the population level, there are age and ethnic differences between the REMI standard control forecast and the California Department of Finance 2017 forecast that need to be better understood. We are examining how assumptions about trends in birth and mortality rates and immigration levels and composition are affecting the REMI levels. This will help us create a population forecast that is both consistent with expected growth levels and reflective of our understanding of the composition of the California population.

Figure 5: Bay Area Age and Ethnic Distribution, 2000, 2017 and DOF 2050 Projection



Source: ABAG/MTC from US Census and California Department of Finance.

Possible effects to be captured in iterations:

- Lower housing prices and greater availability of subsidized housing may help retain lower and middle wage earners and encourage economic in-migration, increasing the working aged population.
- Rental subsidies would also help to retain lower- and middle-income households.
- Lower housing prices could also discourage cashing in by seniors, by reducing expected returns from home sales, increasing the number of senior households that stay in the region and increasing the overall demand for housing.

Households

The headship rate is the share of adults in a particular age group (e.g., 25 to 29 years old) who are heads of households. This share can be applied to population projections by age and race/ethnicity to estimate the number of households by these demographic characteristics. A higher headship rate would imply lower average household sizes.

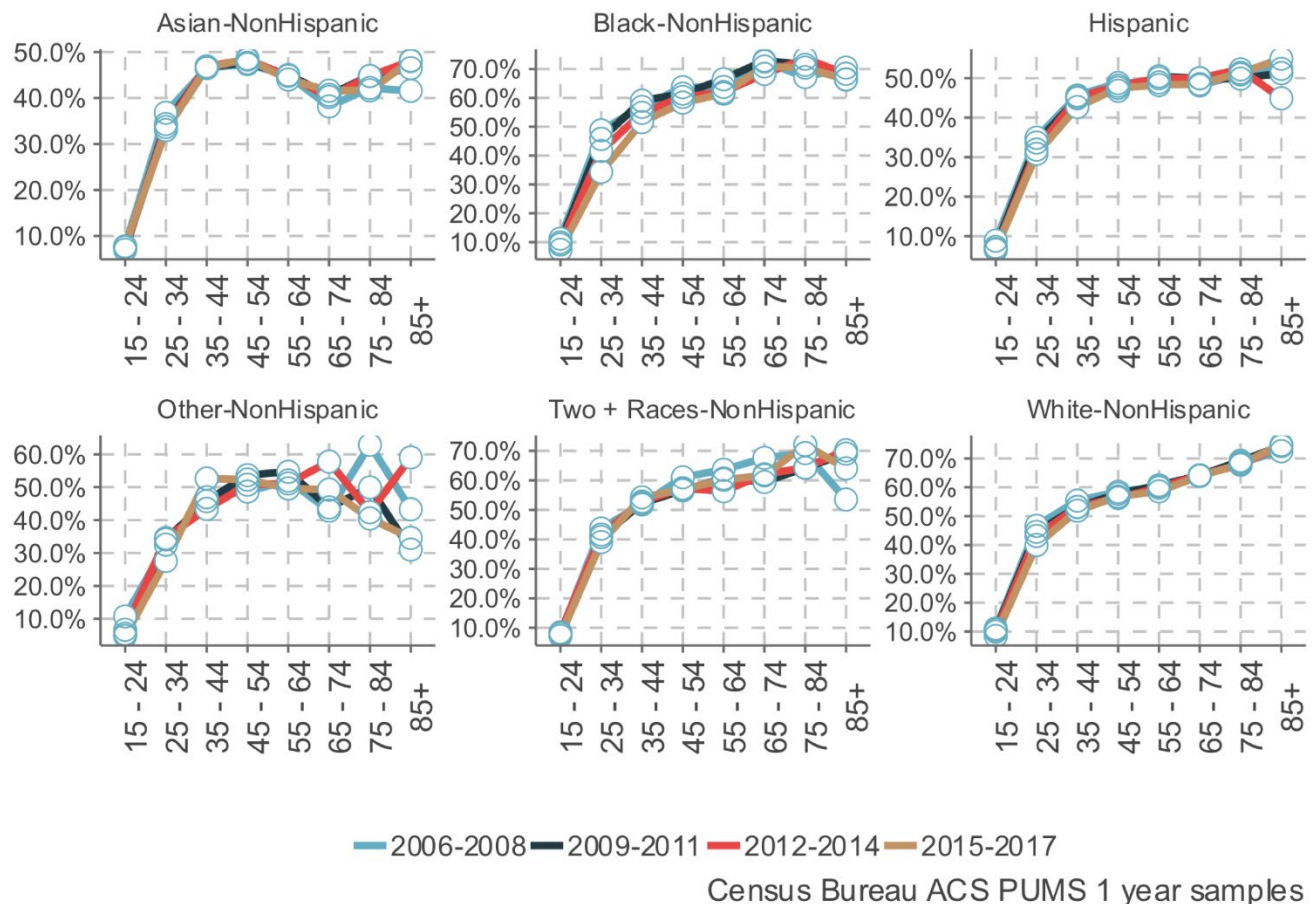
The household estimate for *Plan Bay Area 2040* was built using exponentially weighted moving average headship rates for the 2006 to 2014 period, with additional marginal adjustments. The *Plan Bay Area 2050* headship estimate will begin with headship rates by age and ethnicity for the most recent 5-year average from ACS (2013-2017) and gradually rise over time to the previous 2005-2009 rate if higher, with Hispanic and Asian/Other rates gradually converging to the average rate of the remaining non-Hispanic groups. This is based on two assumptions:

- i) The current headship rate is compressed due first to the Great Recession and then to the high cost of housing. The 2005 to 2009 average will capture both an economic peak and a downturn.

- ii) Hispanic and Asian/Other headship rates will converge, though not reach, toward the average headship of the two other ethnic categories, as the native-born share of households in those groups increases and the household characteristics of immigrants move towards those in the US.

We will compare this headship rate approach with one in which we use averages for a full economic cycle, from 2010-2017 and assess which is preferable.

Figure 6: Comparative Headship Rates by Ethnicity, Age Group and Time Period



Housing strategies may affect overall household formation leading to lower or higher household sizes, changing costs, and changing locations of new households. Possible effects of strategies to test in the models include:

- Lower housing costs, through increased building around transit or housing subsidies may make it possible for new households to form, for example increasing headship rates among young adults who otherwise would live with their parents.
- Higher density rental housing may target young adult and senior families, again increasing headship rates and leading to greater household formation.

Income Distribution by Household

The method for this calculation will link age of head of household and number of working household members with income levels. Other factors that may also influence overall household income categories will include the overall change in the economy between high and low wage sectors, the relationship of output to employment (e.g., is value added rising, dropping or remaining constant in the growing sectors), and any changes between the proportions of wage income with other income sources. There are two general ways to approach this part of the forecast. Over the next 6 weeks we will be exploring both.

Approach 1: Project total households in each income category, use recent ACS household profiles to disaggregate into the detailed categories needed for UrbanSim. For *Plan Bay Area 2040*, the household numbers in each income bin were estimated using separate econometric equations that predicted the number of households in each income category (one predictive equation per household income quartile). UrbanSim 1.0 and Travel Model 1.0 then synthesized the types of households in each income category. This approach could be used again, or the income quartile analysis could then be disaggregated to households based on recent ACS profiles.

Approach 2: Define the full array of the 2017 baseline household categories needed for UrbanSim using ACS data, and “grow” these categories for each five-year increment of time based on how the economy, total income, occupations, and age profiles change over time. The detailed approach to this remains to be determined.

A number of strategies could affect the income mix of the region.

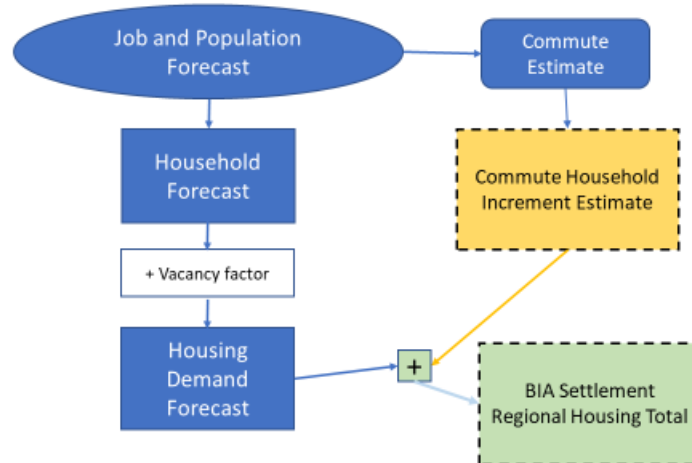
- Strategies aiming to preserve middle wage jobs such as incentivizing jobs to locate in housing rich areas and priority production areas could change the mix of sectoral growth, expanding the low-middle and high-middle household categories.
- Affordable housing programs may help lower income households stay in the region.
- Transit subsidies can have complex effects, making it easier to recruit a workforce for lower wage jobs, but also perhaps making it easier for those workers to commute in from outside the region.

In-Commute

The in-commute analysis was conducted in *Plan Bay Area 2040* as diagrammed in Figure 7. We propose doing a more nuanced in-commute analysis compared to the approach used for *Plan Bay Area 2040*. Rather than simply estimating the overflow, we will examine how the distribution of *employment location* may change for some sectors between the Bay Area and its neighboring MPOs in the REMI model, possibly reducing the need for in-commuting. In the iterative process, we will look at how housing availability may change based on policies affecting the amount of housing built and the cost-mix of housing between market rate and subsidized housing. Through this iterative process, we can test to what extent a larger housing stock may decrease in-commuting versus increasing employment growth.

Apart from these efforts, if adjustments are needed to reduce the in-commute, we will follow the method used in *Plan Bay Area 2040*.

Figure 7: Schematic for Adding In-Commute Housing to the Regional Housing Total, Plan Bay Area 2040



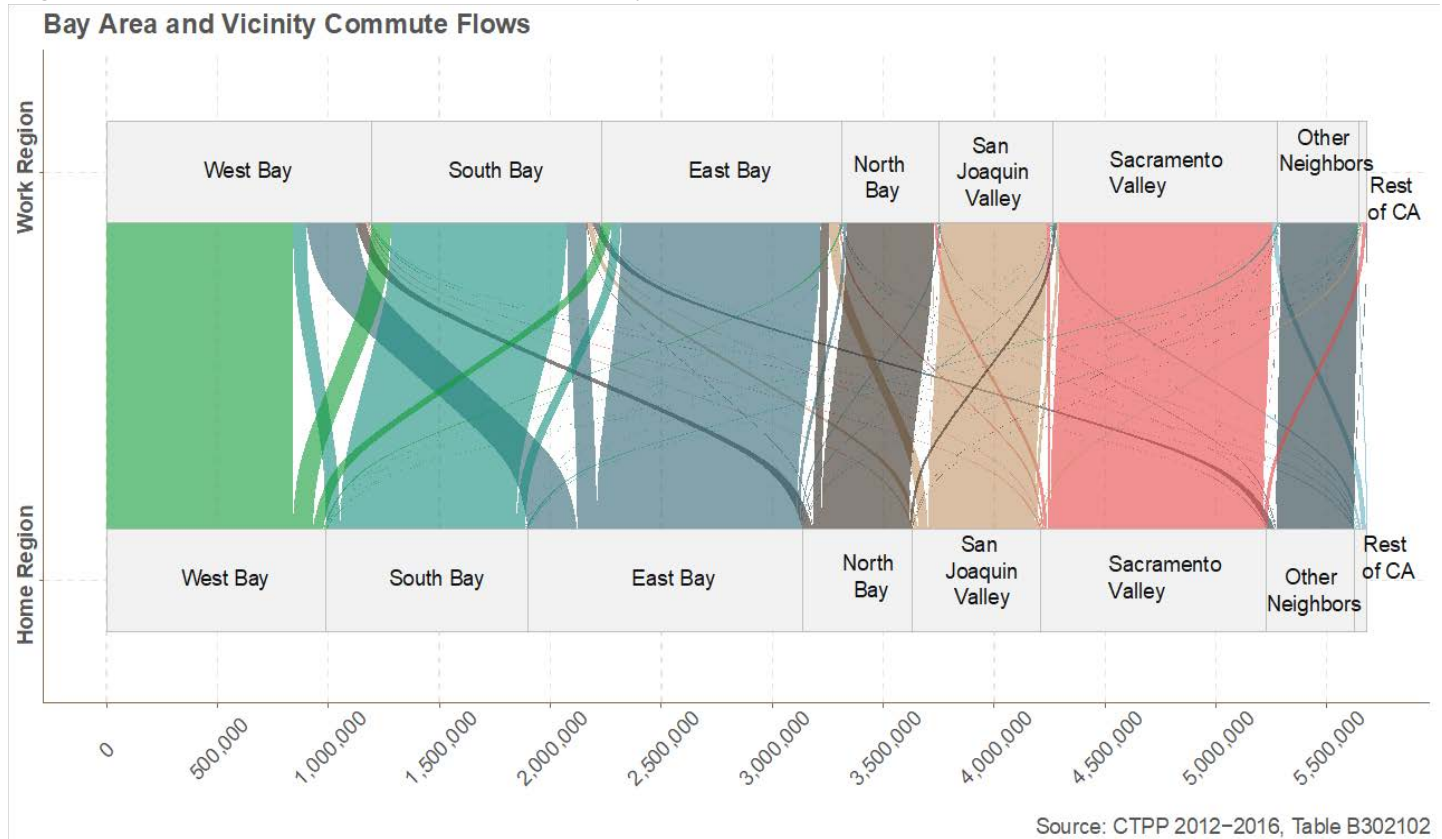
Source: ABAG Regional Forecast Approach, Presentation to the ABAG Executive Board, July 2015.

In reality, commute flows occur across MPOs for many reasons, going in two directions, a function of the size and pull of job centers, the resident labor force in the subregions, as well as the difference in housing costs and the relative ease of transportation. For a large region such as the Bay Area, it is expected that the concentration and diversity of specialized functions will attract workers from beyond the region's labor force. Further, a strong job node in the edge of the region, such as parts of the Tri-Valley, is much closer to the resident labor force of Tracy and Stockton. This draw will continue, even with more housing added west of the Altamont Pass. This is evident in Figure 8, where most commute flows into and outside the region are very small, but the most significant inflows are to Santa Clara County from its southern neighbors and to Alameda County from the Central Valley. Using the multiregional REMI model will allow us to examine further how Bay Area strategies may affect the net in- or out- commute flows the different regions experience as well as possible changes in job mix that occur because of the different strategies.

A number of strategies may affect in-commuting:

- Improved rail networks and bus rapid transit could reduce this number of current in-commuters by auto, although the net effects on total in-commuting would be more complex.
- Higher tolls on freeways and subsidies for transit ridership would reduce the number of in-commuters in private vehicles, but not necessarily in-commuting overall.

Figure 8: Commute Flows to and from the Bay Area 2015



Next Steps

The methodology is still under development. Staff are currently taking feedback and incorporating suggestions over the next few weeks and will continue to improve the analytic methods as the iterative process is put in place during the summer. The methodology will be presented to the joint MTC Planning/ABAG Administrative Committees in July. The ABAG Executive Board meeting in July will take public comment, as required by the agreement among MTC, ABAG and the Bay Area Building Industry Association. The ABAG Executive Board will be asked to approve the methodology at that time.

Table 2: Regional Growth Forecast Schedule for *Plan Bay Area* 2050

[illegible]

Technical Advisory Committee for the Regional Growth Forecast

Organization	Title	Name
City of San Francisco	Chief Economist	Ted Egan
Center for Business and Policy Research, University of the Pacific	Director	Jeffrey Michael
Trulia	Chief Economist	Issi Romen
SPUR	Regional Planning Director (alternate: Research Manager)	Egon Terplan (Sarah Jo Szambelan)
Bay Area Council Economic Institute	Executive Director (alternate: Acting Executive Director)	Micah Weinberg (Jeff Bellisario)
San Joaquin Council of Governments	Senior Regional Planner	Kim Anderson
California Department of Finance	Chief Economist	Irena Asmundson
Atlanta Regional Commission	Principal Planner	Colby Lancelin
Sonoma State University	Dean	Robert Eyler
Common Sense Policy Roundtable	Director, Policy and Research	Chris Brown
Economic Growth Institute, University of Michigan	Senior Research Area Specialist	Don Grimes
Sacramento Council of Governments	Senior Regional Planner	Garett Ballard-Rosa
California Department of Finance	Researcher	Ethan Sharygin
Indeed.com	Chief Economist	Jed Kolko
MTC/ABAG Staff Advisors	Assistant Director	Matt Maloney
	Principal Planner	Dave Vautin
	Principal Planner	Mike Reilly

Consultant: Stephen Levy, President, Center for Continuing Study of the California Economy



PLAN BAY AREA 2050

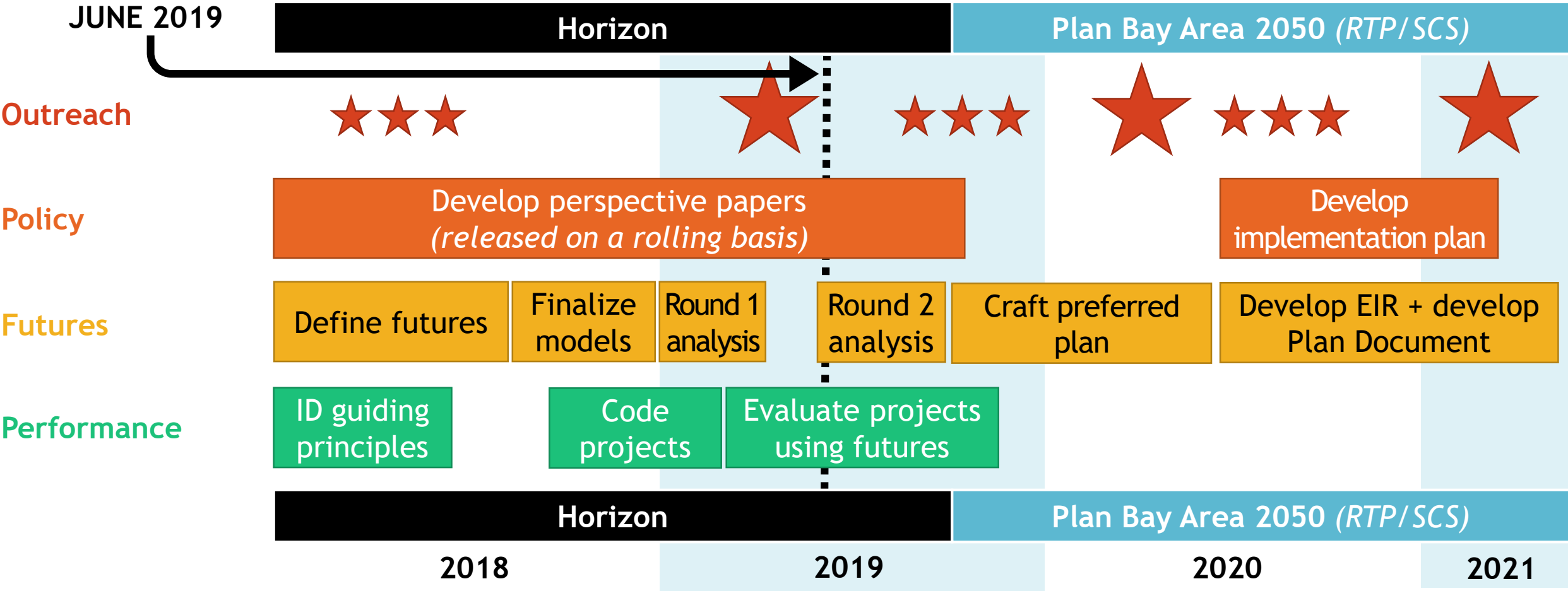


Regional Growth Forecast Methodology (*Draft*)

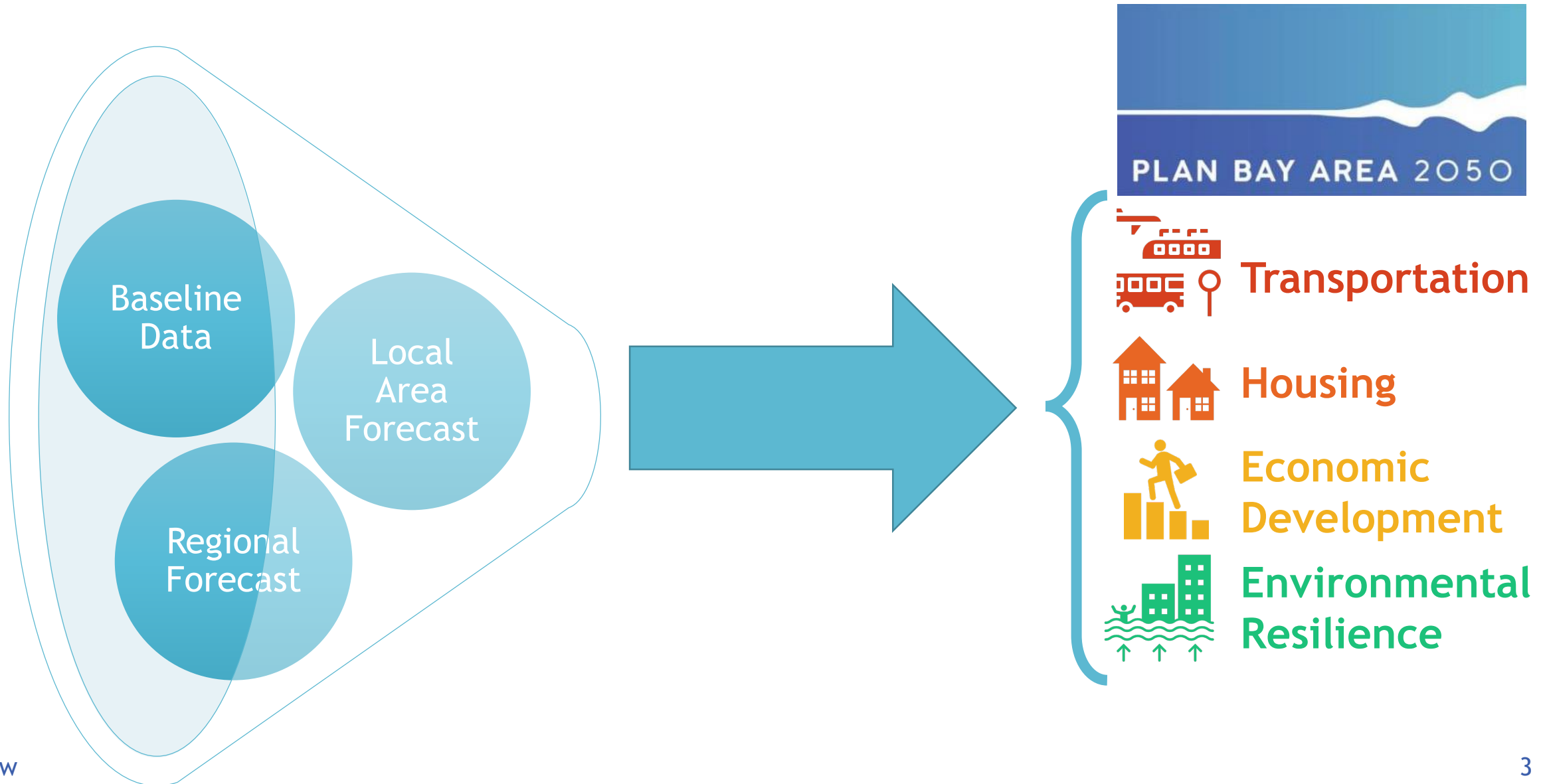
Setting the Stage for Crafting Plan Bay Area 2050's
Growth Pattern

Cynthia Kroll and Bobby Lu - ABAG/MTC
Regional Advisory Working Group - June 2019

Preparing for Plan Bay Area 2050



How Will We Forecast the Growth Pattern?



BASIS: Working to Improve Baseline Data



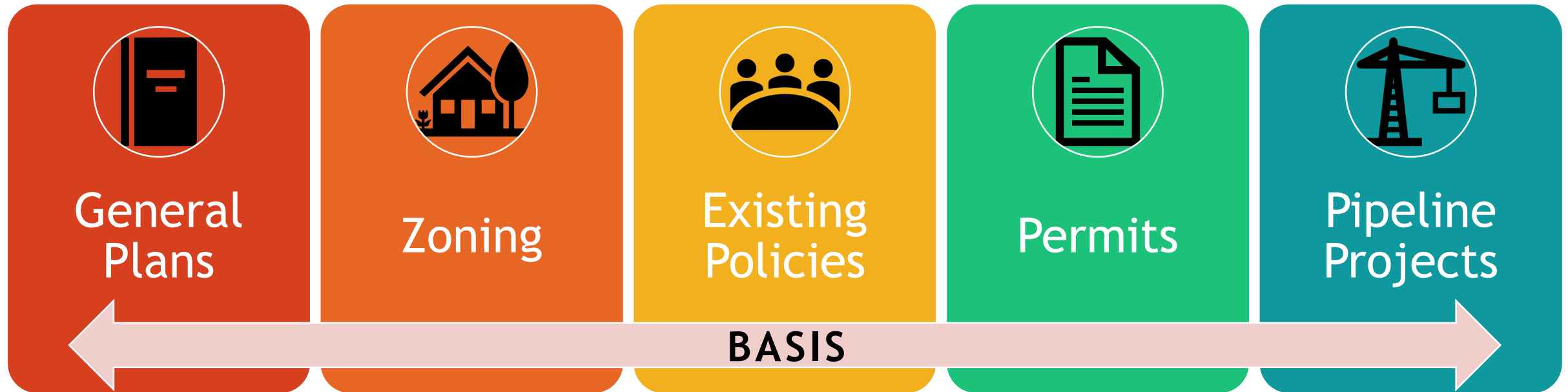
Baseline
Data

- In tandem with developing a Regional Growth Forecast, MTC/ABAG has been **working to improve data on existing land use conditions** in concert with local jurisdictions.
- This work is being conducted as the **first step of the Bay Area Spatial Information System (BASIS) initiative**, a staff-driven effort to bring key regional datasets onto an industry-standard Data as a Service (DaaS) Platform that supports greater collaboration with external partners.
- Key BASIS datasets are expected to be **ready in time for the Plan Bay Area 2050 kickoff** this fall - and will be used for UrbanSim 2.0 model runs.

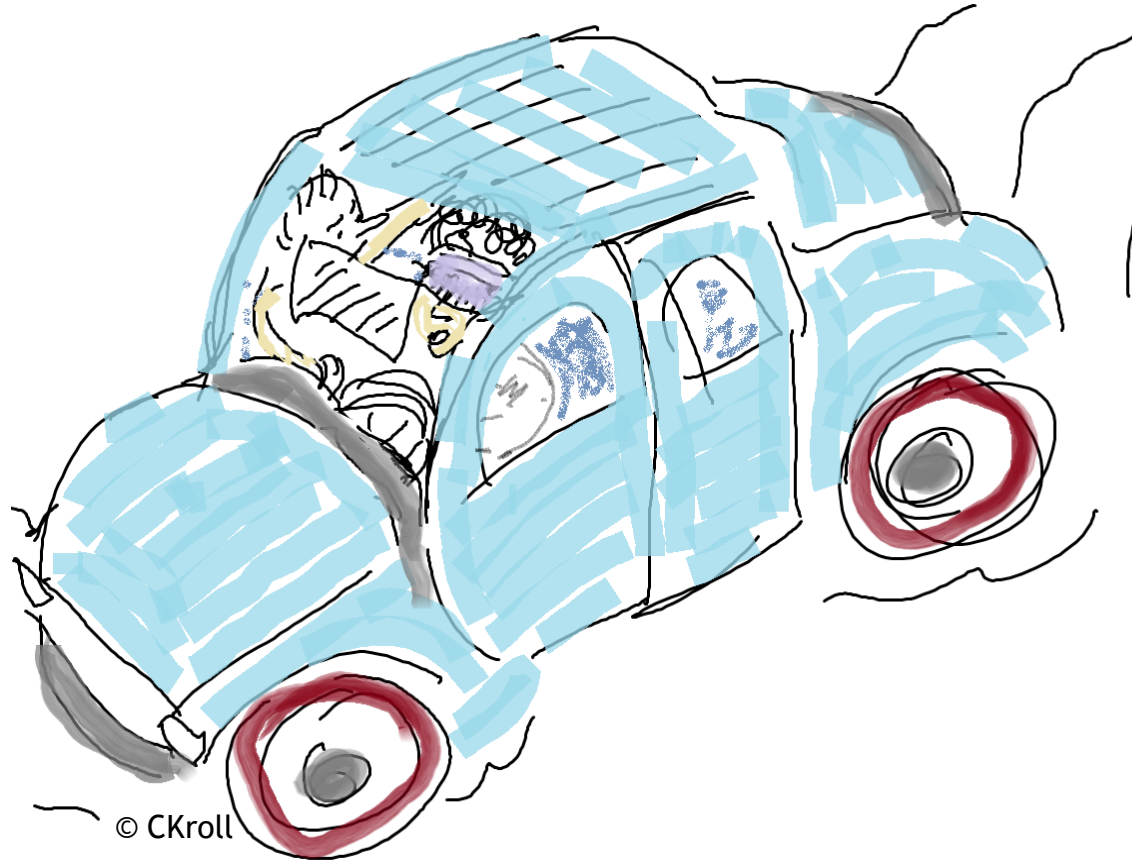
BASIS: Working to Improve Baseline Data

Baseline
Data

What datasets are specifically being updated at this time?



How do we know what the future will bring?



A forecast is like
driving blindfolded,
while directed by
someone looking
through the rear
window.

[“Don’t we have something better than this old car to navigate ahead?”]

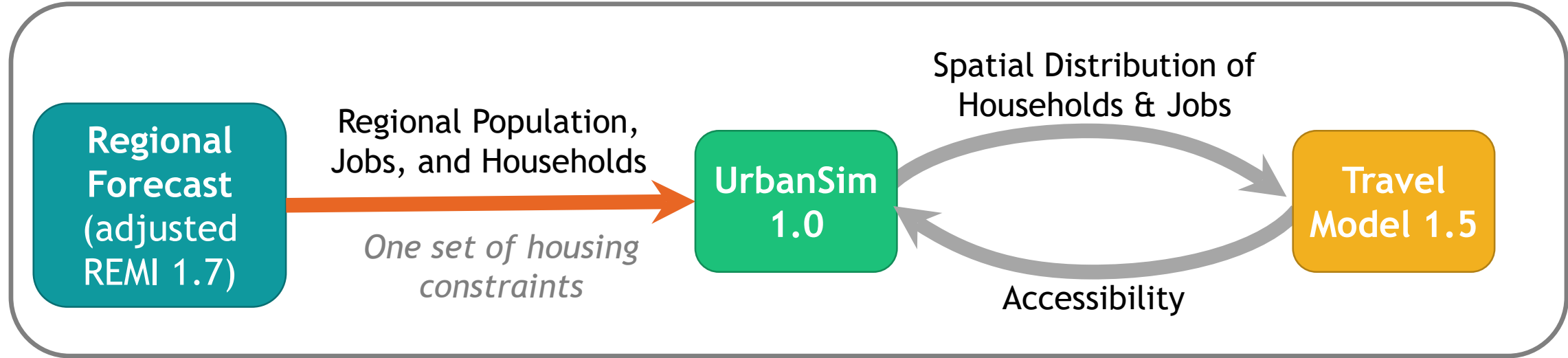
Developing the Regional Growth Forecast

Regional
Forecast

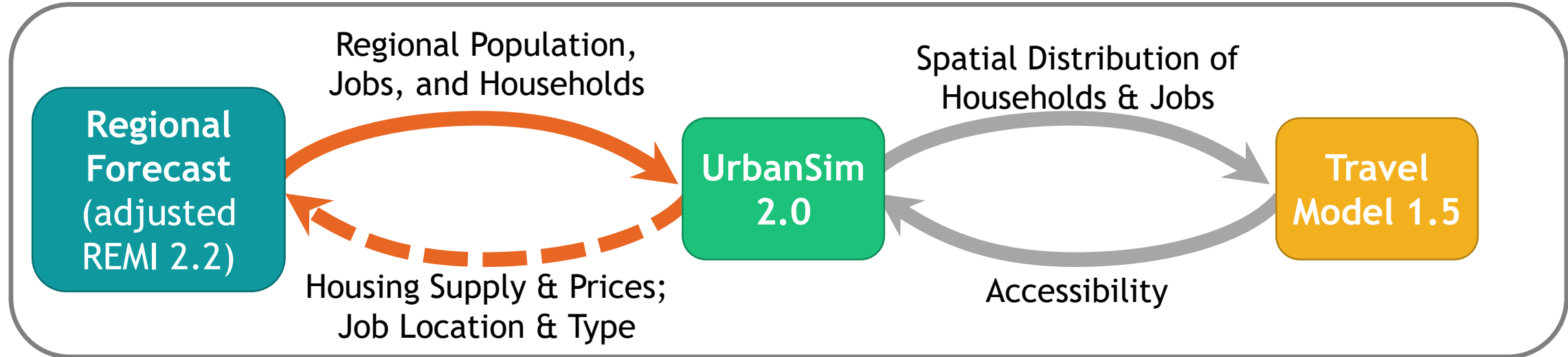
- Consulting with Center for Continuing Study of the California Economy (CCSCE) and a Technical Advisory Committee
- Tools to craft the Regional Growth Forecast
 - Regional Economic Models, Inc. (REMI) version 2.2 - for the San Francisco Bay Area
 - Household + Income Model (*developed in-house*)
 - In-Commute Assessment (*developed in-house*)
- In general, our approach **builds upon the REMI model**, making adjustments when supported by further data analysis by ABAG/MTC or CCCSE.
- Additional technical information is available in **Attachment A**, which documents the draft methodology under development.

Model Flow Chart: Moving from 2040 to 2050

Plan
Bay
Area
2040

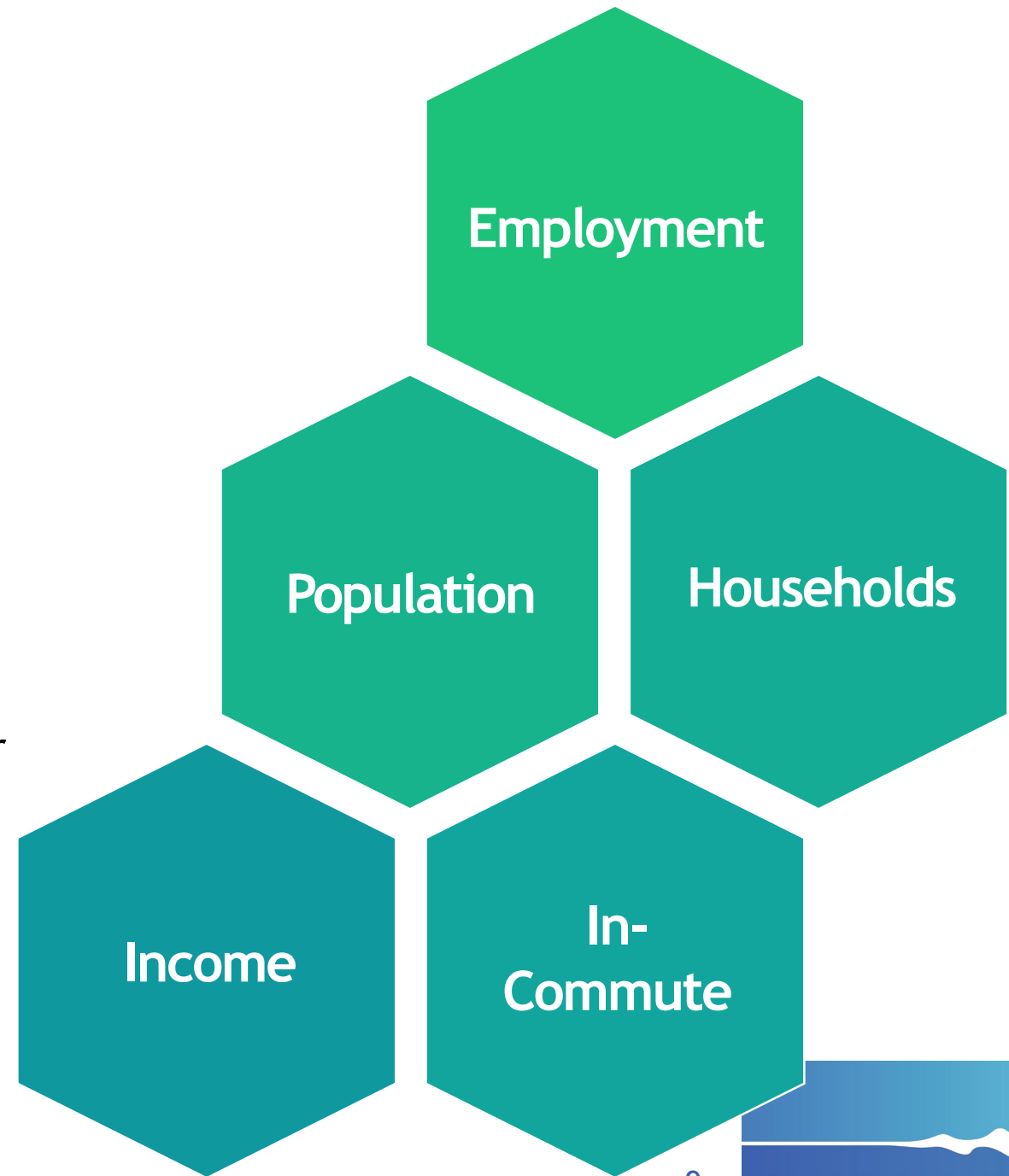


Plan
Bay
Area
2050
(draft)



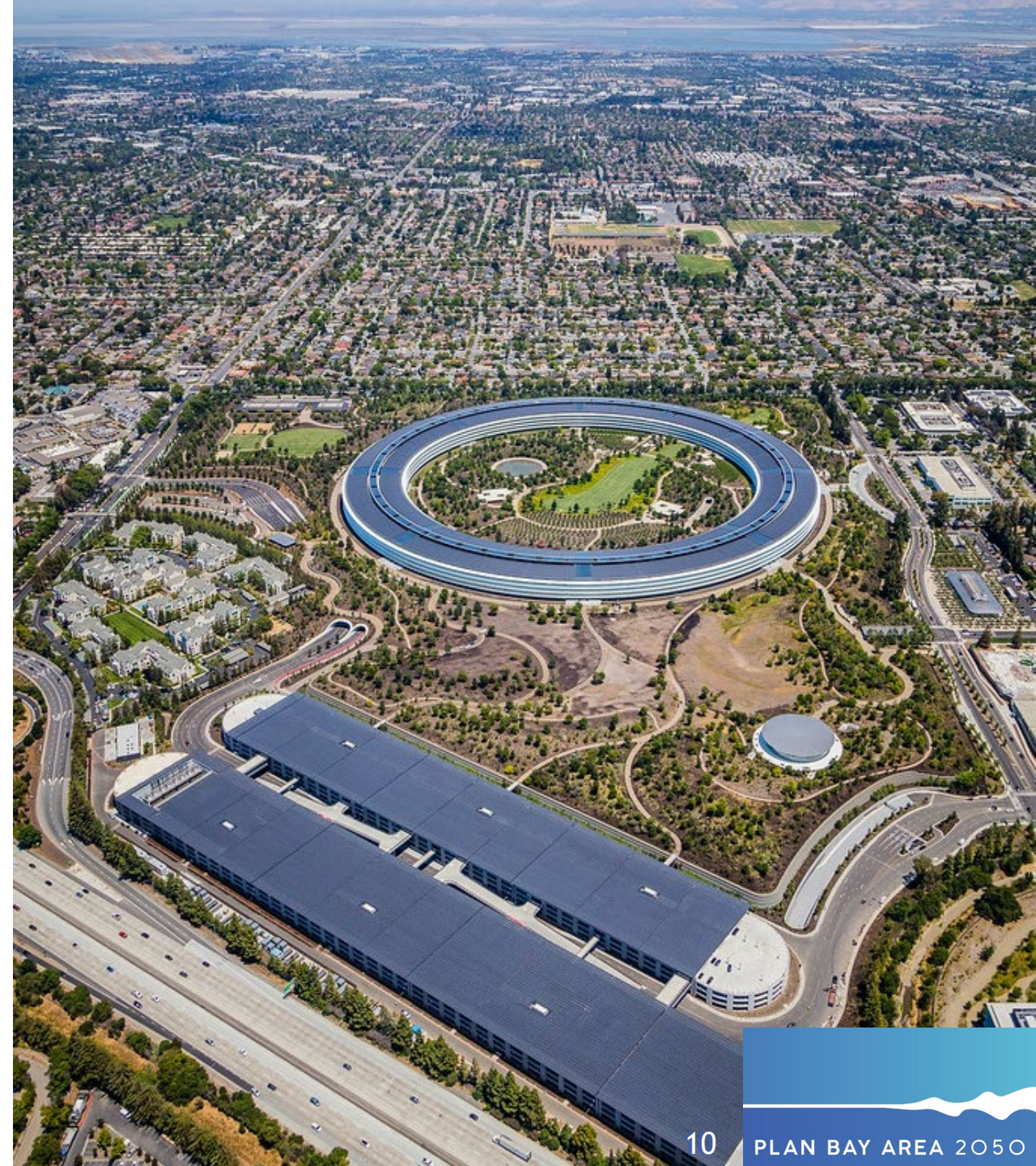
Elements of the Regional Forecast

- **Five core components to the Regional Growth Forecast, as shown to the right.**
- **Key underlying assumptions:**
 - Bay Area employment is driven by national trends in population growth and employment.
 - Overall U.S. population growth is slowing over next three decades.
 - Competitiveness of Bay Area sectors relative to the equivalent sectors in the U.S. will also affect how fast the region's economy grows.



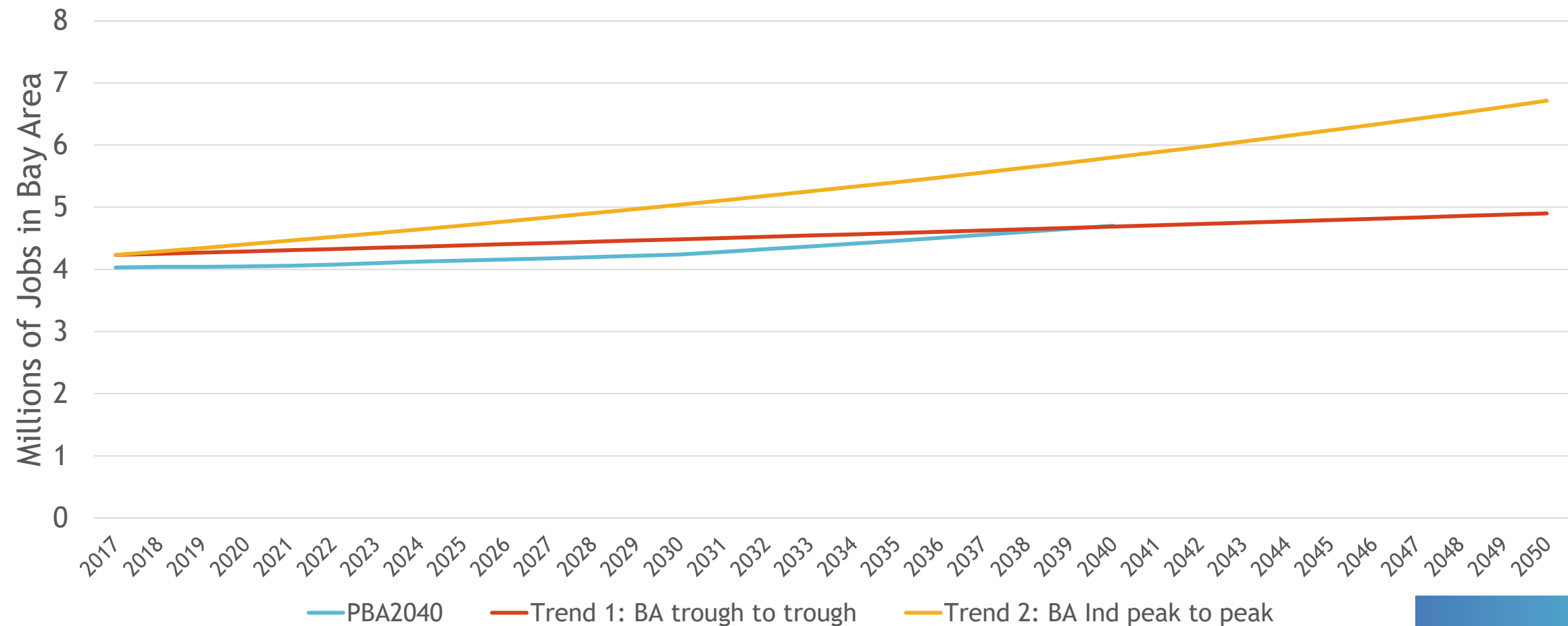
Key Factors in the Employment Forecast

- Will the sectors driving growth today continue to be tomorrow's drivers?
- What factors will affect industry competitiveness?
- How do we balance short terms shifts and long term trends?
- How do we balance what the models tell us with what our research and experts say?



Exploring Employment Trendlines: Compared to Plan Bay Area 2040

Regional
Forecast

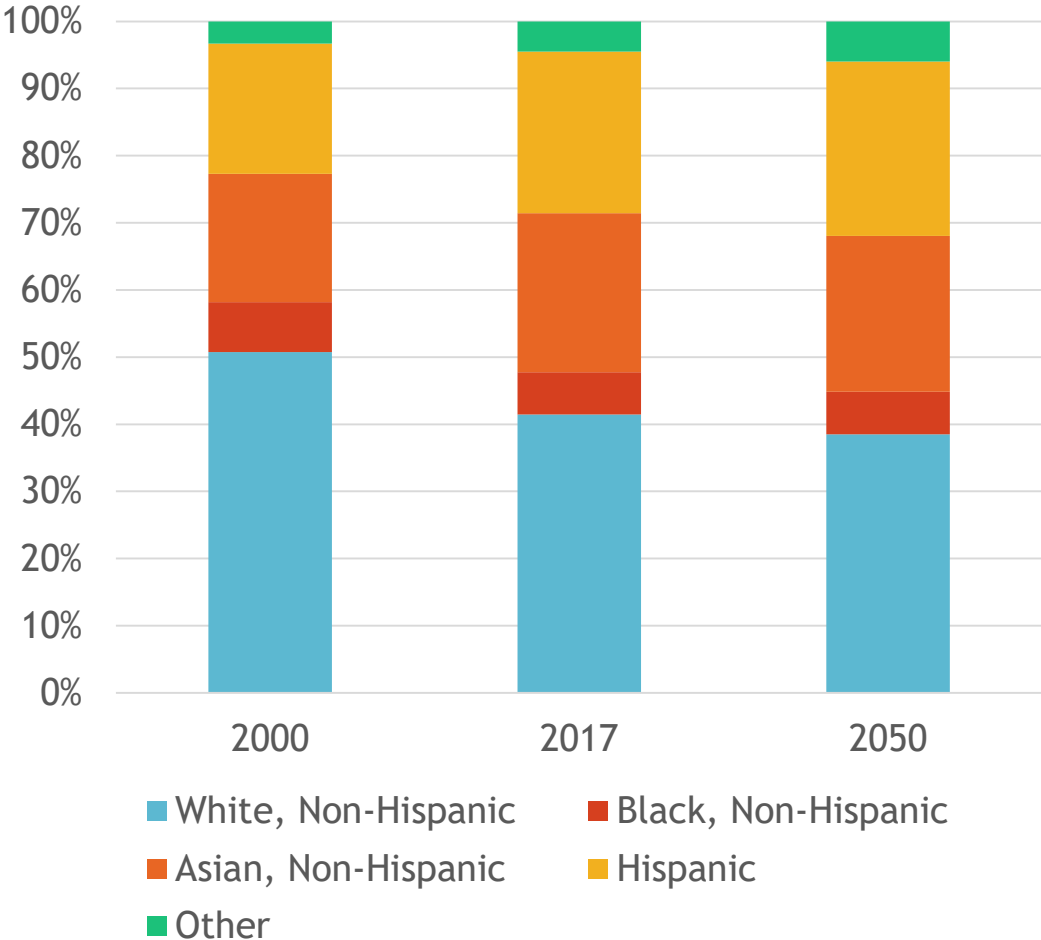
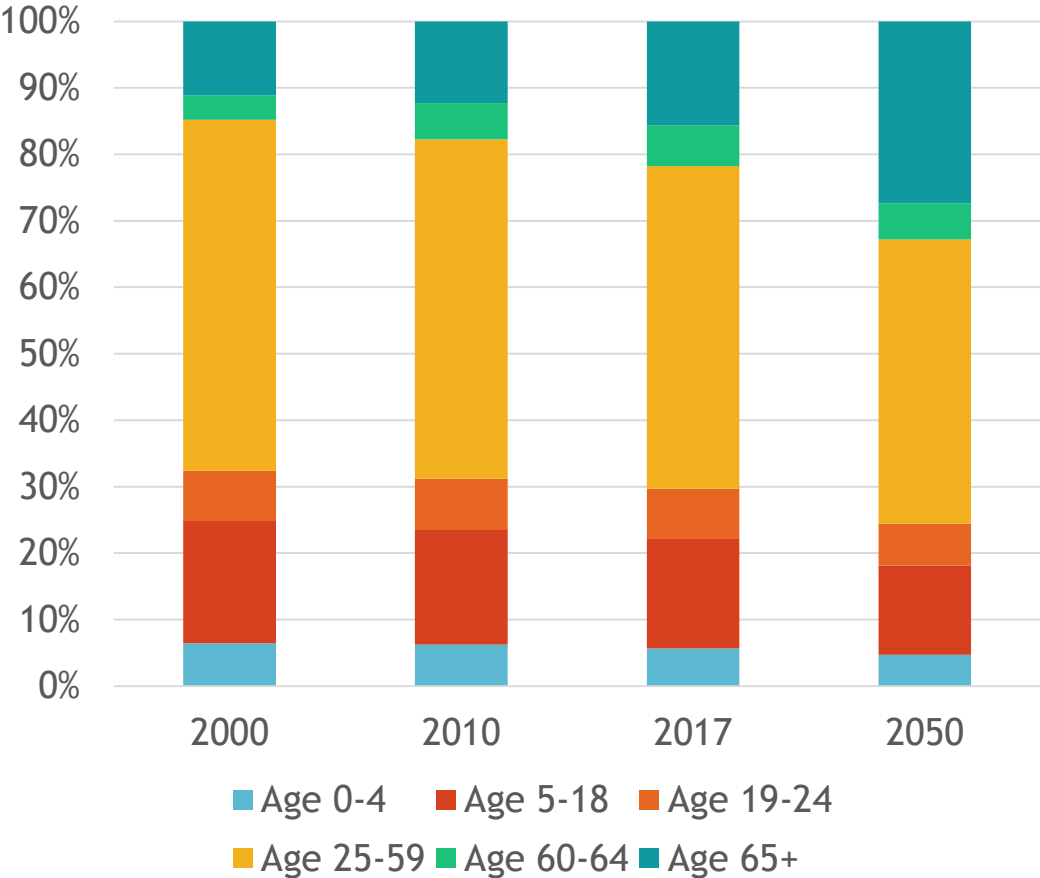


Key Factors in the Population Forecast

- How does the current demographic mix by age and ethnicity affect our population 30 years from now?
- How might people moving into or out of the region change our future?
- How do key age cohorts — baby boomers, millennials — shape labor supply and demand for housing?



Exploring Population Trendlines: How DOF Foresees a Changing Population



Source: California Department of Finance estimates and projection through 2050 (2017 vintage).

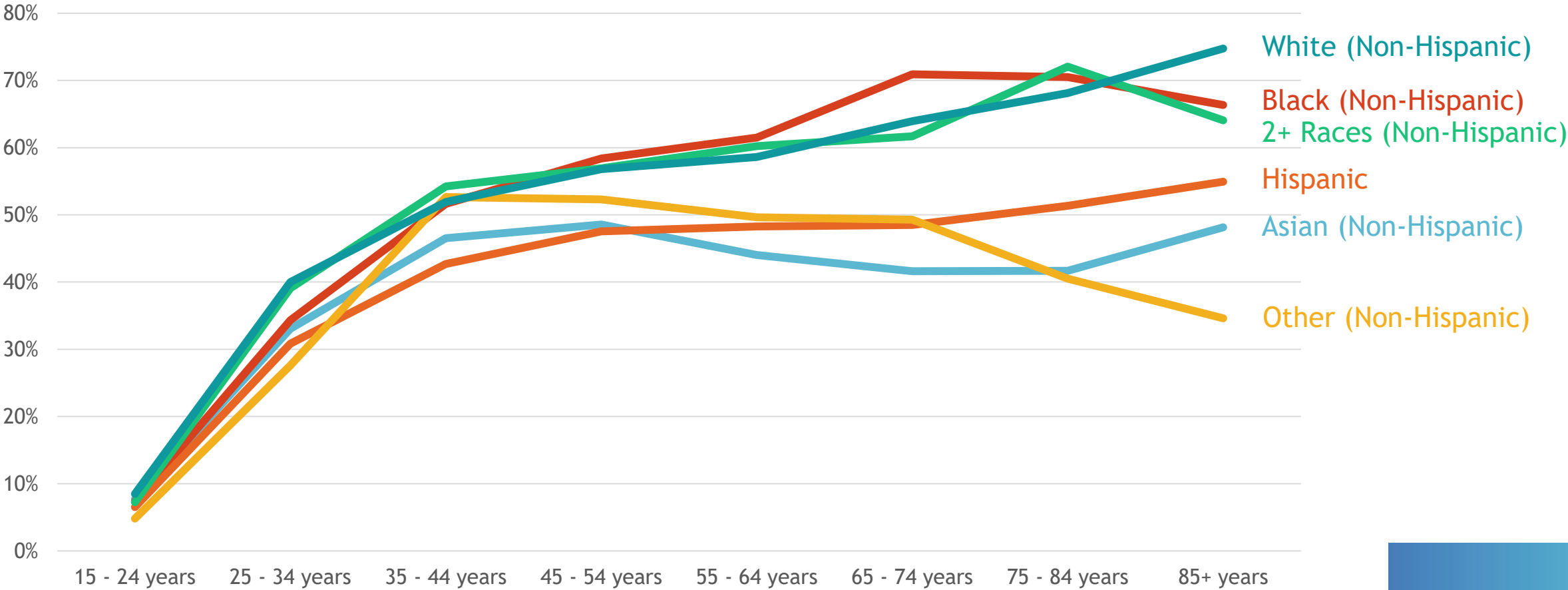
Key Factors in Estimating Households and Income

- Number, size of households is affected by age, ethnicity of the population.
- Household size, workers per household vary with economic conditions.
- What shapes multigenerational households? Immigration? Income levels and housing costs?
- How do economic and demographic factors affect household incomes?

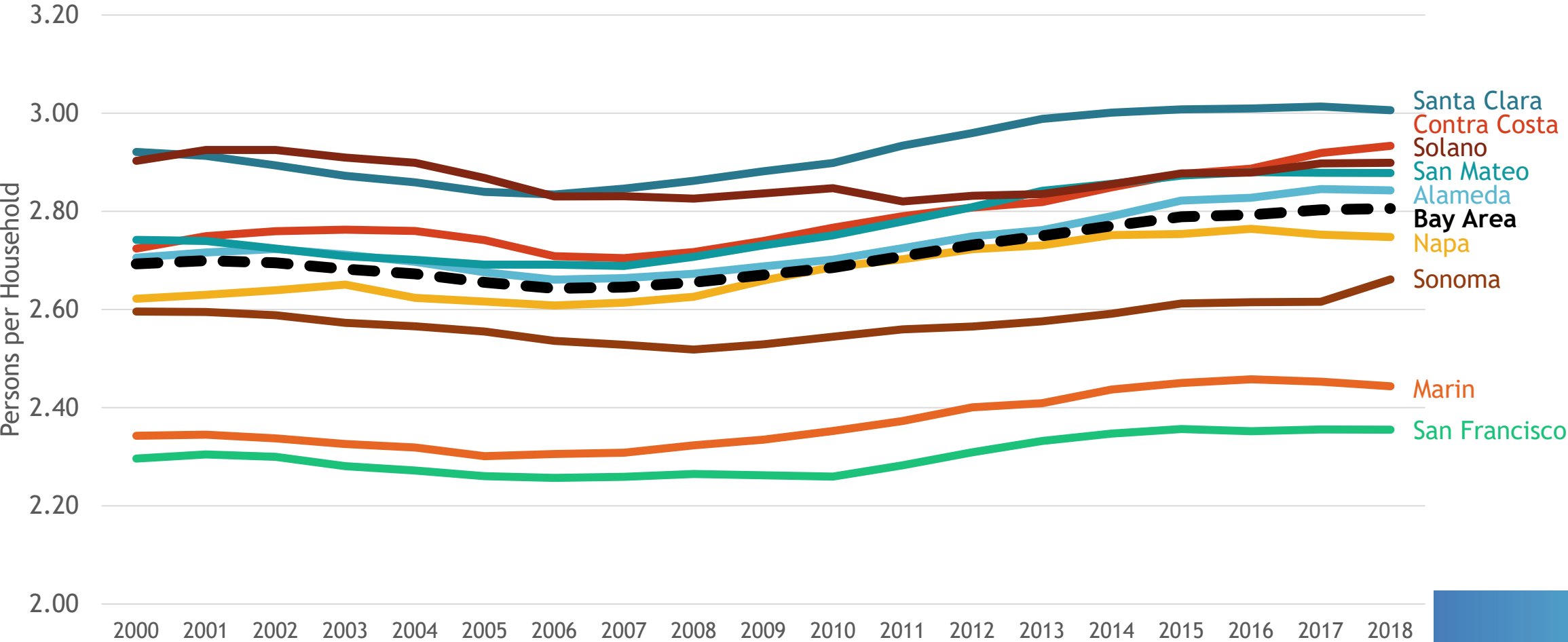


Exploring Household Formation: Differences by Race/Ethnicity

Regional
Forecast



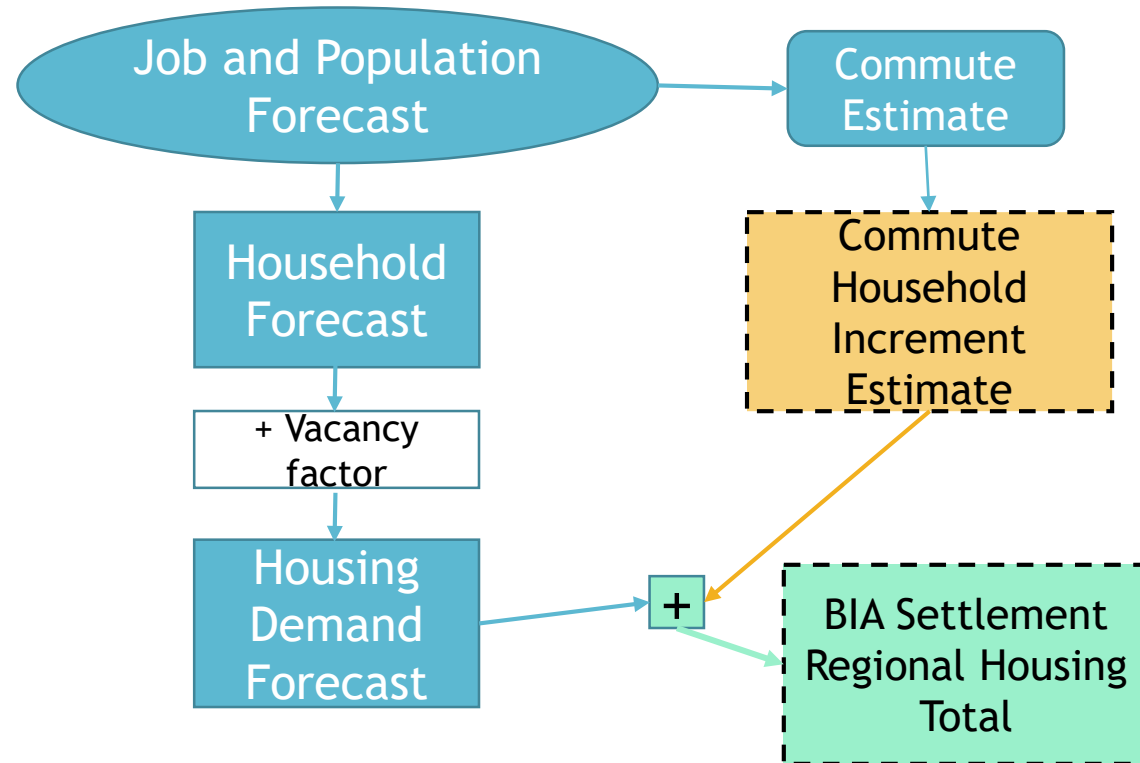
Exploring Household Trendlines: How Big is Your Household?



Incorporating Key Assumptions on In-Commuting

Regional
Forecast

How we did it for Plan Bay Area 2040:



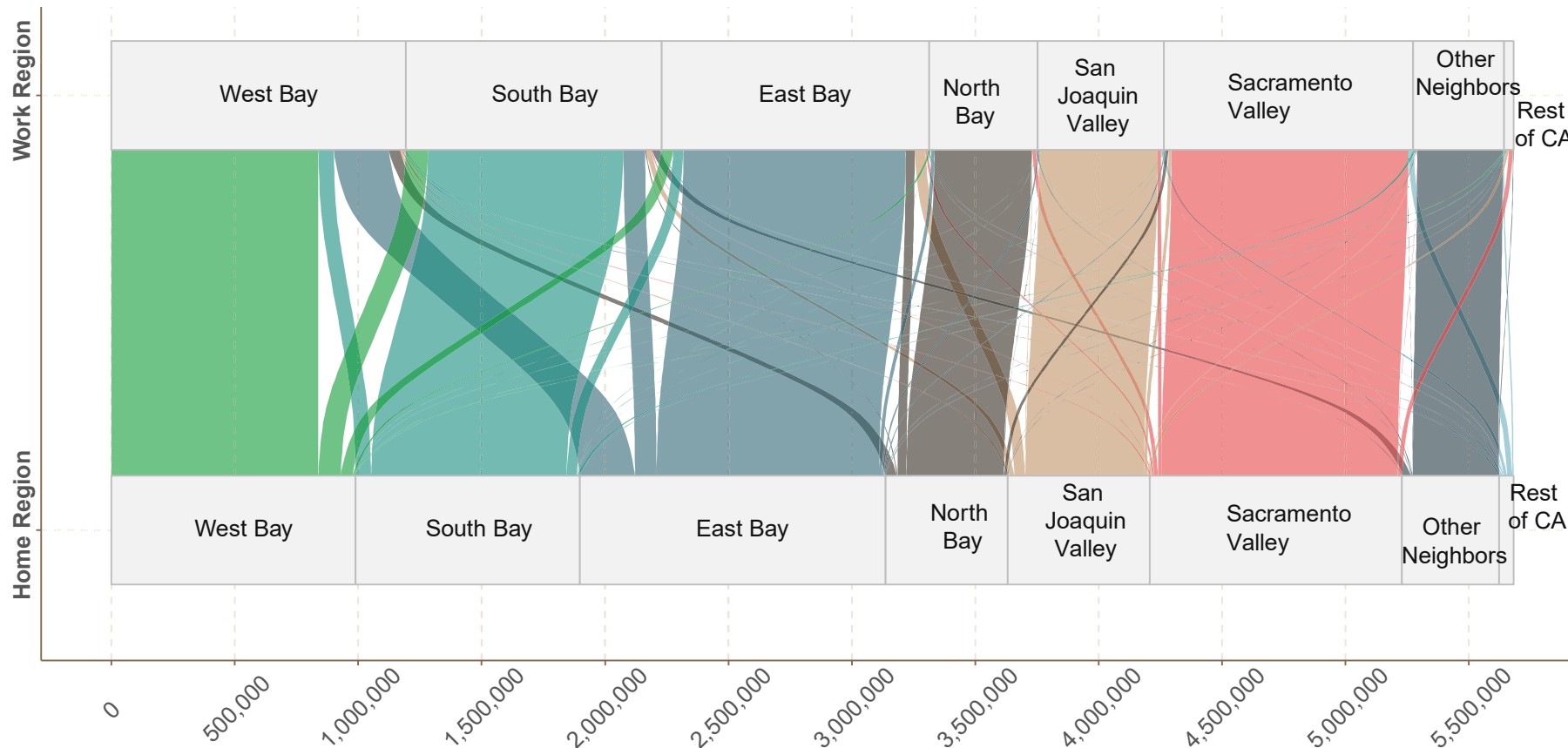
The Regional Growth Forecast for Plan Bay Area 2050 will be consistent both with Senate Bill 375 and the legal requirements of the BIA Bay Area legal settlement from Plan Bay Area (2013).

New tools may allow for further nuances in estimates.

Exploring In-Commuting: A Small but Growing Share of Trips

Regional
Forecast

Subregion-to-Subregion Commute Flow Chart



- Most workers commute *within* their county.
- The East Bay provides the most commuters working in other Bay Area counties.
- Of commuters leaving the San Joaquin Valley, the largest number goes TO the East Bay.
- 6% of Silicon Valley workers come from outside the region.

Building a Bridge between the Regional Growth Forecast & the Local Area Forecast

- Staff is working to consider how strategies included in Plan Bay Area 2050 could influence both the regional and local area forecasts in a consistent manner.
- For example:
 - A strategy to increase affordable housing production could influence both the location of housing and the total level of regional growth.
 - A strategy to advance Priority Production Areas (PPAs) could influence both the location and total number of industrial/PDR jobs.
- This requires developing a feedback loop between UrbanSim 2.0 and REMI, which staff is currently testing for feasibility.

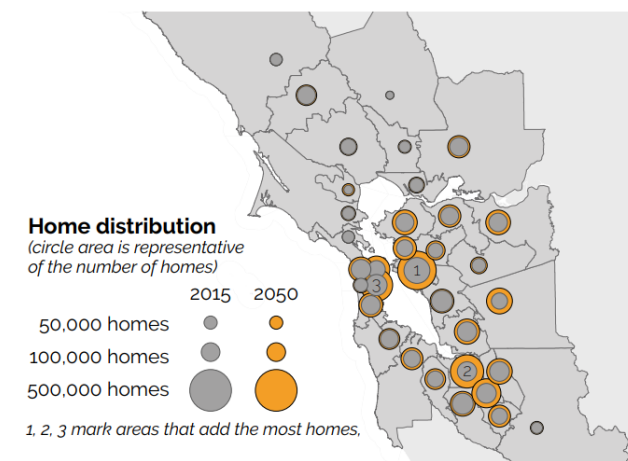
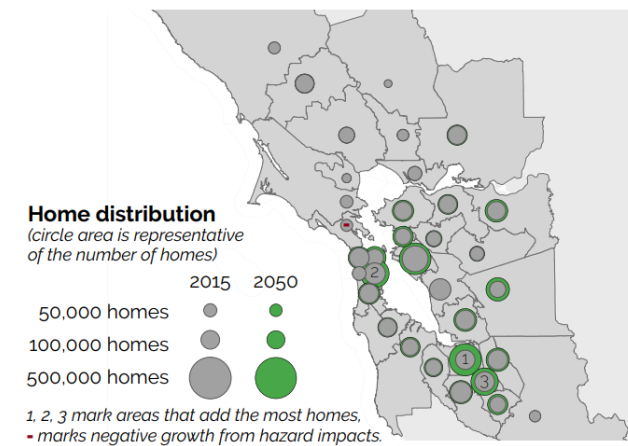
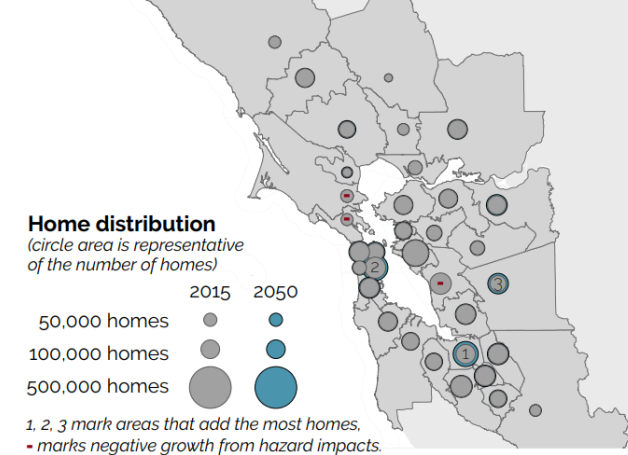
How Does Growth Get Forecasted on a Local Level?

Local
Area
Forecast

- MTC/ABAG is planning on using an upgraded version of the UrbanSim land use model - UrbanSim 2.0 - for Plan Bay Area 2050. Similar to past plans, key inputs include both the **baseline data** (BASIS) and the **Regional Growth Forecast** (REMI).
- Importantly, **strategies** ultimately included in the Preferred Plan influence the future location of growth; stakeholders interested in the ultimate growth pattern should provide input on those strategies as the Preferred Plan is developed this fall.

Building upon Horizon: Stress-Testing Strategies

- MTC/ABAG is already exploring some of these big questions through the **Horizon initiative**. Forecasts for three divergent Futures were showcased in the Futures Interim Report, released in March.
- Through Futures Round 2, further testing of a suite of housing and economic development strategies using UrbanSim 1.5 will take place this summer.



Questions? Comments?

Contact Cynthia Kroll at
ckroll@bayareametro.gov

PLAN BAY AREA 2050

What's Next for the Regional Growth Forecast?

- Refine methodology for approval at ABAG Executive Board meeting - July 2019
- Draft Regional Growth Forecast - Fall 2019
- Final Regional Growth Forecast - Spring 2020

TO: Policy Advisory Council
June 10, 2019

From: PASZ
Palo Altans for Sensible Zoning

DEMAND A SPECIFIC TIMELINE FOR PUBLIC PARTICIPATION IN THE INITIAL JOB GROWTH FORECAST.

Today you are being asked to provide advice on the Regional Growth Forecast Methodology for Plan Bay Area 2050. There is one major gap that must be addressed. Despite huge community issues, the Plan has no specific mention of public participation in establishing the Plan's job growth number, currently running at a very high rate.

BACKGROUND

Plan Bay Area is based entirely on an aggressive jobs-based model. These projected new jobs create the need for population growth and housing. Once established, there is no questioning of the basic number of jobs stated in the Plan. (Note that when a number of questions were raised about exploring lower job growth numbers during the 2017 Plan Bay Area 2040 update, the Master Response was that "an alternative that reduces household or job projections relative to the proposed Plan would not be consistent with Federal or State regulations" (MTC Final Plan Bay Area 2040 EIR, 7/10/17, p 2-15). The jobs growth numbers that are translated into population and housing growth numbers are 'accepted' by two state agencies--the Department of Housing and the Department of Finance, Office of the State Demographer). But in 2013, the three parties involved in the population forecast agreed that "ABAG will share the job growth forecast and land use trends analysis with DOF for their next projections" (ABAG/HCD/DOF, "Overview of the Regional Housing Need Determination, DOF Population Projections and Plan Bay Area Forecast" July 2013). Sharing forecast projections with two state agencies must be in a public meeting with opportunities to explore alternatives and for the public to provide appropriate inputs.

Plan Bay Area has had a dreadful time trying to achieve their planned balance between new jobs and new housing. This is especially true in the West Bay (the region that includes the cities between San Francisco and Santa Clara/Cupertino). In this area the Census Bureau reports an additional 250,000 new jobs were created between 2010 and 2017 with half of the added workers commuting from outside the areas. In the meantime, Bay Area transit systems (Caltrain and BART) are at capacity with no increase in ridership over the last three years.

MTC admits there are problems: in their latest Perspectives Paper "Future of Jobs" (May 2019) they have introduced Priority Strategy L3 that states that "office growth limits" in jobs-rich areas might be appropriate. Further, in today's packet they state that an interactive modeling process make sense although their 'realistic' job growth number would be "consistent with national economic trends" ("Draft Methodology, page 4 of 13).

TODAY'S OPPORTUNITY

You have an opportunity for input today. Yet, in today's discussion materials, MTC is about to initiate a jobs growth update that is somewhere between "a low extension of recent trends or a higher extension recent trends" (Draft Methodology, page 5 of 13). Nowhere does it state that there will public participation in this process (it states pretty clearly that the two parties involved in this critical initiation of the model will be consultant CCSCE and The Technical Advisory Committee).

Thus, you are being asked to approve a Plan model driven by a jobs forecast without any chance for public discussion of the impact of overall job growth targets on community life in the Bay Area or a better regional distribution of those jobs. The current plan is to have the initial job growth forecast with an internal model –"Regional Economic Modeling Inc REMI 2.2 model with analytic techniques created in-house" utilizing a "technical advisory committee of economic, demographic, real estate and model experts" while getting feedback from "economists and demographers from the California Department of Finance are consulted". It states nothing about when there will be a chance for public discussion of alternative jobs growth forecasts and their impacts on a variety of community indicators. What is clearly needed is the chance for the public to participate in exploring how alternative number of total jobs or regional limitations on jobs may produce a better balance of jobs and housing growth (and more moderate growth in congestion, prices and quality of life in each area/region of the Bay Area.

THE NEED

There are at least ten areas of impacts that need to be addressed in considering alternative rates of job growth. The impacts include the consequences of job growth on multiple indicators of community health over successive five year periods, including:

- * land prices
- * housing prices
- * jobs/housing balances on specific broad areas like the West Bay
- * income inequality
- * congestion
- * transit operations
- * impact on families
- * tax burden on residents (especially on costs of transit options and affordable housing subsidies)
- * sustainable growth goals
- * the future of local democracy

Tell the public today (June 12th), when there will be opportunities to publicly explore alternative options for job growth numbers and the range of impacts likely to occur. Please announce specific dates when public input will take place on overall regional jobs projections and opportunities to present alternative outcomes and impacts on when and how to access REMI job projections (or alternative models that better capture community impacts of job growth).

The goal is to have "sufficient resources to support balanced growth between jobs and family communities" and not to depend upon a model that prioritizes job growth over any other aspect of community change.

GIVE US CONCRETE DATES FOR PARTICIPATION TODAY

Gregory Schmid
Palo Altans for Sensible Zoning (PASZ)
Palo Alto CA 94303
gregschmid@sbcglobal.net

From: [REDACTED]
To: [Martha Silver](#)
Subject: Plan Bay Area 2050
Date: Tuesday, June 11, 2019 08:22:34

External Email

To All on the Council,

I am urging you to hold public meetings so that the public can share their views, and have a transparent process. We are the ones that will have to live with your decisions. We need to slow job growth for the Bay Area, we already are congested, very, and pollution has increased tremendously.

I feel that the public has a right to participate in setting the jobs growth number for Plan Bay Area 2050. If we stopped increased jobs, we 'might' catch up on housing. Remember each person needs a place to live and probably drives a car. We are not New York with public transit that works, or as San Francisco has.

Thank you for taking us into your deliberations.

Suzanne Keehn
4076 Orme St.
Palo Alto, 94306



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0619	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	5/14/2019	In control:		Policy Advisory Council	
On agenda:	6/12/2019	Final action:			

Title: Review of Housing Legislation
(30 minutes)

Review of bills related to public lands, upzoning, housing data/transparency, streamlining and redevelopment.

Sponsors:

Indexes:

Code sections:

Attachments: [06_Review of Housing Legislation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Review of Housing Legislation
(30 minutes)

Review of bills related to public lands, upzoning, housing data/transparency, streamlining and redevelopment.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

June 12, 2019

Agenda Item 6

Review of Housing Legislation

- Subject:** Review of bills related to public lands, upzoning, housing data/transparency, streamlining and redevelopment.
- Background:** Matrix of California housing bills as of June 3, 2019. At their May meetings, the ABAG Executive Board and the MTC took action on various housing bills. Attachment A is a matrix of various housing bills staff has been tracking, their current status, and ABAG/MTC position.
- Recommendation:** Information
- Attachments:** Attachment A: 2019 California Housing Bill Matrix
Attachment B: Presentation

2019 California Housing Bill Matrix

Last Updated: June 3, 2019

(Amendments since May 1st are noted in ***bold italics*** and ~~strikethrough~~)

Topic	Bill	Summary	Status	ABAG/MTC Position
PROTECTION				
Rent Cap	AB 36 (Bloom)	Loosens, but does not repeal, Costa Hawkins to allow rent control to be imposed on single family homes and multifamily buildings 20 10 years or older, with the exception of buildings owned by landlords who own just 10 or fewer one or two units.	Dead	No position
	AB 1482 (Chiu)	<i>Until 2030</i> , caps annual rent increases by five percent an unspecified amount above the percent change in the cost of living and limits the total rental rate increase within a 12 month period to 10 percent. Exempts housing subject to a local ordinance that is more restrictive than the bill. Prohibits termination of tenancy to avoid the bill's provisions. <i>Exempts any housing units that received a certificate of occupancy within the last 10 years.</i>	Senate <i>Substantially amended on 5/20/19</i>	Support
Just Cause Eviction	AB 1481 (<i>Grayson/</i> Bonta)	<i>Until 2030, for a circumstance, in which the tenant has occupied the property for six months or more</i> , prohibits eviction of a tenant without just cause stated in writing. Requires tenant be provided a notice of a violation of lease and opportunity to cure violation prior to issuance of notice of termination. <i>Exempts landlords who lease four or fewer single family homes. Sets specified caps on the amount of relocation assistance that may be required for no-fault evictions.</i>	Two-year bill <i>Substantially amended on 5/20/19</i>	Support

Topic	Bill	Summary	Status	ABAG/MTC Position
PROTECTION, cont.				
Tenant Organizing Rights	SB 529 (Durazo)	<ul style="list-style-type: none"> Declares that tenants have the right to form, join, and participate in the activities of a tenant association, subject to any restrictions as may be imposed by law, or to refuse to join or participate in the activities of a tenant association. <i>Strikes provisions related to allowing members of a tenant association to withhold rent in response to grievances.</i> 	Senate – Failed passage <i>Amended 5/17/19</i>	No position
Rent Assistance & Access to Legal Counsel Protections for Tenants Residing in Foreclosed Property	SB 18 (Skinner)	<ul style="list-style-type: none"> Authorizes a competitive grant program to be administered by Department of Housing and Community Development (HCD) to provide emergency rental assistance and moving expenses and grants to local governments to provide legal aid for tenants facing eviction, mediation between landlords and tenants and legal education. The primary use of grant funds must be for rental assistance. Requires HCD to post all state laws applicable to the tenant-landlord relationship on its web site by January 1, 2021 and to update biannually Deletes repeal date for certain tenant protections applicable to tenants in housing that is sold in foreclosure. 	Assembly <i>Substantially amended on 5/21/19</i>	ABAG – Support MTC –No position (Supported rent assistance and legal aid through the FY 2019-20 State Budget because SB 18 amended 5/21/19 to remove these provisions)
PRODUCTION & PRESERVATION				
Accessory Dwelling Units (ADUs)	AB 68 (Ting)	<ul style="list-style-type: none"> Prohibits local ADU standards from including certain requirements related to minimum lot size, floor area ratio or lot coverage, and parking spaces. Requires an ADU (attached or detached) of at least 800 square feet and 16 feet in height to be allowed. Reduces the allowable time to issue a permit from 120 days to 60 days. 	Senate Housing Committee	Support

Topic	Bill	Summary	Status	ABAG/MTC Position
PRODUCTION & PRESERVATION (cont'd)				
	AB 69 (Ting)	Requires HCD to propose small home building standards to the California Building Standards Commission governing accessory dwelling units and homes smaller than 800 square feet. <ul style="list-style-type: none"> • Authorizes HCD to notify the Attorney General if they find that an ADU ordinance violates state law. 	Senate Housing Committee	Support and Seek Amendments
ADUs (cont'd)	SB 13 (Wieckowski)	<ul style="list-style-type: none"> • Maintains local jurisdictions' ability to define height, setback, lot coverage, parking and size of an ADU related to a specified amount of total floor area. • Prohibits local agency from requiring the replacement of parking if a space is demolished to construct an accessory dwelling unit. • Allows a local agency to count an ADU for purposes of identifying adequate sites for housing. • Deferral of enforcement of non-health and safety building violations until January 1, 20402035 • <i>Modifies provisions related to minimum ADU that must be allowed (efficiency unit of 850 sq. ft. or 1,000 sq. ft. for unit that provides more than one-bedroom).</i> 	Assembly Desk <i>Amended on 5/17/19</i>	Support if Amended
	AB 587 (Friedman)	Authorizes a local agency to allow, by ordinance, an ADU that was ministerially approved to be sold separately from the primary residence to a qualified buyer if the property was built or developed by a qualified nonprofit corporation and a deed restriction exists that ensures the property will be preserved for affordable housing.	Senate Housing Committee	No position
	AB 671 (Friedman)	Requires local agencies to include in their housing element a plan that incentivizes and promotes the creation of ADUs that can be offered for rent for very low-, low- and moderate-income households.	Senate Desk	No position
	AB 881 (Bloom)	Eliminates ability of local jurisdiction to mandate that an applicant for an ADU permit be an owner-occupant.	Senate Desk	No position

Topic	Bill	Summary	Status	ABAG/MTC Position
PRODUCTION & PRESERVATION (cont'd)				
Zoning/ Housing Approvals	AB 1279 (Bloom)	<ul style="list-style-type: none"> Requires HCD to designate areas in the state as high-resource areas, by January 1, 2021, and every 5 years thereafter. Makes housing development in such areas “by right” if the project is no more than four units in an area zoned for single family homes or up to 40 units and 30 feet in areas generally zoned for residential, subject to certain affordability requirements. 	Assembly Floor	No position
	SB 4 (McGuire)	<ul style="list-style-type: none"> Allows an eligible transit-oriented development (TOD) project that is located within ½ mile of an existing or planned transit station and meets various height, parking, zoning and affordability requirements a height increase up to 15 feet above the existing highest allowable height for mixed use or residential use. Exempts a TOD project within ¼ mile of a planned or existing station from minimum parking requirements in jurisdictions > 100,000 in population. Establishes a new category of residential project – a “neighborhood multifamily project” as a project that on vacant land that is allowed to be a duplex in a nonurban community or a four-plex in an urban community and grants such projects ministerial approval. 	Dead	No position

Topic	Bill	Summary	Status	ABAG/MTC Position
PRODUCTION & PRESERVATION (cont'd)				
Zoning/ Housing Approvals (cont'd)	SB 50 (Wiener)	<ul style="list-style-type: none"> • <i>Excluded counties with fewer than 600,000 in population from height-related requirements in close proximity to transit stations.</i> • <i>Authorizes four-plexes in areas where housing is permitted, subject to existing setback and lot requirements on vacant parcels with limited conversions allowed (at least 75% of exterior walls must remain).</i> • <i>For cities > 50,000 in counties with fewer than 600,000 authorizes a waiver from density limits and permits an additional story to be built above current zoning within ½ mile of major transit stop. For cities > 100,000 prohibits minimum parking requirements within 1/4-mile of major transit stop.</i> • Allows upzoning within ½-mile of transit and in high-opportunity areas. Provides for a five-year deferral of bill's provisions in "sensitive communities" that would be defined by HCD in conjunction with community groups. • Defers applicability of bill in "sensitive communities" –to be defined by HCD in conjunction with local community-based organizations—until January 1, 2025. • Excludes sites that contain housing occupied by tenants or that was previously occupied by tenants within the preceding seven years or the owner has withdrawn the property from rent or lease within 15 years prior to the date of application. 	Two-year bill <i>Substantially amended on 5/1/2019</i>	No position but staff directed to work with author

Topic	Bill	Summary	Status	ABAG/MTC Position
	SB 330 (Skinner)	<ul style="list-style-type: none"> • Limited to five-year program, until 2025 • Limitation on fee increases deleted • Restricts a local jurisdiction or ballot measure from downzoning, establishing or implementing limits on permit issuance or population unless the limit was approved prior to January 1, 2005 in a predominately agricultural county, or imposing building moratoria on land where housing is an allowable use within an affected county or city identified by HCD as having rent at least 130% percent higher than the national median rent in 2017 (\$1,012 per month) and a lower than the national average vacancy rate for 2013-2017(~ 7.4%). • Prohibits a city or county from conducting more than five de novo hearings on an application for a housing development project. Modifies parking requirements to allow 0.5 space/unit, unless an affected city is located in a county with a population of 700,000 or greater or the affected city has a population of 100,000 or greater and is in a county of 700,000 in population or less. • Ten Five-year emergency statute. 	Assembly <i>Substantially amended on 5/21/2019</i>	Seek Amendments
Fees/ Transparency	AB 724 (Wicks)	<ul style="list-style-type: none"> • Requires HCD to create a rental registry online portal designed to receive specified information from landlords and to disseminate this information to the general public. • Requires HCD complete the rental registry online portal by January 1, 2021, and would require landlords to register within 90 days and annually thereafter. Landlords that fail to register would be subject to a \$50 civil penalty per rental unit. • Requires a code enforcement officer to report a residential property owned or operated by a landlord subject to the registration requirement to HCD. 	Two-year bill	No position

Topic	Bill	Summary	Status	ABAG/MTC Position
PRODUCTION & PRESERVATION (cont'd)				
Fees/ Transparency (cont'd)	AB 847 (Grayson)	<ul style="list-style-type: none"> Requires HCD to establish a competitive grant program, subject to appropriation by the Legislature, to offset the cost of housing-related transportation impact fees. Qualifying recipients would be cities and counties, which may apply jointly with a developer. Projects must be at least 20 percent affordable (specific area median income (AMI) level unspecified) and be consistent with sustainable communities strategy (SCS); Preference for TOD. 	Two-year bill	No position
	AB 1483 (Grayson)	<ul style="list-style-type: none"> Requires a city or county to maintain a current schedule of fees applicable to a housing development project. Requires each local agency to post the fee schedule and all zoning ordinances and development standards on its website and provide the information to the HCD and any applicable metropolitan planning organization (MPO). Requires each city and county to annually submit specified information concerning pending housing development projects with completed applications HCD and any applicable MPO. 	Senate Housing Committee	Support and Seek Amendments
	AB 1484 (Grayson)	<ul style="list-style-type: none"> Prohibits a local agency from imposing a fee on a housing development project unless the type and amount of the exaction is specifically identified on the local agency's internet website at the time the development project application is submitted. Prohibits a local agency from imposing, increasing, or extending any fee on a housing development project at an amount that is in excess of information made available on its web site. <p>Applicable to all cities statewide, including charter cities.</p>	Senate Desk	No position

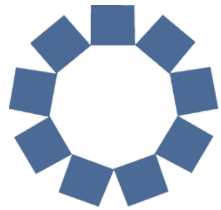
Topic	Bill	Summary	Status	ABAG/MTC Position
PRODUCTION & PRESERVATION (cont'd)				
Streamlining	AB 1485 (Wicks)	Modifies affordability requirements applicable to the by-right provisions in SB 35 (Wiener, 2017) such that a project can dedicate 10% of the total number of units to housing affordable to households making below 80 percent of the AMI or 20 percent to households earning below 120 percent AMI with an average income of units at or below 100 percent.	Senate Housing Committee	Support
	AB 1706 (Quirk)	<ul style="list-style-type: none"> Provides specified financial incentives to a residential development project in the San Francisco Bay Area that dedicates at least 20 percent of the housing units to households making no more than 150 percent AMI. Incentives include exemption from CEQA, a cap on fees, a density bonus of 35 percent, parking reductions and a waiver of physical building requirements imposed on development, such as green building standards. 	Two-year bill	No position
	SB 621 (Glazer)	<ul style="list-style-type: none"> Requires the Judicial Council to adopt a rule of court applicable to an action to challenge an environmental impact report for an affordable housing project, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceeding with the court. Provides that these provisions do not apply to an affordable housing project if it is in certain locations. 	Assembly	No position

Topic	Bill	Summary	Status	ABAG/MTC Position
PRODUCTION & PRESERVATION (cont'd)				
Public Lands	SB 6 (Beall)	<ul style="list-style-type: none"> Requires HCD to provide the Department of General Services (DGS) with a list of local lands suitable and available for residential development as identified by a local government as part of the housing element of its general plan. Authorizes HCD to provide local governments standardized forms to develop site inventories and requires that local governments adopting housing elements after January 1, 2021 electronically submit site inventories to HCD. Requires DGS to create a database of that information and information regarding state lands determined or declared excess and to make this database available and searchable by the public by means of a link on its internet website. 	Assembly Housing and Community Development Committee	Support
	AB 1255 (Rivas)	Requires the housing element to contain a surplus lands inventory and requires the city or county to separately identify those sites that qualify as infill or high density.	Senate	No Position
	AB 1486 (Ting)	<ul style="list-style-type: none"> Revises the definitions of “local agency” and “surplus land” applicable to the current Surplus Lands Act (SLA) requirement that local agencies provide right of first refusal to affordable housing developers when disposing of surplus land. Revises and clarifies state and local process requirements related to surplus land disposal. <i>For purpose of developing low- and moderate-income housing, would only require specified notice requirements for land located in an urbanized area.</i> Requires that HCD create and maintain a statewide inventory of local surplus lands. The inventory would be developed from information submitted by local agencies. Expands HCD’s enforcement mandate to include the SLA. Permits 100 percent affordable development on surplus land regardless of local zoning; Provision does not apply to exempt surplus land or land ineligible for state affordable housing financing programs. 	Senate Substantially amended 5/16/19	Support if Amended

Topic	Bill	Summary	Status	ABAG/MTC Position
PRODUCTION & PRESERVATION (cont'd)				
Funding	AB 10 (Chiu)	Expands the state's Low Income Housing Tax Credit program by \$500 million per year, up from \$94 million, leveraging an estimated \$1 billion in additional federal funds annually.	Senate Housing Committee	No position
	AB 11 (Chiu)	<ul style="list-style-type: none"> • Authorizes a city or county or two or more cities acting jointly to form an affordable housing and infrastructure agency that could use tax increment financing to fund affordable housing and infrastructure projects. • Requires the Strategic Growth Council approve new agencies and that expenditure plans for such agencies be aligned with the state's greenhouse gas reduction goals. • A minimum of 30 percent of funds would be required to be invested in affordable housing. 	Two-year bill	Support and Seek Amendments
	AB 1487 (Chiu)	<ul style="list-style-type: none"> • Establishes the Housing Alliance for the Bay Area (HABA), a new regional entity serving the nine Bay Area counties to fund affordable housing production, preservation and tenant protection programs. • Authorizes HABA to place unspecified revenue measures on the ballot, issue bonds, allocate funds to the various cities, counties, and other public agencies and affordable housing projects within its jurisdiction to finance affordable housing development, preserve and enhance existing affordable housing, and fund tenant protection programs, • Provides that HABA will governed by a board composed of an unspecified number of voting members from MTC and ABAG, <i>to be determined by MTC and ABAG</i>, and staffed by <i>ABAG and MTC</i>. • <i>Authorizes MTC to place a revenue measure on the ballot in November 2020 and HABA to place a measure on the ballot in subsequent election cycles.</i> • <i>Specifies funding mechanisms including a 0.5-cent sales tax, a head tax, a parcel tax, a gross receipts tax, a bond and a commercial linkage fee.</i> • <i>Modifies the county expenditure provisions plan.</i> 	Senate Rules Committee – pending referral Substantially amended 5/16/19	Seek Amendments

Topic	Bill	Summary	Status	ABAG/MTC Position
PRODUCTION & PRESERVATION (cont'd)				
Funding (cont'd)	AB 1568 (McCarty)	Conditions eligibility for state grants an HCD determination that a jurisdiction is in compliance with state law, including that a jurisdiction has an HCD-approved housing element and that HCD has not found the jurisdiction in violation of the Housing Accountability Act or Density Bonus law.	Two-year bill	No position
	AB 1717 (Friedman)	Establishes the Transit-Oriented Affordable Housing Program, to be administered by the California Housing Finance Agency (CalHFA). The program would allow a city or county to participate in the program by enactment of an ordinance establishing a TOD housing district. Such a district would be authorized to use tax-increment finance through a diversion of property taxes, including the school portion, to finance affordable housing projects. Funds would be redirected to CalHFA who would be authorized to issue bonds to pay for the projects.	Two-year bill	No Position
	SB 5 (Beall)	<ul style="list-style-type: none"> • Authorizes local agencies to apply to the state to reinvest their share of ERAF (Educational Revenue Augmentation Fund) funds in affordable housing or other community improvement purposes. Sets an initial limit of \$200 million per year for the first five years, growing to \$250 million in 2029. • Establishes the Local-State Sustainable Investment Incentive Program which would be administered by a new Sustainable Investment Incentive Committee comprised of state agency representatives and legislative and gubernatorial appointees. • Requires at least 50 percent of funds to be allocated for affordable housing and workforce housing and for 50 percent of the units to be affordable. • <i>Authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program.</i> 	Assembly Desk	Support

Topic	Bill	Summary	Status	ABAG/MTC Position
PRODUCTION & PRESERVATION (cont'd)				
Funding (cont'd)	ACA 1 (Aguiar-Curry)	Reduces vote threshold for local bonds or special taxes for affordable housing production, preservation or public infrastructure.	Assembly Floor	Support and Seek Amendments
	SB 128 (Beall)	Eliminates the voter approval requirement for Enhanced Infrastructure Financing Districts (EIFDs), which can be used to finance affordable housing production and preservation, among other purposes.	Assembly Local Government Committee	Support
Planning	AB 725 (Wicks)	Prohibits more than 20% of a suburban or metropolitan jurisdiction's share of regional housing need for above moderate-income housing from being allocated to sites with zoning restricted to single-family development.	Two-year bill	No Position
	SB 235 (Dodd)	Allows the City and the County of Napa to reach an agreement under which the county would be allowed to count certain housing units built within the city toward the county's regional housing needs assessment (RHNA) requirement.	Assembly Housing & Community Development Committee	No Position
	SB 744 (Caballero)	Requires a lead agency to prepare the record of proceeding for a No Place Like Home project with the environmental review of the project if it is not eligible for approval as a use by right.	Assembly Desk	No Position



**Association of
Bay Area Governments**



**METROPOLITAN
TRANSPORTATION
COMMISSION**

ABAG/MTC Housing Bill Positions

June 3, 2019



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

ABAG/MTC ACTION ON HOUSING LEGISLATION

Protection		Position
AB 1481 (Grayson)	Just cause eviction – requires written notice for specified reasons	Support
AB 1482 (Chiu)	Anti-rent gouging	Support
SB 18 (Skinner)	Tenant access to counsel and emergency rent assistance	Support (ABAG)*
Production		
SB 13 (Wieckowski),	ADUs: Fee waivers, Owner-Occupancy, Replacement Parking, Amnesty	Support if amended
AB 68 (Ting)	ADUs: Replacement parking, setback requirements, permits	Support
AB 69 (Ting)	Small home building standards	Support and seek amendments
AB 1483 (Grayson)	Housing data/Transparency	Support and seek amendments
AB 1486 (Ting)	Surplus land for housing	Support if amended
SB 6 (Beall)	Add local sites to statewide surplus land inventory	Support

*MTC did not endorse SB 18 as the provisions related to access to counsel and emergency rent assistance were struck from bill when it came before the board. Instead, MTC endorsed funding access to counsel and rent assistance in the FY 2019-20 State Budget.

Production (cont'd)		Position
SB 50 (Wiener)	Upzoning near transit & job-rich areas	No position*
SB 330 (Skinner)	Prohibits downzoning in some areas; accelerates project approvals; relaxes building standards for occupied buildings	Seek amendments
AB 1485 (Wicks)	Streamlining for “missing middle” moderate income units	Support
Preservation/Funding		
AB 1487 (Chiu)	Establishes the Housing Alliance for the Bay Area (HABA), authorizing it to place various funding measures on the ballot for affordable housing and tenant protection	Seek amendments
AB 11 (Chiu)*	Redevelopment 2.0; Authorizes a city, city and county or group of cities to for affordable housing infrastructure agencies and use tax-increment finance for housing and other needs, subject to state approval	Support and Seek Amendments

*The ABAG-MTC Joint Legislation Committee adopted a “support if amended” position on SB 50, but the boards did not take a position since by the time it came before them, it had already been designated a two-year bill.



“Support and Seek Amendments” to AB 69 (Ting)

- **ADU Design Template** - Request the Department of Housing and Community Development generate and make available to local jurisdictions template ADU design prototypes consistent with small state building codes.



“Support if Amended” on SB 13 (Wieckowski)

- **Owner-Occupancy** - Remove the provision prohibiting localities from imposing owner-occupancy requirements on ADUs
- **Impact Fee Waiver** –
 - Reduce the impact fee waiver threshold from 750 square feet to 500 square feet, consistent with existing school development fee exemption.
 - Discuss with author options to require ADU fees be reduced, while also allowing local jurisdictions to retain some discretion to structure fee reductions as an incentive for owners to make ADUs affordable via deed restrictions.



“Seek Amendments” to SB 330 (Skinner)

- **Fees** - Eliminate any freeze on impact fees after January 1, 2018; ✓ 5/21
Amendments
- **Parking** -
 - Provide greater flexibility on parking requirements within ¼-mile of major transit stops
 - Ensure that current requirements for disabled parking are unaffected
 - Provide exceptions from minimum parking restrictions to address public safety impacts associated with fire truck access on narrow streets
- **Restrictions on Zoning & Growth-Related Ballot Measures** – Discuss with author wisdom and legality of prohibiting local voter initiatives related to downzoning;
- **Zoning Lookback** - Eliminate bill’s “look back” provision allowing project to be built at a higher density if zoning would have allowed prior to January 1, 2018.



“Support and Seek Amendments” to AB 1483 (Grayson)

- ***MPO Provision*** - Clarify that the provision related to MPO data is intended to apply regionwide and not to data requests from individual jurisdictions.
- ***COG Provision*** - Add councils of government to the list of regional agencies that may request additional data.
- ***Timeline for Implementation & Purpose of Data*** - Work with the author and local agencies to ensure the data requests are reasonable (and would provide needed and meaningful information) and the timeline for implementation is feasible.



“Support if Amended” on AB 1486 (Ting)

- **Broader Negotiations** - Amend the bill to allow additional items beyond just sale and lease price (such as financial viability) in the scope of negotiations.
- **Redevelopment Agencies** - Ensure that the bill would not limit a successor agency's ability to comply with existing asset disposal requirements.
- **Require Local Support for Zoning Override** - Limit provision allowing 100 percent affordable housing developments to projects that have received local subsidies, thereby demonstrating local support and financial viability.
- **No Lookbacks** - Pursue amendments to ensure changes only apply to land disposals initiated after bill's effectiveness date.



“Support and Seek Amendments” to AB 11

- **Broaden Eligibility to Include Resilience & Other Items** - The should add sea level rise infrastructure, such as sea walls, water and sewer infrastructure, as well as broader resilience purposes, such as ferry infrastructure, fire and disaster recovery, as eligible expenses.
- **Remove Eminent Domain Provision** -The bill can provide a very useful tool without this provision which draws unnecessary opposition and brings with it some risk of abuse.
- **Provide Term Limits for the Public Members of the AHIA** -To provide more accountability, the terms for the public members should be specified in the bill and limited.



“Seek Amendments” to AB 1487 (Chiu)

- **Revenue** - Exclude sales tax from revenue options
- **Start-up Funding** - Ensure no new responsibilities are assigned to MTC or ABAG without a guaranteed ongoing source of funding not dependent upon voter approval and bill includes a provision allowing for dissolution of HABA if not enough revenue is generated to be meaningful
- **Split Board** - Ensure the bill doesn't require MTC staff report to a newly structured board
- **Revenue Distribution** - Develop a distribution formula that distributes *more than* 25 percent of any employer-based revenue to a regional pool
- **Ad Hoc Committee on Governance** – Separate from the legislation, ABAG and MTC shall form an ad hoc committee of 3 representatives from ABAG and 3 from MTC to work with author on governance issues.





Metropolitan Transportation Commission

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San Francisco, CA 94105

Legislation Details (With Text)

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File created:	5/10/2019	In control:		Policy Advisory Council	
On agenda:	6/14/2019	Final action:			
Title:	Staff Liaison Report (5 minutes)				

Relevant MTC policy decisions and other activities.

Sponsors:

Indexes:

Code sections:

Attachments: [07_Staff_Liaison_Report_June_2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Presenter:

Marti Paschal, Staff Liaison

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

June 12, 2019

Agenda Item 7

Staff Liaison Report – June 2019

Subject: Relevant MTC policy decisions and other activities.

Recommendation: Information

Attachments: Attachment A: Staff Liaison Report – June 2019



METROPOLITAN
TRANSPORTATION
COMMISSION

**Agenda Item 7
Attachment A**
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council
FR: Marti Paschal, Staff Liaison
RE: Staff Liaison Report – June 2019

DATE: June 12, 2019

W.I. 1114

Policy Advisory Council Draft Calendar for July – December 2019

The following items are currently scheduled to be presented to the Policy Advisory Council during the remaining meetings of the calendar year:

July 10, 2019

- Plan Bay Area 2050: Outreach

September 11, 2019

- Horizon: Futures Final Report*
- Horizon: Perspective Paper 5 (Crossings)
- Horizon/Plan Bay Area 2050: Draft Project Performance Results*

October 9, 2019

- Plan Bay Area 2050: Adoption of Guiding Principles/Goals & Targets*

November 13, 2019

- Plan Bay Area 2050: Action on Project Performance
- Plan Bay Area 2050: Summary & Discussion of Element Workshops/Strategies (Transportation, Land Use, Economic Development, Resilience)

December 11, 2019

- Plan Bay Area 2050: Proposed Strategies for Draft Preferred Plan

May 20 Perspective Paper Event

The **Expand Your Horizon: Talks on the Future of the Bay Area** series continued with a Perspective Paper event on May 20, at the San Mateo Main Library. The presentation was based on the fourth Perspective Paper, [*The Future of Jobs*](#).

As part of the Horizon initiative, the Perspective Papers and corresponding Expand Your Horizon events are intended to identify high-impact strategies related to specific topics that support [Horizon's Guiding Principles](#).

***Presentation dates subject to change.**

Richmond-San Rafael Bridge Joint Replacement Project Hits Home Stretch

Caltrans and the Bay Area Toll Authority are issuing a weekly series of updates on the work underway to replace 31 joints on the westbound upper deck of the Richmond-San Rafael Bridge. Construction crews have now replaced 22 of the 31 deck joints, with the entire project on track for completion this July. Each of the original 1950-era joints is being replaced by a new joint that features a rubberized seal designed to shrink and expand with changing temperatures. This will prevent cracking of the surrounding concrete road deck.

To minimize impacts to commute traffic, joint replacement work is being done at night. Drivers can expect one lane of traffic to be closed most nights from 9 p.m. to 5 a.m. New steel plates have been installed at work locations. Drivers can pass over these plates at posted speeds and there is no need to slow down.

Light Rain Didn't Dampen Bay Area Bike to Work Day 2019 Enthusiasm

Participants in the 25th annual Bike to Work Day traversed the nine counties of the San Francisco Bay Area on Thursday, May 9. Misty, windy and cool conditions did not stop tens of thousands of riders from pedaling to work and school, stopping to get treats and commemorative 25th anniversary canvas tote bags at one of 400 energizer stations staffed by volunteers from bike coalitions, local companies and governments across the region. Nearly 100,000 strong, the bicyclists turned a typical May Thursday morning commute into a huge boost to the environment and their own good health.

Presented by MTC, the Commission's 511.org travel-information service and Alaska Airlines, Bike to Work Day encourages Bay Area residents to leave their cars at home or skip the bus, train or ferry for the day and commute on two wheels. Bike to Work Day is the largest event in the Bay Area's celebration of May's National Bike Month, but there are many other events and activities held during the month. Running May 1 to 31, the month-long Bay Area Bike Challenge is a friendly competition that encourages participants and companies to ride individually and as teams to get more people to commute by bicycle. Close to 3,000 riders from across the nine counties of the Bay Area pedaled and racked up miles and virtual prizes every day. More information is available at lovetoride.net/bayarea.

Youth Art Contest Winners Selected

Winners of the "Art on the Horizon: Youth Confronting Climate Change" contest sponsored by MTC and ABAG were announced in April at the Y-Plan Policy Summit at UC Berkeley. As part of [the agencies' Horizon planning initiative](#), MTC and ABAG sought digital art submissions that demonstrate what can be done to combat climate change. The Art on the Horizon contest was open to artists age 13 to 23, and asked the question: "What can you do to stop climate change?"

Winners were selected by a jury that included James Choe and David Cooper of ABAG and MTC staff; Sam Cooper, senior photo editor for WIRED; Kÿ-Nam Miller of MTC's Policy Advisory Council; Christine Nguyen of the Bay Area Air Quality Management District staff; and Shaun Tai, executive director for Oakland Digital. The winning entries can be viewed [here](#).

Executive Director's Report

The following items are excerpts from the May 2019 Executive Director's Report to the Commission. To read the report in its entirety go to:

<http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>.

California Academy for Regional Leaders-April 30, 2019:

Dave Vautin, Principal Planner/Analyst and Project Manager for Horizon/Plan Bay Area 2050, and Kenny Kao, Principal Planner, Programming & Allocations, were selected to participate in the first Academy for Regional Leaders this past year, and were honored on April 30th among other program graduates.

Housing Activities: May 1st and May 10th

On May 1, the Housing Legislative Working Group wrapped up its five week assignment providing information on a slate of housing related bills targeted to come before the Legislation Committees of ABAG and MTC. On May 10th, those groups met in a joint session, and forwarded consistent recommendations to both governing boards. Coupled with a joint meeting of the MTC Planning and ABAG Administration Committees, May 10th was an 8 hour session, speaking to the importance of the topics addressed, and the commitment of the respective committee members to tackle them.

State Legislative Visits: May 3rd and May 15th

I and several staff members visited Senator Wiener in his San Francisco District office on May 3rd. With MTC Chair and ABAG Executive Board member Scott Haggerty, we had a daylong visit in Sacramento May 15, meeting with 12 other Bay Area delegation members, and hosting a reception where several other members and their staff were in attendance.

San Francisco Foundation Reception: May 8th

The SFF hosted a reception for me to meet with key social equity and environmental justice stakeholders from around the region. It was a great chance to meet personally with important partners that will play a key role in our Plan Bay Area 2050 and other related efforts.

East Bay Leadership Council: May 16th

I was invited to a discussion with the EBLC Transportation Task Force, representing business and local government interests in Contra Costa and Alameda Counties. It was a timely opportunity to share perspectives on mobility, housing and employment challenges and opportunities in this area of the region.

MTC Operational Statistics

The monthly report on the performance of MTC's operating programs is attached.

Upcoming Events:

UC Berkeley College of Environmental Design - Commencement Address: May 19th

Mineta Transportation Institute: San Jose State University:

- MTI/Commonwealth Club Keynote Panel: June 21st
- MTI Commencement Address: June 22nd



Metropolitan Transportation Commission

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Legislation Details (With Text)

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Title:	Council Member Reports (10 minutes)				

Members of the Council may report on locally relevant issues or events.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Council Member Reports
(10 minutes)

Members of the Council may report on locally relevant issues or events.

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information

Attachments:



Metropolitan Transportation Commission

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Legislation Details (With Text)

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Members of the Council may bring up new business for discussion or addition to a future agenda.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Discussion

Attachments: