

## Meeting Agenda - Revised

### Joint MTC Planning Committee with the ABAG Administrative Committee

*MTC Committee Members:*

*James P. Spring, Chair    Eddie Ahn, Vice Chair*

*David Canepa, Carol Dutra-Vernaci, Victoria Fleming,  
Matt Mahan, Sheng Thao, and Vacant*

*Non-Voting Members: Dorene M. Giacomini and Vacant*

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Friday, March 10, 2023

9:40 AM

Board Room - 1st Floor

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This meeting shall consist of a simultaneous teleconference call at the following location(s):

Napa County Administration Building, 1195 Third Street, Suite 310-Crystal Conference Room,  
Napa, CA 94559

Novato City Administrative Offices, 922 Machin Ave, Baget Conference Room, Novato, CA  
94945

Pinole Public Library, 2935 Valley Road, Pinole, CA 94564

Walnut Creek City Hall, 1666 N. Main Street, City Council Chamber, Walnut Creek, CA 94596

A Zoom panelist link for meeting participants will be sent separately to Committee members.

Meeting attendees may opt to attend in person for public comment and observation at 375  
Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public  
health protocols while in the building. The meeting webcast will be available at

<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are  
encouraged to participate remotely via Zoom at the following link or phone number.

Committee Members and members of the public participating by Zoom wishing to speak should  
use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6. In order  
to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/84647930190>

iPhone One-Tap: US: +13462487799,,84647930190# or +12532050468,,84647930190#

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 846 4793 0190

International numbers available: <https://bayareametro.zoom.us/j/84647930190>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at  
[info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please

include the committee or board meeting name and agenda item number in the subject line.

Due to the current circumstances there may be limited opportunity to address comments  
during the meeting. All comments received will be submitted into the record.

## 1. Call to Order

## 2. MTC Planning Committee Roll Call / Confirm Quorum

*Quorum: A quorum of the MTC Planning Committee shall be a majority of its regular voting members (4).*

## 3. MTC Planning Committee Consent Calendar

- 3a. [23-0245](#) Approval of MTC Planning Committee Minutes of the February 10, 2023 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a 23-0245 2023-02-10 Joint MTC Planning Committee with the ABAG A](#)

- 3b. [23-0277](#) MTC Resolution No. 4550, Revised - Guidelines for Countywide Transportation Plans

Action: MTC Commission Approval

Presenter: Adam Noelting

Attachments: [3bi 23-0277 Summary Sheet MTC Res No.4550-Revised-Guidelines for Co](#)  
[3bii 23-0277 TEMP-RES-4550.pdf](#)

- 3c. [23-0320](#) Priority Development Areas: 2023 Application Window

Action: Information

Presenter: Mark Shorett

Attachments: [3c 23-0320 Summary Sheet Priority Development Areas 2023 Application](#)

## 4. ABAG Administrative Committee Roll Call / Confirm Quorum

*Quorum: A quorum of the ABAG Administrative Committee shall be a majority of its regular voting members (6).*

## 5. ABAG Compensation Announcement – Clerk of the Board

## 6. ABAG Administrative Committee Consent Calendar

- 6a. [23-0246](#) Approval of ABAG Administrative Committee Summary Minutes of the January 13, 2023 Special and February 10, 2023 Meetings

Action: ABAG Administrative Committee Approval

Attachments: [6ai 23-0246 2023-01-13 Special ABAG Administrative Committee Meeting](#)  
[6aii 23-0246 2023-02-10 ABAG Administrative Committee Meeting Minutes](#)

6b. [23-0321](#) Priority Development Areas: 2023 Application Window

Action: Information

Presenter: Mark Shorett

Attachments: [6b 23-0321 Summary Sheet Priority Development Areas 2023 Application](#)

## 7. Approval

7a. [23-0301](#) MTC Resolution No. 4567 and ABAG Resolution No. 10-2023: Priority Sites Nomination Criteria

Background information on the Priority Sites program and request that the Committee refer MTC Resolution No. 4567 and ABAG Resolution No. 10-2023 to the Commission and ABAG Executive Board, respectively, for approval. Following approval, staff will solicit local nominations for eligible Priority Sites and bring recommendations for approved Priority Sites to the Committees in the summer. Thereafter, projects on adopted Priority Sites will be eligible for pilot funding and technical assistance, subject to funding availability and further programmatic guidance by the Commission, the ABAG Executive Board, and/or the Bay Area Housing Finance Authority (BAHFA) Board as applicable.

Action: Approval / ABAG Executive Board  
Approval / MTC Commission

Presenter: Mark Shorett

Attachments: [7ai 23-0301 Summary Sheet Priority Sites Nomination Criteria.pdf](#)  
[7aii 23-0301 Powerpoint Priority Sites Nomination Criteria.pdf](#)  
[7aiii 23-0301 MTC TEMP RES-4567.pdf](#)  
[7aiv 23-0301 ABAG Resolution No 10-2023.pdf](#)

## 8. Public Comment / Other Business

*Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6.*

## 9. Adjournment / Next Meeting

The next meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee will be held on Friday, April 14, 2023 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

## Meeting Minutes - Draft

### Joint MTC Planning Committee with the ABAG Administrative Committee

*MTC Committee Members:*

*James P. Spering, Chair    Eddie Ahn, Vice Chair*

*David Canepa, Carol Dutra-Vernaci, Victoria Fleming,  
Matt Mahan, Sheng Thao, and Vacant*

*Non-Voting Members: Dorene M. Giacomini and Vacant*

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Friday, February 10, 2023

9:40 AM

REMOTE

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#### 1. Call to Order

Non-Voting Member Present: Commissioner Giacomini

Ex Officio Voting Member Present: Commission Chair Pedroza

Ad Hoc Non-Voting Members Present: Commissioner Moulton-Peters and Commissioner Papan.

ABAG Administrative Committee Members Present: Arreguin, Eklund, Fligor, Lee, Ramos, Romero, and Silva.

#### 2. MTC Planning Committee Roll Call / Confirm Quorum

**Present:** 5 - Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Fleming

**Absent:** 2 - Commissioner Mahan and Commissioner Thao

### 3. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Dutra-Vernaci and second by Commissioner Canepa, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

**Aye:** 5 - Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Fleming

**Absent:** 2 - Commissioner Mahan and Commissioner Thao

- 3a. [23-0155](#) Approval of MTC Planning Committee Minutes of the January 13, 2023 Meeting

**Action:** MTC Planning Committee Approval

**Attachments:** [3a 23-0156 2023-01-13 Joint MTC Planning Committee with the ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

- 3b. [23-0120](#) Federal Performance Target-Setting Update - February 2023

**Action:** Information

**Presenter:** Raleigh McCoy

**Attachments:** [3b 23-0120 Federal Performance Target-Setting Update February 2023.pdf](#)

### 4. ABAG Administrative Committee Roll Call / Confirm Quorum

### 5. ABAG Compensation Announcement – Clerk of the Board

### 6. ABAG Administrative Committee Consent Calendar

- 6a. [23-0156](#) Approval of ABAG Administrative Committee Summary Minutes of the January 13, 2023 Meeting

**Action:** ABAG Administrative Committee Approval

**Attachments:** [6a 23-0168 2023-01-13 ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

### 7. Public Comment / Other Business

### 8. Adjournment / Next Meeting

The next meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee will be held on Friday, March 10, 2023 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC Planning Committee with the ABAG Administrative Committee**

**March 10, 2023**

**Agenda Item 3b**

**MTC Resolution No. 4550, Revised – Guidelines for Countywide Transportation Plans**

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**Subject:**

Adoption of revised guidelines for Countywide Transportation Plans completed by County Transportation Agencies (CTAs).

**Background:**

At its meeting on November 16, 2022, the MTC Commission approved revised guidelines for Countywide Transportation Plans (MTC Resolution No. 4550) after a presentation from staff. During the discussion, the Commission expressed a desire for staff to explore ways to incorporate transit priority into the guidelines. As a result, staff committed to collaborate with CTAs and to bring a proposal to integrate transit priority into the revised guidelines.

**Revisions to the CTP Guidelines:**

In accordance with the Commission's direction, staff collaborated with CTA Planning Directors in February to review and refine the proposal to incorporate transit priority into the guidelines. The following additions have been proposed to the guidelines:

- ***Performance Framework*** - Establish transit priority performance targets—in accordance with Action 12 of the Bay Area Transit Transformation Action Plan (see Appendix C)—that address transit speed and reliability on high-transit corridors and arterials; and,
- ***Strategies*** - Prioritize strategies—both investments and policies—that improve transit speed and reliability on high-transit corridors and arterials.

**Next Steps:**

Staff is aware that several CTAs have already initiated or are actively exploring the scope of their next CTP. Staff will inform CTAs of any changes to the guidelines and will continue to collaborate during the scoping phase and plan development. As outlined in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated November 4, 2022, approval of the revised CTP guidelines will provide direction for subsequent CTPs across the region.

**Issues:**

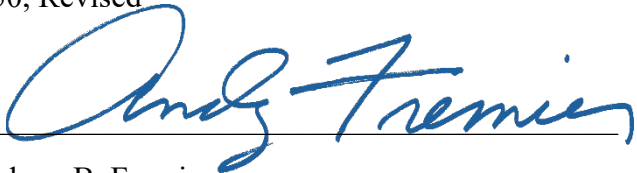
None identified.

**Recommendations:**

Refer MTC Resolution Nos. 4550, Revised to the Commission for approval.

**Attachments:**

- Attachment A: MTC Resolution No. 4550, Revised

  
\_\_\_\_\_  
Andrew B. Fremier



Date: November 16, 2022  
W.I.: 1121  
Referred By: PLNG  
Revised: 03/22/2023

ABSTRACT

Resolution No. 4550, Revised

This resolution adopts MTC's revised Guidelines for Countywide Transportation Plans, which establishes a common planning framework between Countywide Transportation Plans and the Regional Transportation Plan/Sustainable Communities Strategy (commonly referred to as "Plan Bay Area"). The effective date for the revised guidelines is for Countywide Transportation Plans initiated after December 1, 2022. This resolution supersedes MTC Resolution No. 2120.

Further discussion of this subject is contained in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated November 4, 2022.

Attachment A of this resolution was revised on March 22, 2023, to incorporate transit priority into MTC's Guidelines for Countywide Transportation Plans.

Re: Adoption of the Guidelines for Countywide Transportation Plans

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4550

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § Section 66500 et seq.; and

WHEREAS, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan every four years; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan, including a Sustainable Communities Strategy prepared in conjunction with the Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, Government Code § 66531 permits each county within the Commission's jurisdiction, together with the cities within the county, to develop and update a Countywide Transportation Plan for the county and its included cities; and

WHEREAS, Government Code § 66531 further provides that MTC shall develop guidelines ("Guidelines for Countywide Transportation Plans" as Attachment A to this resolution) for the preparation of the Countywide Transportation Plans; and

WHEREAS, the guidelines must be consistent with the Commission's preparation of the Regional Transportation Plan, which is guided by state (§65080) and federal (23 CFR Part 450) requirements for its preparation and content; and

WHEREAS, the guidelines promote compatibility between Countywide Transportation Plans and the Regional Transportation Plan (commonly referred to as "Plan Bay Area") through a common planning framework; now therefore, be it

RESOLVED, that MTC adopts the "Guidelines for Countywide Transportation Plans" attached as Attachment A to this resolution, and incorporated herein by reference; and, be it further

RESOLVED, that this resolution be transmitted to the nine Bay Area counties for use in preparing their Countywide Transportation Plans.

METROPOLITAN TRANSPORTATION COMMISSION

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Nick Josefowitz, Vice Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on November 16, 2022.

Date: November 16, 2022  
W.I.: 1121  
Referred by: PLNG  
Revised: 03/22/2023

Attachment A  
Resolution No. 4550  
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# Guidelines for Countywide Transportation Plans

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The intent of these guidelines is to provide context for coordinated transportation and land use planning in the San Francisco Bay Area by developing a common planning framework between Countywide Transportation Plans (CTP) and the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, herein referred to as "Plan Bay Area"), reflective of state and regional climate and equity goals. As such, these guidelines are intended to guide the development of the next round of CTPs, which are expected to inform the development of the next major update of Plan Bay Area, expected to begin in 2026 and be adopted in 2029.

## **A | PLANNING CONTEXT**

### **CTP Background**

In 1988, the State legislature passed Assembly Bill 3705 (Eastin), authorizing Bay Area counties to develop CTPs on a voluntary basis. The provisions in AB 3705 are codified in Section 66531 (see Appendix A) of the California Government Code and were modified by the passage of AB 1619 (Lee) (Statutes of 1994, Chapter 25). Among other things, the law suggests content to be included in CTPs and clarifies relationships between the CTP and the RTP, and between the CTP and Congestion Management Programs (CMPs).

Importantly, the state law established an inter-dependent relationship between CTPs and the RTP and provided a pathway for regionally significant local policies and priorities to be included into the RTP if the CTP was prepared in a consistent manner as the Commission's preparation of the RTP (see Appendix B). The statute promoted compatibility between CTPs and the RTP through a common planning framework, even though the plans may differ in scope.

CTPs and MTC's guidelines have evolved since the passage of AB 3705. The Bay Area's County Transportation Agencies have prepared and updated CTPs to build consensus toward countywide transportation visions, guide long-term decision-making, reflect local policies and priorities, and inform transportation funding decisions. CTPs continue to be a primary input into the preparation of Plan Bay Area. Accordingly, MTC's guidelines are intended to establish a common framework for CTPs that encourages compatibility of the plans with Plan Bay Area.

### **Plan Bay Area**

On October 21, 2021, the Metropolitan Transportation Commission (MTC) and the Executive Board of the Association of Bay Area Governments (ABAG) jointly adopted the third iteration of Plan Bay Area, *Plan Bay Area 2050*. Plan Bay Area 2050 connects the elements of housing, the economy, transportation, and the environment through 35 strategies that aim to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. In the short-term, the Plan's implementation plan identifies more than 80 specific actions for MTC, ABAG, and partner organizations to take over the next five years to make headway on each of the 35 strategies and achieving Plan Bay Area goals and objectives.

Plan Bay Area grew out of the Sustainable Communities and Climate Protection Act (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008), which requires each of the state's 18 metropolitan areas to identify transportation and land use strategies to reduce per capita greenhouse gas (GHG) emissions from cars and light trucks. Pursuant to SB 375, the California Air Resources Board

(CARB) sets regional targets for GHG emissions reductions. These emissions reduction targets are the state's primary mechanism to achieve statewide GHG emissions reduction goals for cars and light trucks. In 2010, the Bay Area's reduction targets were set at 7 percent per capita by 2020 and 15 percent per capita by 2035, with both targets compared to 2005 emissions levels. In 2018, CARB updated the regional emissions reduction targets in order to make significant progress in achieving the state's 2030 emissions target. The Bay Area's current GHG emissions reduction targets are 10 percent per capita by 2020 and 19 percent per capita by 2035<sup>1</sup>. CARB is tasked with monitoring statewide progress toward meeting regional emissions reduction targets every four years (2018, 2022<sup>2</sup>, etc.) and updating the regional emissions reduction targets every eight years (2018, 2018, etc.) to ensure the state is on course to achieve climate goals.

### **State Goals**

Since SB 375 was enacted in 2008, state policy has continued to emphasize accelerated achievement of GHG emissions reduction goals. The CARB scoping plans (2017 and 2022<sup>3</sup>) contain statewide strategies to meet GHG emissions reduction targets and reach carbon neutrality. The scoping plans emphasize the state's need to significantly reduce vehicle miles traveled (VMT) and increase walking, biking, and transit usage.

More recently, the state has also identified equity as an equally important goal in its transportation planning and funding policies. CAPTI, the state's Climate Action Plan for Transportation Infrastructure (March 2021), supports the California Transportation Plan by creating a framework for aligning the state's transportation investments with its climate, health, and social equity goals. CAPTI also recognizes the need to reduce VMT and increase walking, biking, and transit usage. As a result, transportation projects and policies that reduce VMT are expected to receive higher priority and be more competitive for state funding programs than projects that increase VMT moving forward.

Across these recent state activities, the state has recognized the need to (1) pivot from investing in auto-oriented projects that increase VMT to those that enhance active and shared mobility options; (2) better manage the existing transportation system through managed lane networks, pricing mechanisms, and seamless transit enhancements; (3) leverage new mobility options such as autonomous vehicles and shared micromobility; and (4) improve the alignment of local and regional land use and housing planning.

### **Reflecting Local, Regional, and State Goals and Policy**

Advancing a common CTP planning framework contributes to an effective regional planning process. Documenting how investments implement county and regional priorities helps to illustrate how the region is achieving its climate, equity, and land use goals. Understanding county and local priorities ensures that they are considered for inclusion and integrated with the regional plan.

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<sup>1</sup> <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

<sup>2</sup> The Draft 2022 Progress Report was released in June 2022, and is expected to be finalized sometime in 2022.

<sup>3</sup> The Draft 2022 Scoping Plan was released in May 2022, and is expected to be finalized sometime in 2022.

## **B | CTP RECOMMENDATIONS**

The intent of the recommendations in the following section, as well as the RTP/SCS elements described in Appendix B, is to strengthen compatibility between CTPs and Plan Bay Area through a common planning framework, even though the plans may differ in scope. Accordingly, the Bay Area's County Transportation Agencies should include the following recommendations, to the extent practical, in their respective CTP:

### **1. Outreach and Engagement**

- Implement a public outreach and engagement effort in a manner consistent with MTC's Public Participation Plan (<https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>).
- Follow current best practices related to virtual and in-person public participation, outreach, and engagement, see the Best Practices for Equitable Engagement primer for examples (<https://abag.ca.gov/technical-assistance/best-practices-equitable-engagement>).
- Lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who historically have been excluded from weighing in on public decision-making processes.
- Document the outreach process, including efforts to lower participation barriers, see the Plan Bay Area 2050 Public Engagement Report for example documentation ([https://www.planbayarea.org/sites/default/files/documents/Plan\\_Bay\\_Area\\_2050\\_Public\\_Engagement\\_Report\\_October\\_2021.pdf](https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Public_Engagement_Report_October_2021.pdf)).

### **2. Regional Coordination**

- Engage with MTC/ABAG staff during the project scoping phase and include an MTC/ABAG representative on relevant technical advisory committees and/or working groups.
- Notify MTC/ABAG of project milestones, including comment period(s) for the draft CTP and adoption of final CTP.

### **3. Planning Assumptions**

- Use planning assumptions consistent with the latest adopted Plan Bay Area (see Appendix C). Planning assumptions are inclusive of the projected population, household, and job growth in the Regional Growth Forecast; the growth geographies in the Regional Growth Framework; and the anticipated regional, state, and federal revenues in the Transportation Revenue Forecast.
- Document differences with Plan Bay Area's planning assumptions, including any new transportation revenue sources and/or strategies to fund investments within the county. Discuss sources of potential new revenues, the forecasted amount of potential new revenues, and near-term actions to ensure their availability.
- Select planning horizons that cover a 25 to 30-year period.

### **4. Performance Framework**

- Establish a performance framework to demonstrate how CTP investment decisions support multimodal transportation and land use goals and objectives.
- Establish transportation and land use goals and objectives that reflect local priorities, but also consider Plan Bay Area's overall vision, goals and cross-cutting issues (see Appendix C),



including the region's two mandatory targets to (1) reduce GHG emissions from cars and light trucks, and (2) house the region's projected population growth at all income levels.

- Identify quantifiable metrics—including *VMT and equity measures*—to evaluate multimodal system performance of CTP implementation.
- Establish transit priority performance targets—in accordance with Action 12 of the Bay Area Transit Transformation Action Plan (see Appendix C)—that address transit speed and reliability on high-transit corridors and arterials.
- Establish a performance framework that is consistent with applicable multimodal performance elements of Congestion Management Programs (CMP) and provides a long-range vision for the CMP, if prepared for the county.

## 5. Strategies (i.e., Investments and Policies)

- Incorporate, to the extent practical, Plan Bay Area's transportation strategies—*defined as a set of multimodal transportation investments (projects and/or programs) or transportation policies* (see Appendix C)—and document and explain how CTP investments and policies are consistent with and supportive of their implementation. Similarly, document the basis for the exclusion of any Plan Bay Area transportation strategies.
- Incorporate, to the extent practical, the Bay Area Air Quality Management District's (BAAQMD) Clean Air Plan and its respective Transportation Control Measures (TCM) (<https://www.baaqmd.gov/plans-and-climate/air-quality/plans/current-plans>).
- Reflect local priority strategies, especially those established through other local planning initiatives, including, but not limited to:
  - Active Transportation Plans, Complete Streets and Safe Routes to School efforts; or,
  - Community Based Transportation Plans (CBTP);
  - Corridor studies, including Comprehensive Multimodal Corridor Plans (CMCP);
  - Local/modal studies conducted by the county(s) or transit agency(s);
  - Regional and/or sub-regional transportation studies; and,
  - Specific Plans for Priority Development Areas (PDA);
- Prioritize strategies—both investments and policies—that improve transit speed and reliability on high-transit corridors and arterials.
- Prioritize strategies that support and encourage development in the regional growth framework (growth geographies), particularly in PDAs and locations subject to the regional Transit-Oriented Communities (TOC) Policy (MTC Res. No. 4530).
- Prioritize strategies that advance equity, especially those that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities, and communities of color.
- Prioritize strategies that are resilient to future uncertainties, including strategies that address effects of climate change (e.g., sea level rise and intensified drought and wildfires).
- Evaluate strategy alignment with federal, state, and regional funding program objectives and eligibility requirements.

## 6. Transportation Project List

- Coordinate with cities and transit operators within the county to prepare a list of transportation investments (projects and programs).

- Incorporate both funded and unfunded investments and include relevant project and program details, including design concept and scope, system capacity impacts (i.e., new lane miles), cost, funding, and schedule.
- Escalate cost estimates into year-of-expenditure dollars and document inflation rate assumptions.
- Differentiate between projects and programs that increase transportation system capacity and those that do not. Projects and programs that do not increase system capacity may be bundled into group listings or programmatic investments.
- Advance equity through investments and policies that improve mobility options for residents of Equity Priority Communities (EPC) and other historically disadvantaged populations, such as by advancing priorities included in CBTPs.

## **7. Forecast and Report System Changes**

- Forecast and report outcomes of implementing the investments and policies in the CTP, including, but not limited to changes in passenger car VMT compared to a performance baseline (i.e., model base year, current conditions, or Plan Bay Area forecast). Report VMT for both the performance baseline and for the CTP.
- Represent CTP investments and policies, to the extent possible, in the county or regional travel demand model to forecast multimodal system performance.
- Prepare consistency documentation in regard to the county's Model Development – Base Year(s) and Model Development – Forecast Year(s) processes described in the *MTC Guidance for Model Consistency, Collaboration, and Transparency* guidance (see Appendix C). Indicate if county model is consistent with established statement of Modeling Consistency for CMPs or provide documentation to explain how and why modeling assumptions, settings, versions, inputs, and forecasts differ from those discussed during Model Development – Base Year(s) and Model Development – Forecast Year(s) processes.
- Summarize and report, to the extent practical, the estimated change in street and highway lane miles, transit vehicle miles, and active transportation systems miles, from implementing the investments and policies in the CTP.

## **8. Investment and Growth Strategy**

Document and explain how investments and policies are consistent with and supportive of implementation of the regional growth framework and other regional policies, including:

- PDAs, Transit-Rich Areas (TRAs), and High-Resource Areas (HRAs) forecasted to take on significant housing growth in Plan Bay Area (total number of units), including Regional Housing Needs Assessment (RHNA) allocations, as well as housing production, especially those PDAs, TRAs, or HRAs that are delivering large numbers of very low-, low-, and moderate-income housing units;
- Dense job centers in proximity to transit and housing (both current levels and those included in Plan Bay Area) especially those which are supported by reduced parking requirements and transportation demand management programs; and,
- Regional TOC Policy requirements (MTC Res. No. 4530), particularly the TOC Policy requirements for parking management and transit station access and circulation.

## **9. Prioritization and Near-term Implementation Actions**

- Prioritize a set of investments and policies that can reasonably be implemented within a 10-year period post CTP adoption, with an emphasis on investments and policies that respond to local needs, achieve locally identified performance goals and objectives, and advance regional and state objectives (e.g., reduce GHG emissions and reduce VMT).
- Prepare an implementation plan to identify near-term actions necessary to implement the 10-year priority investments of the CTP. Near-term actions may include advocacy and legislation; new, existing or restructured initiatives; and planning or research.
- Screen unfunded priority investments for alignment with federal, state, and regional funding program objectives and eligibility requirements. Consider bundling projects or programs into investment packages to ensure alignment with the state's climate, health, and social equity goals.

## **10. Updates**

- CTPs should be updated at least every 8 years before the adoption of major updates to Plan Bay Area. The adoption of the next major update to Plan Bay Area is expected to commence in 2026 and be adopted in 2029. For this update, CTPs should be completed by 2026 in order to inform the next major update to Plan Bay Area.

## **APPENDIX A | STATE CODE 66531: COUNTY TRANSPORTATION PLANS**

- (a) Each county within the jurisdiction of the commission, together with the cities and transit operators within the county, may, every two years, develop and update a transportation plan for the county and the cities within the county. The county transportation plan shall be submitted to the commission by the agency that has been designated as the agency responsible for developing, adopting and updating the county's congestion management program pursuant to Section 65089 [CMPs], unless, not later than January 1, 1995, another public agency is designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. Nothing in this section requires additional action by the cities and county, if a joint powers agreement delegates the responsibility for the county transportation plan to the agency responsible for developing, adopting, and updating the county's congestion management program pursuant to Section 65089 [CMPs].
- (b) The county transportation plans shall be consistent with, and provide a long-range vision for, the congestion management programs in the San Francisco Bay area prepared pursuant to Section 65089 [CMPs]. The county transportation plans shall also be responsive to the planning factors included in Section 134 of the federal Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240).
- (c) The commission, in consultation with local agencies, shall develop guidelines to be used in the preparation of county transportation plans. These guidelines shall be consistent with the commission's preparation of the regional transportation plan pursuant to Section 65081. These plans shall include recommendations for investment necessary to mitigate the impact of congestion caused by an airport that is owned by the county, or city and county, and located in another county. The plans may include, but are not limited to, the following:
  - (1) Recommendations for investments necessary to sustain the effectiveness and efficiency of the county portion of the metropolitan transportation system, as defined cooperatively by the commission and the agency designated pursuant to Section 65089 [CMPs].
  - (2) Consideration of transportation system and demand management strategies which reinforce the requirements contained in Section 65089 [CMPs].
  - (3) Consideration of transportation impacts associated with land use designations embodied in the general plans of the county and cities within the county and projections of economic and population growth available from the Association of Bay Area Governments.
  - (4) Consideration of strategies that conserve existing transportation system capacity, such as pricing policies or long-term land use and transportation integration policies jointly developed by the commission and the agencies designated pursuant to Section 65089 [CMPs].
  - (5) Consideration of expected transportation revenues as estimated by the commission, the impact of these estimated revenues on investment recommendations, and options for enhanced transportation revenues.
- (d) The commission shall adopt revised guidelines not later than January 1, 1995.
- (e) The county transportation plan shall include recommended transportation improvements for the succeeding 10- and 20-year periods.
- (f) The county transportation plans shall be the primary basis for the commission's regional transportation plan and shall be considered in the preparation of the regional transportation

improvement program. To provide regional consistency, the county transportation plans shall consider the most recent regional transportation plan adopted by the commission. Where the counties' transportation plans conflict, the commission may resolve the differences as part of the regional transportation plan. The commission shall add proposals and policies of regional significance to the regional transportation plan.

- (g) With the consent of the commission, a county may have the commission prepare its county transportation plan.
- (h) The counties, together with the commission, shall jointly develop a funding strategy for the preparation of each county's transportation plan.

## **APPENDIX B | STATE AND FEDERAL REQUIREMENTS FOR RTP/SCS ELEMENTS**

State and federal laws govern the development and content of MTC's RTP/SCS. California law relating to the development of the RTP/SCS is contained in Government Code Section 65080 and discussed in detail in the California Transportation Commission's (CTC) *2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations*. Federal Code 23CFR, Part 450.324 governs the development and content of the Metropolitan Transportation Plan [RTP/SCS].

The CTC's RTP Guidelines identify four components: (1) policy element, (2) sustainable communities strategy (SCS), (3) action element, and (4) financial element. These four elements, along with a brief description, are identified below, and additional information is available within the CTC's RTP guidelines.

### **Policy Element**

- Describes the transportation issues in the region;
- Identifies and quantifies regional needs expressed within both short- and long-range planning horizons (Government Code Section 65080 (b)(1));
- Maintains internal consistency with the Financial Element and fund estimates; and,
- The Policy Element should clearly convey transportation policies and supportive strategies and related land use forecast assumptions, including:
  - Describe how these policies were developed;
  - Identify any significant changes in policies from previous plans; and,
  - Provide the reason(s) for any changes in policies from previous plans.

### **Sustainable Communities Strategy**

- (i) identify the general location of uses, residential densities, and building intensities within the region,
- (ii) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth,
- (iii) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584,
- (iv) identify a transportation network to service the transportation needs of the region,
- (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.01,
- (vi) consider the state housing goals specified in Sections 65580 and 65581,
- (vii) set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and
- (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

### **Action Element**

- Describes the programs and actions necessary to implement the RTP, including the SCS, and assigns implementation responsibilities
- Consists of short and long-term activities that address regional transportation issues and needs;
- Includes all transportation modes (highways, local streets and roads, mass transportation, rail, maritime, bicycle, pedestrian and aviation facilities and services);
- Identifies investment strategies, alternatives and project priorities beyond what is already programmed; and
- Provides clear direction about the roles and responsibilities of the MPO and other agencies to follow through on the RTP's policies and projects.

### **Financial Element**

- Identifies current and anticipated revenue sources and financing techniques available to fund the investments described in the Action Element;
- Defines realistic financing constraints and opportunities; and,
- The Financial Element is composed of six major components;
  1. Summary of costs to operate and maintain the current transportation system;
  2. Estimate of costs and revenues to implement the projects identified in the Action Element;
  3. Inventory of existing and potential transportation funding sources;
  4. List of candidate projects if funding becomes available;
  5. Potential funding shortfalls; and,
  6. Identification of alternative policy directions that affect the funding of projects.

In addition to state guidelines, the RTP/SCS is also developed in accordance with federal metropolitan transportation planning guidance, which provide for the following considerations:

- Carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution
- Provide for consideration and implementation of projects, strategies, and services that will address the following factors:
  1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  2. Increase the safety of the transportation system for motorized and non-motorized users;
  3. Increase the security of the transportation system for motorized and non-motorized users;
  4. Increase accessibility and mobility of people and freight;
  5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.



## **APPENDIX C | ADDITIONAL LINKS AND RESOURCES**

### **Final Plan Bay Area 2050 and Supplemental Reports**

<https://www.planbayarea.org/finalplan2050>

### **Regional Growth Forecast/Pattern**

[Growth Pattern](#)

### **Growth Geographies**

[Growth Geographies Handout](#)

### **Transportation Revenue Forecast**

[Technical Assumptions Report](#) > Chapter 2 | Technical Assumptions for the Transportation Element > Transportation Revenue Forecast

### **Guiding Principles and Vision for Plan Bay Area**

[Chapter 1: Introduction and Growth Geographies](#) > Guiding Principles and Vision for Plan Bay Area 2050 > Page 8

### **Bay Area Transit Transformation Action Plan**

<https://mtc.ca.gov/planning/transportation/public-transit/transit-transformation-action-plan>

### **Plan Bay Area 2050 Strategies**

Final Blueprint Compendium > [Strategies](#) (Dec. 2020)

### **Transportation Strategies**

[Chapter 4: Transportation](#)

### **MTC Guidance for Model Consistency, Collaboration, and Transparency**

<https://github.com/BayAreaMetro/modeling-website/wiki/Model-Consistency%2C-Collaboration%2C-and-Transparency>

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC Planning Committee with the ABAG Administrative Committee**

**March 10, 2023**

**Agenda Item 3c**

**Priority Development Areas: 2023 Application Window**

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**Subject:**

Consistent with previous iterations of Plan Bay Area, staff intends to open an application window for local jurisdictions to nominate new, or modify the boundaries of existing, Priority Development Areas (PDAs). New or modified PDAs consistent with program guidelines will be incorporated into Plan Bay Area 2050+, the long-range regional plan update that will kick off in mid-2023.

**Background:**

Since its inception as the Station Area Planning Program, the PDA program has supported more than 80 plans and 50 technical assistance grants leading to an increase in capacity for over 150,000 new homes and 100 million square feet of commercial floorspace in locally-identified places within walking distance of transit. The program regularly offers grant funding to local governments to establish plans or receive implementation-focused technical assistance for a PDA, with the most recent call for projects released in December 2022 and an additional call anticipated in late 2023. In addition to planning grants and technical assistance opportunities, PDAs are one of the primary Growth Geographies featured in Plan Bay Area 2050, receiving a dedicated pool of funding through the One Bay Area Grant (OBAG) program to support not only planning but transportation improvements such as complete streets.

To date, local governments across the nine-county Bay Area have nominated 217 PDAs. In advance of the first three iterations of Plan Bay Area, local jurisdictions were given the opportunity to nominate new, or to modify the boundaries of existing, PDAs.

**2023 PDA Nomination Window**

To ensure that Plan Bay Area 2050+ reflects local priorities that have emerged since Plan Bay Area 2050, staff will open an application window between April 1, 2023 and July 31, 2023 to enable local jurisdictions to nominate new, or modify existing, PDAs that meet eligibility criteria.<sup>1</sup> Through its regular contact with local staff at monthly county-level planning director

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<sup>1</sup> See [ABAG Resolution 02-19](#)

meetings and other venues, MTC/ABAG staff has received interest from several jurisdictions to nominate a new PDA and requests from others to modify an existing PDA. Staff will publicize the application window to staff in all nine Bay Area counties through a monthly bulletin sent to planning staff in every local jurisdiction, announcements at monthly county-level planning director meetings, and “office hours” for interested local jurisdictions to assist in evaluation of potential nominations or modifications and preparation of applications. Following a successful approach from previous years, staff will “pre-review” applications to ensure consistency with PDA eligibility criteria and offer opportunities to make revisions to achieve eligibility.

At the conclusion of the application window, staff will bring all eligible applications to a fall 2023 Joint MTC Planning Committee with the ABAG Administrative Committee meeting with a recommendation that the ABAG Administrative Committee refer the PDA nominations and updates to the ABAG Executive Board for adoption.

**Next Steps:**

Staff will publicize the 2023 application window for new and modified PDAs, and will bring eligible applications to the Joint MTC Planning Committee with the ABAG Administrative Committee at a fall 2023 meeting to request that the ABAG Administrative Committee refer nominations consistent with program guidelines to the ABAG Executive Board for approval. Upon approval, these new and modified PDAs will be reflected in Plan Bay Area 2050+ and any funding and planning activities related to PDAs.

**Issues:**


None identified.

**Recommendations:**

Information.

**Attachments:**

None

  
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Andrew B. Fremier



## **Meeting Minutes - Draft**

### **ABAG Administrative Committee**

*Chair, Jesse Arreguin, Mayor, City of Berkeley*  
*Vice Chair, Belia Ramos, Supervisor, County of Napa*

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Friday, January 13, 2023

1:00 PM

HYBRID (In person option available)

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#### **Special Meeting**

#### **Association of Bay Area Governments Administrative Committee**

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

The meeting is scheduled to begin at 1:00 p.m.

Agenda, roster, and webcast available at <https://abag.ca.gov>

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

#### **Roster**

Jesse Arreguin, Pat Eklund, Neysa Fligor, Dave Hudson, Otto Lee, David Rabbitt,  
Belia Ramos, Carlos Romero, Cindy Silva

#### **1. Call to Order / Roll Call / Confirm Quorum**

Chair Arreguin called the meeting to order at about 1:05 p.m. Quorum was present.

**Present:** 9 - Arreguin, Eklund, Fligor, Hudson, Lee, Rabbitt, Ramos, Romero, and Silva

#### **2. Public Comment**

#### **3. Committee Member Announcements**

#### **4. Chairs' Report**

- 4.a. [23-0226](#) ABAG Administrative Committee Chair's Report for January 13, 2023

Chair Arreguin gave the report.

#### **5. Executive Director's Report**

- 5.a. [23-0227](#) Executive Director's Report for January 13, 2023

#### **6. Closed Session**

- 6.a.**     [23-0228](#)     Closed Session: PUBLIC EMPLOYEE APPOINTMENT: Metropolitan Transportation Commission (MTC) Executive Director (California Government Code Section 54957)

The ABAG Administrative Committee entered Closed Session at about 1:10 p.m.

- 6.b.**     [23-0229](#)     Open Session: Report out of Closed Session

The ABAG Administrative Committee returned to Open Session at about 4:38 p.m.

Chair Arreguin announced there was no report out of Closed Session.

## **7. Adjournment / Next Meeting**

Chair Arreguin adjourned the meeting at about 4:39 p.m. The next regular meeting of the ABAG Administrative Committee is on February 10, 2023.



## **Meeting Minutes - Draft**

### **ABAG Administrative Committee**

*Chair, Jesse Arreguin, Mayor, City of Berkeley*  
*Vice Chair, Belia Ramos, Supervisor, County of Napa*

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Friday, February 10, 2023

9:40 AM

REMOTE

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**Association of Bay Area Governments  
Administrative Committee  
Joint Meeting with the MTC Planning Committee**

The ABAG Administrative Committee may act on any item on the agenda.  
The meeting is scheduled to begin at 9:40 a.m., or after the preceding MTC committee meeting, whichever occurs first.

Agenda, roster, and webcast available at <https://abag.ca.gov>  
For information, contact Clerk of the Board at (415) 820-7913.

#### **Roster**

Jesse Arreguin, Pat Eklund, Neysa Fligor, Dave Hudson, Otto Lee, David Rabbitt, Belia Ramos, Carlos Romero, Cindy Silva

#### **1. Call to Order**

Chair Arreguin called the meeting to order at about 10:21 a.m. Quorum was present.

**Present:** 7 - Arreguin, Eklund, Fligor, Lee, Ramos, Romero, and Silva

**Absent:** 2 - Hudson, and Rabbitt

#### **2. MTC Planning Committee Roll Call / Confirm Quorum**

#### **3. MTC Planning Committee Consent Calendar**

The MTC Planning Committee took action on this item.

**3.a.**     [23-0155](#)     Approval of MTC Planning Committee Minutes of the January 13, 2023 Meeting

**3.b.**     [23-0120](#)     Federal Performance Target-Setting Update - February 2023

#### **4. ABAG Administrative Committee Roll Call / Confirm Quorum**

**5. ABAG Compensation Announcement – Clerk of the Board**

The ABAG Clerk of the Board gave the Compensation Announcement.

**6. ABAG Administrative Committee Consent Calendar**

Upon the motion by Eklund and second by Ramos, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

**Aye:** 7 - Arreguin, Eklund, Fligor, Lee, Ramos, Romero, and Silva

**Absent:** 2 - Hudson, and Rabbitt

- 6.a.**     [23-0308](#)     Approval of ABAG Administrative Committee Summary Minutes of the January 13, 2023 Meeting

**7. Public Comment / Other Business**

**8. Adjournment / Next Meeting**

Chair Arreguin adjourned the meeting at about 10:28 a.m. The next regular meeting of the ABAG Administrative Committee is on March 10, 2023.

**Priority Development Areas: 2023 Application Window**

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**Subject:**

Consistent with previous iterations of Plan Bay Area, staff intends to open an application window for local jurisdictions to nominate new, or modify the boundaries of existing, Priority Development Areas (PDAs). New or modified PDAs consistent with program guidelines will be incorporated into Plan Bay Area 2050+, the long-range regional plan update that will kick off in mid-2023.

**Background:**

Since its inception as the Station Area Planning Program, the PDA program has supported more than 80 plans and 50 technical assistance grants leading to an increase in capacity for over 150,000 new homes and 100 million square feet of commercial floorspace in locally-identified places within walking distance of transit. The program regularly offers grant funding to local governments to establish plans or receive implementation-focused technical assistance for a PDA, with the most recent call for projects released in December 2022 and an additional call anticipated in late 2023. In addition to planning grants and technical assistance opportunities, PDAs are one of the primary Growth Geographies featured in Plan Bay Area 2050, receiving a dedicated pool of funding through the One Bay Area Grant (OBAG) program to support not only planning but transportation improvements such as complete streets.

To date, local governments across the nine-county Bay Area have nominated 217 PDAs. In advance of the first three iterations of Plan Bay Area, local jurisdictions were given the opportunity to nominate new, or to modify the boundaries of existing, PDAs.

**2023 PDA Nomination Window**

To ensure that Plan Bay Area 2050+ reflects local priorities that have emerged since Plan Bay Area 2050, staff will open an application window between April 1, 2023 and July 31, 2023 to enable local jurisdictions to nominate new, or modify existing, PDAs that meet eligibility criteria.<sup>1</sup> Through its regular contact with local staff at monthly county-level planning director

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<sup>1</sup> See [ABAG Resolution 02-19](#)



meetings and other venues, MTC/ABAG staff has received interest from several jurisdictions to nominate a new PDA and requests from others to modify an existing PDA. Staff will publicize the application window to staff in all nine Bay Area counties through a monthly bulletin sent to planning staff in every local jurisdiction, announcements at monthly county-level planning director meetings, and “office hours” for interested local jurisdictions to assist in evaluation of potential nominations or modifications and preparation of applications. Following a successful approach from previous years, staff will “pre-review” applications to ensure consistency with PDA eligibility criteria and offer opportunities to make revisions to achieve eligibility.

At the conclusion of the application window, staff will bring all eligible applications to a fall 2023 Joint MTC Planning Committee with the ABAG Administrative Committee meeting with a recommendation that the ABAG Administrative Committee refer the PDA nominations and updates to the ABAG Executive Board for adoption.

**Next Steps:**

Staff will publicize the 2023 application window for new and modified PDAs, and will bring eligible applications to the Joint MTC Planning Committee with the ABAG Administrative Committee at a fall 2023 meeting to request that the ABAG Administrative Committee refer nominations consistent with program guidelines to the ABAG Executive Board for approval. Upon approval, these new and modified PDAs will be reflected in Plan Bay Area 2050+ and any funding and planning activities related to PDAs.

**Issues:**


None identified.

**Recommendations:**

Information.

**Attachments:**

None

  
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Andrew B. Fremier

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC Planning Committee with the ABAG Administrative Committee**

**March 10, 2023**

**Agenda Item 7a**

**MTC Resolution No. 4567 and ABAG Resolution No. 10-2023: Priority Sites Nomination  
Criteria**

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**Subject:**

Background information on the Priority Sites program and request that the Committee refer **MTC Resolution No. 4567** and **ABAG Resolution No. 10-2023** to the Commission and ABAG Executive Board, respectively, for approval. Following approval, staff will solicit local nominations for eligible Priority Sites and bring recommendations for approved Priority Sites to the Committees in the summer. Thereafter, projects on adopted Priority Sites will be eligible for pilot funding and technical assistance, subject to funding availability and further programmatic guidance by the Commission, the ABAG Executive Board, and/or the Bay Area Housing Finance Authority (BAHFA) Board as applicable.

**Background:**

Based upon a yearlong initiative involving research, consultation, and collaborative concept development, in 2022 staff introduced the Priority Sites Program, designed to accelerate implementation of both Plan Bay Area 2050 and RHNA through regional-local collaboration, for regionwide discussion and refinement. This included a [concept paper](#), webinars, meetings with local staff, community-based organizations, developers, and community land trusts, as well as presentations to the Joint MTC Planning Committee with the ABAG Administrative Committee, the Programming and Allocations Committee, the BAHFA Oversight Committee, and the ABAG Housing Committee. The result of this process is the proposed program summarized in this memo and the presentation in Attachment A.

**Priority Sites Program Overview**

The Priority Sites Program is intended to support jurisdictions seeking to do their part to meet the region's shared housing needs by transforming public land and aging commercial sites into community anchors with a large number of affordable homes. The program has five components, the first of which is before the Joint Committee for approval:

- 1) Establish Priority Sites**—Following Commission and ABAG Executive Board approval of the eligibility criteria in Resolutions 4567 (Attachment B) and 10-2023 (Attachment

C), respectively, solicit local nominations of Priority Sites. Once established, Sites would be eligible for the funding and technical assistance resources outlined below and would become part of a pipeline of sites that is integrated into the region's planning activities (e.g. Plan Bay Area 2050+) and informs funding strategies.

- 2) **Fund Pilot Projects**—Provide competitive predevelopment funding to accelerate Pilot projects located on a handful of Priority Sites. Projects poised to deliver the greatest affordability, climate, and equity benefits that demonstrate success factors such as local support, a clear path to entitlements, and a realistic financing plan will receive funding. In December 2022, the Commission programmed \$28 million to support these pilot projects through the Regional Early Action Program 2 (REAP 2.0), complementing the Preservation Pilot program that will make at-risk affordable homes permanently affordable. Subject to approvals by the relevant bodies this month, the \$28 million in pilot funding is expected to be administered by BAHFA. A series of parallel items have been agendized at other Committees this month to effectuate this approach, including a grant from MTC to BAHFA for the \$28 million as well as a Term Sheet and underwriting guidelines for the Priority Sites Pilot funding.
- 3) **Deliver technical assistance**—For early-stage Priority Sites not positioned to apply for predevelopment pilot funding, the program anticipates providing roughly \$1 million in targeted technical assistance, complemented by regionally applicable tools to enable local governments and emerging developers to conduct the work necessary to envision and entitle projects. For projects that have completed predevelopment work but have yet to break ground, the program will offer resources for identifying and pursuing additional financing where needed and coordinating with other public agencies and utilities.
- 4) **Integrate Sites into Plan Bay Area 2050+**—All eligible Priority Sites will be incorporated into Plan Bay Area 2050+, sharpening its projected growth pattern and strengthening the connection between the Mall and Office Reuse and Public Land Reuse strategies to local priorities.

- 5) **Set up Sites for future success**— In addition to providing short-term funding and technical assistance, the program is intended to expand the pipeline of equitable housing projects in the Bay Area positioned to utilize existing and future funding, including a potential 2024 regional housing measure.

### **Priority Sites Nomination Criteria Proposed for Approval**

To launch the Priority Sites program, staff requests that the Committee refer Resolutions 4567 and 10-2023 establishing eligibility criteria for Priority Sites to the ABAG Executive Board and Commission for approval. These eligibility criteria balance minimum standards that ensure all sites advance shared regional goals with adequate flexibility to enable communities throughout the region to participate in the program, responding to stakeholder feedback:

- **Applicant:** Local government or developer of project entitled by local government with land use authority.
- **Location:** Within a Plan Bay Area 2050 Growth Geography (e.g., a locally nominated Priority Development Area) or a Transit Priority Area, which includes all areas subject to the Transit Oriented Communities (TOC) Policy adopted by the Commission in November 2022.
- **Affordability:** Commitment to maximize the share of the homes built on the site that are deed-restricted affordable to low- or moderate-income households, exceeding any applicable local inclusionary requirement.
- **Site Type and Capacity:** Meet the criteria for one of the three types below:
  - **Regionally Significant Sites:** Development capacity<sup>1</sup> for at least 500 homes. Potential examples include a rail station parking lot, former military base, or a sparsely occupied shopping center.

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<sup>1</sup> Capacity is defined as the maximum total homes permitted in an applicable local planning document or development agreement, including zoning, a Specific Plan, or an entitlement.

- **Community Anchor:** Capacity for at least 100 homes, or at least 25% of a jurisdiction's very low- or low-income 2023-2031 RHNA allocation; and planned for either 10,000 square feet or more of community facilities. Potential examples include a former brownfield planned for a cultural center and mixed-income housing or surplus public land envisioned for affordable housing.
- **Public Sites Portfolio:** Two or more publicly-owned sites with total capacity for at least 200 homes that will be developed in concert to enhance impact and/or achieve economies of scale. Examples include a cluster of city-owned parking lots identified in a recently adopted Housing Element update, or multiple underutilized county-owned parcels targeted for mixed-use redevelopment incorporating 200+ housing units.

**Next Steps:**

Pending Committee, Commission, and Executive Board approval, staff will solicit applications for Priority Sites that meet eligibility criteria summarized above and defined in MTC Resolution 4567 (Attachment B) and ABAG Resolution 10-2023 (Attachment C). Staff will perform outreach to local governments and housing developers operating in every Bay Area county and will expand engagement through webinars and virtual office hours.

**Issues:**

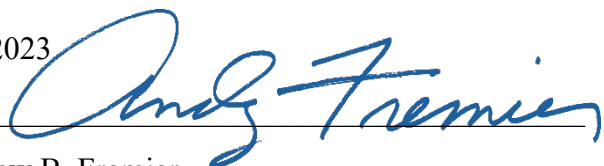
None identified.

**Recommendations:**

Refer MTC Resolution No. 4567 and ABAG Resolution No. 10-2023, to the Commission and ABAG Executive Board, respectively, for approval.

**Attachments:**

- Attachment A: Presentation
- Attachment B: MTC Resolution No. 4567
- Attachment C: ABAG Resolution No. 10-2023

  
\_\_\_\_\_  
Andrew B. Fremier



# Priority Sites

Joint MTC Planning Committee with the  
ABAG Administrative Committee

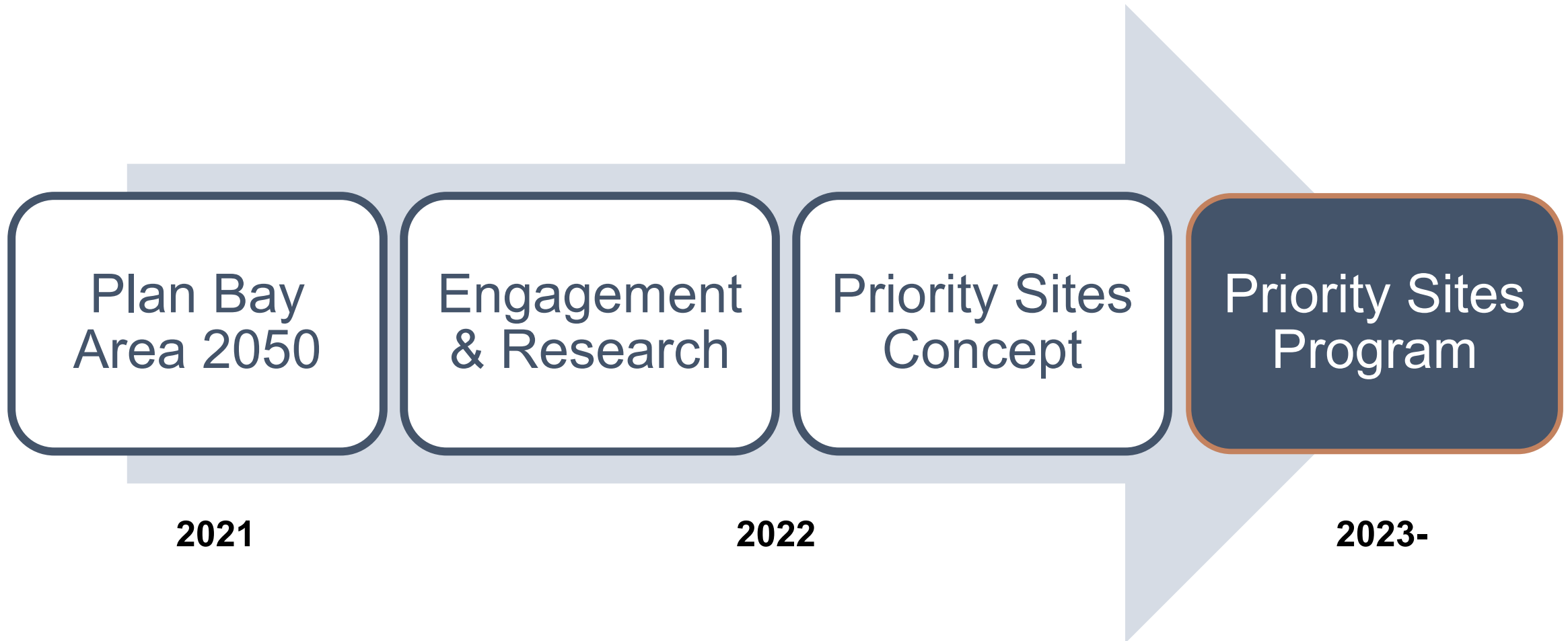
March 10, 2023



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION



# Background: How we got here



# Priority Sites Program

1

Establish Sites & Pipeline



**Focus of  
today's  
presentation**

2

Fund Pilot Projects

3

Deliver Technical Assistance

4

Integrate into Plan Bay Area 2050+

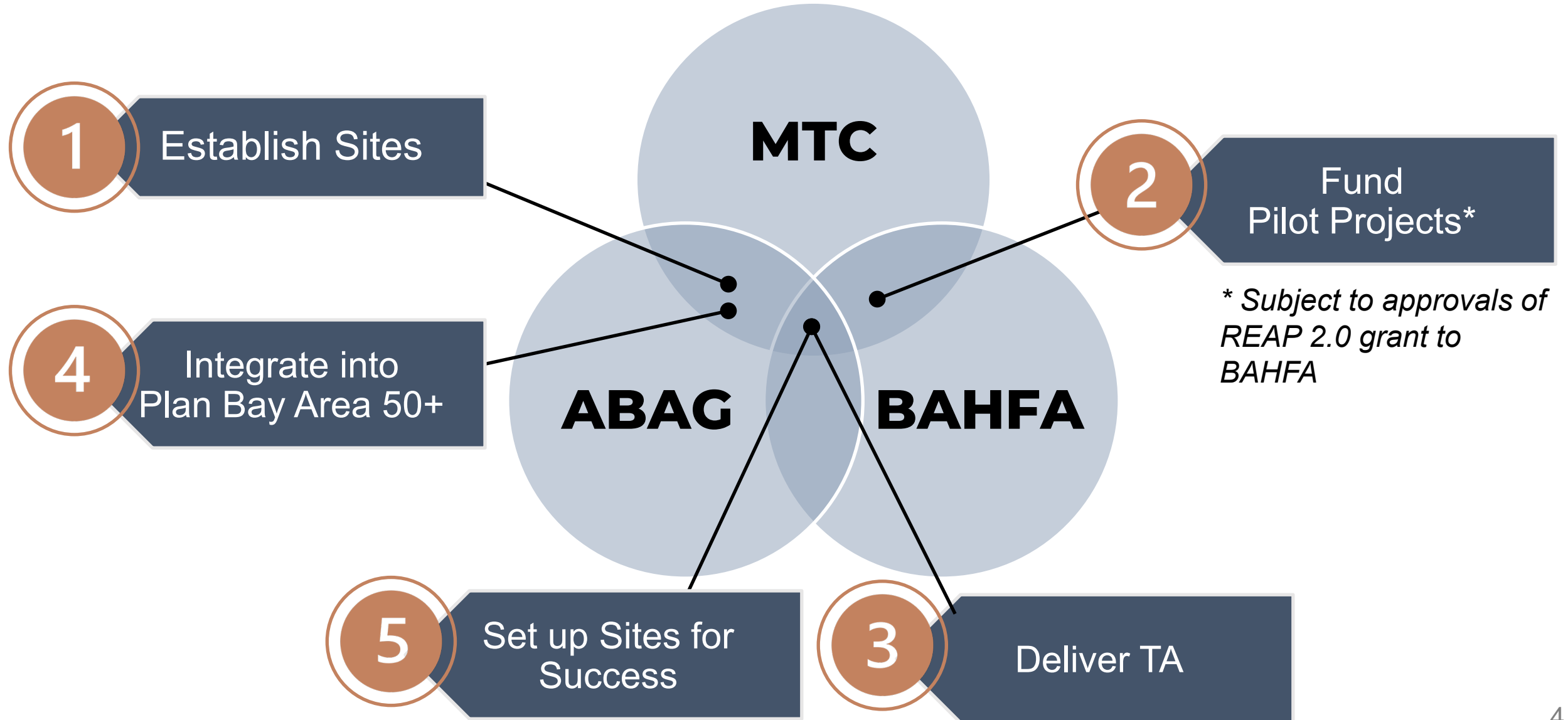
5

Set up sites for future success





# Agency Roles



# Establish Sites: Eligibility Criteria



## Applicant

- Local Government, or
- Developer of entitled project



## Location

- Plan Bay Area 2050 Growth Geography, or
- Transit Priority Area (includes areas covered by MTC's Transit Oriented Communities Policy)



## Affordability

- Commitment to maximize share of affordable units, exceeding local inclusionary requirement\*

\*Funding and technical assistance will prioritize projects on eligible sites with highest levels of affordability, supported by measures to address displacement risk

**Continued on Next Slide**

# Establish Sites: Eligibility Criteria

Continued from Previous Slide

## Site Type & Capacity

### Regionally Significant

- At least 500 homes

### Community Anchor

- At least 100 homes, or at least 25% of jurisdiction's very low- or low-income RHNA
- and  
At least 10,000 square feet of community facilities

### Public Sites Portfolio

- Two or more publicly-owned sites to be developed in concert with total capacity for at least 200 homes

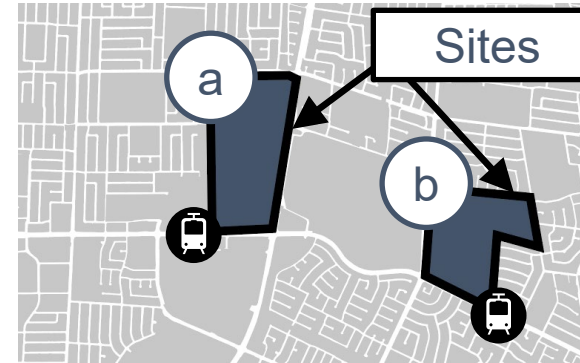


# Establish Sites: Site Type Examples

*Maps and images are for illustrative purposes only*

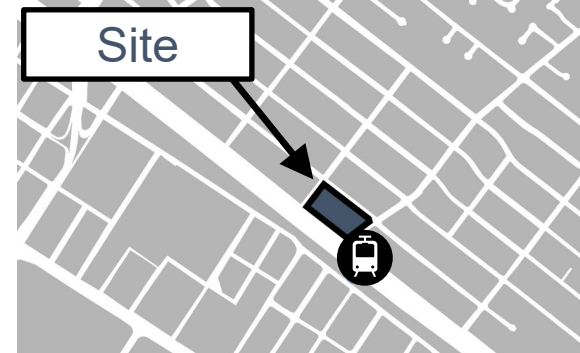
## Regionally Significant

- a. County airport planned for closure
- b. Aging shopping center



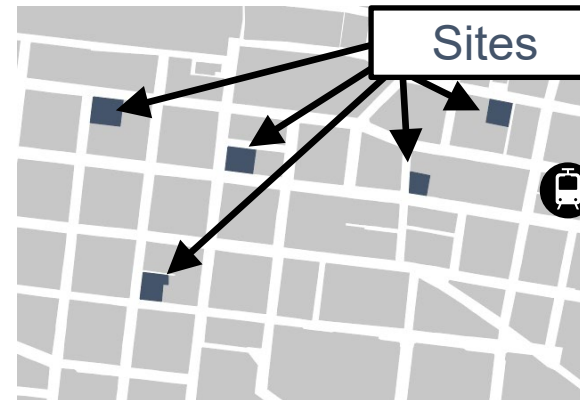
## Community Anchor

Site planned for cultural center and 120 affordable homes

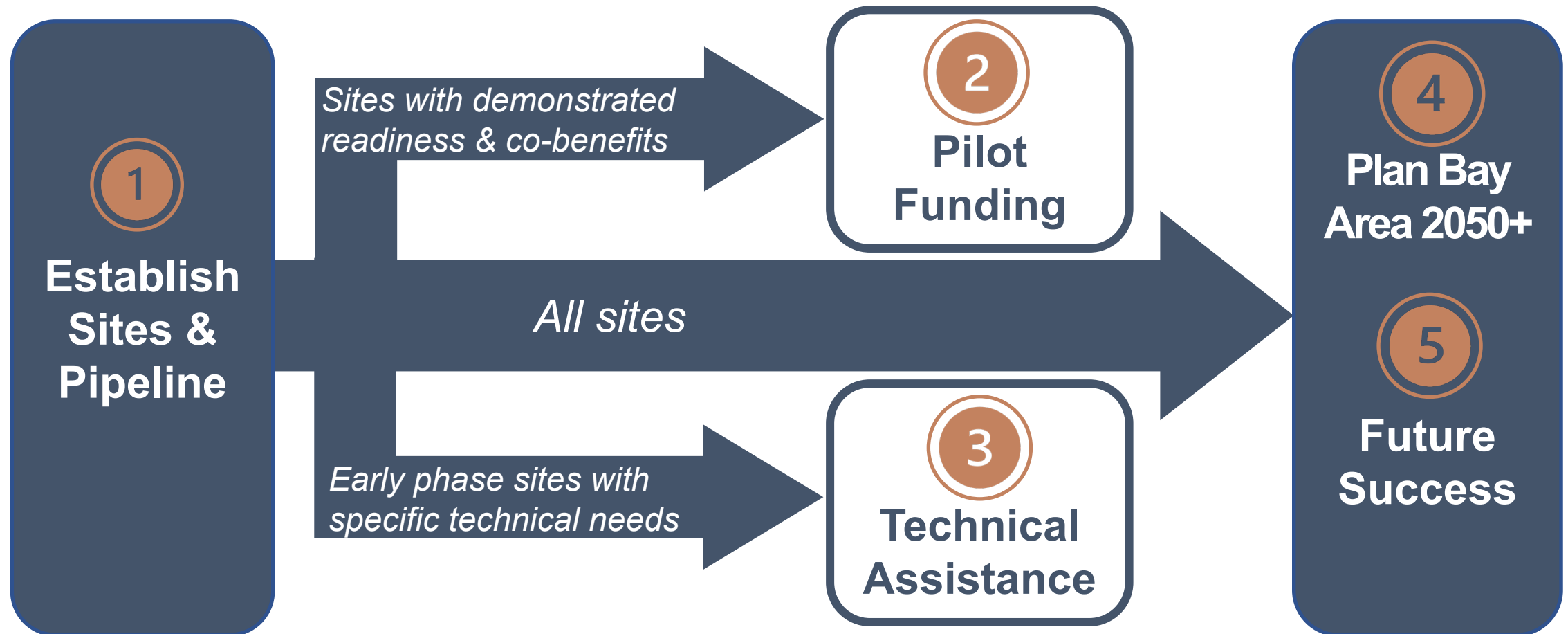


## Public Sites Portfolio

Downtown parking lots identified in Housing Element



# How the Priority Sites Program will work



# Fund Pilot Projects: Near-Term Action

- **\$28 million to accelerate Pilot Projects** on select Priority Sites through the predevelopment phase toward groundbreaking
- **BAHFA administers funds**, in coordination with MTC staff (subject to approvals listed below)
- **Outcome:** precedent-setting projects that leverage BAHFA expertise, implement Plan Bay Area and local Housing Elements, and offer proof of concept for potential 2024 regional bond measure.
- **Other related requested approvals this month:**
  - **March 8:** MTC Administrative Committee recommends granting \$28 million pilot funding from REAP 2.0 to BAHFA
  - **March 9:** BAHFA Oversight Committee recommends accepting REAP 2.0 grant; recommends approval of Term Sheet for pilot program funding
  - **March 22:** Commission and BAHFA Board finalize REAP 2.0 grant to BAHFA; BAHFA Board approves Term Sheet for pilot program funding



# Next Steps

- **Today:** Refer Reso. 4567 to the Commission and Reso. 10-2023 to the ABAG Executive Board for approval
- **April 2023:** Call for Priority Site Nominations  
*(Concurrent action: BAHFA NOFA for Pilot Program)\**
- **July 2023:** Adopt first set of Priority Sites, Identify Technical Assistance Needs  
*(Concurrent action: BAHFA awards Pilot Program funding)\**
- **September 2023:** Adopt additional Priority Sites
- **Fall-Winter 2023-4:** Launch Pilot Projects & refine technical assistance
- **2024 Onwards:** Program evaluation and updates to Committees; additional nomination windows and funding opportunities (as available), and requested action on program refinements or expansion, if applicable

# Requested Action

**ABAG Administrative Committee:** Refer ABAG Resolution No. 10-2023, Priority Sites Criteria, to the Executive Board for approval.

**MTC Planning Committee:** Refer MTC Resolution No.4567, Priority Sites Criteria, to the Commission for approval.





# Thank You

**Staff Contact**

**Mark Shorett, [mshorett@bayareametro.gov](mailto:mshorett@bayareametro.gov)**



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

Date: March 22, 2023

W.I.: 1611

Referred by: PLNG

## ABSTRACT

MTC Resolution No. 4567

This Resolution sets forth nomination criteria for Priority Sites. Priority Sites are places planned for mixed-income and affordable housing, complemented by on-site or nearby essential services and served by frequent transit. The Priority Sites program is rooted in Plan Bay Area 2050, and enhances the ability of MTC and ABAG to partner with local governments to complete the projects that are central to realizing Plan Bay Area 2050 and achieving the visions embodied in local plans for Priority Development Areas. Further discussion of the nomination criteria and broader Priority Sites program is contained in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated March 10, 2023.

Date: March 22, 2023

W.I.: 1611

Referred by: PLNG

Re: Adoption of Priority Sites Nomination Criteria

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4567

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq; and

WHEREAS, MTC adopted Resolution No. 3434 in 2001 which set forth MTC's Regional Transit Expansion Program of Projects, which was amended to add the Transit-Oriented Development Policy in 2005; and

WHEREAS, the TOD Policy successfully increased zoned capacity for residential development in key transit expansion corridors and initiated the regional Station Area Planning Program by requiring major transit expansion projects to meet minimum housing density thresholds around stations in new transit corridors before programming regional discretionary funds for project construction; and

WHEREAS, the TOD Policy applied to a specific set of transit expansion projects listed in Resolution No. 3434, the majority of which have been completed or are under construction; and

WHEREAS, the Station Area Planning program was expanded to become the Priority Development Area Program in 2008 which has resulted in over 61 completed plans with zoning for more than 100,000 housing units and more than 75 million square feet of commercial development near transit to date; and

WHEREAS, in 2021, MTC unanimously adopted Plan Bay Area 2050, the region's long-range plan, which meets a large share of the region's future housing need through two key strategies, public land reuse (H-6) and aging mall and office park reuse (H-8), which would produce mixed-income and affordable housing, supported by local services, in Growth Geographies; and

WHEREAS, in 2022, MTC adopted Resolution 4530, the Transit Oriented Communities (TOC) Policy, updating the TOD Policy to align with Plan Bay Area 2050, encompass a broader range of regional policy objectives, and promote transit-supportive development around all of the region's fixed guideway transit stops; and

WHEREAS, in 2021 and 2022, MTC and ABAG completed initiatives identified in the Plan Bay Area 2050 Implementation Plan to advance the public land reuse and aging mall and office park reuse strategies, which included surveys and interviews of local staff, developers, community-based organizations, and other stakeholders throughout the Bay Area, as well as analysis of best practice guides, plans and peer-reviewed literature; and

WHEREAS, in 2022, MTC, ABAG, and BAHFA staff presented the findings and recommendations emerging from this initiative, which included a Priority Sites Program to implement the public land reuse and mall and office reuse strategies, strengthen the ability of regional programs to deliver affordable housing, and enhance the connection between regional and local priorities in future iterations of Plan Bay Area, to MTC, ABAG, and BAHFA committees, local jurisdiction staff, developers, community-based organizations, and other stakeholders; and

WHEREAS, MTC, ABAG, and BAHFA staff responded to feedback received during presentations and outreach and incorporated that feedback into a detailed program design, including criteria for Priority Site nominations; and

WHEREAS, in November 2022, MTC approved the inclusion of \$28 million for the Priority Sites Program, including program development and funding for pilot projects, in its application to the California Department of Housing and Community Development for the second Regional Early Action Program (REAP 2.0), that included preliminary criteria aligned with Plan Bay Area 2050, supporting the region's transit investments, implementing the Transit-Oriented Communities Policy, and reducing GHG emissions; and

WHEREAS, incentivizing planning and partnerships to accelerate the completion of large-scale projects delivering affordable and mixed-income housing, supported by essential services and other amenities, in Regional Growth Geographies and Transit Priority Areas, including all areas subject to the Transit-Oriented Communities Policy, supports the region's transit investments, advances its Equity Platform, and implements key GHG reduction strategies from Plan Bay Area 2050; now, therefore, be it

RESOLVED, that MTC adopts the Priority Sites nomination criteria, as detailed in Attachment A, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California on March 22, 2022.

Attachment A

Date: March 22, 2023  
W.I.: 1611  
Referred by: PLNG

Attachment A  
MTC Resolution No. 4567

## PRIORITY SITES NOMINATION CRITERIA

The following criteria shall determine the eligibility of nominations for a Priority Site:

**(a) Eligible Applicants.** Priority Sites shall be nominated by:

- (1) The local jurisdiction with land use authority over the site; or
- (2) The project sponsor for a development project on the site that is either:
  - (A) Entitled; or
  - (B) For which a pre-application or application has been filed, and the nomination is accompanied by a letter of support from the local planning official.

**(b) Minimum Eligibility Requirements.** Areas eligible for nomination as Priority Sites shall meet the following location, site type and development capacity, and local commitment criteria:

- (1) Location. Within the boundaries of either:
  - (A) Priority Development Area (PDA) in Plan Bay Area 2050; or
  - (B) If outside a Plan Bay Area 2050 PDA:
    - i. Transit-Rich or High-Resource Area in a Plan Bay Area 2050 Growth Geography; or
    - ii. Transit Priority Area, including all areas to which the Transit-Oriented Communities (TOC) policy applies
- (2) Site Type and Development Capacity. One of the following:
  - (A) Regionally Significant Site: Development capacity for 500 or more homes in a locally adopted plan,<sup>1</sup> zoning, or project entitlement; or
  - (B) Community Anchor: Site with both of the following:
    - i. Development capacity in a locally adopted plan, zoning, or project entitlement (or a project application that satisfies (a)(2)(B) above) equivalent to either 100 or more homes or at least 25% of the jurisdiction's very low- or low-income 2023, and

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<sup>1</sup> May include a Specific, Precise, or other area-specific land use plan, a General Plan Housing Element or General Plan Land Use Element.

- ii. Identified in a locally adopted plan, capital improvement program, zoning, or project entitlement (or a project application that satisfies (a)(2)(B) above) as the location for 10,000 or more square feet of community facilities.
- (C) Public Sites Portfolio: Multiple parcels owned by a single public agency that have a cumulative development capacity for 200 or more homes in a locally adopted plan, zoning, or project entitlement, and for which there is a meaningful linkage between projects on the parcels to enhance impact and/or achieve economies of scale.<sup>2</sup>
- (3) Affordability. Commitment to maximize share of new homes that are deed-restricted affordable to very low-, low-, and moderate-income households, exceeding any applicable local inclusionary housing requirement.
- (4) Local Commitment. A completed application signed by the planning official or adopted through resolution by the governing body of the local government with land use authority over the site.
- (c) **Priority Sites Pipeline.** For the purposes of funding and technical assistance, eligible Priority Sites shall be categorized into one of three Pipeline categories based upon the following criteria:
  - (1) Prioritization: Sites that do not meet the criteria for (c)(2) Predevelopment, or (c)(3) Production, below.
  - (2) Predevelopment: Sites on which an entitlement has been issued for a residential or mixed-use development project that comprise part or all of the total development capacity of the site.
  - (3) Production: Sites that meet the requirements of (c)(2), Predevelopment, above, and for which a building permit has been issued.
- (d) **Funding and Technical Assistance.** Competitive funding, technical assistance, and other resources supporting Priority Sites shall prioritize projects that deliver the highest levels of affordability, address racial disparities, reverse displacement or do not contribute to displacement, reduce greenhouse gas emissions, affirmatively further fair housing, and implement Plan Bay Area 2050, or the San Francisco Bay Area's most recently adopted Sustainable Communities Strategy/Regional Transportation Plan.
- (e) **Exceptions.** Certain minimum eligibility requirements may be waived if nominated sites otherwise present compelling affordability, racial equity, neighborhood revitalization, or economic and environmental sustainability elements.

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<sup>2</sup> Publicly owned sites with development capacity greater than 500 homes shall be categorized as "Regionally Significant."

**ASSOCIATION OF BAY AREA GOVERNMENTS**

**EXECUTIVE BOARD**

**RESOLUTION NO. 10-2023**

**ABSTRACT**

This Resolution sets forth nomination criteria for Priority Sites. Priority Sites are places planned for mixed-income and affordable housing, complemented by on-site or nearby essential services and served by frequent transit. The Priority Sites program is rooted in Plan Bay Area 2050, and enhances the ability of MTC and ABAG to partner with local governments to complete the projects that are central to realizing Plan Bay Area 2050 and achieving the visions embodied in local plans for Priority Development Areas. Further discussion of the nomination criteria and broader Priority Sites program is contained in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated March 10, 2023.



**ASSOCIATION OF BAY AREA GOVERNMENTS**

**EXECUTIVE BOARD**

**RESOLUTION NO. 10-2023**

**ADOPTION OF PRIORITY SITES NOMINATION CRITERIA**

**WHEREAS**, the Association of Bay Area Governments (ABAG) is the council of government (COG) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

**WHEREAS**, MTC adopted Resolution No. 3434 in 2001 which set forth MTC's Regional Transit Expansion Program of Projects, which was amended to add the Transit-Oriented Development Policy in 2005; and

**WHEREAS**, the TOD Policy successfully increased zoned capacity for residential development in key transit expansion corridors and initiated the regional Station Area Planning Program by requiring major transit expansion projects to meet minimum housing density thresholds around stations in new transit corridors before programming regional discretionary funds for project construction; and

**WHEREAS**, the TOD Policy applied to a specific set of transit expansion projects listed in Resolution No. 3434, the majority of which have been completed or are under construction; and

**WHEREAS**, the Station Area Planning program was expanded to become the Priority Development Area Program in 2008 which has resulted in over 61 completed plans with zoning for more than 100,000 housing units and more than 75 million square feet of commercial development near transit to date; and

**WHEREAS**, in 2021, ABAG and MTC unanimously adopted Plan Bay Area 2050, the region's long-range plan, which meets a large share of the region's future housing need through two key strategies, public land reuse (H-6) and aging mall and office park reuse (H-8), which would produce mixed-income and affordable housing, supported by local services, in Growth Geographies; and

**WHEREAS**, in 2022, MTC adopted Resolution 4530, the Transit Oriented Communities (TOC) Policy, updating the TOD Policy to align with Plan Bay Area 2050, encompass a broader range of regional policy objectives, and promote transit-supportive development around all of the region's fixed guideway transit stops; and

## **ASSOCIATION OF BAY AREA GOVERNMENTS**

### **RESOLUTION NO. 10-2023**

**WHEREAS**, in 2021 and 2022, MTC and ABAG completed initiatives identified in the Plan Bay Area 2050 Implementation Plan to advance the public land reuse and aging mall and office park reuse strategies, which included surveys and interviews of local staff, developers, community-based organizations, and other stakeholders throughout the Bay Area, as well as analysis of best practice guides, plans and peer-reviewed literature; and

**WHEREAS**, in 2022, MTC, ABAG, and BAHFA staff presented the findings and recommendations emerging from this initiative, which included a Priority Sites Program to implement the public land reuse and mall and office reuse strategies, strengthen the ability of regional programs to deliver affordable housing, and enhance the connection between regional and local priorities in future iterations of Plan Bay Area, to MTC, ABAG, and BAHFA committees, local jurisdiction staff, developers, community-based organizations, and other stakeholders; and

**WHEREAS**, MTC, ABAG, and BAHFA staff responded to feedback received during presentations and outreach and incorporated that feedback into a detailed program design, including criteria for Priority Site nominations; and

**WHEREAS**, in November 2022, MTC approved the inclusion of \$28 million for the Priority Sites Program, including program development and funding for pilot projects, in its application to the California Department of Housing and Community Development for the second Regional Early Action Program (REAP 2.0), that included preliminary criteria aligned with Plan Bay Area 2050, supporting the region's transit investments, implementing the Transit-Oriented Communities Policy, and reducing GHG emissions; and

**WHEREAS**, incentivizing planning and partnerships to accelerate the completion of large-scale projects delivering affordable and mixed-income housing, supported by essential services and other amenities, in Regional Growth Geographies and Transit Priority Areas, including all areas subject to the Transit-Oriented Communities Policy, supports the region's transit investments, advances its Equity Platform, and implements key GHG reduction strategies from Plan Bay Area 2050; now, therefore, be it

**NOW, THEREFORE, BE IT RESOLVED**, that the Executive Board of the Association of Bay Area Governments adopts the Priority Sites nomination criteria, as detailed in Attachment A, attached hereto and incorporated herein as though set forth at length.

The foregoing was adopted by the Executive Board this 16<sup>th</sup> day of March, 2023.

Jesse Arreguin  
President

**ASSOCIATION OF BAY AREA GOVERNMENTS**

**RESOLUTION NO. 10-2023**

**CERTIFICATION OF EXECUTIVE BOARD APPROVAL**

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called and noticed meeting held in San Francisco, California, and at other remote locations, on the 16th day of March, 2023.

Frederick Castro  
Clerk of the Board

# ASSOCIATION OF BAY AREA GOVERNMENTS

## RESOLUTION NO. 10-2023

### EXHIBIT A

#### PRIORITY SITES NOMINATION CRITERIA

The following criteria shall determine the eligibility of nominations for a Priority Site:

**(a) Eligible Applicants.** Priority Sites shall be nominated by:

- (1) The local jurisdiction with land use authority over the site; or
- (2) The project sponsor for a development project on the site that is either:
  - (A) Entitled; or
  - (B) For which a pre-application or application has been filed, and the nomination is accompanied by a letter of support from the local planning official.

**(b) Minimum Eligibility Requirements.** Areas eligible for nomination as Priority Sites shall meet the following location, site type and development capacity, and local commitment criteria:

- (1) Location. Within the boundaries of either:
  - (A) Priority Development Area (PDA) in Plan Bay Area 2050; or
  - (B) If outside a Plan Bay Area 2050 PDA:
    - i. Transit-Rich or High-Resource Area in a Plan Bay Area 2050 Growth Geography; or
    - ii. Transit Priority Area, including all areas to which the Transit-Oriented Communities (TOC) policy applies
- (2) Site Type and Development Capacity. One of the following:
  - (A) Regionally Significant Site: Development capacity for 500 or more homes in a locally adopted plan,<sup>1</sup> zoning, or project entitlement; or
  - (B) Community Anchor: Site with both of the following:
    - i. Development capacity in a locally adopted plan, zoning, or project entitlement (or a project application that satisfies (a)(2)(B) above) equivalent to either 100 or more homes or at least 25% of the jurisdiction's very low- or low-income 2023, and
    - ii. Identified in a locally adopted plan, capital improvement program, zoning, or project entitlement (or a project application that satisfies (a)(2)(B) above) as the location for 10,000 or more square feet of community facilities.

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<sup>1</sup> May include a Specific, Precise, or other area-specific land use plan, a General Plan Housing Element or General Plan Land Use Element.

## ASSOCIATION OF BAY AREA GOVERNMENTS

### RESOLUTION NO. 10-2023

(C) Public Sites Portfolio: Multiple parcels owned by a single public agency that have a cumulative development capacity for 200 or more homes in a locally adopted plan, zoning, or project entitlement, and for which there is a meaningful linkage between projects on the parcels to enhance impact and/or achieve economies of scale.<sup>2</sup>

(3) Affordability. Commitment to maximize share of new homes that are deed-restricted affordable to very low-, low-, and moderate-income households, exceeding any applicable local inclusionary housing requirement.

(4) Local Commitment. A completed application signed by the planning official or adopted through resolution by the governing body of the local government with land use authority over the site.

**(c) Priority Sites Pipeline.** For the purposes of funding and technical assistance, eligible Priority Sites shall be categorized into one of three Pipeline categories based upon the following criteria:

(1) Prioritization: Sites that do not meet the criteria for (c)(2) Predevelopment, or (c)(3) Production, below.

(2) Predevelopment: Sites on which an entitlement has been issued for a residential or mixed-use development project that comprise part or all of the total development capacity of the site.

(3) Production: Sites that meet the requirements of (c)(2), Predevelopment, above, and for which a building permit has been issued.

**(d) Funding and Technical Assistance.** Competitive funding, technical assistance, and other resources supporting Priority Sites shall prioritize projects that deliver the highest levels of affordability, address racial disparities, reverse displacement or do not contribute to displacement, reduce greenhouse gas emissions, affirmatively further fair housing, and implement Plan Bay Area 2050, or the San Francisco Bay Area's most recently adopted Sustainable Communities Strategy/Regional Transportation Plan.

**(e) Exceptions.** Certain minimum eligibility requirements may be waived if nominated sites otherwise present compelling affordability, racial equity, neighborhood revitalization, or economic and environmental sustainability elements.

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<sup>2</sup> Publicly owned sites with development capacity greater than 500 homes shall be categorized as "Regionally Significant."