375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

ABAG Regional Planning Committee

Vice Chair, Karen Mitchoff, Supervisor, County of Contra Costa

Wednesday, June 5, 2019 | **1:00 PM** | **Yerba Buena - 1st Floor**

Association of Bay Area Governments
Regional Planning Committee

The ABAG Regional Planning 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 http://abag.ca.gov
For information, contact Clerk of the Board at (415) 820-7913.

Roster
Jesse Arreguin, Mark Boucher, Monica Brown, Paul Campos, David Canepa, Kathleen Cha, Tilly Chang, Cindy Chavez, Julie Combs, Diane Dillon, Pat Eklund, Martin Engelmann, Scott Haggerty, Russell Hancock, Melissa Jones, Nathan Miley, Karen Mitchoff, Julie Pierce, David Rabbitt, Matt Regan, Katie Rice, Carlos Romero, Mark Ross, Al Savay, Gregory Scharff, Scott Sedgley, James Spering, Lori Wilson, Monica Wilson

1. Call to Order / Roll Call / Confirm Quorum

2. Public Comment

Information

3. Committee Announcements

Information

4. Vice Chair's Report

Information

5. Election of Chair and Vice Chair

5. 19-0664 Election of Chair and Vice Chair

Action: Approval

6. Consent Calendar

6.a. 19-0633 Approval of ABAG Regional Planning Committee minutes of April 3, 2019

Action: Approval

Attachments: Item 06A Minutes 20190403 Draft.pdf

6.b. 19-0634 Approval of ABAG Regional Planning Committee minutes of May 1, 2019

Action: Approval

Attachments: Item 06B Minutes 20190501 Draft.pdf

7. Report on Regional Housing Need Allocation: Overview

7. 19-0636 Report on Regional Housing Need Allocation

Staff will provide an overview of the upcoming Regional Housing Need Allocation process, focusing on the schedule through 2021, and the nomination process for members to the Housing Methodology Committee when it kicks off this fall.

Action: Information

Presenter: Gillian Adams

Attachments: 07_RHNA v2.pdf

07i_RHNA Attachment A Objectives and Factors.pdf

07ii_RHNA Attachment B Key Milestones.pdf

07iii_RHNA Attachment C Subregions Draft Letter and Fact Sheet.pdf

07iv_RHNA Attachment D Presentation.pdf

8. Report on Plan Bay Area 2050 - Regional Growth Framework Adopted Update Overview

8. 19-0637 Report on Plan Bay Area 2050 - Regional Growth Framework Adopted Update Overview

Staff will highlight near-term next steps for local jurisdictions and other partner agencies this summer in relation to Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs).

Action: Information

Presenter: Mark Shorett

Attachments: 08_Regional Growth Framework Update_SummarySheet v3.pdf

08i Regional Growth Framework Update Attachment A Resolution 2019 02.pdf

08ii Regional Growth Framework Update Attachment B Summaries.pdf

08iii Regional Growth Framework Update Attachment C Timeline.pdf

08iv Regional Growth Framework Update Attachment D Tables v2.pdf

9. Adjournment / Next Meeting

The next meeting of the ABAG Regional Planning Committee is on August 7, 2019.

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

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

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

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

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

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

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

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

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0664	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Committee Approval
File created:	5/29/2019			**In control:**	ABAG Regional Planning Committee
On agenda:	6/5/2019			**Final action:**	
Title:	Election of Chair and Vice Chair				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

Election of Chair and Vice Chair

Approval

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Metropolitan Transportation Commission

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San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0633	**Version:**	1	**Name:**	
Type:	Minutes			**Status:**	Consent
File created:	5/20/2019			**In control:**	ABAG Regional Planning Committee
On agenda:	6/5/2019			**Final action:**	
Title:	Approval of ABAG Regional Planning Committee minutes of April 3, 2019				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Item 06A Minutes 20190403 Draft.pdf				

Date	Ver.	Action By	Action	Result

Approval of ABAG Regional Planning Committee minutes of April 3, 2019

Approval

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375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Regional Planning Committee

Chair, Julie Combs,Councilmember, City of Santa Rosa
Vice Chair, Karen Mitchoff, Supervisor, County of Contra Costa

Wednesday, April 3, 2019 | **1:00 PM** | **Yerba Buena - 1st Floor**

Association of Bay Area Governments
ABAG Regional Planning Committee

The ABAG Regional Planning 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 http://abag.ca.gov
For information, contact Clerk of the Board at (415) 820-7913.

Regional Planning Committee Roster
Jesse Arreguin, Mark Boucher, Monica Brown, Paul Campos, David Canepa, Kathleen Cha, Tilly Chang, Cindy Chavez, Julie Combs, Diane Dillon, Pat Eklund, Martin Engelmann, Scott Haggerty, Russell Hancock, Melissa Jones, Nathan Miley, Karen Mitchoff, Julie Pierce, David Rabbitt, Matt Regan, Katie Rice, Carlos Romero, Mark Ross, Al Savay, Gregory Scharff, Scott Sedgley, James Spering, Egon Terplan, Lori Wilson, Monica Wilson

1. Call to Order / Roll Call / Confirm Quorum

Vice Chair Mitchoff called the meeting to order at about 1:03 p.m. Quorum was present.

Present: 20 - Boucher, Brown, Campos, Cha, Chang, Chavez, Eklund, Engelmann, Haggerty, Jones, Miley, Mitchoff, Pierce, Regan, Rice, Romero, Scharff, Spering, Terplan, and Wilson

Absent: 10 - Arreguin, Canepa, Combs, Dillon, Hancock, Rabbitt, Ross, Savay, Sedgley, and Wilson

2. Public Comment

There was no public comment.

3. Committee Announcements

There were no committee member announcements.

4. Chair's Report

Vice Chair Mitchoff gave the report.

19-0321 Chair's Report

Upon the motion by Chavez and second by Pierce, the Chair's Report was approved. The motion passed unanimously by the following vote:

Aye: 17 - Boucher, Brown, Campos, Cha, Chavez, Eklund, Engelmann, Haggerty, Miley, Mitchoff, Pierce, Regan, Rice, Scharff, Spering, Terplan, and Wilson

Absent: 13 - Arreguin, Canepa, Chang, Combs, Dillon, Hancock, Jones, Rabbitt, Romero, Ross, Savay, Sedgley, and Wilson

5. Executive Director Introduction and Session Overview

Therese W. McMillan introduced herself and gave the session overview.

6. Consent Calendar

6.a. 19-0322 Approval of ABAG Regional Planning Committee Minutes of February 6, 2019

Upon the motion by Eklund and second by Cha, the Consent Calendar was approved. The motion passed unanimously by the following vote:

Aye: 17 - Boucher, Brown, Campos, Cha, Chavez, Eklund, Engelmann, Haggerty, Miley, Mitchoff, Pierce, Regan, Rice, Scharff, Spering, Terplan, and Wilson

Absent: 13 - Arreguin, Canepa, Chang, Combs, Dillon, Hancock, Jones, Rabbitt, Romero, Ross, Savay, Sedgley, and Wilson

7. Committee Orientation and Calendar of Upcoming Items

The committee received the report. No action was taken on this item. Melissa Jones and Carlos Romero joined the meeting.

19-0323 Committee Orientation and Calendar of Upcoming Items

8. Plan Bay Area 2050: Potential Revisions to the Regional Growth Framework

Therese Trivedi gave the staff report. Tilly Chang joined the meeting.

19-0325 Plan Bay Area 2050: Potential Revisions to the Regional Growth Framework

Overview of potential revisions to the Regional Growth Framework, as well as feedback received over the past month.

9. Horizon: Winter 2019 Outreach Feedback and Aligning Strategies with Futures

Ursula Vogler and Michael Germeraad gave the staff report.

19-0324 Horizon: Winter 2019 Outreach Feedback and Aligning Strategies with Futures

Overview of feedback from stakeholders and the public, focused on prioritization of strategies for Futures Planning round 2 analysis.

10. Adjournment / Next Meeting

Vice Chair Mitchoff adjourned the meeting at about 2:37 p.m. The next regular meeting of the ABAG Regional Planning Committee is on June 5, 2019.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0634	**Version:**	1	**Name:**	
Type:	Minutes			**Status:**	Consent
File created:	5/20/2019			**In control:**	ABAG Regional Planning Committee
On agenda:	6/5/2019			**Final action:**	
Title:	Approval of ABAG Regional Planning Committee minutes of May 1, 2019				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Item 06B Minutes 20190501 Draft.pdf				

Date	Ver.	Action By	Action	Result

Approval of ABAG Regional Planning Committee minutes of May 1, 2019

Approval

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375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Regional Planning Committee

Chair, Julie Combs,Councilmember, City of Santa Rosa
Vice Chair, Karen Mitchoff, Supervisor, County of Contra Costa

Wednesday, May 1, 2019 | **1:00 PM** | **Yerba Buena - 1st Floor**

Association of Bay Area Governments
Regional Planning Committee

Special Meeting
The ABAG Regional Planning 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 http://abag.ca.gov
For information, contact Clerk of the Board at (415) 820-7913.

Roster
Jesse Arreguin, Mark Boucher, Monica Brown, Paul Campos, David Canepa, Kathleen Cha, Tilly Chang, Cindy Chavez, Julie Combs, Diane Dillon, Pat Eklund, Martin Engelmann, Scott Haggerty, Russell Hancock, Melissa Jones, Nathan Miley, Karen Mitchoff, Julie Pierce, David Rabbitt, Matt Regan, Katie Rice, Carlos Romero, Mark Ross, Al Savay, Gregory Scharff, Scott Sedgley, James Spering, Lori Wilson, Monica Wilson

1. Call to Order / Roll Call / Confirm Quorum

Vice Chair Mitchoff called the meeting to order at about 1:07 p.m. Quorum was present.

Present: 15 - Boucher, Campos, Canepa, Cha, Chavez, Eklund, Engelmann, Hancock, Jones, Mitchoff, Pierce, Romero, Ross, Savay, and Wilson

Absent: 14 - Arreguin, Brown, Chang, Combs, Dillon, Haggerty, Miley, Rabbitt, Regan, Rice, Scharff, Sedgley, Spering, and Wilson

2. Public Comment

There was no public comment.

3. Committee Announcements

There was no committee member announcements.

4. Chair's Report

Vice Chair Mitchoff reported that Chair Combs was resigning from the committee because of health reasons.

5. Session Overview

Ken Kirkey gave the staff report.

6. Report on Plan Bay Area 2050 - Regional Growth Framework Revisions: Next Steps

Mark Shorett gave the staff report.

6. 19-0465 Report on Plan Bay Area 2050 - Regional Growth Framework Revisions: Next Steps

7. Report on ABAG MTC Housing Legislative Working Group

Rebecca Long gave the staff report.

7. 19-0466 Report on ABAG MTC Housing Legislative Working Group

8. Adjournment / Next Meeting

Vice Chair Mitchoff adjourned the meeting at about 2:24 p.m. The next meeting of the ABAG Regional Planning Committee is on June 5, 2019.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0636	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	5/20/2019			**In control:**	ABAG Regional Planning Committee
On agenda:	6/5/2019			**Final action:**	
Title:	Report on Regional Housing Need Allocation Staff will provide an overview of the upcoming Regional Housing Need Allocation process, focusing on the schedule through 2021, and the nomination process for members to the Housing Methodology Committee when it kicks off this fall.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	07_RHNA v2.pdf 07i_RHNA Attachment A Objectives and Factors.pdf 07ii_RHNA Attachment B Key Milestones.pdf 07iii_RHNA Attachment C Subregions Draft Letter and Fact Sheet.pdf 07iv_RHNA Attachment D Presentation.pdf				

Date	Ver.	Action By	Action	Result

Report on Regional Housing Need Allocation

Staff will provide an overview of the upcoming Regional Housing Need Allocation process, focusing on the schedule through 2021, and the nomination process for members to the Housing Methodology Committee when it kicks off this fall.

Gillian Adams

Information

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Association of Bay Area Governments

Regional Planning Committee

June 6, 2019 **Agenda Item 7**

Report on Regional Housing Need Allocation (RHNA)

Subject: Report on Regional Housing Need Allocation (RHNA)

Background: Staff will introduce the Regional Housing Need Allocation (RHNA) process for the 2022-2030 period.

RHNA is the state-mandated[1] process to identify the number of housing units (by affordability level) that each jurisdiction must accommodate in the Housing Element of its General Plan. As part of this process, the California Department of Housing and Community Development (HCD) develops the total housing need determination (RHND) for the Bay Area for an eight-year period (in the next cycle, from 2022 to 2030). ABAG has an opportunity to consult with HCD on the forecast assumptions used in the RHND.

ABAG must then develop a methodology to distribute this need to local governments in a manner consistent with the development pattern in *Plan Bay Area 2050*. RHNA statutes outline a detailed process and schedule for how ABAG must develop an allocation methodology that meets the statute's objectives. The methodology must consider 12 statutory factors and accomplish two outcomes:

- Allocate a share of housing need (in units) to each jurisdiction
- Identify each jurisdiction's share of need by income category[2]

The RHNA objectives and methodology factors are summarized in **Attachment A**.

After ABAG adopts the methodology it issues a draft allocation to jurisdictions. Jurisdictions and HCD then have an opportunity to appeal a jurisdiction's allocation. After ABAG takes action on the appeals, it issues the final allocation. Each local government must then revise its Housing Element to show how it plans to accommodate its portion of the region's housing need. The Housing Element must include an inventory of sites that have been zoned for sufficient capacity to accommodate the jurisdiction's RHNA allocation. ABAG's formal role within RHNA ends with adoption of the final allocation—it does not have a say

[1] Government Code §65584

[2] Very Low Income is 0-50% of Area Median Income (AMI), Low Income is 50-80% of AMI, Moderate Income is 80-120% AMI, and Above Moderate is 120%+ AMI. For reference, the county AMI for a four-person household ranges from $83,700 in Solano County to $125,200 in Santa Clara County.

in approval of local jurisdictions' Housing Elements. **Attachment B** shows the schedule of key milestones for the RHNA process.

Issues:

Recent legislation will result in the following key changes for this RHNA cycle:

Expected higher total regional housing need. HCD's identification of the region's total housing need has changed to account for unmet existing need, rather than only projected housing need. HCD is now required to consider overcrowded households, cost burdened households, and a minimum target vacancy rate.

RHNA plan and local Housing Elements must affirmatively further fair housing. According to HCD, achieving this objective includes preventing segregation and poverty concentration as well as increasing access to areas of opportunity. HCD has mapped Opportunity Areas[3] and will develop guidance for jurisdictions about how to address affirmatively furthering fair housing in Housing Elements.

More HCD oversight of RHNA. ABAG and subregions must now submit the draft allocation methodology to HCD for review and comment.

Identifying Housing Element sites for affordable units will be more challenging. Recent legislation has limited the extent to which jurisdictions can reuse sites included in previous Housing Elements and increased the level of scrutiny of small, large, and non-vacant sites when these sites are proposed to accommodate units for very low- and low-income households.

Housing Methodology Committee – For the last three RHNA cycles, ABAG has convened an ad hoc Housing Methodology Committee (HMC) to advise staff on the allocation methodology and to ensure the methodology and resulting allocation meet statutory requirements and are consistent with the development pattern of the RTP/SCS. ABAG staff is recommending to again convene an HMC that includes local elected officials and staff as well as regional stakeholders to facilitate sharing of diverse viewpoints across multiple sectors. The proposed HMC will include an elected official, city staff person, and county staff person from each of the nine counties, with additional

[3] See https://www.treasurer.ca.gov/ctcac/opportunity.asp

representation for Alameda, Contra Costa, and Santa Clara counties. Staff is proposing to invite elected officials and regional stakeholders who are members of the ABAG Regional Planning Committee (RPC) to self-nominate for inclusion on the HMC. Staff will also seek self-nominations for the local staff to be included on the HMC. The HMC will provide regular updates on development of the allocation methodology to the RPC, which will forward its recommendation about the proposed methodology to the ABAG Executive Board.

Subregions – Housing Element law allows two or more jurisdictions to form a "subregion" to conduct a parallel RHNA process to allocate the subregion's housing need among its members. A subregion is responsible for conducting its own RHNA process that meets all of the statutory requirements related to process and outcomes, including developing its own RHNA methodology, allocating a share of need to each member jurisdiction, and conducting its own appeals process. The subregion's final allocation must meet the same requirements as the regional allocation: it must further the statutory objectives, have considered the statutory factors, and be consistent with the development pattern of the SCS. **Attachment C** is a draft letter and fact sheet about subregions that will be sent to jurisdictions to let them know about the opportunity to form a subregion.

Next Steps:

Staff will present the proposal for the HMC to the ABAG Executive Board for approval in July.

Staff will send information to local jurisdictions about the RHNA process and schedule, the opportunity to form a subregion, and changes to Housing Element law.

Association of Bay Area Governments

Regional Planning Committee

June 6, 2019 **Agenda Item 7**

Report on Regional Housing Need Allocation (RHNA)

Recommended Action: Information

Attachments: A. RHNA Objectives and Factors

B. 2022-2030 RHNA Key Milestones

C. Subregions Draft Letter and Fact Sheet

D. Presentation

Reviewed:

Therese W. McMillan

RHNA Objectives and Factors

Summary of RHNA Objectives *(from Government Code §65584(d) and (e))*
The regional housing needs allocation plan shall further all of the following objectives:

(1) Increase housing supply and mix of housing types, tenure, and affordability all cities and counties within the region in an equitable manner
(2) Promote infill development and socioeconomic equity, protect environmental and agricultural resources, encourage efficient development patterns, and achieve GHG reduction targets
(3) Promote improved intraregional jobs-housing relationship, including balance between low-wage jobs and housing units affordable to low-wage workers in each jurisdiction
(4) Balance disproportionate household income distributions (more high-income RHNA to lower-income areas and vice-versa)
(5) Affirmatively further fair housing

Summary of RHNA Factors *(from Government Code §65584.04(d))*

(1) Existing and projected jobs and housing relationship, particularly low-wage jobs and affordable housing
(2) Lack of capacity for sewer or water service due to decisions outside the jurisdiction's control.
(3) The availability of land suitable for urban development.
(4) Lands protected from urban development under existing federal or state programs
(5) County policies to preserve prime agricultural land.
(6) The distribution of household growth assumed for regional transportation plans and opportunities to maximize use of public transportation and existing transportation infrastructure.
(7) Agreements between a county and cities in a county to direct growth toward incorporated areas of the county
(8) The loss of units in assisted housing developments as a result of expiring affordability contracts.
(9) The percentage of existing households paying more than 30 percent and more than 50 percent of their income in rent.
(10) The rate of overcrowding.
(11) The housing needs of farmworkers.
(12) The housing needs generated by the presence of a university within the jurisdiction.
(13) The loss of units during a state of emergency that have yet to be rebuilt or replaced at the time of the analysis.
(14) The region's greenhouse gas emissions targets provided by the State Air Resources Board.

ABAG 2022-2030 RHNA and Plan Bay Area 2050 Key Milestones

Per Government Code §65588(e)(3)(A), *the Housing Element Due Date is 18 months after adoption of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Plan Bay Area 2050, the next regional plan, is scheduled to be adopted in June 2021, with the Housing Element Due Date in December 2022. This schedule assumes that there are subregions. Dates are tentative and subject to change.*

	Key Milestones	**Deadline**
1	Plan Bay Area 2050 and RHNA Kickoff	September 2019
2	Release Draft Plan Bay Area 2050 Regional Growth Forecast, Adopt Growth Framework Update	September 2019
3	Jurisdiction Survey on RHNA factors, Fair Housing[1]	December 2019
4	Deadline for Subregions to Form[2]	February 2020
5	Adopt Final Plan Bay Area 2050 Regional Growth Forecast; Release Plan Bay Area 2050 Draft Preferred Scenario	April 2020
6	Dept. of Housing and Community Development (HCD) Issues RHND[3]	April 2020
7	Release Proposed Methodology,[4] Release Draft Subregion Shares	May 2020
8	Public Hearing on Proposed Methodology, Subregion Shares	June 2020
9	Adopt Plan Bay Area 2050 Preferred Scenario	July 2020
10	Assign Subregion Shares[5]	July 2020
11	Release Draft Methodology and Submit to HCD for Review[6]	September 2020
12	Release Plan Bay Area 2050 Draft Plan and EIR	January 2021
13	Adopt Final Methodology after 60-day HCD Review Period[7]	January 2021
14	Release Draft Allocation[8]	January 2021
15	Deadline for Appeals to Draft Allocation[9]	March 2021
16	Comment Period on Appeals Received[10]	April 2021
17	Public Hearing on Local Appeals[11]	May 2021
18	Decision on Appeals, Issue Final Allocation[12]	May 2021
19	Adopt Plan Bay Area 2050Final Plan and EIR	June 2021
20	Public Hearing to Adopt Final Allocation Plan[13]	July 2021
21	HCD Determination of Consistency with Housing Element Law[14]	August 2021
22	Local Governments Adopt Housing Element Update	December 2022

Glossary of Acronyms

ABAG – Association of Bay Area Governments
EIR – Environmental Impact Report
HCD – California Department of Housing and Community Development
RHNA – Regional Housing Need Allocation
RHND – Regional Housing Need Determination
RTP – Regional Transportation Plan
SCS – Sustainable Communities Strategy

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[1] GC §65584.04(b). No more than 6 months before draft methodology release.
[2] GC §65584.03(a). No later than Aug 2020.
[3] GC §65584.01(b)(1). No later than Oct 2020.
[4] GC §65584.04. ABAG/Subregion must conduct at least one public hearing prior to releasing draft methodology. No later than Dec 2020.
[5] GC §65584.03(c). No later than Nov 2020.
[6] GC §65584.04(h).
[7] GC §65584.04(i).
[8] GC §65584.05(a). No later than Jun 2021.
[9] GC §65584.05(b). Within 45 days of draft allocation.
[10] GC §65584.05(c). Within 45 days of appeal deadline.
[11] GC §65584.05(d) Hearing must be no later than 30 days after the appeals comment period ends, with 21 days prior notice.
[12] GC §65584.05(e). No later than 45 days after public hearing.
[13] GC §65584.05(g). Within 45 days after final allocation issued.
[14] Within 30 days after HCD receives Final Plan.

ASSOCIATION
OF BAY AREA
GOVERNMENTS

Bay Area Metro Center
375 Beale Street, Suite 700
San Francisco, CA 94105
415.820.7900
www.abag.ca.gov

David Rabbit, President
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Jesse Arreguin, Vice President
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Julie Pierce, Immediate Past President
Councilmember, City of Clayton

Julie Combs, Chair, Regional Planning Committee
Councilmember, City of Santa Rosa

Scott Haggerty, Chair, Legislation Committee
Supervisor, Alameda County

Karen Mitchoff, Chair, Finance Committee
Supervisor, County of Solano

To: City Managers, Community Development Directors
From: Ken Kirkey, ABAG/MTC Planning Director
Date: TBD, 2019
RE: Regional Housing Need Allocation – Opportunity to Form a Subregion

The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the number of housing units, by affordability level, that each jurisdiction must accommodate in the Housing Element of its General Plan (Government Code §65584). As part of this process, the California Department of Housing and Community Development (HCD) identifies the total housing need for the Bay Area for an eight-year period (in this cycle, from 2022 to 2030).

As the Council of Governments for the San Francisco Bay Area, ABAG is responsible for developing a methodology to allocate to each city and county a portion of the region's total housing need received from HCD. Key milestones for completing the RHNA process include:

- Release proposed methodology for public comment
- Publish draft methodology and submit to HCD for review
- Adopt final methodology
- Release draft allocation
- Consider appeals of allocations to jurisdictions
- Adopt final RHNA

ABAG will kick off the RHNA process by convening a Housing Methodology Committee (HMC) in Fall 2019 to advise staff during development of the allocation methodology. For more information about RHNA, visit https://abag.ca.gov/planning/housingneeds/.

Opportunity to Form a Subregion
Housing Element law allows two or more jurisdictions to form a "subregion" to conduct a parallel RHNA process to allocate the subregion's housing need among its members. Jurisdictions that form a subregion will accept responsibility for meeting all statutory requirements for RHNA, including undertaking all of the milestones highlighted above.

Jurisdictions that wish to form a subregion must inform ABAG by February 2020. The requirements for forming a subregion and other key details about subregions are available in the attached Fact Sheet.

The subregion process allows for greater collaboration among jurisdictions, potentially enabling RHNA allocations that are more tailored to the local context as well as greater coordination of local housing policy implementation. I encourage you to consider partnering with your neighboring communities to form a subregion for completing the RHNA process.

Please contact Gillian Adams, Housing Program Manager, at gadams@bayareametro.gov or 415-820-7911, to discuss the subregion option or to answer any questions you may have.

KK: GA
C:\Users\gadams\Box\#IRPP - Housing Team Share\SB2\Latest Site Inventories\Letter to Planners 041819.docx

Attachments *RHNA Subregion Fact Sheet*

CC: ABAG Executive Board, MTC Commission

RHNA SUBREGION FACT SHEET

What is a RHNA Subregion?
A subregion receives a share of the region's total housing need and must allocate a portion to each participating jurisdiction. Creating a subregion provides an opportunity for local governments to exercise greater control over the housing allocation process and provides expanded opportunities for collaboration.

Under the law, by accepting delegation, the subregion is tasked with responsibility for all RHNA tasks, including maintaining the subregion's total housing need, developing an allocation methodology for the subregion that is reviewed by HCD, releasing a draft housing allocation by income using the subregion's adopted allocation methodology, addressing any appeals of the subregion's draft allocation, preparing and approving the subregion's final allocation and conducting the required public hearings.

What are the benefits and challenges of a subregion?
Benefits

- Fosters collaboration among jurisdictions and creates new opportunities for partnerships
- Facilitates dialogue between jurisdictions and the public on housing issues
- Allows potential for allocations that are more tailored to the local context as well as greater coordination of local housing policy implementation
- Promotes better alignment between local and regional needs

Challenges

- Increased scrutiny and HCD oversight for upcoming cycle
- Jurisdictions must commit resources and staff time, which can be significant
- Potential for lack of compromise

Who can form a subregion?
By statute, a subregion "may include a single county and each of the cities in that county or any other combination of geographically contiguous local governments."[1] In past RHNA cycles, subregions have included all jurisdictions in a county and the unincorporated county.

What must a subregion do?
The subregion must carry out all requirements in Government Code Section 65584 to allocate its share of the region's housing need to its members. Major tasks include:

- Develop a draft allocation methodology, to be submitted to HCD for review and comment
- Adopt a final method and issue a draft allocation
- Conduct the process by which allocations can be appealed
- Adopt the final allocation plan

If the subregion fails to complete the allocation, ABAG must make allocations to subregion members.

[1] Government Code Section 65584.03.

DRAFT

How has the subregion process changed from previous RHNA cycles?

Major changes include:

- **A greater focus on equity outcomes:** as a result of recent legislation, the subregion's final RHNA plan must now meet a new objective to "affirmatively further fair housing."[2] Generally speaking, this means "taking meaningful actions to overcome historic patterns of segregation, promote fair housing choice, and foster inclusive communities that are free from discrimination."[3]
- **New factors to be considered for the allocation methodology:** overcrowding, loss of units during a state of emergency, and the region's greenhouse gas emissions target.
- **Greater HCD oversight:** the subregion must submit its methodology to HCD for review and comment prior to issuing the draft allocation.

What is the process for forming a subregion?

1. **Obtain local commitment:** By statute, each jurisdiction must adopt a resolution approving its participation in the subregion and then ABAG must adopt a resolution acknowledging formation of the subregion. This must be completed by December 2019.
2. **Identify coordinating agency:** The subregion must identify a lead agency to which ABAG can delegate the authority for conducting RHNA. This usually consists of an existing institutional body that convenes multiple jurisdictions. This must be completed by December 2019.
3. **Sign a Memorandum of Understanding (MOU) with ABAG:** The MOU outlines the process, timing, and other terms and conditions for delegation of responsibility by ABAG to a subregion. After the subregion has been adopted by the ABAG Executive Board (expected January 2020), ABAG staff will work with the lead agency of the subregion to develop the MOU.

How is a subregion implemented locally?

The subregion's lead agency manages the activities to complete the RHNA process. In the previous RHNA cycle, lead agencies were the Napa Valley Transportation Authority, the Solano City County Coordinating Council, and the City/County Association of Governments of San Mateo County. Starting a subregion without an existing institutional entity is possible, but it would likely require additional planning and coordination.

Lead agencies have typically established committees with representation from each member jurisdiction to carry out the following roles:

- A Technical Advisory Committee to make recommendations related to the methodology and allocation.
- A Policy Advisory Committee made up of elected officials to review the work of the TAC and develop policy recommendations for consideration by the Governing Body.
- Governing Body to provide policy direction and take all actions required to fulfill the statutory obligations of the subregion.

How much time does the subregional process take? How much does it cost?

Completion of the RHNA plan takes approximately 18 months from the time of formal designation (December 2019) to adoption of the final RHNA (July 2021), with an additional 2 to 6 months prior to designation to obtain resolutions from participating jurisdictions. In previous cycles, subregions have spent between $50,000-$200,000 for staff time and consultant support.

[2] Government Code Section 65584(d).

[3] https://www.hudexchange.info/programs/affh/

Regional Housing Need Allocation

ABAG Regional Planning Committee
June 5, 2019

What is RHNA?

- State law: all jurisdictions must plan to meet the housing needs of everyone in the community
- State identifies total number of units, across all income groups, for which the region must plan
- ABAG allocates a share of need, by income, to each jurisdiction
- Jurisdiction updates the Housing Element of its General Plan to show how it plans to meet its share of the region's need

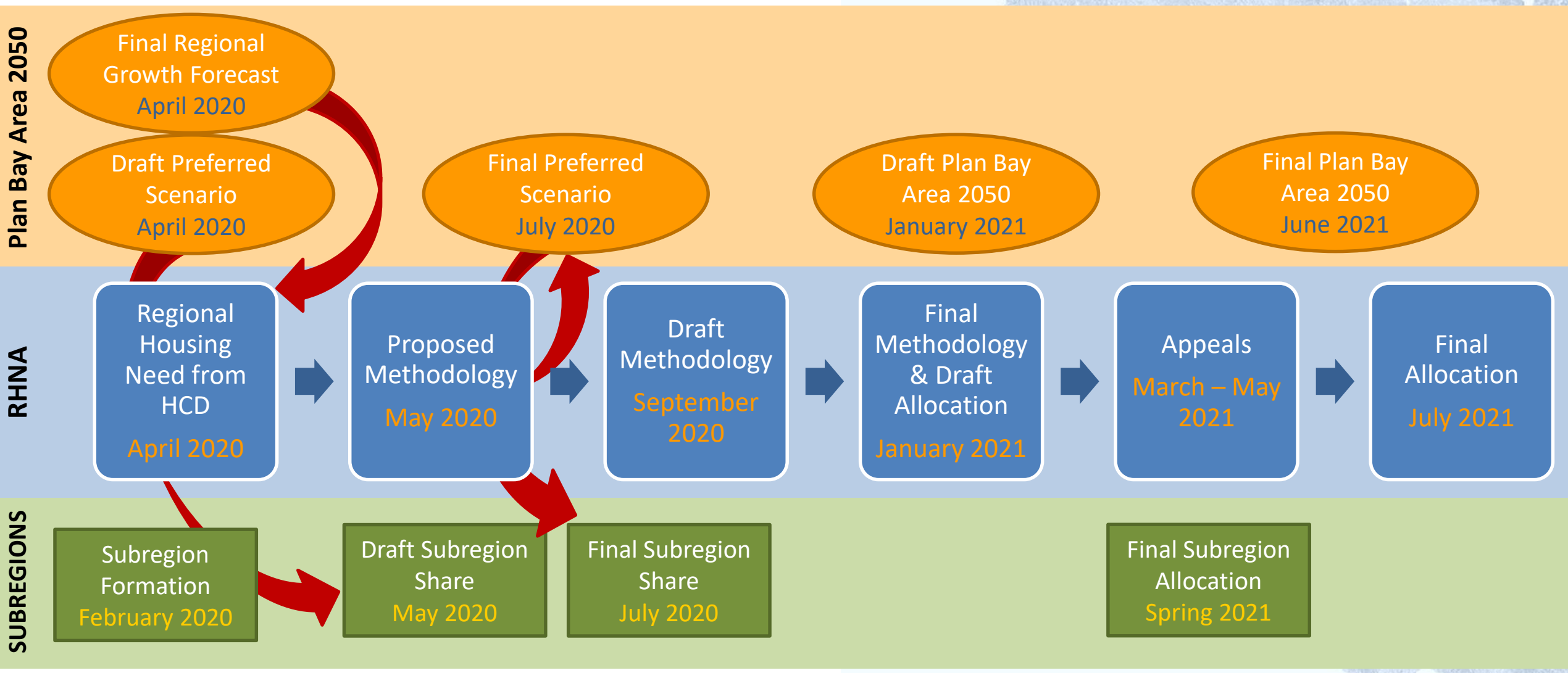
What are Subregions?

- Jurisdictions can form a subregion to carry out its own RHNA
- Same process/steps, requirements as region's RHNA
- Primary benefit is local ownership of RHNA process
- Currently under consideration: San Mateo, Santa Clara, Napa, Solano

New Issues This Cycle

- Higher total regional housing need
- More HCD oversight
- RHNA must Affirmatively Further Fair Housing
- Housing Elements more challenging for jurisdictions

Relationships Between Plan Bay Area 2050 and RHNA



RHNA Process Overview

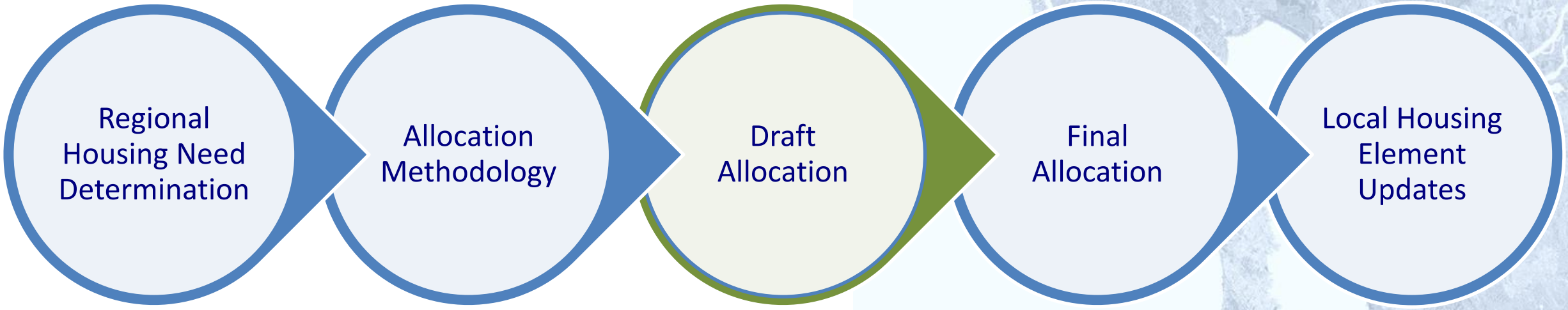
RHNA Process Overview

- ABAG consults with HCD on assumptions
- Expect higher total regional housing need
  - Need to account for unmet housing need
  - New factors: overcrowding, cost burden, target vacancy rate

RHNA Process Overview

- Housing Methodology Committee advises staff
  - Elected officials, stakeholders from RPC as well as local staff
  - Regular updates to RPC; RPC recommends methodology to Executive Board
- Statutorily required objectives and factors
  - New objective: Affirmatively further fair housing
- Draft methodology reviewed by HCD (New)

RHNA Process Overview



- Jurisdictions and HCD can appeal allocations (New)

RHNA Process Overview

- Adopt RHNA one month after Plan Bay Area 2050

RHNA Process Overview

- New restrictions on identifying sites
- Must affirmatively further fair housing

Summary of Key Milestones

Key Milestones	Proposed Deadline
Housing Methodology Committee kick-off	October 2019
Subregions form	February 2020
Regional Housing Need Determination	April 2020
Proposed methodology	May 2020
Draft methodology	September 2020
Final methodology, draft allocation	January 2021
Appeals	March – May 2021
Final allocation	July 2021
Housing Element due date	December 2022

Dates are tentative and subject to change

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0637	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	5/20/2019			**In control:**	ABAG Regional Planning Committee
On agenda:	6/5/2019			**Final action:**	
Title:	Report on Plan Bay Area 2050 - Regional Growth Framework Adopted Update Overview Staff will highlight near-term next steps for local jurisdictions and other partner agencies this summer in relation to Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	08_Regional Growth Framework Update_SummarySheet v3.pdf 08i Regional Growth Framework Update Attachment A Resolution 2019 02.pdf 08ii Regional Growth Framework Update Attachment B Summaries.pdf 08iii Regional Growth Framework Update Attachment C Timeline.pdf 08iv Regional Growth Framework Update Attachment D Tables v2.pdf				

Date	Ver.	Action By	Action	Result

Report on Plan Bay Area 2050 - Regional Growth Framework Adopted Update Overview

Staff will highlight near-term next steps for local jurisdictions and other partner agencies this summer in relation to Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs).

Mark Shorett

Information

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Association of Bay Area Governments

Regional Planning Committee

June 6, 2019 **Agenda Item 8**

Report on *Plan Bay Area 2050* – Regional Growth Framework Adopted Update Overview

Subject: Report on *Plan Bay Area 2050* – Regional Growth Framework Adopted Update Overview

Background: Staff will present an overview of the updated Regional Growth Framework criteria adopted in May by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC).

In addition, staff will describe the process for ensuring that existing Priority Development Areas (PDA) meet program criteria and for submitting new or modified Priority Development Areas (PDA) and Priority Conservation Areas (PCA), as well as new Priority Production Areas (PPA).

Over the past six months, staff has engaged Regional Area Working Group (RAWG) and a host of other MTC and ABAG committees in a discussion about the Regional Growth Framework (Framework) for *Plan Bay Area 2050* – the Bay Area's approach to shaping future development. Based upon key findings from the *Horizon* Regional Growth Strategies Perspective Paper and committee and stakeholder feedback, staff proposed a set of revisions in May to the Framework.

This proposal was presented to RAWG, ABAG Regional Planning Committee (RPC), the MTC Planning Committee, and the ABAG Administrative Committee; it was adopted by resolution by both the ABAG Administrative Committee and the MTC Commission at their respective meetings on May 22. ABAG Resolution No. 02-19 is included as Attachment A; summaries of the criteria included in the resolution is provided in Attachment B.

Issues: The adopted update to the Regional Growth Framework:

Creates two PDA designations which apply to existing and new PDAs:

<u>Transit-Rich PDAs</u>. Served by a rail station, ferry terminal, or bus with 15-minute frequencies during peak commute periods.

<u>Connected Community PDAs</u>. Served by a bus route with 30-minute frequencies during peak commute periods and either: a) located inside a state-designated High Resource Area; or b) in a

jurisdiction that has adopted at least two supportive VMT reduction policies.

Retains PDA planning, infill, and local nomination criteria for all PDAs, with minor clarifications to the planning criteria to ensure plans are supported by zoning and an EIR or streamlined review process.

Ensures that all PDAs meet program criteria by requiring jurisdictions with PDAs that have not adopted or commenced a plan demonstrate a commitment to completing a plan by 2025, and requiring that a transit improvement capable of meeting at least the Connected Community criteria be identified by the County Transportation Agencies (CTA).

Establishes a Priority Production Area Pilot Program, including eligibility criteria and a timeline for potentially expanding the program.

Authorizes staff to open an application window for local jurisdictions to submit new or modified PDAs and PCAs, and to submit new PPAs. In addition, staff will work with cities with PDAs that do not meet program criteria to ensure a planning commitment is in place and transit improvement(s) are identified.

Next Steps:

Attachment C provides a detailed description of key dates for local jurisdictions to submit letters of interest for new or modified PDAs and PCAs, or for new PPAs, and for jurisdictions and County Transportation Agencies with PDAs that do not meet program criteria to submit letters of intent to meet these criteria.

Attachment D is a detailed table of the consistency of each PDA with revised program criteria.

In June, ABAG and MTC will release forms for letters of interest and letters of intent for local jurisdictions and CTAs to complete and submit by September 2019. ABAG and MTC staff will engage continuously with local jurisdiction and CTA staff and provide technical resources as needed to simplify the process.

For new priority areas, letters of interest will be followed in winter 2019-2020 with the adoption of local resolutions for PDA, PCA, and PPA nominations.

Association of Bay Area Governments

Regional Planning Committee

June 6, 2019 **Agenda Item 8**

Report on *Plan Bay Area 2050* – Regional Growth Framework Adopted Update Overview

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Recommended Action: Information

Attachments: A. ABAG Resolution 02-19

B. Regional Growth Framework Update: Overview of Existing and Proposed Geographies

C. Regional Growth Framework Update: Timeline

D. Regional Growth Framework Update: Table of PDAs' Transit and Planning Status with Updated Criteria

Reviewed:

Therese W. McMillan

ASSOCIATION OF BAY AREA GOVERNMENTS
ADMINISTRATIVE COMMITTEE

RESOLUTION NO. 02-19

Re: Approval of the Plan Bay Area 2050 – Regional Growth Framework Revisions: Next Steps

ABSTRACT

This resolution updates the Regional Growth Framework by (1) revising the definition and criteria for Priority Development Areas (PDAs), and (2) establishing a definition and criteria for Priority Production Areas (PPAs). No changes are made to Priority Conservation Area (PCA) criteria. In addition, the resolution authorizes staff to open a submission window for local jurisdictions to nominate new or modified PDAs, new or modified Priority Conservation Areas (PCAs), and new PPAs through a pilot program.

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated May 10, 2019 and the Administrative Committee Summary Sheet dated May 22, 2019.

ASSOCIATION OF BAY AREA GOVERNMENTS
ADMINISTRATIVE COMMITTEE

RESOLUTION NO. 02-19

Re: Approval of the Plan Bay Area 2050 – Regional Growth Framework Revisions: Next Steps

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, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs nominated by local governments; and

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

WHEREAS, Plan Bay Area ("Plan") constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2017) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2017 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more 70% of new homes would be built in PDAs and development would not occur in PCAs; and

WHEREAS, the feasibility of implementing the Regional Growth Framework, including the projected levels of growth in PDAs in Plan Bay Area 2013 and Plan Bay Area 2017, was analyzed in the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, respectively, and both documents recommended

revisions to the Regional Growth Framework to improve implementation of the upcoming Plan Bay Area 2050; and

WHEREAS, the Plan Bay Area 2040 Action Plan included an action to Establish Criteria for Priority Production Areas (PPAs); and

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders for comment in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizons Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length, establishes an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program, and does not modify the existing PCA definition and criteria (ABAG Resolution No. 12-14); and

WHEREAS, ABAG/MTC staff intend to open an application period for local jurisdictions to nominate new or modified PDAs and PCAs, and to nominate PPAs; now, therefore, be it

ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-19

RESOLVED, that ABAG hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that ABAG, as a decision making body, hereby adopts the definition and criteria for PDAs and PPAs in Attachment A, and authorizes staff to open an application period for local jurisdictions to nominate new or modified PDAs and PCAs, and to nominate new PPAs, which may include a submission period for Letters of Interest followed by formal nomination and adoption by MTC and ABAG.

The foregoing was adopted by the Administrative Committee this 22nd day of May 2019.

David Rabbitt
President

Certification of Administrative Committee 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 Administrative Committee of the Association at a duly called meeting held on the 22nd day of May, 2019.

Frederick Castro
Clerk of the Board

ATTACHMENT A
ABAG RESOLUTION NO. 02-19

Priority Development Area (PDAs): Definition and Criteria

Definition
Priority Development Areas (PDAs) are defined as follows:

- PDAs are **infill locations planned for significant housing and job growth.**
- PDAs help to reduce greenhouse gas emissions by **offering a suite of mobility options** that enable residents to live a car-free or car-light lifestyle.
- PDAs promote **greater opportunity for all**, regardless of race or income.

Eligibility Criteria
Eligibility criteria for designation as a Priority Development Area (PDA) are shown below. The first set of criteria apply to both categories of PDAs, Transit-Rich and Connected Community. The second set apply only to Transit-Rich PDAs, while the third set of criteria apply only to Connected Community PDAs.

1) **Eligibility Criteria Applicable to All PDAs**
All Priority Development Areas must meet the following criteria:

- **Locally-Nominated** – The PDA is nominated by the local government with land use authority[1] over the geographic area in which it is located, demonstrated by a resolution of support adopted by its governing body.[2]
- **Infill** – The area is fully within an existing urbanized area, and lies within an urban growth boundary or limit line if one is established.
- **Planned** – A plan for significant housing growth and/or housing and employment growth at transit-supportive densities has been adopted for the majority of the area by the governing body of the jurisdiction in which the PDA is located, such as a specific, precise, or area plan. In addition, this plan is reflected in the jurisdiction's general plan, zoning ordinance and either a certified environmental impact report, standard conditions of approval, or other environmental document that facilitates development consistent with the plan.

Furthermore, a PDA must either meet the criteria outlined under Transit-Rich PDAs or the criteria outlined under Connected Community PDAs.

[1] This includes, but is not limited to, adopting a zoning ordinance and reviewing development applications.
[2] In advance of formal applications, staff may periodically accept Letters of Interest that include general information about a PDA, and may be submitted by local government staff, such as a Planning Director, Community Development Director, or designee.

ATTACHMENT A
ABAG RESOLUTION NO. 02-19

2) **Eligibility Criteria Applicable to Transit-Rich PDAs**
In addition to criteria applicable to all Priority Development Areas, Transit-Rich PDAs must meet the following criteria:

- **High-Quality Transit** - At least fifty percent of area is within a one-half mile radius of any of the following:
  - Existing rail station; or
  - Planned rail stations in the most recently adopted fiscally-constrained Regional Transportation Plan; or
  - Ferry terminals with bus or rail service; or
  - Planned ferry terminal with bus or rail service in the most recently adopted fiscally-constrained Regional Transportation Plan; or
  - Bus stop served by at least one route with peak headways of 15 minutes or less during the morning and evening peak commute periods, defined as 6AM to 10AM and 3PM to 7PM, respectively.

3) **Eligibility Criteria Applicable to Connected Community PDAs**
In addition to criteria applicable to all Priority Development Areas, Connected Community PDAs must meet the following criteria:

- **Not Served by High-Quality Transit** – The area is beyond a one-half mile radius of transit service that meets the "high-quality transit" criteria for Transit-Rich Priority Development Areas
- **Basic Transit** – The area is within a half-mile radius of a bus stop served by at least one route with headways of 30 minutes or less during both the morning and evening peak commute periods, defined as 6AM to 10AM and 3PM to 7PM, respectively.
- **High Opportunity or VMT-Reduction Policies** – The area meets at least one of the following:
  - At least fifty percent of the area is within a census tract defined as "High" or "Highest" Resource on the most recent Opportunity Map adopted by the State of California Department of Housing and Community Development (HCD); or
  - The jurisdiction in which the area is located has adopted at least two policies demonstrated to reduce Vehicle Miles Traveled (VMT), which may include:
    - Parking and Transportation Demand Management (TDM) ordinance that includes monitoring and enforcement.
    - Development impact fee to be added to a fund that can be invested in citywide VMT-reduction investments.
    - Prioritization of planning and implementation of Class II or better bike infrastructure and safe, pedestrian-scaled streets.
    - Vision Zero and universal design standards.
    - Prioritization of curb space for reliable transit and shared modes.
    - Another policy documented by peer-reviewed research to achieve significant VMT reduction.

The definition and criteria for PDAs may be revised periodically.

ATTACHMENT A
ABAG RESOLUTION NO. 02-19

Priority Production Areas (PPAs): Definition and Criteria

The definition and eligibility criteria shown below will apply to the Priority Production Area (PPA) pilot program in Plan Bay Area 2050, with potential refinement following adoption of the Plan in 2021.

Definition
Priority Production Areas (PPAs) are defined as follows:

- PPAs are industrial areas of importance to the regional and local economies that encourage middle-wage job opportunities.
- PPAs are locally-designated places where industrial jobs (including manufacturing and supply chain services such as warehousing, distribution and repair) are a priority consideration in determining future land use.
- PPAs have broad community support for continued industrial activity that face pressure for conversion to higher-value uses.

Eligibility Criteria
PPAs must meet all of the following criteria:

- **Locally-Nominated** – The PPA is nominated by the local government with land use authority[3] over the geographic area in which it is located, demonstrated by a resolution of support adopted by its governing body.[4]
- **Infill** – The area is fully within an existing urbanized area, and lies within an urban growth boundary or limit line if one is established.
- **Prioritized for Industrial Use** - The area is zoned for industrial use[5] or has a high concentration of industrial activities.
- **Supports Regional Growth Framework** – The area does not overlap with PDAs and does not include land within one-half mile of a regional rail[6] station.
- **Certified Housing Element** - The jurisdiction in which the PPA is located has a certified housing element.

The definition and criteria for PPAs may be revised periodically.

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[3] This includes, but is not limited to, adopting a zoning ordinance and reviewing development applications.
[4] In advance of formal applications, staff may periodically accept Letters of Interest that include general information about a PDA, and may be submitted by local government staff, such as a Planning Director, Community Development Director, or designee.
[5] This could include, but is not limited to, industrial zoning, zoning controls that maintain industrial activities in a mixed use area, interim controls protecting existing industrial uses.
[6] Regional rail is defined as heavy, commuter, or intercity rail, including but not limited to BART, Caltrain, SMART, ACE, and Amtrak.

***Plan Bay Area 2050:* Regional Growth Framework Update – Overview of Existing and Proposed Geographies**

This attachment provides a summary of key changes proposed to the Growth Framework, and an overview of the Geographies included in the current and proposed Framework. Proposed action related to each Geography is outlined in **Attachment B**.

Table A1. Summary of Key Proposed Changes to Regional Growth Framework

	Designation		
	Priority Development Areas	**Priority Conservation Areas**	**Priority Production Areas**
Key Proposed Changes	• **PDA Categories:** Establishes **Transit-rich** and **Connected Community** categories *(see Table A2 for detailed criteria)*, which apply to existing and proposed PDAs • **Planning:** Defines plan requirement and adoption timeline • **Transit:** More frequent service required for Transit-rich PDAs than current PDAs; less frequent service required for Connected Community PDAs • **Equity:** State-designated High Resource Areas (HRAs) eligible for Connected Community PDA designation if transit criteria are met • **VMT-Reduction:** Areas outside HRAs meeting Connected Community transit criteria required to implement policy from menu of VMT-reduction measures	No change *(see Table A2 for detailed criteria)*	New designation *(see Table A2 for detailed criteria)*

Table A2. Overview of Current and Proposed Regional Growth Framework Designations

Designation		Criteria	Additional Information
Current Designations (all require resolutions of support from jurisdiction with land use authority)	Priority Development Area (PDA)	• Within urbanized area, and • Planned for significant housing growth, including affordable housing, and • Served by an existing or planned rail station, ferry terminal, or bus stop served by a route, or routes, with peak headways of 20 minutes or less	Interactive map of current PDAs is available here.
	Priority Conservation Area (PCA)	• Provide regionally significant agricultural, natural resource, scenic, recreational, and/or ecological values and ecosystem functions, demonstrated through adopted plans and recognized data sources such as the Conservation Lands Network (CLN), and • Require protection due to pressure from urban development or other factors, and	Interactive map of current PCAs is available here.

		• Fall into one or more PCA designation category: Natural Landscapes, Agricultural Lands, Urban Greening, and Regional Recreation	
Proposed Designations (all require resolutions of support from jurisdiction with land use authority)	Transit-Rich PDA	• Within urbanized area, and • Specific, precise, or equivalent Plan for housing and job growth adopted, or to be adopted no later than 2025, and • The majority of land is within one-half mile of an existing or planned[i] rail station, ferry terminal, or intersection of 2 or more bus routes with peak headways of 15 minutes or less. *(Meets state definition for Transit Priority Area)*	Transit criteria is consistent with the state definition of a Transit Priority Area (TPA); a map of Bay Area TPAs, some of which are PDAs, is available here.

	Connected Community PDA	• Within urbanized area, and
		• Specific, precise, or equivalent Plan for housing and job growth adopted, or to be adopted no later than 2025, and
		• The majority of land is within ½ mile of an existing or planned bus line with headways of no more than 30 minutes in peak periods, and
		• One of the following:
		  ○ Located in a High Resource Area (HRA) as defined by the California Department of Housing and Community Development (HCD), or
		  ○ Adoption, or commitment to adopt, two or more policies shown to reduce vehicle miles traveled (VMT)
			High Resource Areas are identified on HCD-adopted Opportunity Maps. The detailed methodology used to determine these areas, and a current map, are available here. Note that only HRA that meet transit criteria are eligible for designation as Connected Community PDAs.

	Priority Production Area (PPA)	• Zoned for industrial use or has a high concentration of Production, Distribution and Repair (PDR) activities, and • Does not overlap with a Priority Development Area and does not include land within one-half mile of a regional rail station[ii], and • Jurisdiction has a certified Housing Element	More information PDR, and San Francisco's effort to support PDR activities, is available here.
	PCA	No change	

[i] Included in most recently adopted fiscally constrained Regional Transportation Plan (RTP)
[ii] Includes existing and planned service; includes BART, Caltrain, ACE, SMART, Amtrak, and any future heavy/commuter/intercity rail systems.

PLAN BAY AREA 2050

Plan Bay Area 2050: Regional Growth Framework Update – Timeline

For local jurisdictions interested submit a **new PDA/PCA/PPA** or a **modified PDA/PCA:**	
June 2019	Announce call for Letters of Interest *(mid-June)* Release forms for submitting new or modified priority areas *(mid-June)*
July 2019	Webinars, workshops & local presentations by MTC/ABAG *(ongoing)*
August 2019	
September 2019	**Submission deadline for Letters of Interest (9/16/19)**
October 2019	Review of submitted letters by MTC/ABAG staff
November 2019	Webinars, workshops & local presentations by MTC/ABAG *(ongoing)*
December 2019	
January 2020	**Deadline for City Council or Board of Supervisors Resolution of Support**
February 2020	MTC/ABAG adoption of new and modified priority areas

For CTAs asked to identify **transit for PDAs not consistent with updated criteria:** For local jurisdictions to commit to **planning for PDAs not consistent with updated criteria:**	
June 2019	Announce call for Letters of Intent *(mid-June)* Release form for identifying supportive VMT reduction policies *(mid-June)*
July 2019	Webinars, workshops & local presentations by MTC/ABAG *(ongoing)*
August 2019	
September 2019	**Submission deadline for Letters of Intent (9/16/19)**
October 2019	Review of submitted letters by MTC/ABAG staff
November 2019	MTC/ABAG approval of transit/planning Letters of Intent

For local jurisdictions with **Connected Community PDAs that do not qualify as high-resource areas:**	
June 2019	Announce call for Letters of Commitment *(mid-June)* Release form for identifying supportive VMT reduction policies *(mid-June)*
July 2019	Webinars, workshops & local presentations by MTC/ABAG *(ongoing)*
August 2019	
September 2019	
October 2019	
November 2019	
December 2019	
January 2020	**Submission deadline for Letters of Commitment (1/10/20)**

PDA Transit and Planning Status with Proposed Criteria

Transit-Rich, Planned, meets transit criteria | Connected Community, Planned, meets transit criteria | Transit-Rich, Planinng or zoning needed | Connected Community, Planning or zoning needed | Does not meet transit criteria, Planning or zoning needed | Does not meet transit criteria, Planning needed

PDA Name	County	Jurisdiction	Total Acres	Percent Within 1/2 Mile of Transit Meeting Current Criteria[1]	Percent within 1/2 Mile of Transit Meeting Transit-Rich Criteria[2]	Percent Within 1/2 Mile of Transit Meeting Connected Communities Criteria[4]	PDA Plan[5] Adopted	EIR Certified	MTC Funded Plan
ALAMEDA COUNTY									
Castro Valley BART	Alameda	Alameda County	265	100%	100%	100%	In Progress	In Progress	
East 14th Street and Mission Boulevard	Alameda	Alameda County	810	100%	100%	100%	Yes	Yes	Yes
Adeline Street	Alameda	Berkeley	62	100%	100%	100%	In Progress	In Progress	Yes
Downtown	Alameda	Berkeley	150	100%	100%	100%	Yes	Yes	
South Shattuck	Alameda	Berkeley	21	100%	100%	100%	In Progress	In Progress	Yes
Southside/Telegraph Avenue	Alameda	Berkeley	204	100%	99%	100%	In Progress	No	
University Avenue	Alameda	Berkeley	76	100%	100%	100%	Yes	Yes	
Downtown Specific Plan Area	Alameda	Dublin	300	92%	92%	92%	Yes	Yes	
Town Center[3]	Alameda	Dublin	676	89%	89%	89%	Yes	Yes	
Transit Center/Dublin Crossings	Alameda	Dublin	280	80%	80%	80%	Part of PDA	Part of PDA	
Mixed-Use Core	Alameda	Emeryville	584	100%	100%	100%	Yes	Yes	
Downtown	Alameda	Hayward	304	98%	98%	100%	In Progress	In Progress	
South Hayward BART	Alameda	Hayward	183	100%	60%	100%	Yes	Yes	Yes
The Cannery	Alameda	Hayward	124	87%	87%	100%	Yes	Yes	
Downtown	Alameda	Livermore	252	75%	76%	76%	Yes	Yes	
Isabel Avenue/BART Station Planning Area[3]	Alameda	Livermore	1131	87%	87%	87%	In Progress	In Progress	
Coliseum BART Station Area	Alameda	Oakland	1448	96%	76%	97%	Yes	Yes	Yes
Downtown & Jack London Square	Alameda	Oakland	1335	100%	99%	100%	In Progress	In Progress	Yes
TOD Corridors - International Boulevard	Alameda	Oakland	875	100%	100%	100%	Yes	No	
TOD Corridors - San Antonio/Central Estuary	Alameda	Oakland	944	86%	77%	98%	Yes	Yes	
West Oakland	Alameda	Oakland	1701	100%	67%	100%	Yes	Yes	Yes
Bay Fair BART Village	Alameda	San Leandro	169	100%	100%	100%	Yes	Yes	Yes
Downtown Transit Oriented Development	Alameda	San Leandro	517	100%	100%	100%	Yes	Yes	Yes
East 14th Street	Alameda	San Leandro	146	100%	100%	100%	Yes	Yes	Yes
Intermodal Station District	Alameda	Union City	143	94%	89%	94%	Yes	Yes	
San Pablo & Solano Mixed Use Neighborhood	Alameda	Albany	80	100%	85%	100%	No	No	
San Pablo Avenue	Alameda	Berkeley	106	100%	100%	100%	No	No	
Eastmont Town Center	Alameda	Oakland	733	100%	55%	100%	No	No	
Fruitvale and Dimond Areas	Alameda	Oakland	1521	99%	86%	99%	No	No	
Golden Gate/North Oakland	Alameda	Oakland	935	100%	92%	100%	No	No	

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MacArthur Transit Village	Alameda	Oakland	1152	96%	86%	100%	No	No	
Naval Air Station	Alameda	Alameda	1052	53%	46%	56%	In Progress	In Progress	Yes
Northern Waterfront	Alameda	Alameda	329	100%	0%	100%	Yes	Yes	
Hesperian Boulevard	Alameda	Alameda County	455	100%	2%	100%	Yes	Yes	
Centerville	Alameda	Fremont	1721	72%	27%	92%	Part of PDA	Part of PDA	
City Center	Alameda	Fremont	1067	78%	47%	78%	Part of PDA	Part of PDA	Yes
Irvington District	Alameda	Fremont	1388	35%	28%	73%	Part of PDA	Part of PDA	
Mission Boulevard Corridor	Alameda	Hayward	270	100%	34%	100%	Yes	Yes	
South Hayward BART	Alameda	Hayward	53	100%	0%	100%	Yes	Yes	Yes
TOD Corridors	Alameda	Oakland	5004.2	91%	42%	99%	No	No	
Warm Springs	Alameda	Fremont	1628	36%	23%	36%	Yes	yes	Yes
East Side	Alameda	Livermore	2328	10%	10%	10%	Part of PDA	Part of PDA	
Dumbarton Transit Oriented Development[3]	Alameda	Newark	205	0%	0%	0%	Yes	Yes	
Hacienda	Alameda	Pleasanton	869	25%	25%	25%	Yes	No	
Meekland Avenue Corridor	Alameda	Alameda County	171	40%	40%	40%	No	No	
Old Town Mixed Use Area	Alameda	Newark	53	0%	0%	0%	No	No	
CONTRA COSTA COUNTY									
Contra Costa Centre	Contra Costa	Contra Costa County	100	99%	98%	99%	Yes	Yes	
Pittsburg/Bay Point BART Station	Contra Costa	Contra Costa County	73	100%	100%	100%	Yes	Yes	
San Pablo Avenue Corridor	Contra Costa	El Cerrito	131	100%	100%	100%	Yes	Yes	Yes
San Pablo Avenue Corridor	Contra Costa	El Cerrito	119	100%	100%	100%	Yes	Yes	Yes
Waterfront District	Contra Costa	Hercules	244	64%	64%	71%	Yes	Yes	
Downtown	Contra Costa	Martinez	191	93%	93%	93%	Yes	Yes	
Downtown	Contra Costa	Orinda	155	81%	81%	81%	In Progress	No	
Central Richmond & 23rd Street Corridor	Contra Costa	Richmond	774	55%	55%	70%	In Progress	No	
San Pablo Avenue & 23rd Street Corridors	Contra Costa	San Pablo	284	98%	98%	100%	Yes	Yes	
Downtown	Contra Costa	Concord	486	46%	46%	97%	Yes	yes	Yes

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Downtown El Sobrante	Contra Costa	Contra Costa County	171	0%	0%	71%	Yes	Yes	
Central Hercules	Contra Costa	Hercules	252	0%	0%	82%	Yes	Yes	
Downtown	Contra Costa	Pittsburg	435	0%	0%	100%	Yes	Yes	Yes
Railroad Avenue eBART Station	Contra Costa	Pittsburg	1071	47%	47%	90%	Yes	Yes	Yes
South Richmond	Contra Costa	Richmond	1422	12%	12%	65%	Yes	Yes	Yes
City Center	Contra Costa	San Ramon	456	0%	0%	100%	Part of PDA	Part of PDA	
North Camino Ramon	Contra Costa	San Ramon	302	0%	0%	96%	Yes	Yes	
Core Area	Contra Costa	Walnut Creek	792	42%	42%	93%	Yes	Yes	Yes
Diablo Valley College	Contra Costa	Pleasant Hill	58	0%	0%	100%	No	No	
Central Richmond & 23rd Street Corridor	Contra Costa	Richmond	51	17%	17%	100%	No	No	
Hillcrest eBART Station	Contra Costa	Antioch	382	27%	27%	27%	Yes	Yes	Yes
Rivertown Waterfront	Contra Costa	Antioch	474	42%	42%	42%	Yes	Yes	
Community Reuse Area/Los Medanos	Contra Costa	Concord	1606	0%	0%	0%	Yes	Yes	Yes
Community Reuse Area/Los Medanos	Contra Costa	Concord	1066	16%	16%	16%	Yes	Yes	Yes
Pittsburg/Bay Point BART Station	Contra Costa	Contra Costa County	336	43%	43%	43%	Yes	Yes	Yes
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa	Contra Costa County	346	0%	0%	0%	Part of PDA	Part of PDA	
Downtown	Contra Costa	Danville	546	0%	0%	0%	Yes	Yes	
Downtown	Contra Costa	Lafayette	304	49%	49%	49%	Yes	Yes	
Moraga Center	Contra Costa	Moraga	180	0%	0%	0%	Yes	Yes	Yes
Downtown	Contra Costa	Oakley	146	0%	0%	0%	Yes	Yes	
Employment Area	Contra Costa	Oakley	758	0%	0%	0%	Part of PDA	Part of PDA	
Appian Way Corridor	Contra Costa	Pinole	141	0%	0%	0%	Yes	Yes	
Old Town San Pablo Avenue	Contra Costa	Pinole	240	0%	0%	0%	Yes	Yes	
Buskirk Avenue Corridor	Contra Costa	Pleasant Hill	320	6%	4%	6%	Part of PDA	Part of PDA	
North Richmond	Contra Costa	Richmond (with Contra Costa Co	1126	0%	0%	0%	Yes	Yes	
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa	Hercules	74	0%	0%	20%	No	No	

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Potential Planning Area	Contra Costa	Oakley	232	0%	0%	0%	No	No	
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa	Richmond	214	44%	44%	45%	No	No	
Rumrill Boulevard	Contra Costa	San Pablo	55	0%	0%	8%	No	No	
MARIN COUNTY									
Downtown	Marin	San Rafael	503	98%	98%	98%	Yes	Yes	Yes
Unincorporated Marin County	Marin	Marin County	523	5%	5%	5%	No	No	
NAPA COUNTY									
Downtown Napa and Soscol Gateway Corridor	Napa	Napa	616	0%	0%	100%	Part of PDA	Part of PDA	
Highway 29 Corridor	Napa	American Canyon	374	0%	0%	1%	In Progress	In Progress	
SAN FRANCISCO CITY & COUNTY									
19th Avenue	San Francisco	San Francisco	1163	91%	91%	100%	In Progress	No	Yes
Balboa Park	San Francisco	San Francisco	207	100%	100%	100%	Yes	Yes	
Bayview/Hunters Point Shipyard/Candlestick Point	San Francisco	San Francisco	2854	91%	70%	93%	Yes	Yes	
Downtown-Van Ness-Geary	San Francisco	San Francisco	2358	100%	100%	100%	Yes	Yes	Yes
Eastern Neighborhoods	San Francisco	San Francisco	2291	100%	100%	100%	Yes	Yes	Yes
Market-Octavia/Upper Market	San Francisco	San Francisco	425	100%	100%	100%	Yes	Yes	Yes
Mission Bay	San Francisco	San Francisco	290	100%	100%	100%	Yes	Yes	
Mission-San Jose Corridor	San Francisco	San Francisco	1804	100%	100%	100%	Yes	Yes	Yes
Transit Center District	San Francisco	San Francisco	150	100%	100%	100%	Yes	Yes	
Treasure Island & Yerba Buena Island	San Francisco	San Francisco	559	100%	100%	100%	Yes	Yes	Yes
San Francisco/San Mateo Bi-County Area	San Francisco	San Francisco & Brisbane	373	93%	93%	98%	Part of PDA	Part of PDA	
Port of San Francisco	San Francisco	San Francisco	811	91%	77%	91%	No	No	
SAN MATEO COUNTY									
Burlingame El Camino Real	San Mateo	Burlingame	958	100%	57%	100%	Part of PDA	Part of PDA	
Downtown	San Mateo	Redwood City	192	100%	97%	100%	Yes	Yes	
Downtown	San Mateo	San Mateo	102	100%	100%	100%	Part of PDA	Part of PDA	
Downtown	San Mateo	South San Francisco	192	77%	77%	77%	Yes	Yes	Yes
El Camino Real	San Mateo	San Mateo	140	100%	73%	100%	Yes	Yes	
El Camino Real Corridor and Downtown	San Mateo	Menlo Park	159	100%	85%	100%	Yes	Yes	

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Mission Boulevard	San Mateo	Daly City	690	100%	77%	100%	Part of PDA	Part of PDA	
Rail Corridor	San Mateo	San Mateo	498	74%	57%	74%	Yes	Yes	
Railroad Corridor	San Mateo	San Carlos	69	100%	92%	100%	Part of PDA	Part of PDA	
Transit Corridors	San Mateo	San Bruno	864	97%	64%	97%	Part of PDA	Part of PDA	
Transit Station Area	San Mateo	Millbrae	237	100%	62%	100%	In Progress	Yes	
Villages of Belmont	San Mateo	Belmont	555	100%	59%	100%	Part of PDA	Part of PDA	Yes
Bayshore	San Mateo	Daly City	378	91%	91%	93%	No	No	
El Camino Real	San Mateo	Colma	334	100%	77%	100%	No	No	
El Camino Real (Unincorporated Colma)	San Mateo	San Mateo County	49	100%	100%	100%	No	No	
Broadway/Veterens Boulevard Corridor	San Mateo	Redwood City	431	24%	8%	50%	Part of PDA	Part of PDA	
El Camino Real	San Mateo	South San Francisco	859	100%	36%	100%	Yes	Yes	
El Camino Real (North Fair Oaks)	San Mateo	San Mateo County	527	12%	1%	77%	Yes	Yes	
El Camino Real Corridor	San Mateo	Redwood City	178	100%	11%	100%	Yes	No	
Ravenswood[3]	San Mateo	East Palo Alto	341	0%	0%	82%	Yes	Yes	
Grand Boulevard Initiative	San Mateo	San Mateo	1008	100%	37%	100%	No	No	
San Francisco/San Mateo Bi-County Area	San Mateo	San Francisco & Brisbane	739	16%	16%	86%	No	No	
SANTA CLARA COUNTY									
Central Redevelopment Area	Santa Clara	Campbell	257	88%	88%	100%	Part of PDA	Part of PDA	
Downtown	Santa Clara	Gilroy	254	90%	62%	90%	Yes	Yes	
Transit Area	Santa Clara	Milpitas	409	100%	100%	100%	Yes	Yes	
Downtown	Santa Clara	Morgan Hill	181	100%	81%	100%	Yes	Yes	
Downtown	Santa Clara	Mountain View	692	96%	94%	96%	Part of PDA	Part of PDA	
El Camino Real	Santa Clara	Mountain View	286	100%	60%	100%	Yes	Yes	Yes
San Antonio	Santa Clara	Mountain View	123	100%	100%	100%	Part of PDA	Part of PDA	
Whisman Station	Santa Clara	Mountain View	151	100%	100%	100%	Yes	Yes	
California Avenue	Santa Clara	Palo Alto	120	100%	91%	100%	Yes	No	

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Berryessa Station	Santa Clara	San Jose	664	88%	56%	88%	Yes	Yes	
Blossom Hill/Snell Urban Village	Santa Clara	San Jose	64	100%	100%	100%	In Progress	Yes	
Communications Hill	Santa Clara	San Jose	1573	84%	64%	86%	Yes	Yes	
Cottle Transit Village (Hitachi)	Santa Clara	San Jose	196	100%	100%	100%	Yes	Yes	
Downtown "Frame"	Santa Clara	San Jose	2445	98%	83%	99%	Yes	Yes	yes
East Santa Clara/Alum Rock Corridor	Santa Clara	San Jose	898	96%	93%	100%	Yes	Yes	
Greater Downtown	Santa Clara	San Jose	684	100%	100%	100%	Yes	Yes	Yes
North San Jose	Santa Clara	San Jose	5028	75%	62%	75%	Yes	Yes	
Oakridge/Almaden Plaza Urban Village	Santa Clara	San Jose	380	74%	74%	90%	In Progress	Yes	
Stevens Creek TOD Corridor	Santa Clara	San Jose	259	100%	100%	100%	Yes	Yes	
West San Carlos and Southwest Expressway Corridors	Santa Clara	San Jose	1346	100%	100%	100%	In Progress	In Progress	Yes
El Camino Real Focus Area	Santa Clara	Santa Clara	317	100%	91%	100%	In Progress	In Progress	Yes
Santa Clara Station Focus Area	Santa Clara	Santa Clara	256	100%	96%	100%	Yes	Yes	
Downtown & Caltrain Station	Santa Clara	Sunnyvale	274	96%	95%	96%	Yes	Yes	Yes
El Camino Real Corridor	Santa Clara	Sunnyvale	411	100%	99%	100%	In Progress	In Progress	Yes
Lawrence Station Transit Village	Santa Clara	Sunnyvale	356	68%	68%	68%	Yes	Yes	Yes
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Santa Clara	Cupertino	552	88%	85%	88%	No	No	
El Camino Real Corridor	Santa Clara	Los Altos	77	100%	97%	100%	No	No	
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Santa Clara	Milpitas	121	100%	93%	100%	No	No	
Capitol Corridor Urban Villages	Santa Clara	San Jose	199	100%	100%	100%	No	Yes	Yes
Tasman Crossing	Santa Clara	Sunnyvale	197	97%	97%	100%	No	No	
Bascom TOD Corridor	Santa Clara	San Jose	215	100%	32%	100%	In Progress	Yes	
Bascom Urban Village	Santa Clara	San Jose	118	0%	0%	73%	In Progress	Yes	
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Santa Clara	San Jose	3640	96%	44%	96%	Part of PDA	Yes	
Saratoga TOD Corridor	Santa Clara	San Jose	159	75%	11%	77%	In Progress	Yes	
Westgate/El Paseo Urban Village	Santa Clara	San Jose	177	0%	0%	100%	In Progress	Yes	
Winchester Boulevard TOD Corridor	Santa Clara	San Jose	299	59%	1%	59%	Yes	Yes	
Capitol/Tully/King Urban Villages	Santa Clara	San Jose	254	100%	12%	100%	No	Yes	
North Bayshore	Santa Clara	Mountain View	651	0%	0%	0%	Yes	Yes	

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Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Santa Clara	Gilroy	273	30%	0%	30%	No	No	
Camden Urban Village	Santa Clara	San Jose	108	0%	0%	0%	No	Yes	
East Sunnyvale	Santa Clara	Sunnyvale	460	0%	0%	6%	No	No	
SOLANO COUNTY									
Downtown South (Jefferson Street)	Solano	Fairfield	289	50%	50%	50%	Yes	Yes	
Downtown & Waterfront	Solano	Suisun City	390	52%	52%	52%	Yes	Yes	
Waterfront & Downtown	Solano	Vallejo	200	56%	56%	100%	Yes	Yes	
West Texas Street Gateway	Solano	Fairfield	316	0%	0%	99%	Yes	Yes	
Sonoma Boulevard	Solano	Vallejo	108	0%	0%	100%	Yes	Yes	
Allison Area	Solano	Vacaville	210	0%	0%	100%	Yes	Yes	
North Texas Street Core	Solano	Fairfield	180	0%	0%	100%	No	No	
Downtown	Solano	Benicia	159	0%	0%	0%	Yes	Yes	
Fairfield-Vacaville Train Station	Solano	Fairfield	2935	8%	8%	8%	Yes	Yes	
Downtown	Solano	Vacaville	168	0%	0%	0%	In Progress	In Progress	Yes
Northern Gateway - Benicia's Industrial Park	Solano	Benicia	1492	0%	0%	0%	No	No	
Downtown	Solano	Dixon	139	0%	0%	0%	No	No	
SONOMA COUNTY									
Central, Turning Basin/Lower Reach	Sonoma	Petaluma	455	55%	55%	55%	Part of PDA	Part of PDA	Yes
Downtown Station Area	Sonoma	Santa Rosa	677	87%	53%	95%	In Progress	In Progress	Yes
Station Area/Downtown Specific Plan Area	Sonoma	Windsor	389	80%	80%	80%	Yes	Yes	Yes
North Santa Rosa Station	Sonoma	Santa Rosa	989	81%	40%	81%	Yes	Yes	Yes
Roseland	Sonoma	Santa Rosa	1460	0%	0%	56%	Yes	Yes	
Sebastopol Road Corridor	Sonoma	Santa Rosa	887	3%	3%	78%	Part of PDA	Part of PDA	
Mendocino Avenue/Santa Rosa Avenue Corridor	Sonoma	Santa Rosa	1447	51%	0%	90%	No	No	
Downtown/SMART Transit Area[3]	Sonoma	Cloverdale	504	0%	0%	0%	Yes	Yes	Yes
Downtown and Cotati Depot	Sonoma	Cotati	133	19%	19%	19%	Yes	Yes	Yes
Central Rohnert Park	Sonoma	Rohnert Park	405	11%	11%	11%	Yes	Yes	Yes
Sonoma Mountain Village	Sonoma	Rohnert Park	178	0%	0%	0%	Yes	Yes	
Core Area	Sonoma	Sebastopol	703	0%	0%	0%	Yes	Yes	

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Notes

1. Defined for the purpose of this analysis as an existing rail station, ferry terminal, or 20-minute frequency bus in peak periods

2. Defined as within 1/2 mile of an existing rail station or ferry terminal, a rail station or ferry terminal included in the most

3. Part or all of PDA within 1/2 mile of Resolution 3434 station not funded in the fiscally constrained Plan Bay Area 2040

4. Defined as within 1/2 mile of a bus stop served by at least one route with headways of 30 minutes or less during AM and PM

5. Defined as a Specific, Precise, or other Plan creating development standards specifically for the area included in the PDA,