



CALL AND NOTICE

CALL AND NOTICE OF A SPECIAL MEETING OF THE ADMINISTRATIVE COMMITTEE OF THE ASSOCIATION OF BAY AREA GOVERNMENTS

As Chair of the Administrative Committee of the Association of Bay Area Governments (ABAG), I am calling a special meeting of the ABAG Administrative Committee as follows:

Special Joint Meeting with the MTC Planning Committee

Friday, October 13, 2017, 9:40 a.m., or immediately following the 9:35 a.m. MTC Legislation Committee meeting

Location:

Bay Area Metro Center
Board Room
375 Beale Street
San Francisco, California

Committee Members:

Julie Pierce, Councilmember, City of Clayton—*Chair*
David Rabbitt, Supervisor, County of Sonoma—*Vice Chair*
Cindy Chavez, Supervisor, County of Santa Clara
David Cortese, Supervisor, County of Santa Clara—*Ex officio*
Pat Eklund, Councilmember, City of Novato
Pradeep Gupta, Mayor, City of South San Francisco
Scott Haggerty, Supervisor, County of Alameda
Karen Mltchoff, Supervisor, County of Contra Costa
Raul Peralez, Councilmember, City of San Jose
Greg Scharff, Mayor, City of Palo Alto

The ABAG Administrative Committee may act on any item on this agenda.

Agenda and attachments available at <http://abag.ca.gov/meetings/administrative.html>

This meeting is scheduled to be webcast live at <http://abag.ca.gov/meetings/administrative.html>

For information, contact Fred Castro, Clerk of the Board, at (415) 820 7913.

1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

2. ABAG COMPENSATION ANNOUNCEMENT

ABAG Administrative Committee INFORMATION

ABAG Administrative Committee

October 4, 2017

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3. ABAG ADMINISTRATIVE COMMITTEE CONSENT CALENDAR

ABAG Administrative Committee ACTION

A. Approval of ABAG Administrative Committee Summary Minutes of Meeting on July 14, 2017

B. Ratification of Approval of Special Liability Insurance Program (SLIP) Insurance Proposal for the Association of Bay Area Governments and Authorization to Pay for Coverage in the Amount of \$55,316

4. MTC PLANNING COMMITTEE CONSENT CALENDAR

A. Approval of MTC Planning Committee Summary Minutes of Meeting on September 8, 2017

MTC Planning Committee APPROVAL

5. INFORMATION

A. Report on Committee to House the Bay Area (CASA)

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

B. Report on Greenhouse Gas Target Update Process

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

6. PUBLIC COMMENT/OTHER BUSINESS

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

ABAG Administrative Committee

October 4, 2017

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7. ADJOURNMENT

The next meeting of the ABAG Administrative Committee will be announced.

Members of the public shall be provided an opportunity to directly address the ABAG Administrative Committee concerning any item described in this notice before consideration of that item.

Agendas and materials will be posted and distributed for this meeting by ABAG staff in the normal course of business.

Submitted:



Julie Pierce
Chair, Administrative Committee

Date Submitted: October 6, 2017

Date Posted: October 9, 2017

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ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

A G E N D A

ADMINISTRATIVE COMMITTEE

Special Joint Meeting with the MTC Planning Committee

Friday, October 13, 2017, 9:40 a.m., or immediately following the 9:35 a.m. MTC Legislation Committee meeting

Location:

Bay Area Metro Center
Board Room
375 Beale Street
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Committee Members:

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1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

2. ABAG COMPENSATION ANNOUNCEMENT

ABAG Administrative Committee INFORMATION

Fred Castro, ABAG Clerk of the Board, will give the compensation announcement.

ABAG Administrative Committee

October 13, 2017

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3. ABAG ADMINISTRATIVE COMMITTEE CONSENT CALENDAR

ABAG Administrative Committee ACTION

A. Approval of ABAG Administrative Committee Summary Minutes of Meeting on July 14, 2017

Attachment: ABAG Administrative Committee Summary Minutes of July 14, 2017

B. Ratification of Approval of Special Liability Insurance Program (SLIP) Insurance Proposal for the Association of Bay Area Governments and Authorization to Pay for Coverage in the Amount of \$55,316

Attachments: Memo SLIP; Proposal; Evidence of Coverage; Invoice; Approval Summary

4. MTC PLANNING COMMITTEE CONSENT CALENDAR

A. Approval of MTC Planning Committee Summary Minutes of Meeting on September 8, 2017

MTC Planning Committee APPROVAL

Attachment: MTC Planning Committee Summary Minutes of September 8, 2017

5. INFORMATION

A. Report on Committee to House the Bay Area (CASA)

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

Ken Kirkey, MTC Planning Director, will give the staff presentation outlining CASA, the multi-sector housing initiative convened by MTC to address the Bay Area's chronic housing challenges.

Attachment: Staff Memo and Presentation CASA

B. Report on Greenhouse Gas Target Update Process

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

Lisa Zorn and Krute Singa, MTC, will give the staff presentation of potential initiatives and related timeline to update the Greenhouse Gas (GHG) Target for the next iteration of Plan Bay Area to be adopted in 2021 and an overview of the updated Climate Initiatives program and its role in achieving the regional GHG Target.

Attachment: Staff Memo and Presentation GHG Target

6. PUBLIC COMMENT/OTHER BUSINESS

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

ABAG Administrative Committee

October 13, 2017

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7. ADJOURNMENT

The next meeting of the ABAG Administrative Committee will be announced.

Date Submitted: October 6, 2017

Date Posted: October 9, 2017

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SUMMARY MINUTES (DRAFT)

ABAG Administrative Committee Special Meeting
Friday, July 14, 2017
Bay Area Metro Center
375 Beale Street, Board Room
San Francisco, California

1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

ABAG President and Committee Chair Julie Pierce, Councilmember, City of Clayton, called the special meeting of the Administrative Committee of the Association of Bay Area Governments to order at about 9:33 a.m.

A quorum of the Committee was present at about 9:33 a.m.

The Administrative Committee met jointly with the MTC Planning Committee

Members Present

Julie Pierce, Councilmember, City of Clayton—Chair
Pat Eklund, Councilmember, City of Novato
Pradeep Gupta, Mayor, City of South San Francisco
Scott Haggerty, Supervisor, County of Alameda
Karen Mltchoff, Supervisor, County of Contra Costa
David Rabbitt, Supervisor, County of Sonoma—Vice Chair

Members Absent

Cindy Chavez, Supervisor, County of Santa Clara
David Cortese, Supervisor, County of Santa Clara—*Ex officio*
Raul Peralez, Councilmember, City of San Jose
Greg Scharff, Mayor, City of Palo Alto

Staff Present

Steve Heminger, MTC Executive Director
Alix Bockelman, MTC Deputy Executive Director, Policy
Brad Paul, MTC Deputy Executive Director, Local Government Services
Ken Kirkey, MTC Planning Director
Cynthia Segal, MTC Legal Counsel

2. PLEDGE OF ALLEGIANCE

ABAG Administrative Committee Chair Pierce and MTC Planning Committee Chair Jim Sperring, Supervisor, County of Solano, led the committee members and the public in the Pledge of Allegiance.

3. ABAG COMPENSATION ANNOUNCEMENT—CLERK OF THE BOARD

Fred Castro, ABAG Clerk of the Board, gave the ABAG compensation announcement.

4. ABAG ADMINISTRATIVE COMMITTEE APPROVAL OF SUMMARY MINUTES

A. ABAG SUMMARY MINUTES OF THE JUNE 9, 2017; SUMMARY NOTES OF THE JUNE 15, 2017; AND SUMMARY MINUTES OF THE JUNE 30, 2017 MEETINGS

ABAG Administrative Committee Chair Pierce recognized a motion by Pat Eklund, Councilmember, City of Novato, which was seconded by Karen Mitchoff, Supervisor, County of Contra Costa, to approve ABAG Administrative Committee summary minutes of the June 9, 2017; summary notes of the June 15, 2017; and summary minutes of the June 30, 2017 meetings.

There was no discussion.

There was no public comment.

The aye votes were: Eklund, Gupta, Haggerty, Mitchoff, Pierce, Rabbitt.

The nay votes were: None.

Abstentions were: None.

Absent were: Chavez, Cortese, Peralez, Scharff.

The motion passed unanimously.

5. MTC COMPENSATION ANNOUNCEMENT—COMMITTEE SECRETARY

Martha Silver, MTC Committee Secretary, gave the MTC compensation announcement.

6. MTC CONSENT CALENDAR

A. MTC MINUTES OF JUNE 9, 2017

The MTC Planning Committee took action on this item.

7. APPROVAL

Ken Kirkey, MTC Planning Director, reported on the Final Air Quality Conformity Analysis, the Final Environmental Impact Report for Plan Bay Area 2040, the Final Plan Bay Area 2040, and the Associated Transportation Improvement Program Amendment.

A. Final Transportation-Air Quality Conformity Analysis for Plan Bay Area 2040 and Amended 2017 Transportation Improvement Program, MTC Resolution No. 4298

The following individual gave public comment: Pedro Galvao, Nonprofit Housing Association of Northern California.

The MTC Planning Committee took action on this item.

B. Final Environmental Impact Report for Plan Bay Area 2040, MTC Resolution No. 4299 and ABAG Resolution No. 09-17

ABAG Administrative Committee Chair Pierce made a motion, which was seconded by Mitchoff, to recommend ABAG Executive Board adoption of ABAG Resolution No. 09-17.

There was no discussion.

The following individual gave public comment: Peter Drekmeier, Tuolumne River Trust.

The aye votes were: Eklund, Gupta, Haggerty, Mitchoff, Pierce, Rabbitt.

The nay votes were: None.

Abstentions were: None.

Absent were: Chavez, Cortese, Peralez, Scharff.

The motion passed unanimously.

The MTC Planning Committee took action on this item.

C. MTC Resolution No. 4300 and ABAG Resolution No. 10-17 - Final Plan Bay Area 2040

The following individual gave public comment: Stevi Dawson, East Bay Housing Organizations/6 Wins; Cliff Lentz, Councilmember, City of Brisbane; David Zisser, Public Advocates.

Members commended staff for their work.

Members discussed the inclusion of community concerns in the action plan; the Baylands project and the City of Brisbane process; water forecast analyses.

Kirkey reported on the City of Brisbane and the Brisbane Baylands site.

ABAG Administrative Committee Chair Pierce made a motion, which was seconded by David Rabbitt, Supervisor, County of Sonoma, to recommend ABAG Executive Board adoption of ABAG Resolution No. 10-17.

The aye votes were: Eklund, Gupta, Haggerty, Mitchoff, Pierce, Rabbitt.

The nay votes were: None.

Abstentions were: None.

Absent were: Chavez, Cortese, Peralez, Scharff.

The motion passed unanimously.

The MTC Planning Committee took action on this item.

D. Proposed Amendment to the 2017 Transportation Improvement Program (TIP) - Revision Number 2017-14. MTC Resolution No. 4275, Revised

The MTC Planning Committee took action on this item.

8. PUBLIC COMMENT / OTHER BUSINESS

The following individuals gave public comment: Arleda Dupree; Ken Bukowski; Cliff Letz, Councilmember, City of Brisbane; Scott Lane.

9. ADJOURNMENT / NEXT MEETING

Chair Pierce adjourned the meeting at about at 10:15 a.m.

The next joint meeting of the ABAG Administrative Committee will be announced.

Submitted:

/s/ Fred Castro, Clerk of the Board

Date Submitted: September 28, 2017

Date Approved:

*For information, contact Fred Castro, Clerk of the Board, at (415) 820 7913 or
FredC@abag.ca.gov.*

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



Date: October 5, 2017

To: ABAG Administrative Committee

From: Executive Director

Subject: **Ratification of Approval of ABAG Special Liability Insurance Program (SLIP) Proposal by Alliant Insurance Services, Inc.**

Executive Summary

In order that no gap in coverage would occur, the Special Liability Insurance Program (SLIP) Proposal and Evidence of Coverage for the Association of Bay Area Governments (ABAG) was approved. Authorization for payment for coverage is due.

Project Description

SLIP provides annual renewal coverage to ABAG for liability arising out of Public Officials Errors and Omissions, Personal Injury (including Bodily Injury and Property Damage), and Automobile Liability for Non-Owned and Hired Autos for limits up to \$5 million and Employment Practices Liability for limits up to \$2 million. The coverage is for the period from September 29, 2017 until September 29, 2018 and for the amount of \$55,316. The insurance can be cancelled on a prorated basis. Staff approved the proposal so that no gap in coverage would occur.

Alliant Insurance Services, Inc. has been providing this and other insurance services to ABAG for many years and has a longstanding relationship with ABAG.

ABAG Special Liability Insurance Program

October 5, 2017

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Recommended Action

The Administrative Committee is requested to ratify the approval of the Special Liability Insurance Program (SLIP) Proposal with Alliant Insurance Services and to authorize payment for coverage in the amount of \$55,316.



Steve Heminger

Attachments

Special Liability Insurance Program (SLIP) Insurance Proposal
Evidence of Coverage
Invoice

A large, modern glass building with a grid-like structure, reflecting the sky and surrounding environment. A person is visible walking on a balcony or walkway within the building. The image is partially covered by a blue geometric shape in the top left corner.

Association of Bay Area Governments (see attached)

2017 – 2018

Special Liability Insurance Program (SLIP) Insurance Proposal

Presented on September 27, 2017 by:

Chris Tobin
Senior Vice President

Alliant Insurance Services, Inc.
1301 Dove Street, Suite 200
Newport Beach, CA 92660
O 949 756 0271
F 619 699 0902

CA License No. 0C36861

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Your Service Team

Chris Tobin, ARM-P

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Phone: 949 660 8143

Sheryl Fitzgerald, AIS, CISR, CIC

Account Manager - Lead
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Phone: 949 660 8161

Anne Krueger

Account Representative
akrueger@alliant.com

Phone: 949 260 5087

Autumn Stallings, CISR

Assistant Account Manager
astallings@alliant.com

Phone: 949 260 5059

Named Insured / Additional Named Insureds

Named Insured(s)

Association of Bay Area Governments (see attached)

Additional Named Insured(s)

See Additional Named Insured List

NAMED INSURED DISCLOSURE

- The first named insured is granted certain rights and responsibilities that do not apply to other policy named insureds and is designated to act on behalf of all insureds for making policy changes, receiving correspondence, distributing claim proceeds, and making premium payments.
- **Are ALL entities listed as named insureds?** Coverage is **not** automatically afforded to all entities unless specifically named. Confirm with your producer and service team that all entities to be protected are on the correct policy. Not all entities may be listed on all policies based on coverage line.
- Additional named insured is (1) A person or organization, other than the first named insured, identified as an insured in the policy declarations or an addendum to the policy declarations. (2) A person or organization added to a policy after the policy is written with the status of named insured. This entity would have the same rights and responsibilities as an entity named as an insured in the policy declarations (other than those rights and responsibilities reserved to the first named insured).
- Applies to Professional Liability, Pollution Liability, Directors & Officers Liability, Employment Practices Liability, Fiduciary Liability policies (this list not all inclusive). Check your Policy language for applicability. These policies provide protection to the Named Insured for claims made against it alleging a covered wrongful act. Coverage is not afforded to any other entities (unless specifically added by endorsement or if qualified as a "Subsidiary" pursuant to the policy wording) affiliated by common individual insured ownership or to which indemnification is otherwise contractually owed. If coverage is desired for affiliated entities or for contractual indemnities owed, please contact your Alliant Service Team with a full list of entities for which coverage is requested. With each request, include complete financials and ownership information for submission to the carrier. It should be noted, that the underwriter's acceptance of any proposed amendments to the policy, including expansion of the scope of "Insureds" under the policy could result in a potential diminution of the applicable limits of liability and/or an additional premium charge.

Special Liability Insurance Program (SLIP) Coverage

INSURANCE COMPANY:
A.M. BEST RATING:
STANDARD & POOR'S RATING:
CALIFORNIA STATUS:
POLICY/COVERAGE TERM:
POLICY NUMBER:
COVERAGE:

Great American E&S Insurance Company
A+, Superior; Financial Size Category XV; (\$2 Billion or greater) as of 5/12/16
A+ pulled as of 8/1/17
Non-Admitted
September 29, 2017 To September 29, 2018
TBD
Liability Form on an Occurrence Basis

(Coverage applies only where checked)

		Limits	Deductible/SIR
	Maximum Per Occurrence Limit for all Coverages Combined	\$5,000,000	\$1,000
<input checked="" type="checkbox"/>	Personal Injury (Including Bodily Injury and Property Damage)	\$5,000,000	\$1,000
<input type="checkbox"/>	Broadcasters Liability	\$	\$
<input type="checkbox"/>	Educators Legal Liability	\$	\$
<input checked="" type="checkbox"/>	Public Officials Errors and Omissions	\$5,000,000	\$50,000
<input type="checkbox"/>	Nonprofit Directors and Officers Liability	\$	\$
<input checked="" type="checkbox"/>	Employment Practices Liability	\$2,000,000	\$50,000
<input type="checkbox"/>	Nose Coverage Retro Date:	\$	\$
<input type="checkbox"/>	Owned Automobile Liability	\$	\$
<input type="checkbox"/>	Uninsured Motorist Coverage	\$	\$
<input checked="" type="checkbox"/>	Non-Owned and Hired Automobile Liability	\$5,000,000	\$1,000

Annual Aggregate Limits:

	Limits
<input checked="" type="checkbox"/> Products / Completed Operations	\$5,000,000
<input checked="" type="checkbox"/> Public Officials Errors and Omissions	\$5,000,000
<input type="checkbox"/> Nonprofit Directors and Officers Liability	\$
<input checked="" type="checkbox"/> Employment Practices Liability	\$2,000,000

Sub-Limits:

(Coverage applies only where checked)

	Limits	Deductible/SIR:
<input checked="" type="checkbox"/> Fire Damage Liability (Sublimit of Personal Injury/Property Damage Coverage Limit) Capped at \$1,000,000	\$1,000,000	\$1,000

Special Liability Insurance Program (SLIP) Coverage – Continued

Defense Inside/Outside the Limit:

Who has the Duty to Defend:

Special Endorsements:

Major Exclusions:

(including but not limited to)

Inside

Carrier

- Fiduciary Liability
- Breach of Contract
- Workers' Compensation
- Asbestos
- Auto Liability (unless Owned Auto coverage provided)
- Uninsured Motorist coverage except if Auto Liability marked X'd above, or unless coverage specifically requested and in file
- Failure to Supply
- Pollution Except for Hostile Fire and Vehicle Upset / Overturn coverage
- Inverse Condemnation / Eminent Domain
- Care, Custody, and Control
- Medical Payment Coverage
- Dam Liability
- All Aircraft; Watercraft over 51 feet in length
- Airports
- Medical Malpractice (except incidental)
- Subsidence
- Nuclear Material
- ERISA
- Fungi or Bacteria
- War or Terrorism
- Securities and Financial Interest
- Mold
- Public Officials Errors & Omissions (if Directors & Officers Applies)
- Directors & Officers (if Public Officials Errors & Omissions Applies)
- Employment Practices Liability (Unless purchased under page 1)

Special Liability Insurance Program (SLIP) Coverage – Continued

Major Exclusions: - Continued

(including but not limited to)

- Montrose Exclusion – Prior knowledge of incident or loss
- Abuse & Molestation
- Residential Construction
- Athletic Participants
- Transit Operations
- Bodily Injury of Tenants or Guests of Tenants for Habitational Risks
- Insurance Agent/Claims Administration/Mortgage Broker
- Lead

Annual Premium:

\$	52,349.38	Premium
\$	1,570.48	Taxes
\$	104.70	Stamping Fee
\$	6,020.18	Agency Fee
\$	3,427.52	MGA Service Fee
\$	(530.66)	Credit on Account
\$	62,941.60	Total Cost

MGA Service Fee is 100% earned.
Mid-term cancellations could have a short-rate penalty applied to the return premium.

Minimum Earned Premium:

25% of the annual premium

Terrorism Option:

5% of premium plus applicable taxes and fees.

Optional Coverage:

Policy Auditable:

Not Auditable

Conditions:

- Limits are exhausted by Indemnity and Defense Cost.
- Limits are Per Occurrence.
- There is no General Aggregate.
- Limits apply to each entity in the program.

Special Liability Insurance Program (SLIP) Coverage – Continued

Conditions: - Continued

This QUOTATION is subject to review and possible re-rating if there are any significant changes in operations, exposure or experience prior to carrier binding. Such significant changes include, but are not limited to, any declared or potential occurrence series, claims series or batch notices by or to the insured

Quote Valid Until:

September 29, 2017

Binding Conditions:

- Signed Request to Bind Form
- Signed Surplus Lines Forms (where applicable)
- Signed TRIA indicating accept or decline the optional coverage
- All Surplus Lines Taxes/Fees are Fully Earned
- Copy of underlying policy

SLIP Cyber Liability Coverage

INSURANCE COMPANY:
A.M. BEST RATING:
STANDARD & POOR'S RATING:
CALIFORNIA STATUS:
POLICY/COVERAGE TERM:

AIG Specialty Insurance Company

A (Excellent), Financial Size Category: XV
(\$2 Billion or Greater) as of June 2, 2016

A+ (Strong) as of May 6, 2013

Non-Admitted

September 29, 2017 To September 29, 2018

Policy Number:

TBD

Coverage:

Information Security & Privacy Insurance

Notice:

Policy coverage sections Information Security & Privacy Liability, Privacy Notification Costs and Regulatory Defense & Penalties of this policy provide coverage on a claims made and reported basis; except as otherwise provided, coverage under these insuring agreements applies only to claims first made against the insured and reported to underwriters during the policy period.

Retro Active Date:

9/29/2013

Continuity Date:

9/29/2013

Coverage Form:

SRP – Security & Privacy, Event Management, Network Interruption, Cyber Extortion Media Content

Limits:

3,500,000	Affected Persons Annual Policy and Program Aggregate for all members combined
100,000	Affected Person Limit and Annual Member Aggregate (Maximum number of affected persons who may receive privacy event services. Payments made are not a part of the Limit of Liability. An approved Chartis vendor to provide services.)

SLIP Cyber Liability Coverage – Continued

Limits:

(program aggregates)

\$ 10,000,000	Annual Policy and Program Aggregate for all members combined (Aggregate for all coverages combined including claims expenses), subject to sub-limits as noted below.
\$ 10,000,000	Media Content Annual Policy and Program Aggregate for all members combined (Aggregate for all coverages combined including claims expenses), subject to sub-limits as noted below.
\$ 10,000,000	Security & Privacy Liability Annual Policy and Program Aggregate for all members combined (Aggregate for all coverages combined including claims expenses), subject to sub-limits as noted below.
\$ 10,000,000	Regulatory Action Annual Policy and Program Aggregate for all members combined (Aggregate for all coverages combined including claims expenses), subject to sub-limits as noted below.
\$ 10,000,000	Network Interruption Annual Policy and Program Aggregate for all members combined (Aggregate for all coverages combined including claims expenses), subject to sub-limits as noted below.
\$ 10,000,000	Cyber Extortion Annual Policy and Program Aggregate for all members combined (Aggregate for all coverages combined including claims expenses), subject to sub-limits as noted below.
\$ 5,000,000	Event Management Annual Policy and Program Aggregate for all members combined (Aggregate for all coverages combined including claims expenses), subject to sub-limits as noted below.

Sub-Limits:
(per member)

\$ 250,000	Annual Aggregate Limit of Liability for each member (Aggregate for all coverages combined including claims expenses), subject to sub-limits as noted below.
\$ 250,000	Security & Privacy Sublimit (\$250,000 Regulatory Action)
\$ 250,000	Event Management/Electronic Data Sublimit (\$125,000 for event response)
\$ 10,000	PCI-Data Security Standards Assessment Sublimit

The sub-limits of liability are part of, and not in addition to, the overall Annual Aggregate limit of liability for each member.

Claims expenses shall reduce the applicable limit of liability and are subject to the applicable retention.

The aggregate limits are the most the carrier will pay regardless of the numbers of members participating or the number of claims made or the number of events occurring. There is a possibility that claims by other members could reduce or eliminate all of the coverage available to each member.

Defense Inside/Outside the Limit:

Inside

Who has the Duty to Defend:

Carrier

Self Insured Retention:
(per member)

100 Records	Privacy Event – Affected Person Retention (SIR)
\$ 10,000	Security & Privacy/Regulatory Action Self Insured Retention (SIR)
\$ 10,000	Media Content Self Insured Retention (SIR)
\$ 10,000	Event Management Self Insured Retention (SIR)
\$ 10,000/12 Hours	Network Interruption Sublimit
\$ 10,000	Cyber Extortion Self Insured Retention (SIR)

If a First Party Event or Third Party Event and any Related Acts triggers coverage under more than one coverage section, the highest applicable retention amount shall apply to all loss arising out of such First Party Event or Third Party Event

Endorsement & Exclusions:
(including but not limited to)

- Specialty Risk Protector – Cyber Extortion Insurance
- Specialty Risk Protector – Event Management Insurance
- Specialty Risk Protector – General Terms & Conditions
- Specialty Risk Protector – Media Content Insurance
- Specialty Risk Protector – Network Interruption Insurance
- Specialty Risk Protector – Security & Privacy Liability Insurance
- Notice of Claim (Reporting by Email) – Endorsement
- Economic Sanctions – Endorsement
- Control Group Definition Amendatory Endorsement (Non-Administrative Personnel Only)
- Conduct Exclusion Amendatory Endorsement
- Cyberterrorism Coverage Endorsement
- Criminal Reward Coverage Extension Endorsement
- E-Discovery Consultant Services Coverage Endorsement
- Retention Amendatory Endorsement
- Subsidiary Threshold Amendatory Endorsement – 15% of gross sales
- Choice of Panel Counsel Endorsement
- Aggregate Event Management Sublimits Endorsement
- Cyber edge Cyber Media Coverage Endorsement
- California Punitive Damages Law Endorsement
- Insured Definition Amendatory Endorsement (Volunteers)
- Tie In of Limits Endorsement (Absolute)
- Other Insurance Provision Amendatory Endorsement
- Coverage Summary Endorsement
- Covered Entity Endorsement
- PCI-DSS Assessment Coverage Endorsement (Sublimit for Each Covered Entity)

Insuring Agreements:

Per Person Privacy Event

Pays on behalf of the insured/member in excess of the retention for privacy event services or products provided by an approved vendor, the insurer or an affiliate insurer with prior written consent within one year of a loss including notification costs, identity theft call center, identity restoration services, identity monitoring and victim cost reimbursement insurance.

Security and Privacy Liability

Pays on behalf of the insured/member and claim expenses excess of the retention to defend a suit or regulatory action alleging a security failure or a privacy event. Privacy event means any failure to protect confidential information (whether by "phishing," other social engineering technique or otherwise) including, without limitation, that which could result in an identity theft or other wrongful emulation of the identity of an individual or corporation. Or failure to disclose an event of any Security Breach Notice Law or violation of any federal, state, foreign or local privacy statute alleged in connection with a claim for compensatory damages, judgments, settlements, pre-judgments and post-judgments.

Event Management

Pays on behalf of the insured/member in excess of the retention for loss that is incurred as a result of an alleged security failure or privacy event. Loss includes investigation (including forensic investigation) to determine the cause; public relations firm, crisis management firm or law firm; to restore, recreate or recollect electronic data; and to determine whether electronic data can or cannot be restored, recreated or recollected.

Network Interruption

Pays on behalf of the insured/member in excess of the remaining retention after the waiting period as a result of security failure for costs incurred within 120 days after interruption, which is the sum of the following calculated on an hourly basis.

- 1) Net income (net profit or loss before income taxes) that would have been earned and
- 1) Continuing normal operating expenses incurred, including payroll.

Insuring Agreements: - Continued
Media Content

Pays on behalf of the insured/member in excess of the retention for wrongful acts in connection with media content in any form (including advertising and written, printed, video, electronic, digital or digitized content) of broadcasts or publications. Wrongful acts include infringement of copyright and trademark, plagiarism or piracy, invasion of privacy, defamation, libel and slander.

Cyber Extortion

Pays on behalf of the insured/member in excess of the retention monies paid with the insurer's prior written consent monies paid to terminate or end a security threat that would otherwise result in harm to an insured and costs to conduct an investigation to determine the cause of the security threat. Security threat is any threat or connected series of threats to commit an intentional attack against a computer system for the purpose of demanding money, securities or other tangible or intangible property of value from an insured.

Annual Premium:

Included within SLIP premium
100% earned premium at inception

Terrorism Option:

Not Applicable

Minimum Earned Premium:

100% minimum earned

Extended Reporting Period:

1 year – 100% of premium
2 years – 175% of premium
3 years – 200% of premium

Policy Auditable:

No

Territorial Limits:

Worldwide

Notice of Claim:

- IMMEDIATE NOTICE must be made to AIG Claims, Inc. of all potential claims and circumstances (assistance, and cooperation clause applies)
- Claim notification under this policy is to:
AIG Claims, Inc.
Attn: c-Claim
175 Water Street
New York, NY 10038
c-claim@chartisinsurance.com
Fax (866) 227-1750

Quote Valid Until:

September 29, 2017

Binding Conditions:

- A written request to bind coverage
- All Surplus Lines Taxes/Fees are Fully Earned

See Disclaimer Page for Important Notices and Acknowledgement

Premium Summary

Coverage	Carrier	Agency / Direct	Premium	Payment Plan
Special Liability Insurance Program (SLIP) and SLIP Cyber Liability	Great American E&S Insurance Company AIG Specialty Insurance Company	Agency	\$62,941.60	Annual
Total Annual Premium			\$	

Payment Terms

- Premium is due within 30 days of policy inception

Options

Disclosures

This proposal of insurance is provided as a matter of convenience and information only. All information included in this proposal, including but not limited to personal and real property values, locations, operations, products, data, automobile schedules, financial data and loss experience, is based on facts and representations supplied to Alliant Insurance Services, Inc. by you. This proposal does not reflect any independent study or investigation by Alliant Insurance Services, Inc. or its agents and employees.

Please be advised that this proposal is also expressly conditioned on there being no material change in the risk between the date of this proposal and the inception date of the proposed policy (including the occurrence of any claim or notice of circumstances that may give rise to a claim under any policy which the policy being proposed is a renewal or replacement). In the event of such change of risk, the insurer may, at its sole discretion, modify, or withdraw this proposal, whether or not this offer has already been accepted.

This proposal is not confirmation of insurance and does not add to, extend, amend, change, or alter any coverage in any actual policy of insurance you may have. All existing policy terms, conditions, exclusions, and limitations apply. For specific information regarding your insurance coverage, please refer to the policy itself. Alliant Insurance Services, Inc. will not be liable for any claims arising from or related to information included in or omitted from this proposal of insurance.

Alliant embraces a policy of transparency with respect to its compensation from insurance transactions. Details on our compensation policy, including the types of income that Alliant may earn on a placement, are available on our website at www.alliant.com. For a copy of our policy or for any inquiries regarding compensation issues pertaining to your account you may also contact us at: Alliant Insurance Services, Inc., Attention: General Counsel, 701 B Street, 6th Floor, San Diego, CA 92101.

Analyzing insurers' over-all performance and financial strength is a task that requires specialized skills and in-depth technical understanding of all aspects of insurance company finances and operations. Insurance brokerages such as Alliant Insurance typically rely upon rating agencies for this type of market analysis. Both A.M. Best and Standard and Poor's have been industry leaders in this area for many decades, utilizing a combination of quantitative and qualitative analysis of the information available in formulating their ratings.

A.M. Best has an extensive database of nearly 6,000 Life/Health, Property Casualty and International companies. You can visit them at www.ambest.com. For additional information regarding insurer financial strength ratings visit Standard and Poor's website at www.standardandpoors.com.

Our goal is to procure insurance for you with underwriters possessing the financial strength to perform. Alliant does not, however, guarantee the solvency of any underwriters with which insurance or reinsurance is placed and maintains no responsibility for any loss or damage arising from the financial failure or insolvency of any insurer. We encourage you to review the publicly available information collected to enable you to make an informed decision to accept or reject a particular underwriter. To learn more about companies doing business in your state, visit the Department of Insurance website for that state.

NY Regulation 194

Alliant Insurance Services, Inc. is an insurance producer licensed by the State of New York. Insurance producers are authorized by their license to confer with insurance purchasers about the benefits, terms and conditions of insurance contracts; to offer advice concerning the substantive benefits of particular insurance contracts; to sell insurance; and to obtain insurance for purchasers. The role of the producer in any particular transaction typically involves one or more of these activities.

Compensation will be paid to the producer, based on the insurance contract the producer sells. Depending on the insurer(s) and insurance contract(s) the purchaser selects, compensation will be paid by the insurer(s) selling the insurance contract or by another third party. Such compensation may vary depending on a number of factors, including the insurance contract(s) and the insurer(s) the purchaser selects. In some cases, other factors such as the volume of business a producer provides to an insurer or the profitability of insurance contracts a producer provides to an insurer also may affect compensation.

The insurance purchaser may obtain information about compensation expected to be received by the producer based in whole or in part on the sale of insurance to the purchaser, and (if applicable) compensation expected to be received based in whole or in part on any alternative quotes presented to the purchaser by the producer, by requesting such information from the producer.

Other Disclosures / Disclaimers

FATCA:

The Foreign Account Tax Compliance Act (FATCA) requires the notification of certain financial accounts to the United States Internal Revenue Service. Alliant does not provide tax advice so please contact your tax consultant for your obligation regarding FATCA.

Claims Reporting:

Your policy will come with specific claim reporting requirements. Please make sure you understand these obligations. Contact your Alliant Service Team with any questions.

Claims Made Policy:

This claims-made policy contains a requirement stating that this policy applies only to any claim first made against the Insured and reported to the insurer during the policy period or applicable extended reporting period. Claims must be submitted to the insurer during the policy period, or applicable extended reporting period, as required pursuant to the Claims/Loss Notification Clause within the policy in order for coverage to apply. Late reporting or failure to report pursuant to the policy's requirements could result in a disclaimer of coverage by the insurer.

NRRA:

The Non-Admitted and Reinsurance Reform Act (NRRA) went into effect on July 21, 2011. Accordingly, surplus lines tax rates and regulations are subject to change which could result in an increase or decrease of the total surplus lines taxes and/or fees owed on this placement. If a change is required, we will promptly notify you. Any additional taxes and/or fees must be promptly remitted to Alliant Insurance Services, Inc.

Other Disclosures / Disclaimers – Continued

Changes and Developments

It is important that we be advised of any changes in your operations, which may have a bearing on the validity and/or adequacy of your insurance. The types of changes that concern us include, but are not limited to, those listed below:

- Changes in any operations such as expansion to another states, new products, or new applications of existing products.
- Travel to any state not previously disclosed.
- Mergers and/or acquisition of new companies and any change in business ownership, including percentages.
- Any newly assumed contractual liability, granting of indemnities or hold harmless agreements.
- Any changes in existing premises including vacancy, whether temporary or permanent, alterations, demolition, etc. Also, any new premises either purchased, constructed or occupied
- Circumstances which may require an increased liability insurance limit.
- Any changes in fire or theft protection such as the installation of or disconnection of sprinkler systems, burglar alarms, etc. This includes any alterations to the system.
- Immediate notification of any changes to a scheduled of equipment, property, vehicles, electronic data processing, etc.
- Property of yours that is in transit, unless previously discussed and/or currently insured.

Certificates / Evidence of Insurance

- A certificate is issued as a matter of information only and confers no rights upon the certificate holder. The certificate does not affirmatively or negatively amend, extend or alter the coverage afforded by a policy. Nor does it constitute a contract between the issuing insurer(s), authorized representative, producer or certificate holder.
- You may have signed contracts, leases or other agreements requiring you to provide this evidence. In those agreements, you may assume obligations and/or liability for others (Indemnification, Hold Harmless) and some of the obligations that are not covered by insurance. We recommend that you and your legal counsel review these documents.

In addition to providing a certificate of insurance, you may be required to name your client or customer on your policy as an additional insured. This is only possible with permission of the insurance company, added by endorsement and, in some cases, an additional premium.

By naming the certificate holder as additional insured, there are consequences to your risks and insurance policy including:

- Your policy limits are now shared with other entities; their claims involvement may reduce or exhaust your aggregate limit.
- Your policy may provide higher limits than required by contract; your full limits can be exposed to the additional insured.
- There may be conflicts in defense when your insurer has to defend both you and the additional insured.

See Request to Bind Coverage page for acknowledgment of all disclaimers and disclosures

Optional Coverages

The following represents a list of insurance coverages that are not included in this proposal, but are optional and may be available with further underwriting information.

Note some of these coverages may be included with limitations or insured elsewhere. This is a partial listing as you may have additional risks not contemplated here or are unique to your organization.

- Crime / Fidelity Insurance
- Directors & Officers Liability
- Earthquake Insurance
- Employed Lawyers
- Employment Practices Liability
- Event Cancellation
- Fiduciary Liability
- Fireworks Liability
- Flood Insurance
- Foreign Insurance
- Garage Keepers Liability
- Kidnap & Ransom
- Law Enforcement Liability
- Media and Publishers Liability
- Medical Malpractice Liability
- Network Security / Privacy Liability and Internet Media Liability
- Pollution Liability
- Owned/Non-Owned Aircraft
- Owned Watercraft
- Special Events Liability
- Student Accident
- Volunteer Accidental Death & Dismemberment (AD&D)
- Workers' Compensation
- Workplace Violence

Glossary of Insurance Terms

Below are a couple of links to assist you in understanding the insurance terms you may find within your insurance coverages:

<http://insurancecommunityuniversity.com/UniversityResources/InsuranceGlossaryFREE.aspx>
<http://www.ambest.com/resource/glossary.html>
<http://www.irmi.com/online/insurance-glossary/default.aspx>

Request to Bind Coverage

Association of Bay Area Governments (see attached)

We have reviewed the proposal and agree to the terms and conditions of the coverages presented. We are requesting coverage to be bound as outlined by coverage line below:

Coverage Line	Bind Coverage for:
Special Liability Insurance Program (SLIP)	<input type="checkbox"/>
SLIP Cyber Liability	<input type="checkbox"/>

This Authorization to Bind Coverage also acknowledges receipt and review of all disclaimers and disclosures, including exposures used to develop insurance terms, contained within this proposal.

_____ Signature of Authorized Insurance Representative	_____ Date
_____ Title	
_____ Printed / Typed Name	

This proposal does not constitute a binder of insurance. Binding is subject to final carrier approval. *The actual terms and conditions of the policy will prevail.*

**SPECIAL LIABILITY INSURANCE PROGRAM
(SLIP)**

**NAMED INSURED AS OF
September 5, 2017**

MEMBER: Association of Bay Area Governments

NAMED INSURED:

Association of Bay Area Governments Including:

Association of Bay Area Governments
ABAG Finance Corporation
ABAG Pooled Liability Assurance Network Corporation
BALANCE Foundation
ABAG Comp Shared Risk Pool
ABAG Finance Authority for Nonprofit Corporations
San Francisco Bay Trail and San Francisco Bay Water Trail
ABAG, Inc.
ABAG Power
San Francisco Estuary Partnership
California Mortgage Assistance Corporation
Bay Area Green Business Program



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
9/29/17

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Alliant Insurance Services, Inc. 1301 Dove Street, Suite 200 Newport Beach, CA 92660	CONTACT NAME: PHONE (A/C, No, Ext): E-MAIL ADDRESS:		FAX (A/C, No):
	INSURER(S) AFFORDING COVERAGE INSURER A: Great American E&S Insurance Company		NAIC # 37352
INSURED Association of Bay Area Governments (see attached) 375 Beale Street, Suite 700 San Francisco, CA 94105	INSURER B:		
	INSURER C:		
	INSURER D:		
	INSURER E:		
	INSURER F:		

COVERAGES**CERTIFICATE NUMBER:****REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR \$1,000 GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			2145100 00	9/29/2017	9/29/2018	EACH OCCURRENCE \$5,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) N/A PERSONAL & ADV INJURY \$5,000,000 GENERAL AGGREGATE N/A* PRODUCTS - COMP/OP AGG \$5,000,000 \$
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			2145100 00	9/29/2017	9/29/2018	COMBINED SINGLE LIMIT (Ea accident) \$5,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		N / A				PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	PUBLIC OFFICIALS ERRORS AND OMISSIONS			2145100 00	9/29/2017	9/29/2018	PER OCCURRENCE AND ANNUAL AGGREGATE, \$5,000,000 LIMIT \$50,000 DED

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

MANUSCRIPT MUNICIPAL COVERAGE FORM. COVERAGE INFORMATION AS PER PROPOSAL.

*Policy Form Does Not Contain A General Liability Aggregate.

EMPLOYMENT PRACTICES LIABILITY: \$2,000,000 PER OCCURRENCE AND ANNUAL AGGREGATE, EXCESS OF A \$50,000 DED

SUBJECT TO POLICY TERMS, CONDITIONS AND EXCLUSIONS.

CERTIFICATE HOLDER**CANCELLATION**

EVIDENCE OF COVERAGE

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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ACORD 25 (2016/03)

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Item 3.B., Evidence Coverage

AGENCY CUSTOMER ID: _____

LOC #: _____



ADDITIONAL REMARKS SCHEDULE

Page 2 of 2

AGENCY Alliant Insurance Services, Inc.		NAMED INSURED: Association of Bay Area Governments (see attached)
POLICY NUMBER 2145100 00		
CARRIER Great American E&S Insurance Company	NAIC CODE 37352	EFFECTIVE DATE: 9/29/2017

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: ACORD 25 (2016/03) **FORM TITLE:** CERTIFICATE OF LIABILITY INSURANCE

Notice of cancellation will be delivered only to the participating named insured as stated in Item 1 of the Participation Endorsement.

**SPECIAL LIABILITY INSURANCE PROGRAM
(SLIP)**

**NAMED INSURED AS OF
September 29, 2017**

MEMBER: Association of Bay Area Governments

NAMED INSURED:

Association of Bay Area Governments Including:

Association of Bay Area Governments
ABAG Finance Corporation
ABAG Pooled Liability Assurance Network Corporation (PLAN)
BALANCE Foundation
ABAG Comp Shared Risk Pool
ABAG Finance Authority for Nonprofit Corporations
San Francisco Bay Trail
ABAG, Inc.
ABAG Publicly Owned Energy Resources (Power)
San Francisco Bay Restoration Authority

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Alliant Insurance Services, Inc.
Newport Beach – Alliant Insurance Services, Inc.
1301 Dove St., Ste. 200
Newport Beach
CA 92660
Phone: (949) 756-0271

Invoice# 124	Page 1 of 1
ACCOUNT NUMBER	DATE
ASSOOFB-01	10/3/17
BALANCE DUE ON	
10/16/17	
AMOUNT PAID	AMOUNT DUE
	\$55,315.91

SLIP-Special Liability Insurance

Association of Bay Area Governments (see attached)
375 Beale Street, Suite 700
San Francisco, CA 94105

Client:	Association of Bay Area Governments (see attached)			Policy:	Special Liability Insurance (SLIP)	
Policy Number:	TBD			Effective:	09/29/17 to 09/29/18	
Invoice #	ICO	Trans Eff	Due Date	Trans	Description	Amount
124	GREAM5	9/29/17	10/29/17	RENB	SLIP Renewal Premium	\$45,701.00
124	GREAM5	9/29/17	10/29/17	SURT	Surplus Lines Taxes	\$1,371.03
124	GREAM5	9/29/17	10/29/17	SURF	Surplus Lines Stamping Fee	\$91.40
124	GREAM5	9/29/17	10/29/17	AFEE	Agency Fee	\$5,255.62
124	GREAM5	9/29/17	10/29/17	CFEE	MGA Service Fee	\$3,427.52
					Credit on Account	(\$530.66)
Total Invoice Balance:						\$55,315.91
ANNUAL PREMIUM FOR LIABILITY COVERAGE EFFECTIVE 9/29/17 TO 9/29/18						
<p>IMPORTANT NOTICE: The Nonadmitted & Reinsurance reform act (NRRA) went into effect July 21, 2011. Accordingly, surplus lines tax rates and regulations are subject to change which could result in an increase or decrease of the total surplus lines taxes and/or fees owed on this placement. If a change is required, we will promptly notify you. Any additional taxes and/or fees due must be promptly remitted to Alliant Insurance Services, Inc.</p> <p>IMPORTANT NOTICE: The Foreign Account Tax Compliance Act (FATCA) requires the notification of certain financial accounts to the United States Internal Revenue Service. Alliant does not provide tax advice. Please contact your tax consultant for your obligations regarding FATCA.</p> <p>Alliant embraces a policy of transparency with respect to its compensation from insurance transactions. Details on our compensation policy, including the types of income that Alliant may earn on a placement, are available at www.alliant.com. For a copy of our policy or for any inquiries regarding compensation issues pertaining to your account contact us at: Alliant Insurance Services, Inc., Attn: General Counsel, 701 B St. 6th Floor, San Diego, CA 92101</p>						

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ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



SUMMARY OF ABAG ADMINISTRATIVE COMMITTEE APPROVAL

Work Item No.:	0000
Consultant:	Alliant Insurance Services, Inc.
Work Project Title:	Special Liability Insurance Program (SLIP) Proposal for ABAG
Purpose of Project:	To provide liability insurance to ABAG
Brief Scope of Work:	The Special Liability Insurance Program (SLIP) provides annual renewal coverage to ABAG for liability arising out of Public Officials Errors and Omissions, Personal Injury, Employment Practices Liability, and Non-Owned and Hired Automobile Liability for the duration of September 29, 2017 until September 29, 2018.
Project Cost Not to Exceed:	\$55,316
Funding Source:	
Fiscal Impact:	Fiscal Year 2018 and Fiscal Year 2019
Motion by Committee:	The Administrative Committee is requested to ratify the approval of the Special Liability Insurance Program (SLIP) Proposal with Alliant Insurance Services and to authorize payment for coverage in the amount of \$55,316.
Executive Board Approval:	Julie Pierce, ABAG President
Approval Date:	

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Metropolitan Transportation Commission

Meeting Minutes - Draft

Planning Committee

MTC Committee Members:

James P. Spering, Chair Anne W Halsted, Vice Chair

Alicia C. Aguirre, Damon Connolly,

Dave Cortese, Sam Liccardo, Julie Pierce

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Agenda Item 4a

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

Friday, September 8, 2017

9:30 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Aguirre, Vice Chair Halsted, Commissioner Liccardo, Commissioner Pierce, Chair Spering, Commissioner Connolly, and Commissioner Cortese

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Member Present: Commission Vice Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Josefowitz and Commissioner Worth

2. Pledge of Allegiance

3. Compensation Announcement - Committee Secretary

4. Consent Calendar

Approval of the Consent Calendar

Upon the motion by Commissioner Aguirre and second by Commissioner Pierce, the Consent Calendar was unanimously approved by the following vote:

Aye: 5 - Commissioner Aguirre, Vice Chair Halsted, Commissioner Pierce, Chair Spering and Commissioner Connolly

Absent: 2 - Commissioner Liccardo and Commissioner Cortese

4a. [17-2775](#) Minutes of the July 14, 2017 Meeting

Action: Committee Approval

Commissioner Cortese and Commissioner Liccardo arrived after the approval of the Consent Calendar.

5. Information

5a. [17-2776](#) Vital Signs Update - Summer 2017

Update on the transportation and environment indicators.

Action: Information

Presenter: David Vautin, MTC; and
Henry Hilken, Bay Area Air Quality Management District
Jane Kramer was called to speak.

5b. [17-2777](#) Core Capacity Transit Study - Final Report

Presentation of collaborative, multi-agency effort to evaluate and prioritize short-, medium-, and long-term transit investments and strategies serving the San Francisco Core.

Action: Information

Presenter: Matt Maloney

The following individuals spoke on this item:

Andrew Heidel of SFCTA;

Ken Bukowski; and

Roland Lebrun.

6. Public Comment / Other Business

Edward Mason was called to speak.

Aleta Dupree was called to speak.

7. Adjournment / Next Meeting

The next meeting of the Planning Committee will be October 13, 2017, 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Memorandum

TO: Joint MTC Planning Committee with the
ABAG Administrative Committee

DATE: October 6, 2017

FR: Executive Director

W.I. 1612

RE: CASA - Committee to House the Bay Area

Background

The Bay Area's current housing and transportation crisis reflects the cumulative impacts of both its robust job market and its abject failure to keep pace with housing need, especially near growing job centers. Since 2010, the Bay Area has added almost 500,000 jobs but only 65,000 new housing units, resulting in the most expensive housing market in the country. Looking ahead, there is more zoning capacity in the Bay Area for commercial uses than for housing, so the prospect that the housing crisis will worsen is real. The lack of housing near job centers and transit, combined with rapid job growth, has led to record levels of freeway congestion and crowding on transit systems.

A summary of key housing challenges for the Bay Area presented at the April 2016 Commission Workshop concludes: “Effectively moving the needle on housing affordability in a manner that expands housing choices, reduces displacement pressures on our most vulnerable citizens and strengthens the connection between transit, jobs and housing requires a multi-pronged strategy... that emphasizes the construction of new homes for all incomes, the protection of the region’s most vulnerable households, and the need to advocate for the ability to pursue local and regional solutions.” See Attachment A for more background information from the April 2016 Commission Workshop.

At the December 2016 Commission Workshop, staff presented a suite of proposals to respond to the dual crises of housing cost and transportation system congestion, among them CASA. After a busy year of foundational work—committee composition, leadership alignment, lead consultant selection, background research and two preparatory meetings of a technical committee, CASA Committee to House the Bay Area officially launched in September 2017.

CASA Overview

CASA is a yearlong, multi-sector, blue-ribbon initiative that brings together diverse interests to identify game-changing solutions to the region's chronic housing affordability challenges. CASA includes 53 leaders (18 steering committee members, 31 technical committee members, and 4 co-chairs / conveners) from across the Bay Area who will build an actionable political consensus around (1) increasing housing production at all levels of affordability, (2) preserving existing affordable housing, and (3) protecting vulnerable populations from housing instability and displacement.

From Summer 2017 through Fall 2018 CASA will develop a comprehensive Regional Housing Implementation Strategy through stakeholder engagement, policy development and research. The strategy is expected to include innovative financing approaches, state and local legislation, and a proposal for regulatory reform, with a final report slated for release in October 2018.

Convened by MTC, CASA is co-chaired by Fred Blackwell, CEO of the San Francisco Foundation; Leslye Corsiglia, Executive Director of SiliconValley@Home; and Michael Covarrubias, CEO of TMG Partners. The Technical Committee is comprised of stakeholders and subject matter experts representing small and large jurisdictions, housing and equity advocates, labor, businesses, affordable- and market-rate housing developers, financing institutions, public transit agencies, regional planning, and homeownership interests.

The Steering Committee represents a similar range of interests and includes elected officials from around the region. Putting their combined influence behind the effort are the mayors of the region's three largest cities — Ed Lee of San Francisco, Sam Liccardo of San Jose, and Libby Schaaf of Oakland — all of whom have signed on for the CASA Steering Committee. Additional Steering Committee members include MTC Chair Jake Mackenzie, Mayor for the Rohnert Park; Association of Bay Area Governments (ABAG) President and MTC Commissioner Julie Pierce, Councilmember for Clayton; MTC Commissioner Dave Cortese, President of the Santa Clara Board of Supervisors; ABAG Executive Board Member and Regional Planning Committee Housing Subcommittee Chair Julie Combs, Councilmember for Santa Rosa; and Keith Carson, Supervisor of the Alameda County Board of Supervisors.

Relation of CASA to Plan Bay Area 2040 Action Plan

An early task of the CASA committees will be to generate, vet, and prioritize a suite of near and medium-term implementation actions. It is likely that many of the implementation actions that come forward in the *Regional Housing Implementation Strategy*, planned for release in Fall 2018, are Housing Actions encompassed in the recently approved Plan Bay Area 2040 Action Plan. The new Integrated Regional Planning Program, aided by Legislation and Public Affairs and Programming and Allocations, will provide direct staff support for CASA, and pursue projects that advance adopted MTC / ABAG Housing Actions.

Next Steps

The Technical Committee held workshops in June, July, and September and will continue to meet monthly, while the Steering Committee meets quarterly, through October 2018. CASA committee meetings are open to the public.

The CASA Co-Chairs intend for CASA to galvanize alignment among many existing parallel efforts. Each Co-Chair has organized an engagement process to generate proposals, debate and refine priorities and ultimately collaborate broadly to implement what emerges as a high-consensus, high-impact, highly-feasible action strategy. The Joint MTC Planning Committee with the ABAG Administrative Committee and the ABAG Regional Planning Committee, especially its Housing Subcommittee, appear to be well suited to serve this function for the public sector, particularly relative to researching impediments and developing potential tools and technical assistance tailored to address region wide challenges and those unique to specific parts of the region.



Steve Heminger

Attachments:

- Attachment A: Key Challenges for Bay Area's Housing (from April 2016 Commission Workshop)
- Attachment B: CASA Committee Membership Roster
- PowerPoint

SH:kk/db

J:\COMMITTEE\Planning Committee\2017\10_PLNG_Oct 2017\5ai_CASA_v6.docx

Key Challenges for Bay Area's Housing

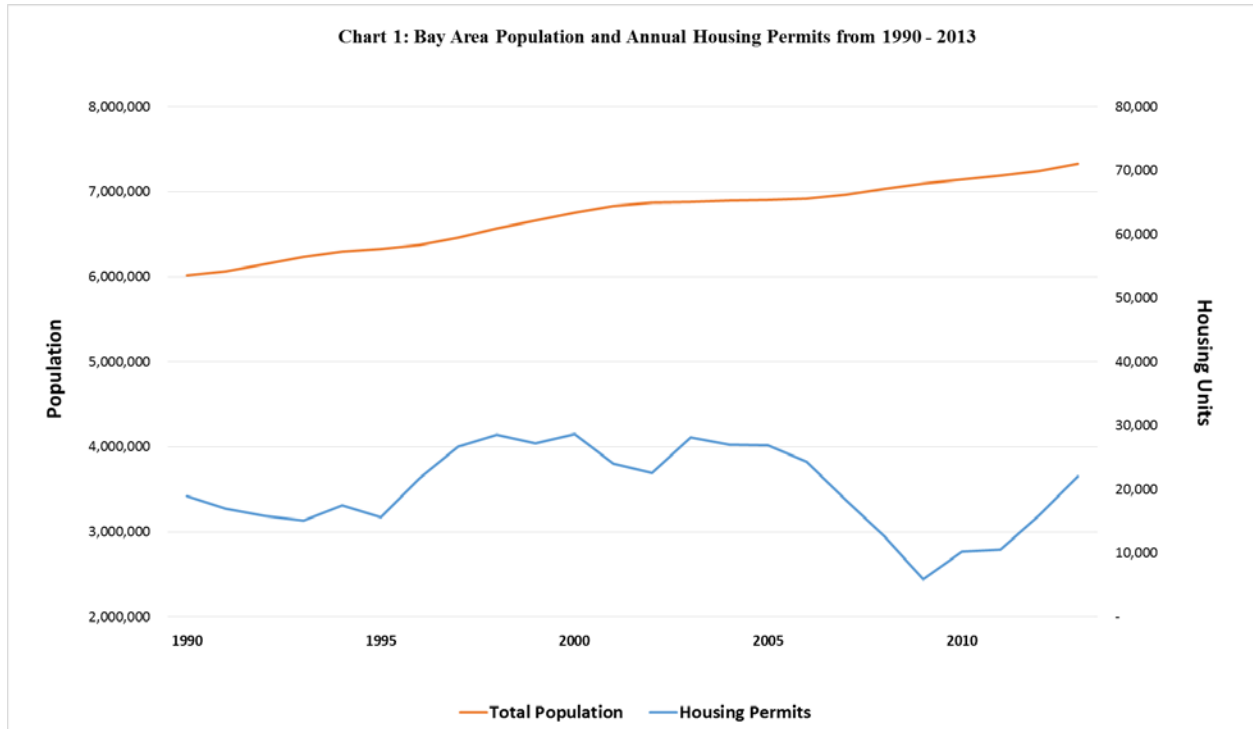
Overview

The Bay Area's housing affordability and neighborhood stability crisis has been decades in the making. It is the cumulative outcome of numerous local, regional, state, and federal legislative and regulatory actions (or inactions) over the last 40 years, arguably all the way back to the mid-1970s, when the rate of housing construction in the Bay Area first started to lag behind the rest of the country¹.

Since there are multiple perspectives among various stakeholders on the root causes of and solutions to the current housing crisis, staff has developed this white paper in an attempt to capture these various perspectives on key challenges for review and consideration by the MTC Commission as it develops proposals for regional action. While this paper presents the key findings from staff research, it does not represent a comprehensive account of all the housing issues in the region.

Key Housing Challenges

- 1. Housing production in the Bay Area has lagged growth in jobs and residents for decades** – The region has consistently failed to build an adequate number of housing units to accommodate the growing number of jobs and residents in the region. For example, *since 2010, the region has added only 1 new unit for every 5 new jobs*. Chart 1 compares the 25-year population and annual housing permits, noting the region adding population every year during that period. Lack of adequate supply to meet our growing population is a major contributor to high housing costs in the region.



¹ See CA Legislative Analyst's Office Report, 2016, at <http://www.lao.ca.gov/Publications/Report/3345>

While the cost of housing has increased significantly for both owner and renter households, the level of support and protections for homeowners is far higher than for renters², leading to a higher risk of displacement for renters during periods of growth and expansion. If housing production consistently lags demand, a housing crisis, especially for renters during a jobs boom, is unavoidable.

“Our goal is not to stop all development. Our goal is to stop incredibly large development that focus exclusively on market-rate housing.”

– Edwin Lindo, Vice President for External Affairs for the San Francisco Latino Democratic Club, in an interview with the San Francisco Business Times referring to a proposed moratorium on building new housing in the Mission District (July 2015)

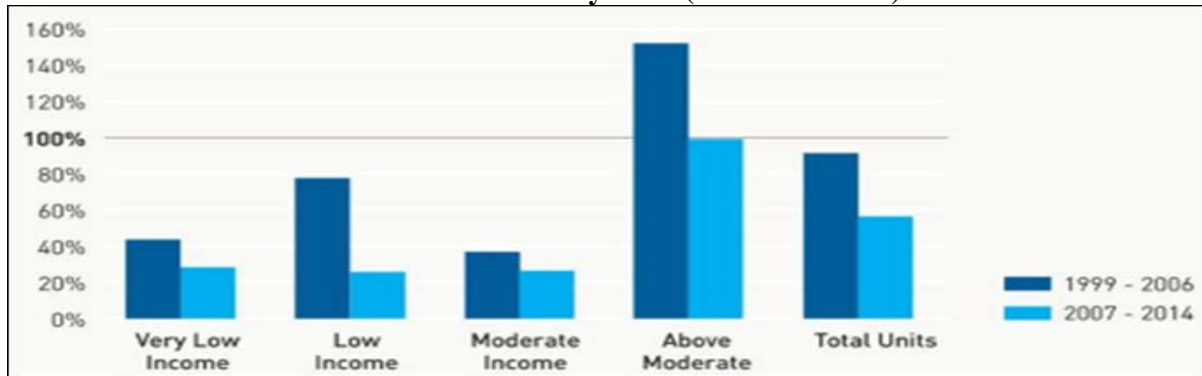
Typically, *as market-rate rental housing ages, it becomes more affordable* to a wider range of households. For example, market-rate rental housing built in the high-cost cities of Los Angeles and San Francisco between 1980 and 1985 were high in 1985 (rents were well- over median), but the same units were more affordable (rents were close to median of all rental units) in 2011, a 1% increase in affordability year-over-year. This points to a need to keep a steady supply of multi-family housing construction, which has been limited until recent years.

- 1. Affordable housing production in the Bay Area has lagged even further behind market-rate units** – Since 1999, the region has built less than a third of the units needed to meet the needs of vulnerable populations such as low- and moderate-income households, seniors and the homeless. *The private market hasn’t been able to provide housing for even middle-income households*, especially since the cost of land and construction in the Bay Area has increased faster than the rate of inflation.

As illustrated in Chart 2, the Bay Area has struggled to meet all of its Regional Housing Needs Targets, issuing permits for about 35% of the needed low and moderate income housing. This left over 100,000 affordable units unbuilt from 1999-2014. The region exceeded its above moderate (market rate) housing targets over the same period, but too often those homes were far from established job centers. Looking forward, the strong housing market and fewer affordable housing resources are likely to result in similar results going forward.

² Homeowners benefit from Proposition 13, which limits increases to their property taxes, and from federal tax policies, which allow tax deductions on mortgage interest.

**Chart 2: Share of Regional Housing Needs Allocation Permitted 1999-2014
San Francisco Bay Area (Source: ABAG)**



In fact, housing production for moderate-income households (the region's middle class) has been lower than any other income category since the 1990s³. The market provides a diminishing number of homes for non-affluent buyers and subsidies for moderate-income households are largely nonexistent.

- 1. Even the housing that is built is not "location-efficient"** – Much of the recent housing production has occurred in East Bay jurisdictions while much of the job growth in high-growth industries is concentrated in the West Bay. This has led to longer commutes, more congestion on highways and local streets, higher environmental and health impacts, and higher transportation costs for all workers. These outcomes not only affect Bay Area residents' quality of life, but also limit the economic growth potential of the region's employers.

The lack of affordable housing close to low- and moderate-wage jobs, which are often co-located with the high-wage jobs, creates an even bigger imbalance for low- and moderate-income households. These households are unable to compete with higher-wage workers for the limited number of market-rate housing units in neighborhoods near jobs and transit. This jobs-housing mismatch has resulted in higher displacement risk, longer commutes and higher transportation costs for lower-wage workers⁴.

- 2. Instead of facilitating planned development, strong local and state regulations often prevent all development** – Many local jurisdictions have laws that require developers to secure conditional use permits for housing developments that are consistent with adopted zoning codes and general plans furtherer delaying and restricting new housing construction. These requirements – essentially prohibiting "by-right" development, even affordable housing development – are largely non-existent in most other metropolitan regions (New York, Washington DC and Seattle, among others).

"It is long past time that we as an agency recognize the need. Will it drive some developers away? Probably. Those left standing will understand the requirements."

– BART Director Joel Keller, City of Antioch, speaking after the agency adopted a policy that requires developers to provide 20% affordable housing units in projects built on BART station property (February 2016)

³ See Regional housing Needs Allocation Report for 1999-2014, ABAG

⁴ See: <http://interact.regionalchange.ucdavis.edu/roi/>

Similarly, *state environmental protection laws inadvertently restrict higher-density, mixed-use, infill development*, leading to cost escalation due to delays and litigation. While SB226 and SB743 have attempted to address the issue, the impact of such laws relative to enabling infill development has been modest.

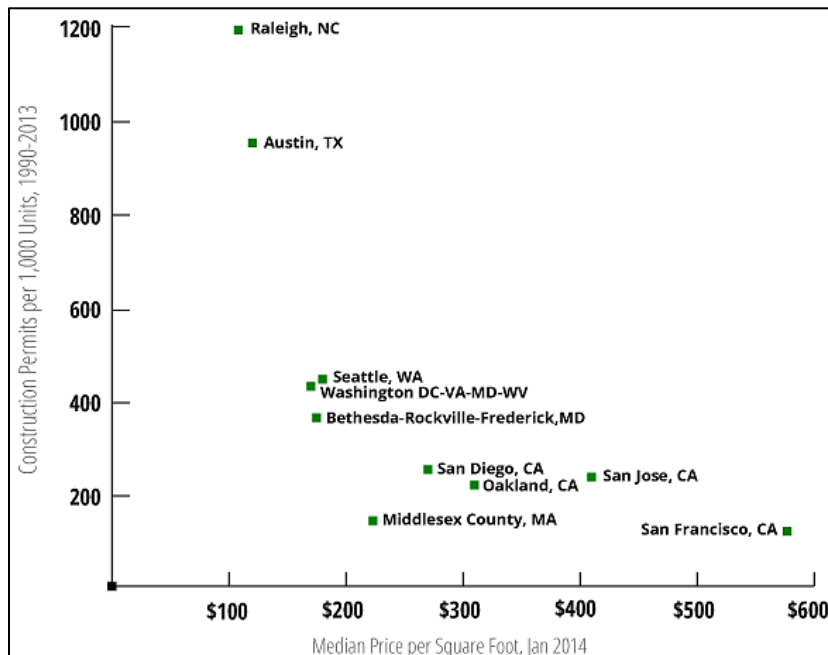
A report released by the law firm Holland & Knight in August 2015 found that projects designed to advance California's environmental policy objectives are the most frequent targets of CEQA lawsuits: transit is the most frequently challenged type of infrastructure project (more than both highways and local roadways); renewable energy is the most frequently challenged type of industrial/utility project; and housing (especially transit-oriented housing) is the most frequently challenged type of private-sector project. *Almost 80 percent of all CEQA challenges were filed against infill development.* These outcomes can only be described as utterly perverse.

"An adequate supply of housing cannot be built in a day, but will be built faster if we work together and avoid the false and polarizing choice of affordable versus market-rate. We need both, and building new market-rate housing takes pressure off existing supply that serves residents from a wide range of incomes."

– Dr. Micah Weinberg, President of the Bay Area Council Economic Institute and a renter in Oakland, in a guest commentary – *Oakland housing crisis is a deep hole, but it must start digging* – in *Inside Bay Area* (March 24 2016)

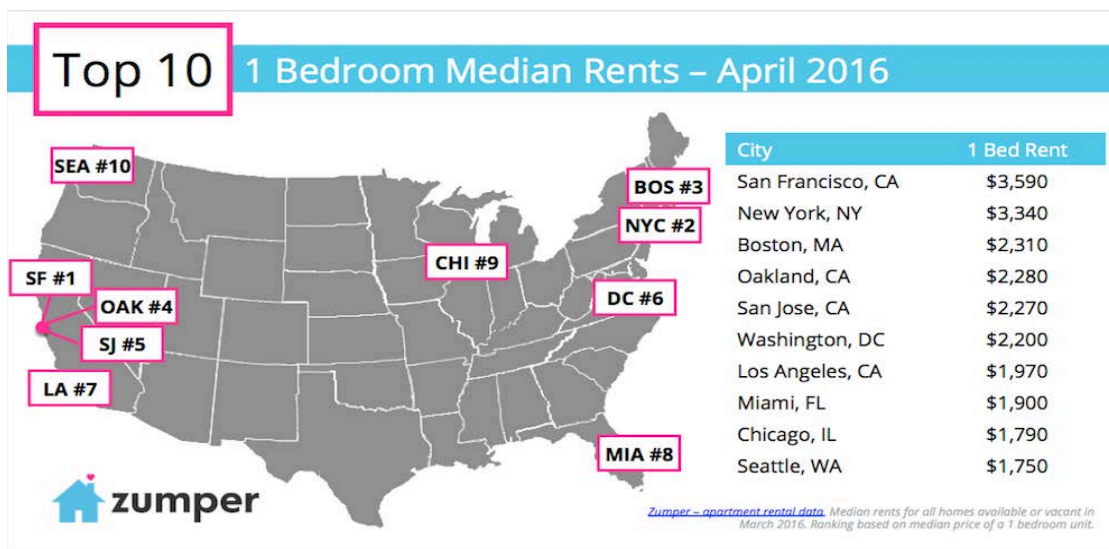
Chart 3 below compares housing cost per square foot in 2013 with housing permits per 1,000 homes in 1990. During that span, Seattle, WA issued construction permits at a rate of a little over 400 new permits for every 1,000 units that existed in 1990. During the same time, San Francisco, CA permitted just 117 units for every 1,000 units that existed in 1990. *In 2014, home prices in Seattle, WA were a little under \$200 per square foot, compared to almost \$600 per square foot in San Francisco.*

Chart 3: Home Prices and New Construction in Tech Hubs 1990-2013 (Source: Trulia)



The cost of housing is not limited to home purchases. As seen in Chart 4, the Bay Area is now home for four of the five most expensive rental markets in the nation.

Chart 4: Cities with the Highest Rents, 2016 (Source: Zumper Real Estate)



- Low- and moderate-income renters face high displacement risk in almost every city –**
 As housing costs rise, lower-income renters are often forced to move to neighborhoods farther away from jobs, transit and amenities. The lack of adequate tenant protections, or availability of subsidized or “naturally affordable” market-rate units in the most “desirable” neighborhoods, has accelerated displacement of lower-income residents and businesses from the urban core.

"It made my heart sink and my stomach feel bad. We are not against affordable housing. We just want to see it done in a sensible, responsible, good way."

– Marin resident and President of the Lucas Valley Homeowners Association, Maggie McCann, referring to filmmaker George Lucas' proposal to use \$100 million of his own money to finance 224 low-income apartments on a piece of land he owns called Grady Ranch (June 2015)

Without their strong rent stabilization and just cause provisions in place, cities such as San Francisco, East Palo Alto, and Oakland would have been expected to lose even more lower-income renters. Despite the benefit of tenant protections, many lower-income renters have relocated to more affordable neighborhoods in the suburbs, unintentionally displacing existing residents in these communities to locations farther from the region's core and related employment centers. This domino effect is one reason why *even the most affordable cities in east Contra Costa and Solano County are experiencing displacement*. Communities that add jobs but not sufficient housing pose the highest risk of displacement to lower-income renters. Communities that have historically underbuilt market-rate and affordable housing have lost the largest percentage of lower-income renters since 2000⁵.

⁵ See: http://planbayarea.org/pdf/prosperity/research/REWS_Final_Report.pdf

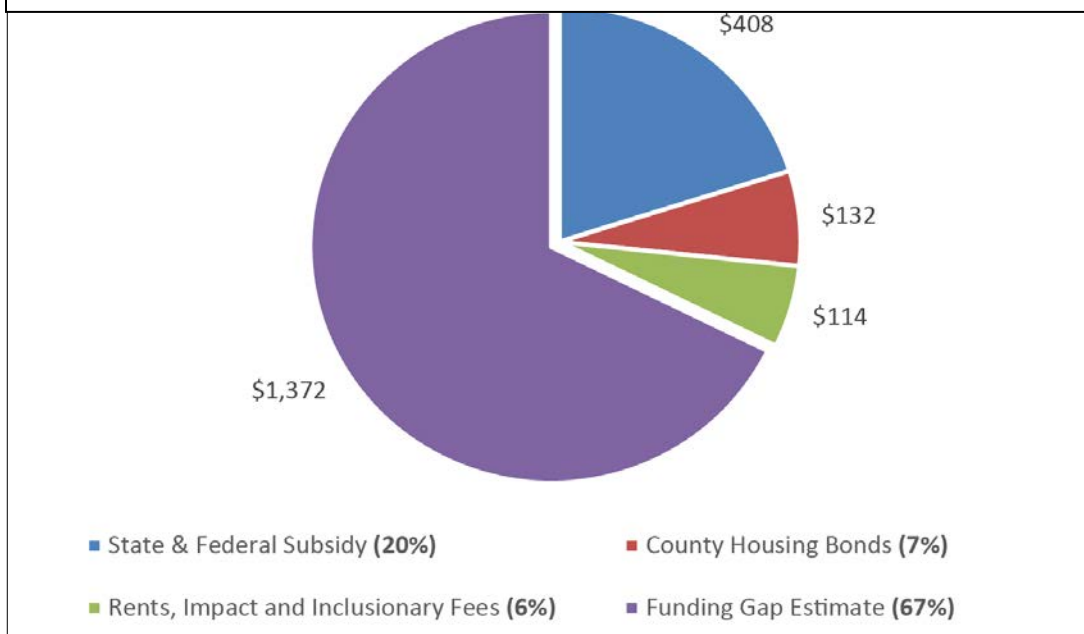
- 4. Elimination of Redevelopment Authorities has further restricted infill development and affordable housing production** – The dissolution of redevelopment agencies by the state has eliminated a large source of funding for infill and affordable housing projects, and restricted the ability of local jurisdictions to secure and assemble parcels, fund infrastructure improvements that support market rate and affordable housing development. *Redevelopment authorities in Alameda County contributed more than \$500 million for affordable housing between 2001 and 2011*⁶.

“The scale of the affordable housing crisis and the need for funding to address it over the next five years is much greater than \$250 million — more like twice that amount (in San Francisco). We appreciate the mayor’s commitment to a bond measure, and we urge him to push as far as possible.”

– *Peter Cohen, Director of Council of Community Housing Organizations, referring to Mayor Ed Lee’s proposal for a bond issue to fund affordable housing in San Francisco (February 2016)*

- 5. Declining state and federal resources have constrained the ability of public agencies to respond.** As state and federal funding for housing programs has declined or run out, the number of low- and moderate-income households that are rent burdened has increased significantly. Chart 5 shows the current annual funding gap to construct the low and moderate income units allocated to the Bay Area for the 2015- 2022 regional housing needs cycle. The lack of resources, in light of the dissolution of local redevelopment functions and the end of the Proposition 1C funding, creates a tremendous challenge to the region as it seeks to catch up with its past low and moderate income housing construction shortfall.

Chart 5: Annual Low & Moderate Housing Gap: 2014-22 RHNA (in millions)



⁶ See: <https://www.acgov.org/cda/hcd/documents/Lost-Redevelopment-funds-impact-Affordable-Housing.pdf>

6. Availability of developable land is limited due to geography and strong land protections

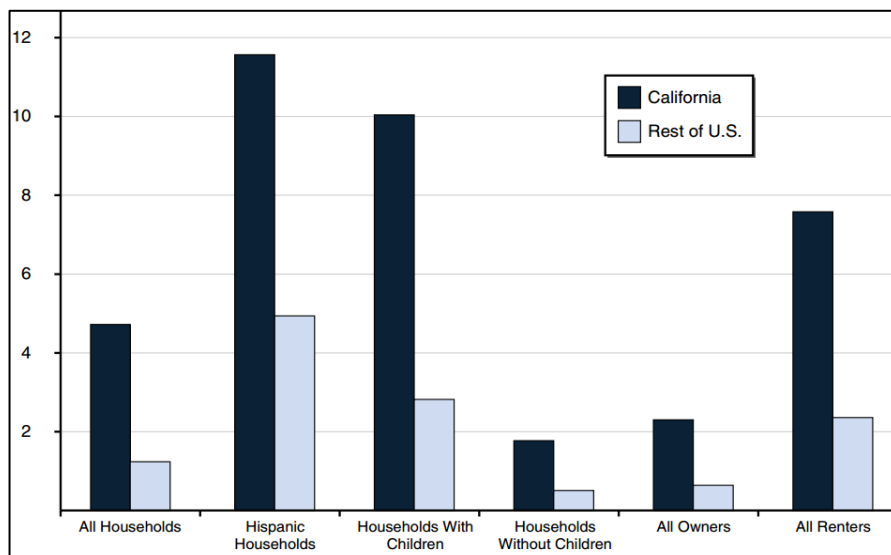
– The Bay Area has done an excellent job of protecting large tracts of wetlands, agricultural land, and open space compared to most other metropolitan areas. This effort has limited sprawl on “greenfields,” expanded recreational opportunities and preserved scenic and natural resources. However, the resulting constrained supply of developable land coupled with significant and multiple challenges to infill development has severely restricted housing production across the region.

As mentioned before, the lack of housing production, in the long term, creates conditions for significantly higher housing costs in later years. This dynamic has also led to the long-term trend of Bay Area workers commuting from nearby regions with comparably affordable housing. These long distance commutes to homes, often developed on former farmland, leads to higher per capita greenhouse gas (GHG) emissions and traffic congestion at the region’s gateways.

7. Wages of low- and moderate-income households have lagged behind rising housing costs

– Even as housing costs rise and funding for housing programs decline, wages of low- and moderate-income households have not kept pace with the rate of inflation. Real wages for many renters have actually declined in terms of purchasing power, with 2013 median household income still below 2000 median household income though it is on the rise. Chart 6 shows a critical way wage and housing pressures manifests itself, with high crowding throughout the state at a rate nearly four-times the national average. California now has the highest share of overcrowded renters in the nation. *Nearly 30 percent of the country’s households living in overcrowded conditions are in California* (CHPC, 2014).

Chart 6: Crowding Rates in California and the US, 2013 (Source: LAO Report, 2016)



8. Proposition 13 has resulted in fiscalization of development decisions – State law caps property tax increases for owners of residential and commercial property. While Prop 13 benefits long-term homeowners, it reduces the fiscal benefits of housing when compared to retail or commercial development, leading many jurisdictions to view housing as a “net loss”.

Homeowners also lack the motivation to allow new residential development in their neighborhoods, since lower supply provides significant financial benefits in terms of higher housing values and increased equity.

On the other hand, Owners of commercial property lack the motivation to develop vacant parcels since the “cost” of holding these properties is relatively low, and a potential windfall from rising land values over time relatively high. Consequently, even in “hot” real estate markets, many parcels remain vacant and underutilized. Proposition 13 is another key aspect of the perfect storm of heavy regulation, limited subsidies and disincentives that together make the Bay Area unaffordable for many families in 2016. Peer metropolitan regions in other states do not have a comparable statute that provides extreme advantages for long-term homeowners and puts entry level households at a distinct disadvantage.

- 9. A relatively large number of currently deed-restricted affordable housing units are at risk of conversion to market-rate units** – A recent report⁷ published by the California Housing Partnership Corporation (CHPC) identified around 6,000 units in the region that are at risk of conversion. A large share of these units are located close to transit. All of these units currently house low-income renters. Preserving these units as permanently affordable housing is significantly cheaper than building new affordable units. Unfortunately, most cities in the region do not have a plan to systematically identify at-risk affordable units and prevent these units from being converted to market-rate units. State law also does not allow local jurisdictions to take full RHNA credits for preserved units.

Conclusion

Staff’s analysis of the Bay Area’ multi-decade housing affordability shortfall has made it clear that, like most chronic problems, the region’s shortage of housing cannot be solved with a single solution. Effectively moving the needle on housing affordability in a manner that expands housing choices, reduces displacement pressures on our most vulnerable citizens and strengthens the connection between transit, jobs and housing requires a multi-pronged strategy. The region must pursue a multi-pronged strategy that emphasizes the construction of new homes for all incomes, the protection of the region’s most vulnerable households, and the need to advocate for the ability to pursue local and regional solutions.

⁷ See: <http://chpc.net/services/preservation-of-at-risk-housing/>. See also: http://planbayarea.org/pdf/prosperity/Reconnecting_America_Preserving_Affordable_Housing_Near_Transit.pdf

CASA Committee Roster⁸

As of 9/19/2017

COMMITTEE MEMBERSHIP IS NON-TRANSFERABLE

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4	Dave Regan	SEIU	dregan@seiu-uhw.org
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⁸ <http://mtc.ca.gov/our-work/plans-projects/casa-committee-house-bay-area/casa-membership-roster>

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CASA Overview

Joint MTC Planning Committee with the
ABAG Administrative Committee

October 13, 2017



The Bay Area's Housing Crisis in a Nutshell: A Severe Jobs-Housing Imbalance

Bay Area Housing Crisis in a Nut Shell

BAY AREA 2011-2015

New Jobs 500,000



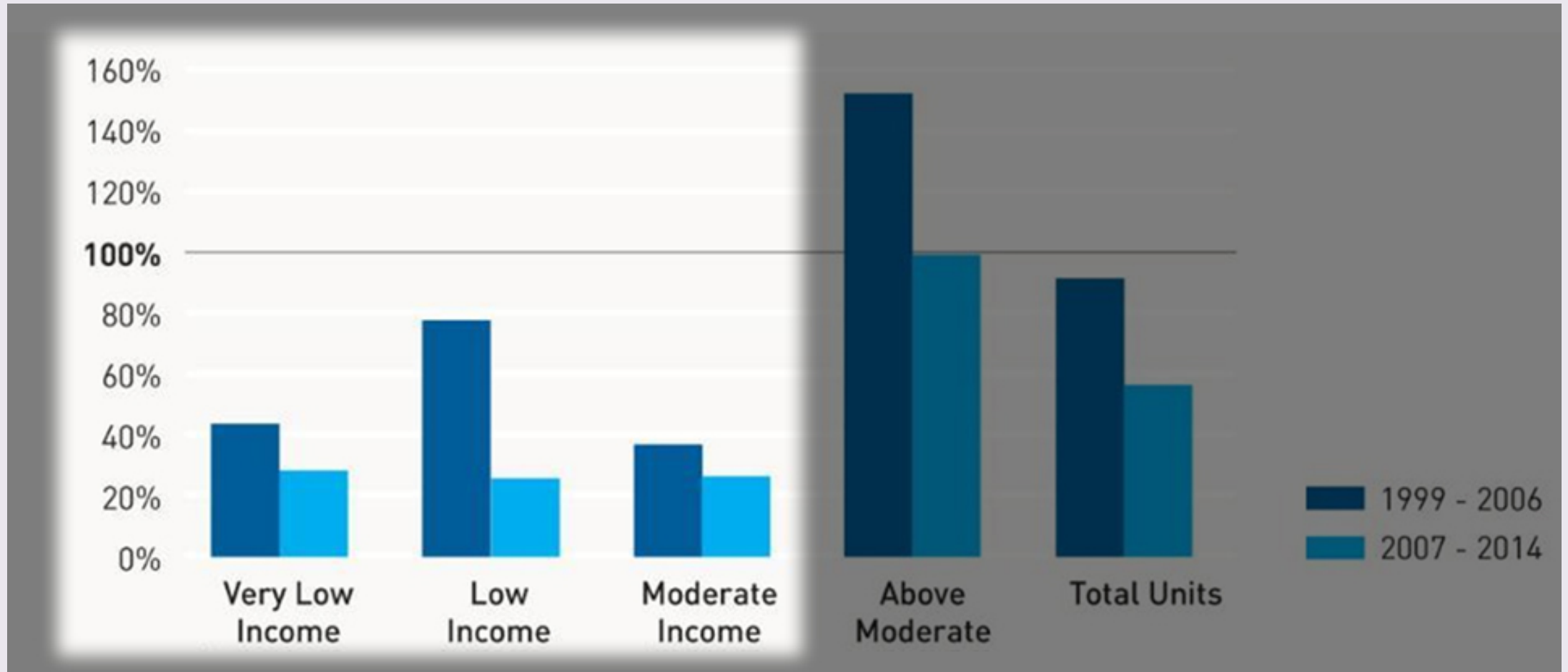
New Housing 65,000



Source: Vital Signs and California Department of Finance.

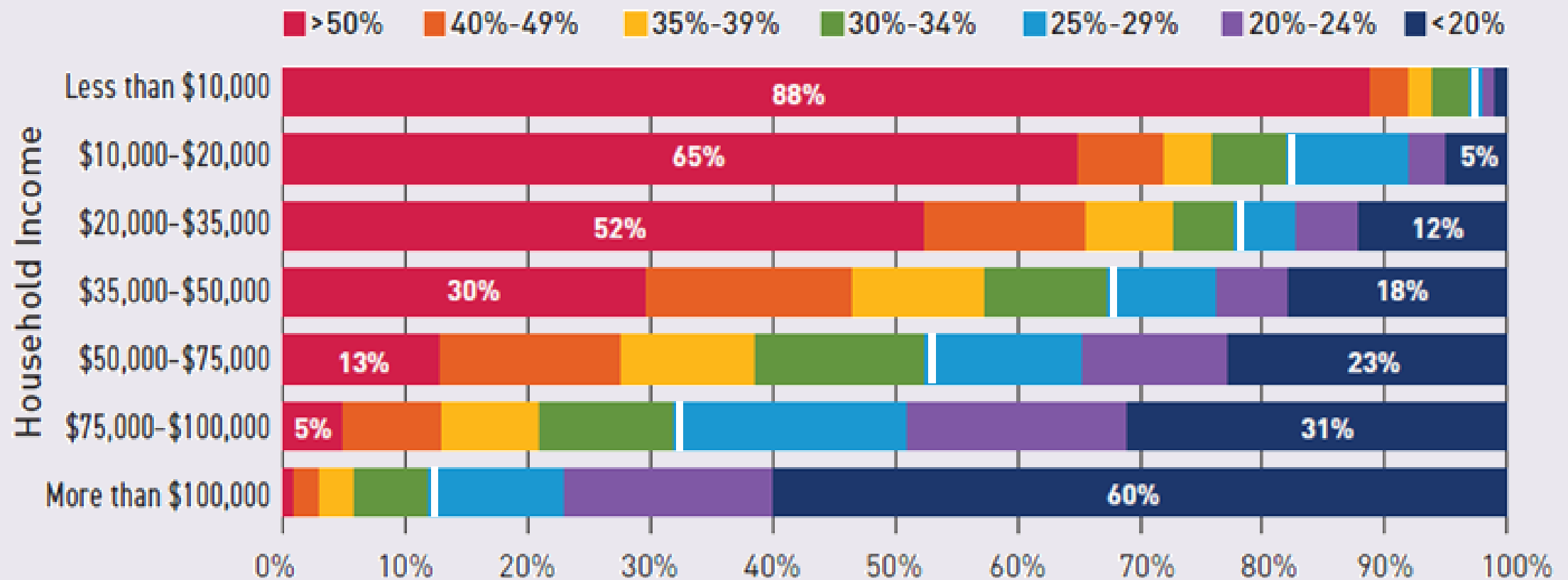
The Region is Under-Producing Housing especially for Low- and Moderate-Income Households

Regional Housing Needs Allocation Performance, 1999-2014



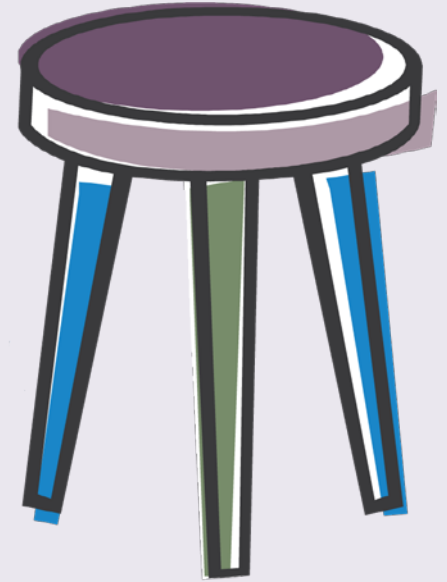
Low-Income Households in the Bay Area Spend Staggering Amounts of Their Income on Housing

Share of Income Spent on Housing by Bay Area Households in 2015, by Income Level



CASA Outcomes

- **Production**
- **Preservation**
- **Protection**



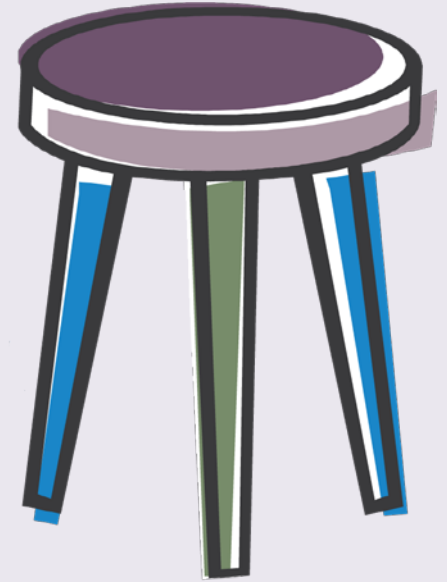
Protection

Preservation

Production

CASA Actions

- **Set high expectations for a “grand bargain” suite of high-impact, high-consensus actions**
- **Complement and align ongoing parallel efforts by many entities**
- **Advance *Plan Bay Area* Action Plan elements**



CASA Resources

Consultants

- University of California, Berkeley — Research
- Estalano LeSar Perez Advisors — Facilitation and Engagement

CASA Website

- Literature Review
- Resources
- Meeting Schedules and Agendas

Memorandum

TO: Joint MTC Planning Committee with the
ABAG Administrative Committee

DATE: October 6, 2017

FR: Executive Director

W.I. 1121

RE: SB 375 Greenhouse Gas Target Update Process

Background

The California Air Resources Board (CARB) is in the process of updating regional greenhouse gas (GHG) targets from passenger vehicle use for the third round of the Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS). On April 26, 2017, the Metropolitan Transportation Commission (MTC) approved MTC Resolution No. 4271, which recommended an 18% per capita GHG reduction target for 2035 compared to 2005 levels for the 2021 RTP/SCS (Plan Bay Area (PBA)) and beyond. For reference, PBA 2040 achieved a 16% GHG reduction.

On May 1, 2017, MTC, along with Sacramento Area Council of Governments (SACOG), San Diego Association of Governments (SANDAG) and Southern California Association of Governments (SCAG) submitted a joint target recommendation for an 18% per capita GHG reduction target with key state policy conditions to make achievement feasible. The following month, CARB released a Staff Report detailing the Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets¹. This report recommended a 19% per capita GHG reduction target for MTC/ABAG but the accompanying state policy conditions were largely absent.

In subsequent discussions between CARB and the MPOs, CARB leadership has indicated that they will continue to support the direction of the Staff Report recommendations for adoption in November, recognizing that discussion will continue regarding changing the SB 375 evaluation process to focus more directly on strategies rather than targets. Additionally, CARB is seeking a per capita reduction in passenger vehicle greenhouse gas emissions on the order of 25% in order to implement SB 32, which established a more aggressive statewide greenhouse gas reduction goal of 40% below 1990 levels by 2030. Given the significant gap between the 25% goal and the Staff Report recommended targets, CARB and MPO staff will continue to work together to strategize on further reductions.

VMT Reduction Roundtable

MTC Resolution No. 4271 and the CARB Staff Report both recommended as a next step that CARB, its sister State agencies and the metropolitan planning organizations (MPOs) convene a reduction roundtable to identify and define new initiatives, incentives and regulations for achieving the RTP/SCS targets. Although there has been additional dialogue about the roundtable agenda, the event has not been scheduled. While the proposed agenda from CARB has focused on how SB1 funds can be used for strategies to support SB 375 GHG reduction goals, MTC staff estimates that at a maximum, just under 20% of the funding may

¹ https://www.arb.ca.gov/cc/sb375/staff_report_sb375_target_update_june_full_report.pdf

be available for that purpose. Additionally, Attachment A shows MTC's proposed additional discussion topics for the CARB agenda.

State Actions for GHG Reductions

MTC Resolution No. 4271 included several conditions on the 18% per capita GHG reduction target which were largely absent from the CARB Staff Report. These conditions included four state actions:

- granting pricing authority to MPOs to bring user auto operating costs back to levels commensurate with 2008 levels (the conditions under which SB 375 was enacted);
- dedicating funding to support transit, ridesharing, and non-motorized transportation from pricing mechanisms and new state sources and programs;
- providing additional funding to ensure implementation of sustainable communities strategies on a scale commensurate with the defunct redevelopment law; and
- strengthening mandates and incentives to align housing production and employment center proximity as a key strategy for reducing GHG emissions caused by added vehicle miles traveled when there is a significant mismatch in housing and jobs locations.

Recognizing that aligning housing production in proximity to employment is critical to reducing regional VMT and GHG emissions, MTC has convened CASA, the Committee to House the Bay Area. CASA aims to tackle the difficult issues of increasing housing production at all levels of affordability and preserving existing affordable housing. These efforts will help to reduce long commutes that result from inadequate housing for our region's expanding workforce.

Climate Initiatives Update

In 2015, MTC directed ICF International to assess and explore potential GHG reduction strategies for inclusion in the second RTP/SCS. Based on the assessment, MTC included six GHG reduction strategies from the first RTP/SCS: 1) the Commuter Benefits Ordinance, 2) Car Sharing, 3) Vanpool Incentives, 4) the Clean Vehicles Rebate Program, 5) Smart Driving, and 6) Electric Vehicle Incentives and Infrastructure. Additionally, three new strategies were added to the second RTP/SCS that are not currently captured by MTC's travel model: 7) Targeted Transportation Alternatives, 8) Vehicle Trip Caps, and 9) Bike Infrastructure and Bike Share. These nine strategies, which can be seen in Attachment B, together contribute about nine percent to the 2035 per capita GHG reduction targets for PBA 2040. For the 3rd RTP/SCS, staff plans to further explore programs that influence travel behavior.

Next Steps

MTC staff will continue to engage with CARB staff about GHG targets for the third round of RTP/SCS and beyond. The CARB is expected to adopt targets during its November 16-17 Board Meeting in Sacramento.



Steve Heminger

Attachment:

- Attachment A: Additional Discussion Topics
- Attachment B: Strategies to Reduce GHG Emissions and the Projected Reductions
- PowerPoint

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Additional Discussion Topics

1. Discussion of the final target recommendations.
2. Revisiting the Best Management Practices approach as an alternative to a modeling-based approach for target setting and for SB 375 compliance evaluation.
3. Pricing & Funding: Identifying next steps for pricing/user charge or other long-term transportation funding solutions, including discussion of how this funding mechanism can support reinvestment in vehicle miles traveled (VMT) reduction projects.
4. Future Mobility: Discussion of policies and regulations related to future mobility technology, such as increasing Transportation Network Company (Uber, Lyft) usage and the adoption of autonomous and connective vehicles. These technologies have the potential to increase VMT (by non-auto trips) or decrease VMT (by supplementing transit) and we need proactive policy mechanisms to ensure that it's the latter. How these services are regulated will strongly influence the VMT outcome.
5. Expanding and enforcing existing policy or discussion with the state's air districts around advancing the development of an Indirect Source Review (ISR) rule or similar mechanism to mitigate emissions from larger employment centers located in housing-poor areas remote from public transit service.
6. How to address equity throughout policy development.

Strategies to Reduce GHG Emissions and the Projected Reductions

Policy Initiative	Per Capita CO2 Emissions Reductions in 2035
Bike Share and Bike Infrastructure	-0.1%
Car Sharing	-2.1%
Commuter Benefits Ordinance	-0.3%
EV - Clean Vehicles Feebate Program	-0.8%
EV - Regional Electric Vehicle Charger Program	-1.4%
EV - Vehicle Buy-Back/Electric Vehicle Purchase Incentive	-0.4%
Smart Driving	-0.7%
Targeted Transportation Alternatives	-1.7%
Trip Caps	-0.7%
Vanpool Incentives and Employer Shuttles	-0.4%
Total	-8.6%

SB 375 Greenhouse Gas Target Update Process

Joint MTC Planning Committee with the
ABAG Administrative Committee

October 13, 2017

SB 375 Greenhouse Gas Target Update

Targets refer to per capita GHG emissions reductions in 2035 from 2005

- Plan Bay Area 2040 achieved the current target of a 15% GHG emissions reduction
- Discussion for 2021 target setting
 - April 2017: MTC Resolution No. 4271 recommended 18%
 - May 2017: Four largest California MPOs jointly recommend 18% to CARB
 - June 2017: CARB Staff Report recommends 19% target for MTC/ABAG

SB 375 Greenhouse Gas Target Update

Next Steps:

- Nov 2017: CARB will likely support June Staff Report recommendation of the 19% target for the Bay Area
- Discussion will continue on how to bridge the gap between RTP/SCS goals and SB 32 goals
- Discussion will continue on changing future SB 375 evaluations to focus more on strategies

MTC CLIMATE INITIATIVES PROGRAM

Per Capita CO2 Emissions Reductions in 2035	
Policy Initiative	
Bike Share and Bike Infrastructure	-0.1%
Car Sharing	-2.1%
Commuter Benefits Ordinance	-0.3%
EV - Clean Vehicles Feebate Program	-0.8%
EV - Regional Electric Vehicle Charger Program	-1.4%
EV - Vehicle Buy-Back/Electric Vehicle Purchase Incentive	-0.4%
Smart Driving	-0.7%
Targeted Transportation Alternatives	-1.7%
Trip Caps	-0.7%
Vanpool Incentives and Employer Shuttles	-0.4%
Total	-8.6%

Strategy Mix

- In 2015, evaluated PBA 2013 Climate Strategies
- Retained number of strategies, added two new ones: Targeted Transportation Alternatives and Trip Caps



Targeted Transportation Alternatives

- Transportation information based program to shift travel habits of Bay Area residents from driving alone to sustainable modes for all types of trips



Trip Caps

- Cap the number of drive-alone trips during peak hours primarily focused on business parks



Next Steps

- Moving ahead with implementation
- Continue to explore new strategies and scenarios that reduce GHG emissions

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