



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

ABAG Regional Planning Committee

Chair, Karen Mitchoff, Supervisor, County of Contra Costa
Vice Chair, Carlos Romero, Urban Ecology

Thursday, July 16, 2020

1:00 PM

Remote

Association of Bay Area Governments Regional Planning Committee

The ABAG Regional Planning Committee will be meeting on July 1, 2020, 1:00 p.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at: <https://abag.ca.gov/meetings-events/live-webcasts>

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/93948956385>

Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 939 4895 6385

Detailed instructions on participating via Zoom are available at:
<https://abag.ca.gov/zoom-information>

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*9".

In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name 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.

The ABAG Executive Board 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

Susan Adams, Jesse Arreguin, Marily Ezzy Ashcraft, Rick Bonilla, Mark Boucher, Monica Brown, Paul Campos, David Canepa, Kathleen Cha, Cindy Chavez, Amber Crabbe, Diane Dillon, Pat Eklund, Neysa Fligor, Scott Haggerty, Russell Hancock, Melissa Jones, Rafael Mandelman, Nathan Miley, Karen Mitchoff, Julie Pierce, David Rabbitt, Belia Ramos, Matt Regan, Katie Rice, Carlos Romero, Mark Ross, Al Savay, Gregory Scharff, Scott Sedgley, James Sperling, Sonja Trauss, Lori Wilson

1. Call to Order / Roll Call / Confirm Quorum

2. Public Comment

Informational

3. Chair's Report

- 3.a. [20-1109](#) Concluding the Regional Planning Committee's Housing Subcommittee

Action: Approval

Presenter: Karen Mitchoff

Attachments: [Item 3a Summary Sheet Housing Subcommittee.pdf](#)

4. Consent Calendar

- 4.a. [20-0975](#) Approval of ABAG Regional Planning Committee Minutes of May 6, 2020

Action: Approval

Presenter: Clerk of the Board

Attachments: [Item 4a Minutes 202000506 Draft.pdf](#)

5. Plan Bay Area 2050

5.a. [20-1006](#) Plan Bay Area 2050 Draft Blueprint: Key Findings

Presentation on the findings from the Draft Blueprint analysis, highlighting successes and shortcomings in advance of stakeholder workshops later this month.

Action: Information

Presenter: Dave Vautin

Attachments: [Item 5a 1 Summary Sheet PBA50_DraftBlueprintFindings.pdf](#)
[Item 5a 2 PBA50_DraftBlueprintFindings_AttachmentA_Presentation.pdf](#)
[Item 5a 3 PBA50_DraftBlueprintFindings_AttachmentB_StrategiesHandout.pdf](#)
[Item 5a 4 Attachment C_FINAL_PBA50_DraftBlueprint_Outcomes.pdf](#)

**5.b. [20-1008](#) Plan Bay Area 2050: Additional Priority Development Areas (PDA)
Submitted for Final Blueprint**

Presentation highlighting PDA nominations received during the second round of submissions this spring in advance of ABAG Executive Board adoption for Final Blueprint.

Action: Information

Presenter: Mark Shorett

Attachments: [Item 5b 1 Summary Sheet PDAs Round 2.pdf](#)
[Item 5b 2 Attachment Combined ABAG Resolution 02 2020 Revised.pdf](#)

6. Regional Housing Needs Allocation**6.a. [20-1005](#) RHNA: Regional Housing Needs Determination (RHND)**

Report on the Regional Housing Needs Determination as developed by the State Housing and Community Development (HCD) Department, and discuss any next steps.

Action: Information

Presenter: Paul Fassinger and Gillian Adams

Attachments: [Item 6a 1 Summary Sheet RHND.pdf](#)
[Item 6a 2 Attachment A Staff Memo on RHND v7.pdf](#)
[Item 6a 3 Attachment B HCD Memo on RHND v4.pdf](#)

7. Adjournment / Next Meeting

The next meeting of the ABAG Regional Planning Committee is on September 2, 2020.

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 #: 20-1109 **Version:** 1 **Name:**
Type: Report **Status:** Committee Approval
File created: 7/6/2020 **In control:** ABAG Regional Planning Committee
On agenda: 7/16/2020 **Final action:**
Title: Concluding the Regional Planning Committee's Housing Subcommittee
Sponsors:
Indexes:
Code sections:
Attachments: [Item 3a Summary Sheet Housing Subcommittee.pdf](#)

Date	Ver.	Action By	Action	Result
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Concluding the Regional Planning Committee's Housing Subcommittee

Karen Mitchoff

Approval

Association of Bay Area Governments

Regional Planning Committee

July 16, 2020

Agenda Item 3.a.

Housing Subcommittee

Subject: Concluding the Regional Planning Committee's Housing Subcommittee

Background: Considering the formation of a new ABAG Housing Committee, the scope of the RPC's Housing Subcommittee is now duplicative; consider concluding the term of the Housing Subcommittee.

Issues: None

Recommended Action: The Regional Planning Committee is requested to dissolve the Housing Subcommittee.

Attachments: None

Reviewed:



Alix Bockelman



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0975 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 6/5/2020 **In control:** ABAG Regional Planning Committee
On agenda: 7/1/2020 **Final action:**
Title: Approval of ABAG Regional Planning Committee Minutes of May 6, 2020
Sponsors:
Indexes:
Code sections:
Attachments: [Item 4a Minutes 202000506 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Regional Planning Committee Minutes of May 6, 2020

Clerk of the Board

Approval



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Regional Planning Committee

Chair, Karen Mitchoff, Supervisor, County of Contra Costa
Vice Chair, Carlos Romero, Urban Ecology

Wednesday, May 6, 2020

3:05 PM

Remote

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 3:05 p.m.

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

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

Roster

Susan Adams, Jesse Arreguin, Marily Ezzy Ashcraft, Rick Bonilla, Mark Boucher, Monica Brown, Paul Campos, David Canepa, Kathleen Cha, Cindy Chavez, Amber Crabbe, Diane Dillon, Pat Eklund, Neysa Fligor, Scott Haggerty, Russell Hancock, Melissa Jones, Rafael Mandelman, Nathan Miley, Karen Mitchoff, Julie Pierce, David Rabbitt, Belia Ramos, Matt Regan, Katie Rice, Carlos Romero, Mark Ross, Al Savay, Gregory Scharff, Scott Sedgley, James Sperring, Sonja Trauss, Lori Wilson

1. Call to Order / Roll Call / Confirm Quorum

Chair Mitchoff called the meeting to order at about 3:06 p.m. Quorum was present.

Present: 28 - Adams, Arreguin, Ashcraft, Bonilla, Boucher, Campos, Canepa, Cha, Chavez, Crabbe, Dillon, Eklund, Fligor, Haggerty, Hancock, Jones, Mandelman, Mitchoff, Pierce, Rice, Romero, Ross, Savay, Scharff, Sedgley, Sperring, Trauss, and Wilson

Absent: 5 - Brown, Miley, Rabbitt, Ramos, and Regan

2. Public Comment

There was no public comment.

3. Chair's Report

There was no Chair's report.

4. Consent Calendar

Upon the motion by Eklund and second by Pierce, the ABAG Regional Planning Committee approved the Consent Calendar, including minutes of March 4 2020. The motion passed unanimously by the following vote:

Aye: 26 - Adams, Arreguin, Ashcraft, Bonilla, Boucher, Campos, Canepa, Cha, Chavez, Crabbe, Eklund, Fligor, Haggerty, Hancock, Jones, Mitchoff, Pierce, Rice, Romero, Ross, Savay, Scharff, Sedgley, Spering, Trauss, and Wilson L

Absent: 7 - Brown, Dillon, Mandelman, Miley, Rabbitt, Ramos, and Regan

- 4.a. [20-0566](#) Approval of ABAG Regional Planning Committee Minutes of March 4, 2020

5. Regional Housing Needs Allocation

- 5.a. [20-0568](#) Update on RHNA Housing Methodology Committee and Regional Early Action Planning Grants Program (REAP)

Staff will present an update on recent activity of the RHNA Housing Methodology Committee and provide an overview of the REAP program, including its relation to other state funding programs like LEAP and initial feedback from local justifications about the design of the future Regional Housing Technical Assistance Program.

Gillian Adams gave the report.

The following gave public comment: Rodney Nickens; Ken Bukowski; Robert.

- 5.b. [20-0567](#) Report on a revised methodology for determining each RHNA subregion's share of the Regional Housing Need Determination (RHND) the Bay Area will receive from the Department of Housing and Community Development (HCD)

Staff will present a revised proposal for the methodology to determine a subregion's share of the Regional Housing Needs Determination (RHND).

Gillian Adams gave the report.

The following gave public comment: Ken Bukowski.

Upon the motion by Spering and second by Pierce, the ABAG Regional Planning Committee recommended that the ABAG Executive Board approve the proposed methodology for allocating a share of total housing need to each subregion, as reported. The motion passed unanimously by the following vote:

Aye: 27 - Adams, Ashcraft, Bonilla, Boucher, Brown, Campos, Canepa, Cha, Chavez, Crabbe, Dillon, Eklund, Fligor, Haggerty, Hancock, Jones, Mandelman, Mitchoff, Pierce, Rice, Romero, Ross, Savay, Scharff, Spering, Trauss, and Wilson L

Absent: 6 - Arreguin, Miley, Rabbitt, Ramos, Regan, and Sedgley

6. ABAG MTC Governance

6.a. [20-0719](#) Report on Proposed ABAG MTC Committee Work Integration

Therese McMillan gave the report.

The following gave public comment: Ken Bukowski; Robert.

7. Adjournment / Next Meeting

Chair Mitchoff adjourned the meeting at about 5:20 p.m. The next special meeting of the ABAG Regional Planning Committee is on July 16, 2020.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1006 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 6/10/2020 **In control:** ABAG Regional Planning Committee
On agenda: 7/1/2020 **Final action:**
Title: Plan Bay Area 2050 Draft Blueprint: Key Findings

Presentation on the findings from the Draft Blueprint analysis, highlighting successes and shortcomings in advance of stakeholder workshops later this month.

Sponsors:

Indexes:

Code sections:

Attachments: [Item 5a 1 Summary Sheet PBA50_DraftBlueprintFindings.pdf](#)
[Item 5a 2 PBA50_DraftBlueprintFindings_AttachmentA_Presentation.pdf](#)
[Item 5a 3 PBA50_DraftBlueprintFindings_AttachmentB_StrategiesHandout.pdf](#)
[Item 5a 4 Attachment C_FINAL_PBA50_DraftBlueprint_Outcomes.pdf](#)

Date	Ver.	Action By	Action	Result
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Plan Bay Area 2050 Draft Blueprint: Key Findings

Presentation on the findings from the Draft Blueprint analysis, highlighting successes and shortcomings in advance of stakeholder workshops later this month.

Dave Vautin

Information

Association of Bay Area Governments
ABAG Regional Planning Committee

July 16, 2020

Agenda Item 5a

Plan Bay Area 2050 Draft Blueprint: Key Findings

Subject: Presentation on the findings from the Draft Blueprint analysis, highlighting successes and shortcomings in advance of stakeholder workshops later this month.

Background: Approved for further analysis by MTC and ABAG in February 2020, the Draft Blueprint is the “first draft” of Plan Bay Area 2050, integrating 25 resilient and equitable strategies from the predecessor Horizon initiative. Horizon tested strategies against a wide range of external forces, exploring which policies and investments were best prepared for an uncertain future – from rising telecommute levels to economic boom & bust cycles to consumer preference shifts.

The Plan Bay Area 2050 Draft Blueprint weaves together these transportation, housing, economic, and environmental strategies – as highlighted in **Attachment B** – alongside an expanded set of growth geographies to advance critical climate and equity goals. Designed to accommodate the 1.5 million new homes necessary to house future growth and address overcrowding, as well as 1.4 million new jobs, the Draft Blueprint integrates strategies to address our severe and longstanding housing crisis. With infrastructure investments in walking, biking, and public transportation – as well as sea level protections designed to keep most Bay Area communities from flooding through 2050 – the Draft Blueprint makes meaningful steps towards the adopted Plan Bay Area 2050 Vision.

In line with the Plan Vision, this memorandum includes some key highlights as well as key challenges, organized by the five Guiding Principles – to ensure a more **affordable, connected, diverse, healthy, and vibrant Bay Area for all**. For additional detail on the specific metrics – forecasted outcomes for equity & performance – please refer to **Attachment C**.

**Highlights of
Draft Blueprint:**

The Plan Bay Area 2050 Draft Blueprint goes well beyond what was included in the current long-range regional plan, Plan Bay Area 2040. Notable highlights from the analysis conducted over the past four months include:

- **Improving Affordability for All:** For a typical household, the cost burden for housing and transportation as a share of income declines by 9 points between 2015 and 2050. Reductions are even greater for low-income households – a decline of 26 points – with means-based fares and tolls yielding further dividends in advancing equity goals.
- **Expanding Housing Opportunities for Low-Income Residents.** With robust regional measures in play – as well as an expanded inclusionary zoning strategy – the Draft Blueprint includes funding capacity for the construction of over 400,000 permanently-affordable homes through 2050.
- **Focusing Growth in Walkable, Transit-Rich Communities.** The majority of future housing and job growth is located in walkable communities with frequent transit; the Final Blueprint may make further performance gains via additional transit strategies under consideration for the Final Blueprint.

- **Saving Lives and Protecting Communities.** Reduced speed limits and roadway redesigns help play a critical role in saving thousands of lives through 2050, even as more progress is needed to achieve Vision Zero goals. Investments in sea level rise infrastructure saves 98 percent of at-risk homes through 2050, and funding for seismic home retrofits protects 100 percent of homes at high risk of damage.
- **Positioning the Region for Robust Economic Growth.** Despite over \$200 billion in new taxes in the decades ahead to pay for the bold strategies approved in February 2020, Bay Area businesses are forecasted to rebound robustly, with per-capita gross regional product soaring by 65% through 2050.

Challenges for Final Blueprint:

While the Draft Blueprint strategies make meaningful headway on some of the region's most critical policy issues, five key challenges remain in advancing the bold vision of Plan Bay Area 2050. These challenges will be the focus of our outreach and engagement this summer, as we consider how to make the Blueprint even more resilient and equitable in preparation for an uncertain future:

- **Challenge #1: Affordable Guiding Principle.** While the Draft Blueprint funds a considerable amount of deed-restricted affordable housing, hundreds of thousands of existing low-income residents would still lack a permanently affordable place to live. What strategies could we modify or advance to further increase production of homes affordable to lower-income residents, most importantly in High-Resource Areas with well-resourced schools and convenient access to jobs?
- **Challenge #2: Connected Guiding Principle.** While the Draft Blueprint makes significant headway in improving access for drivers and transit riders compared to existing trends, traffic congestion and transit overcrowding remain significant challenges across the region. How can new or expanded strategies better address these key transportation issues?
- **Challenge #3: Diverse Guiding Principle.** While the Draft Blueprint focuses a sizable share of affordable housing in historically-exclusionary places in the Bay Area, displacement risk continues to rise, especially in Communities of Concern. How can new or expanded strategies reduce this risk of displacement so more residents can remain in place?
- **Challenge #4: Healthy Guiding Principle.** While the Draft Blueprint includes robust protections for agricultural lands and communities vulnerable to sea level rise, the biggest challenge remaining relates to mitigating greenhouse gas emissions (GHG). Given the magnitude of the gap between Draft Blueprint performance and the state-mandated target, what strategies could we modify or expand to close this GHG gap in an equitable and sustainable manner?

- **Challenge #5: Vibrant Guiding Principle.** While Bay Area businesses thrive in the Draft Blueprint, job growth remains relatively concentrated in traditional job centers such as Silicon Valley. Potentially impactful strategies such as office development caps were not included in the Draft Blueprint following discussion at the Commission/Board workshop in January, and more modest strategies such as impact fees led to positive yet limited effects in shifting jobs to housing-rich communities, such as parts of Alameda County. What additional strategies could be considered to shift jobs closer to the region's existing workforce?


Next Steps:

Staff will now seek further input from the public, key stakeholders, and local jurisdiction staff as part of summer 2020 engagement activities. Following a combination of virtual public workshops, telephone town halls, office hours, and non-digital engagement approaches, staff will return to this committee in September with a summary of feedback on Draft Blueprint strategies and outcomes. Staff will also develop potential revisions to the strategies for the Final Blueprint, with anticipated action also slated for **September 2020**. Following modeling and analysis of the Final Blueprint strategies this fall, MTC and ABAG will select a Preferred Alternative for the Plan Bay Area 2050 EIR by the **end of 2020**.

Recommendation: Information

Attachments:

Attachment A: Presentation
Attachment B: Draft Blueprint – Summary of Strategies (*February 2020*)
Attachment C: Draft Blueprint – Summary of Equity & Performance Outcomes (*July 2020*)


Therese W. McMillan

The background of the slide is an aerial photograph of a region with rolling hills and a residential area. A semi-transparent blue overlay covers the bottom right portion of the image, where the title and subtitle are located. The top left corner features a dark blue header with a white wavy line separating it from the main image.

PLAN BAY AREA 2050

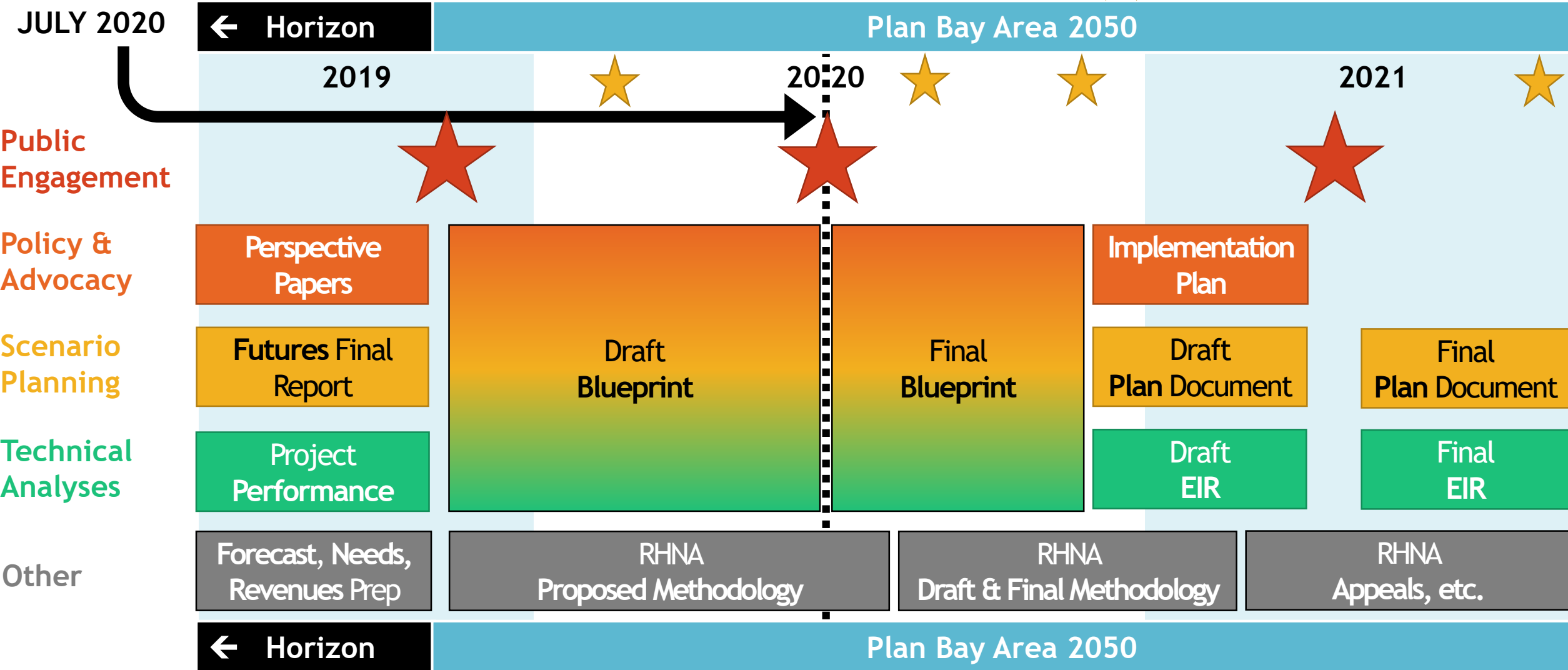
Draft Blueprint: Key Findings

July 2020

MTC/ABAG Regional Planning Program

Draft Blueprint: Major Milestone for Plan Bay Area 2050

★ = Major Policy Board Decisions



The Draft Blueprint is built upon Horizon, which tested visionary strategies for an uncertain future.



Horizon explored dozens of bold strategies for the region's future, "stress testing" them against a broad range of external forces.

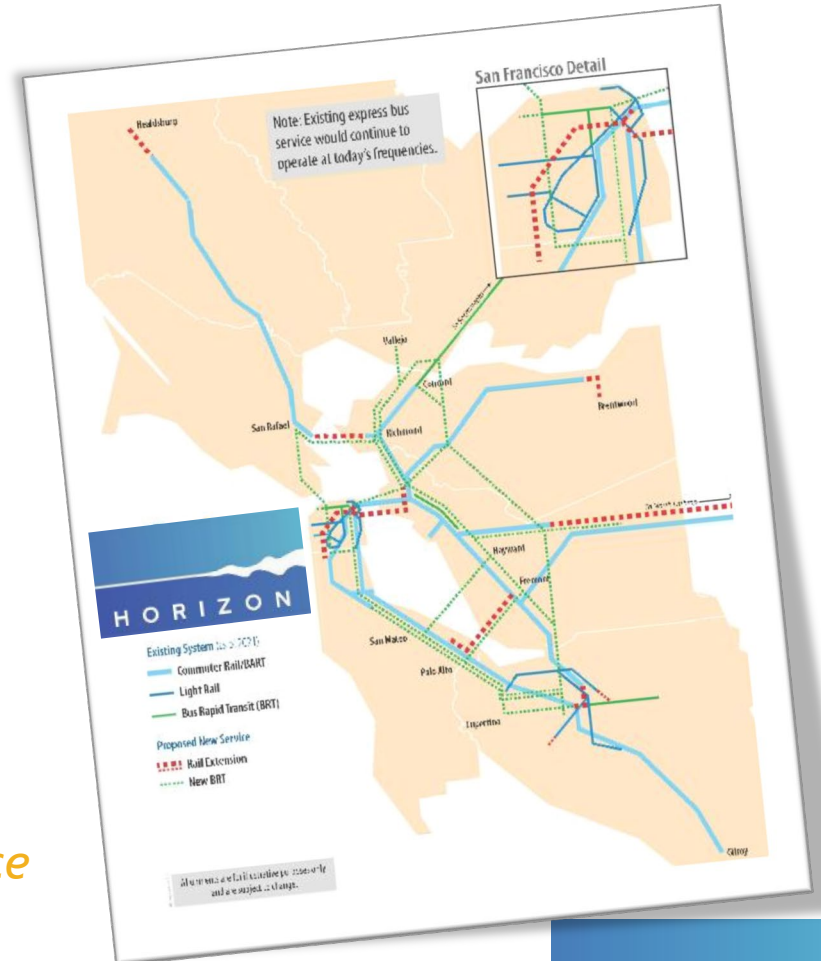
These included megaregional trends, technological shifts, and natural disasters, among others.

Strategies
prioritized
based upon:





Resilience

Equity

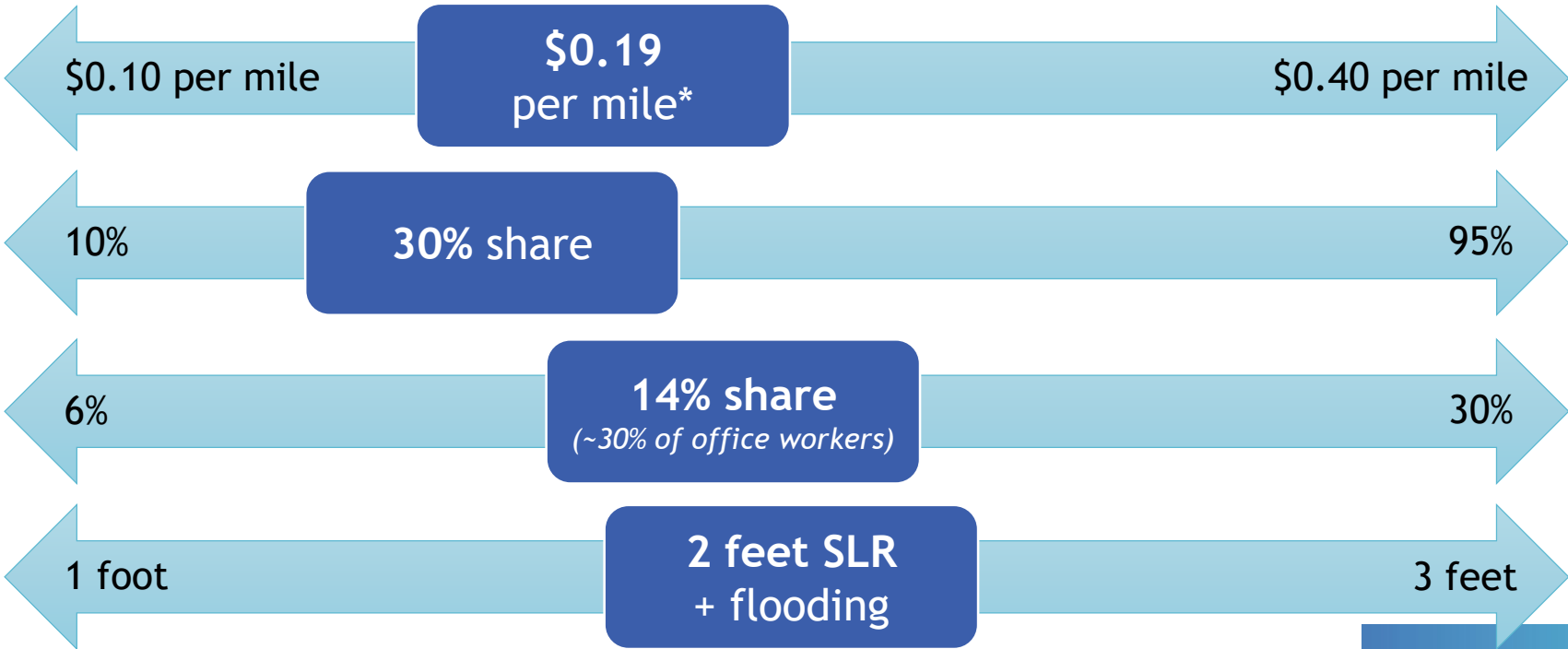


Ultimately, some of the external forces our region may face in the decades ahead make it harder to achieve the regional vision.

Examples of External Forces (2050)

-  Cost to drive one mile
-  Market share of autonomous vehicles
-  Share of work from home on typical day
-  Anticipated sea level rise

Range Explored in Horizon Futures vs. Plan Bay Area 2050 Draft Blueprint



Note: MTC/ABAG does not have independent authority to set external force levels for Plan Bay Area 2050. CARB regulates these assumptions in the manner prescribed by SB 375.

** MTC/ABAG is specifically seeking a slightly higher auto operating cost from CARB in summer 2020.*

The Draft Blueprint integrates strategies to make progress towards the regional vision, despite the headwinds from external forces.

*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*



- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Refresher: What is a strategy in the context of Plan Bay Area 2050?

What do we mean by “strategy”?

A strategy is either a **public policy or set of investments that can be implemented** in the Bay Area over the next 30 years; a strategy is **not a near-term action or legislative proposal**.

Who would implement these strategies?

Strategies in Plan Bay Area 2050 can be implemented at the **local, regional, or state levels**. Specific implementation actions and the role for MTC/ABAG will be identified through a collaborative process for the Implementation Plan later this year.

How many strategies can we include in the Blueprint?

Plan Bay Area 2050 must be **fiscally constrained**, meaning that not every strategy can be integrated into the Plan given finite revenues available.





3,000

comments at fall 2019
“pop-up” workshops

9,900

comments from *Mayor of
Bayville* online tool



90%

of comments at fall 2019
“pop-up” workshops
supported the strategies
advanced into Plan Bay
Area 2050 Blueprint

Draft Blueprint: 9 Themes and 25 Bold Strategies



Refer to **Attachment B** for details on all 25 strategies in the Draft Blueprint.

Draft Blueprint: Highlights in the COVID-19 Era



While Plan Bay Area 2050 is a 30-year vision for the Bay Area, many of the strategies approved for analysis by the Commission and ABAG Board in February have only become more timely, including...



Advancing thousands of miles of safe bicycle & pedestrian facilities

Integrating protections from sudden rent hikes that accelerate displacement

Prioritizing strategies for essential workers, such as childcare subsidies

Protecting much-needed open space for the enjoyment of all residents

Draft Blueprint: Expanded Growth Geographies

Protect



Areas outside
Urban Growth
Boundaries
(including PCAs)



Unmitigated
High Hazard
Areas

Prioritize



**Priority Development
Areas (PDAs)**



**Priority Production
Areas (PPAs)**



**Transit-Rich
Areas* (TRAs):**
Frequent Regional Rail

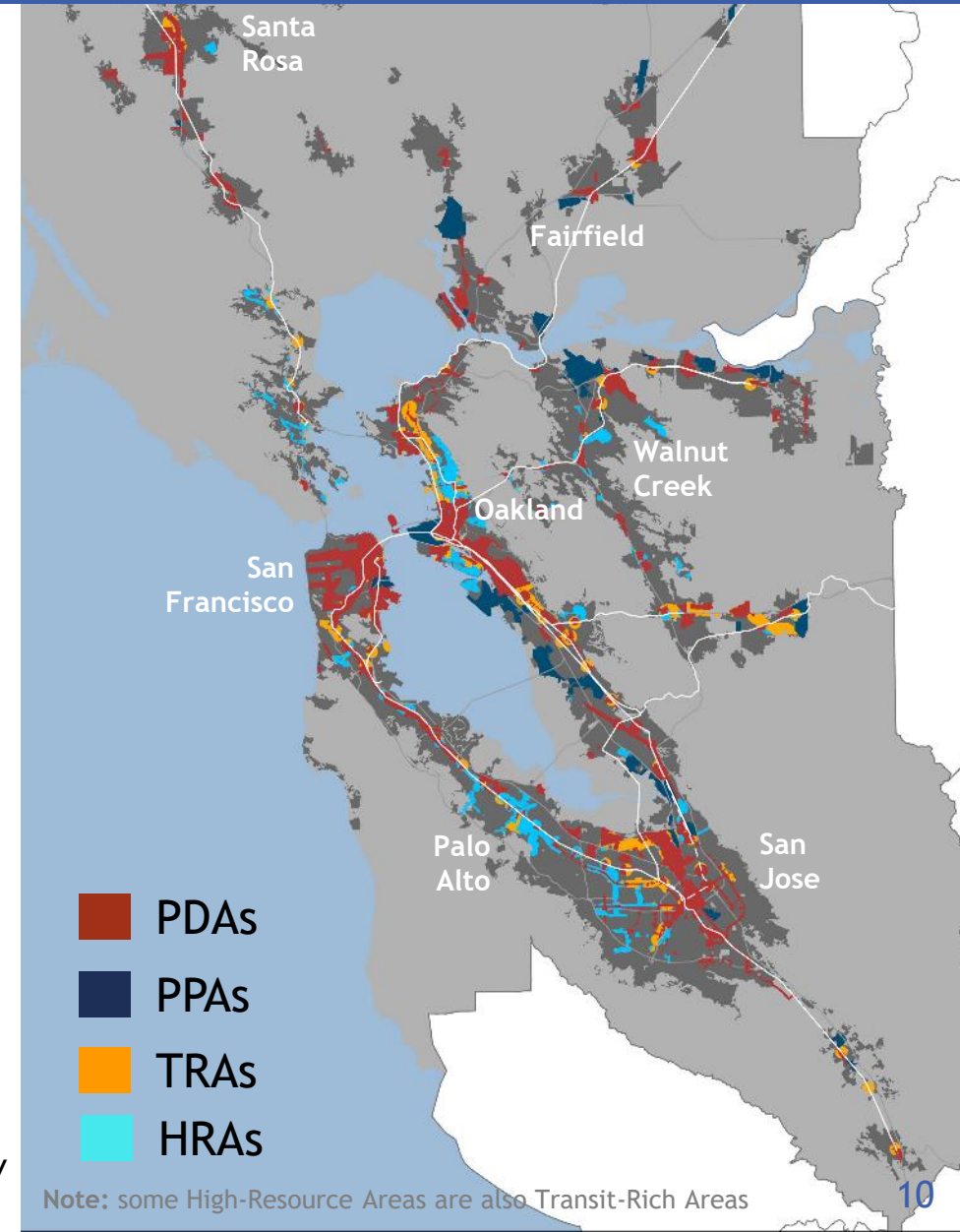


TRAs*:
All Other



**High-Resource
Areas* (HRAs)**

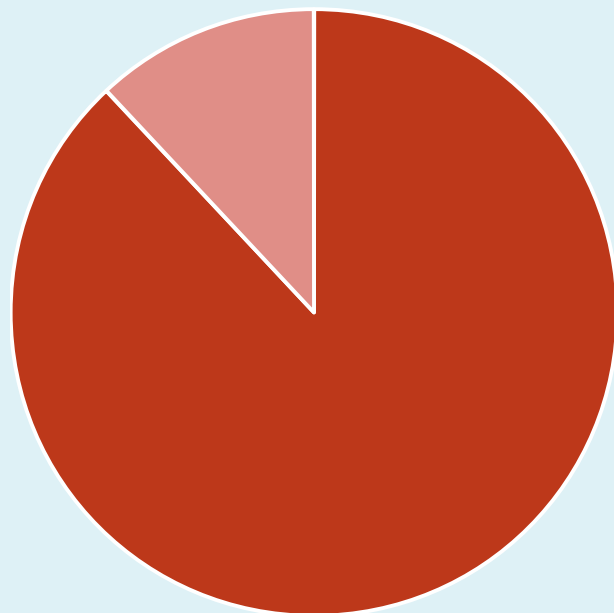
** Applies to all jurisdictions except those that have already
nominated more than 50% of PDA-eligible areas*



Draft Blueprint: New Revenues Required

Transportation Element

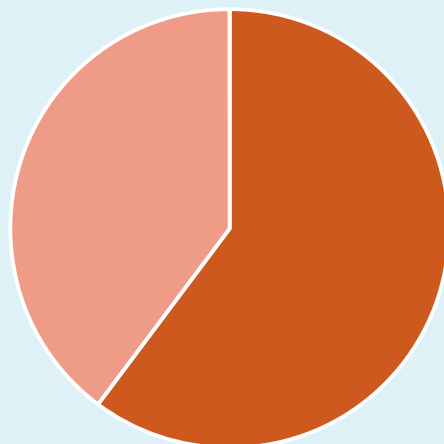
\$463 billion in existing funding
\$63 billion in new revenues



■ Existing Revenues ■ New Revenues

Housing Element

\$103 billion in existing funding
\$68 billion in new revenues

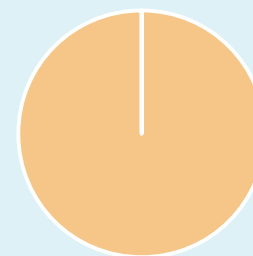


Remaining Needs:
\$397 billion unfunded need
for affordable housing ★

■ Existing Revenues ■ New Revenues

Economy Element

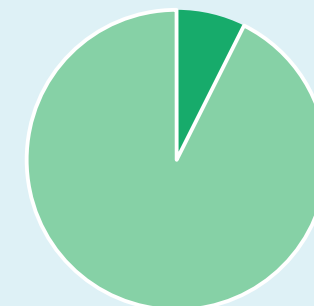
N/A in existing funding
\$33 billion in new revenues



■ Existing Revenues ■ New Revenues

Environment Element

\$3 billion in existing funding
\$50 billion in new revenues

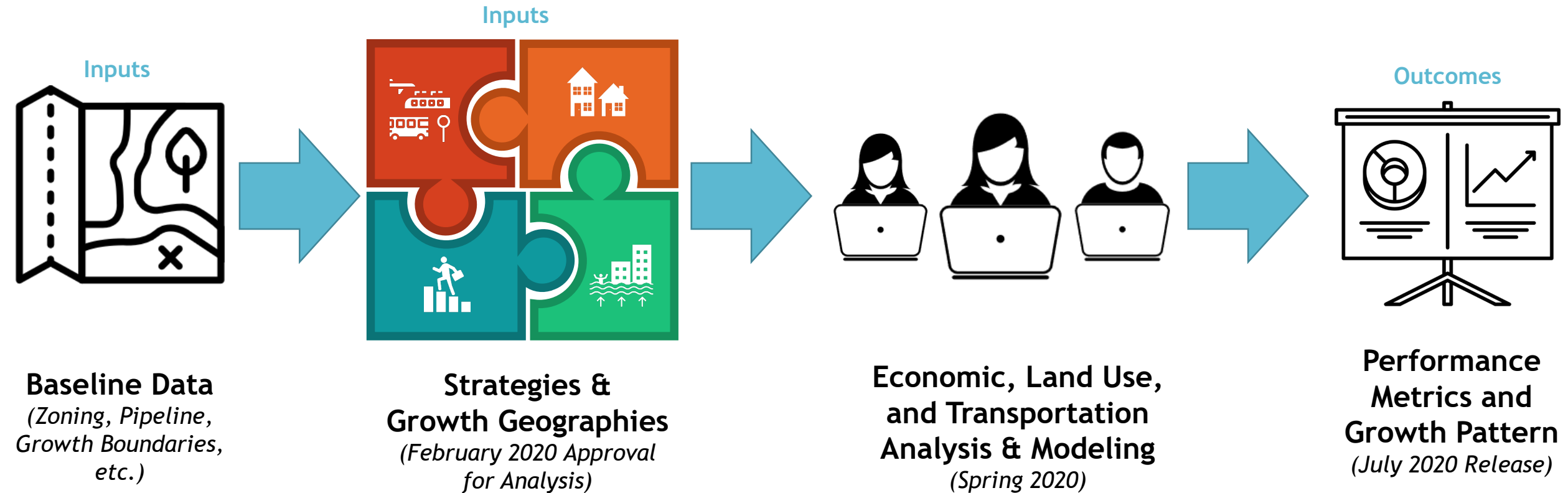


■ Existing Revenues ■ New Revenues

Note: some Transportation Element monies were reserved for Final Blueprint, so not all funds were expended in Draft Blueprint.

Note: as no Needs & Revenue work was done for Economy Element, we do not have a baseline accounting of local revenues for economic development.

Draft Blueprint: How Did We Analyze It?



What are the Potential Outcomes of the Draft Blueprint?

(in an uncertain future...)

Draft Blueprint Highlights (1 of 2)

Improved Affordability

Housing and transportation costs are significantly reduced, especially for low-income residents.



*% of household
income spent
on housing +
transportation*

57%

in 2015

48%

in 2050

More Permanently-Affordable Homes

New revenues enable a significant uptick in production of deed-restricted affordable homes.



*number of new
permanently-
affordable
homes*

400,000+

by 2050

More Growth Near Transit

Most new homes are focused in walkable communities with frequent transit service.



*% of all housing
within ½ mile of
high-frequency
transit*

32%

in 2015

43%

in 2050

Draft Blueprint Highlights (2 of 2)

Lives Saved and Injuries Averted

Strategies to reduce vehicle speeds and build protected bike/ped infrastructure save lives.



fatalities avoided due to Draft Blueprint strategies

>1,500
through 2050

Greater Resilience to Hazards

Seismic retrofits and sea level rise infrastructure protect thousands of homes from damage.



% of homes at risk protected

100% 98%
from quake from SLR

Robust Economic Growth

Despite significant tax increases to pay for new strategies, Bay Area businesses continue to thrive.



growth in gross regional product per capita (constant \$)

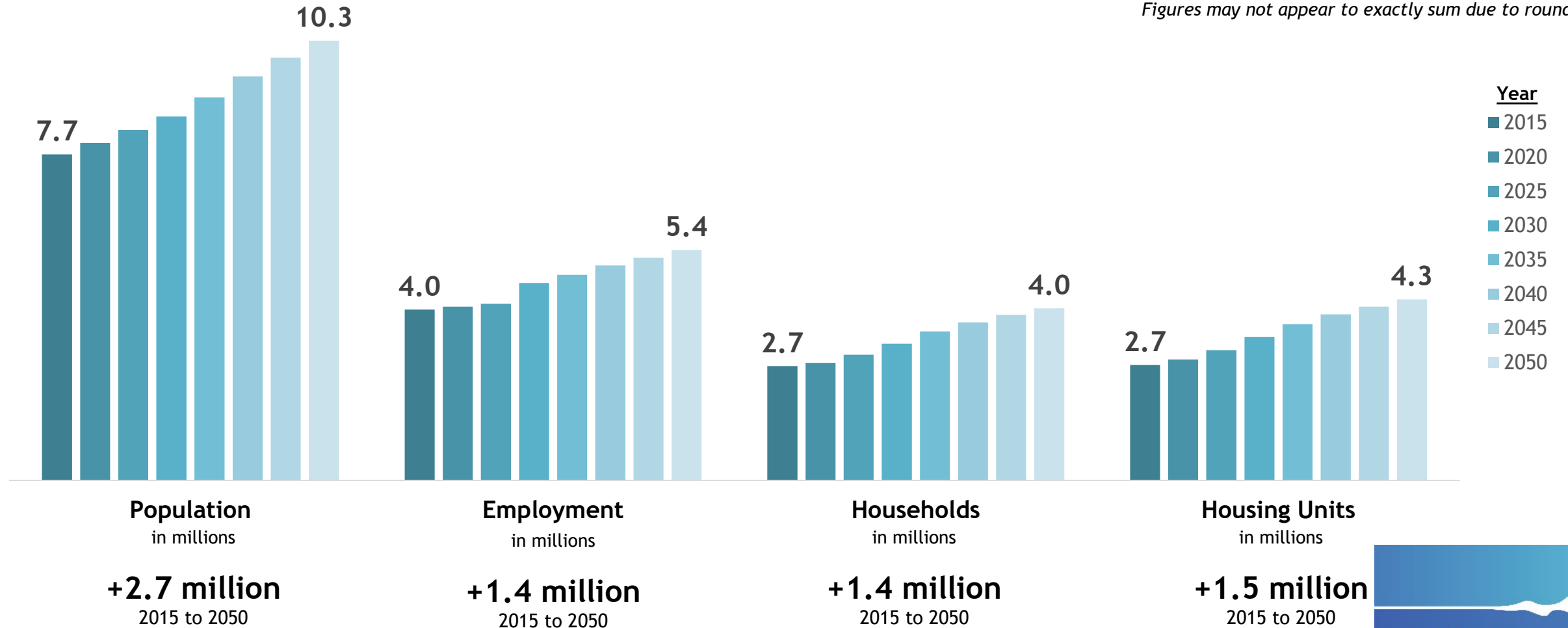
+65%
by 2050

The Draft Blueprint accommodates the needs of future residents by addressing historical underproduction of housing.

Regional Growth Forecast: Bay Area

Integrating COVID-19/Recession Impacts between 2020 and 2030

Figures may not appear to exactly sum due to rounding.



Draft Blueprint: Housing Growth Pattern

For breakdowns on the subcounty level, please refer to Attachment C. Totals do not always sum to 100% due to rounding.

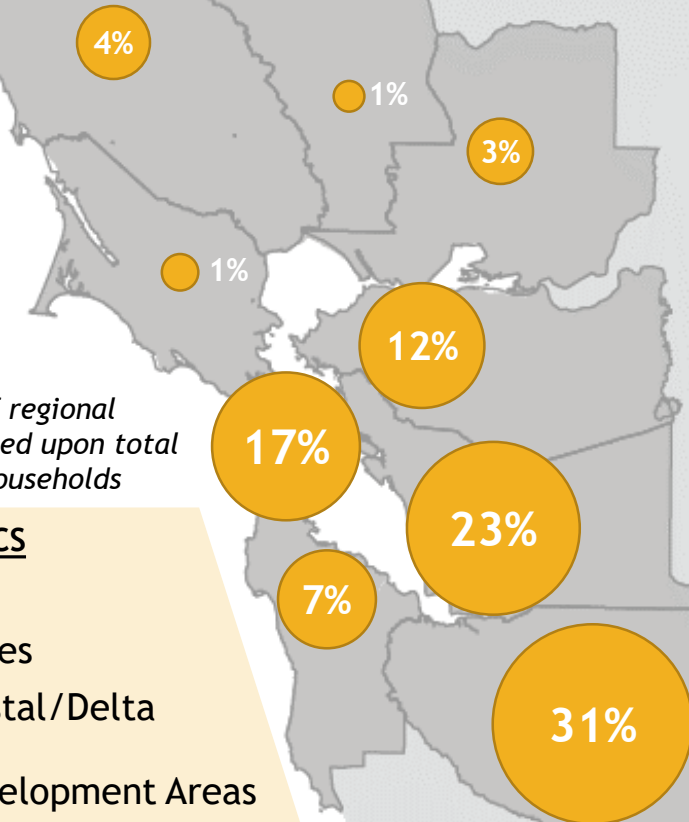
Plan Bay Area 2040: 2010 to 2040 +0.8 million new households

MAP LEGEND

X% County's share of regional growth, sized based upon total number of new households

KEY GROWTH STATISTICS

46% in Big 3 Cities
33% in Bayside Cities
21% in Inland/Coastal/Delta
77% in Priority Development Areas
61% in Transit-Rich Areas
22% in High-Resource Areas



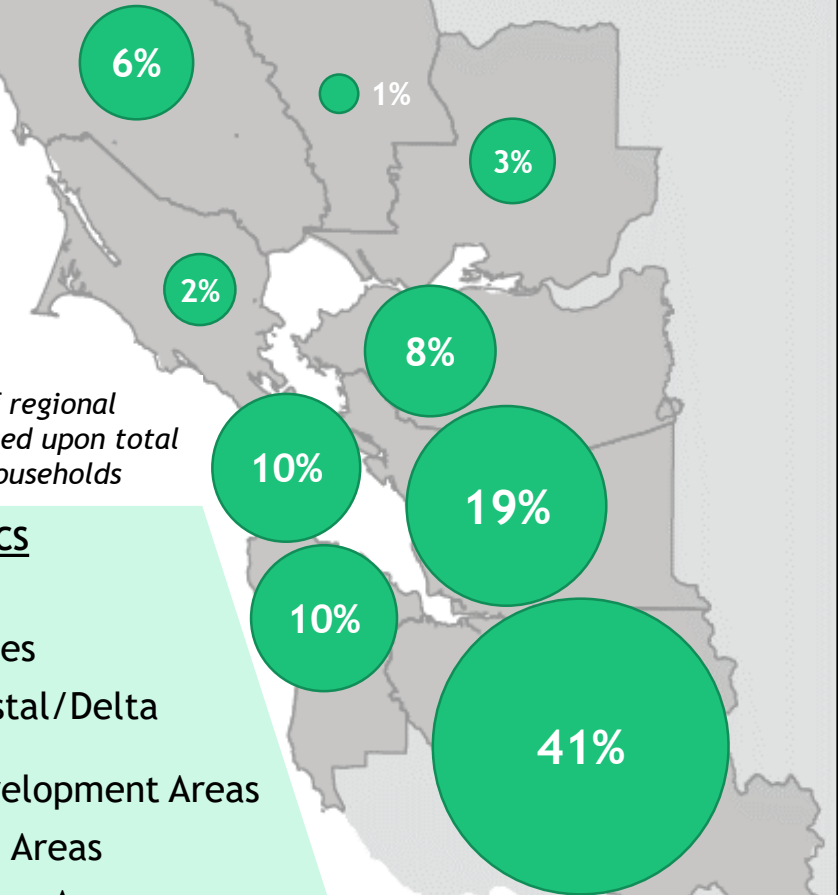
Draft Blueprint: 2015 to 2050 +1.3 million new households

MAP LEGEND

X% County's share of regional growth, sized based upon total number of new households

KEY GROWTH STATISTICS

41% in Big 3 Cities
37% in Bayside Cities
22% in Inland/Coastal/Delta
70% in Priority Development Areas
70% in Transit-Rich Areas
29% in High-Resource Areas



Draft Blueprint: Jobs Growth Pattern

For breakdowns on the subcounty level, please refer to Attachment C. Totals do not always sum to 100% due to rounding.

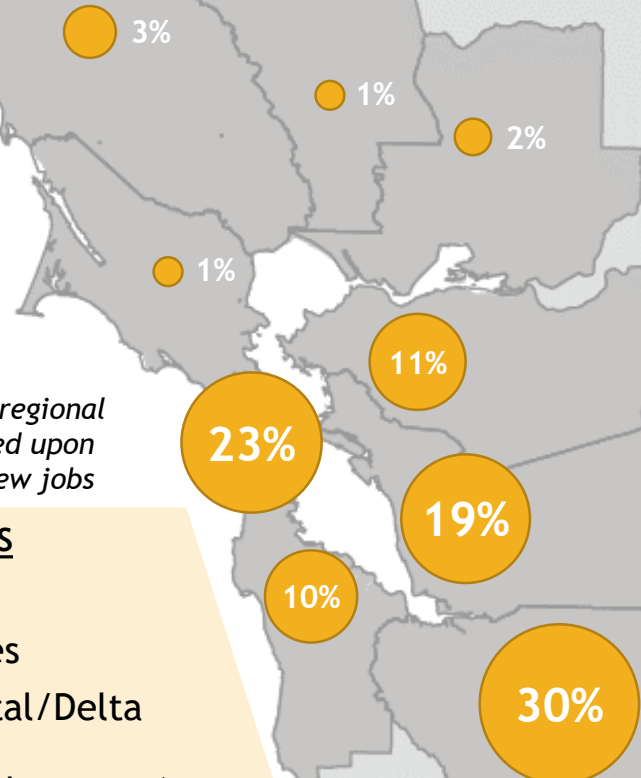
Plan Bay Area 2040: 2010 to 2040 +1.3 million new jobs

MAP LEGEND

X% County's share of regional growth, sized based upon total number of new jobs

KEY GROWTH STATISTICS

44% in Big 3 Cities
40% in Bayside Cities
17% in Inland/Coastal/Delta
55% in Priority Development Areas
59% in Transit-Rich Areas
25% in High-Resource Areas



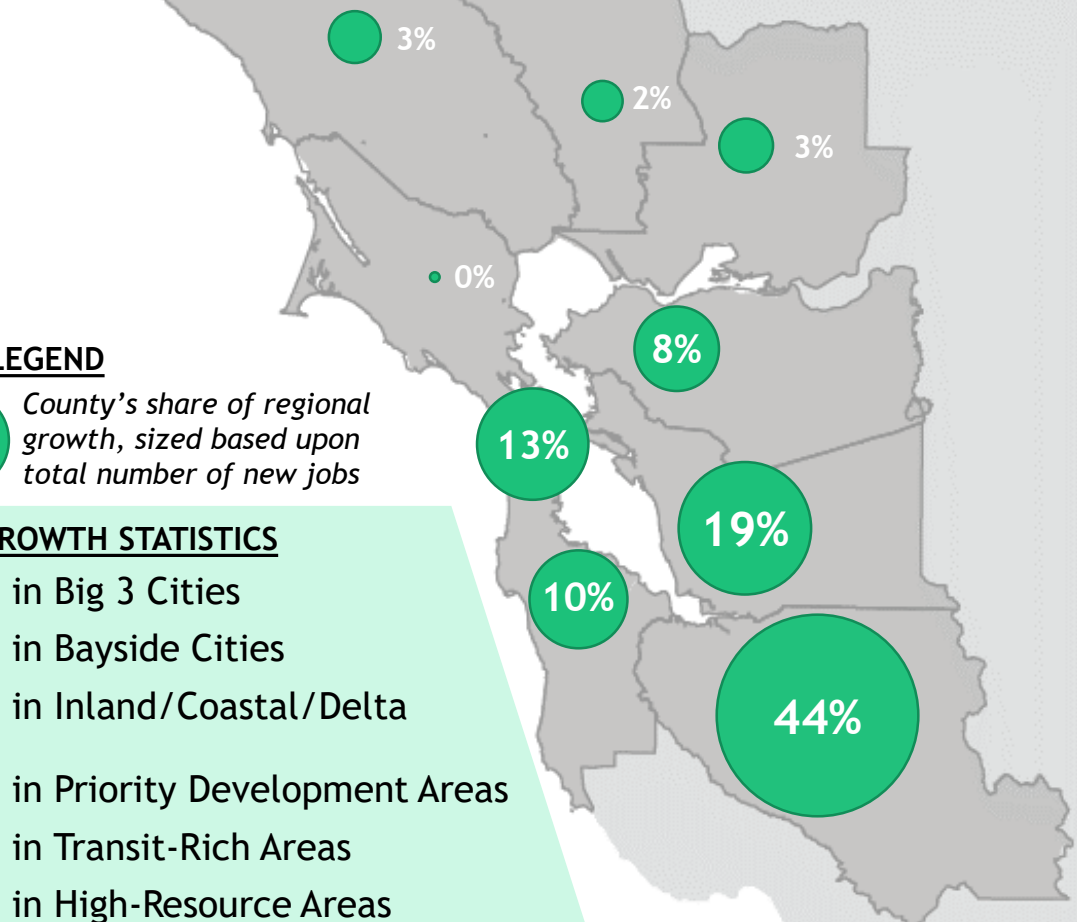
Draft Blueprint: 2015 to 2050 +1.4 million new jobs

MAP LEGEND

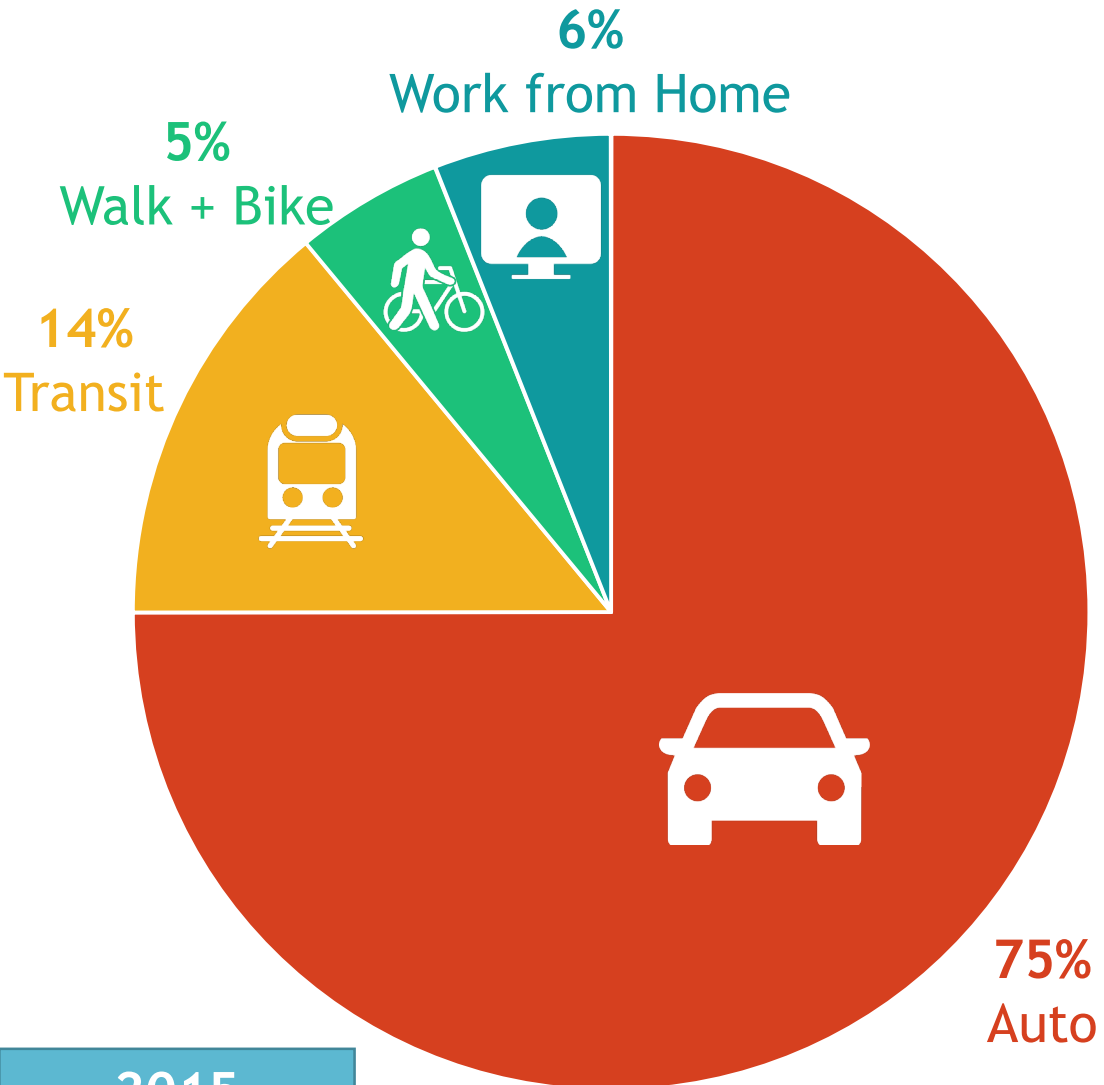
X% County's share of regional growth, sized based upon total number of new jobs

KEY GROWTH STATISTICS

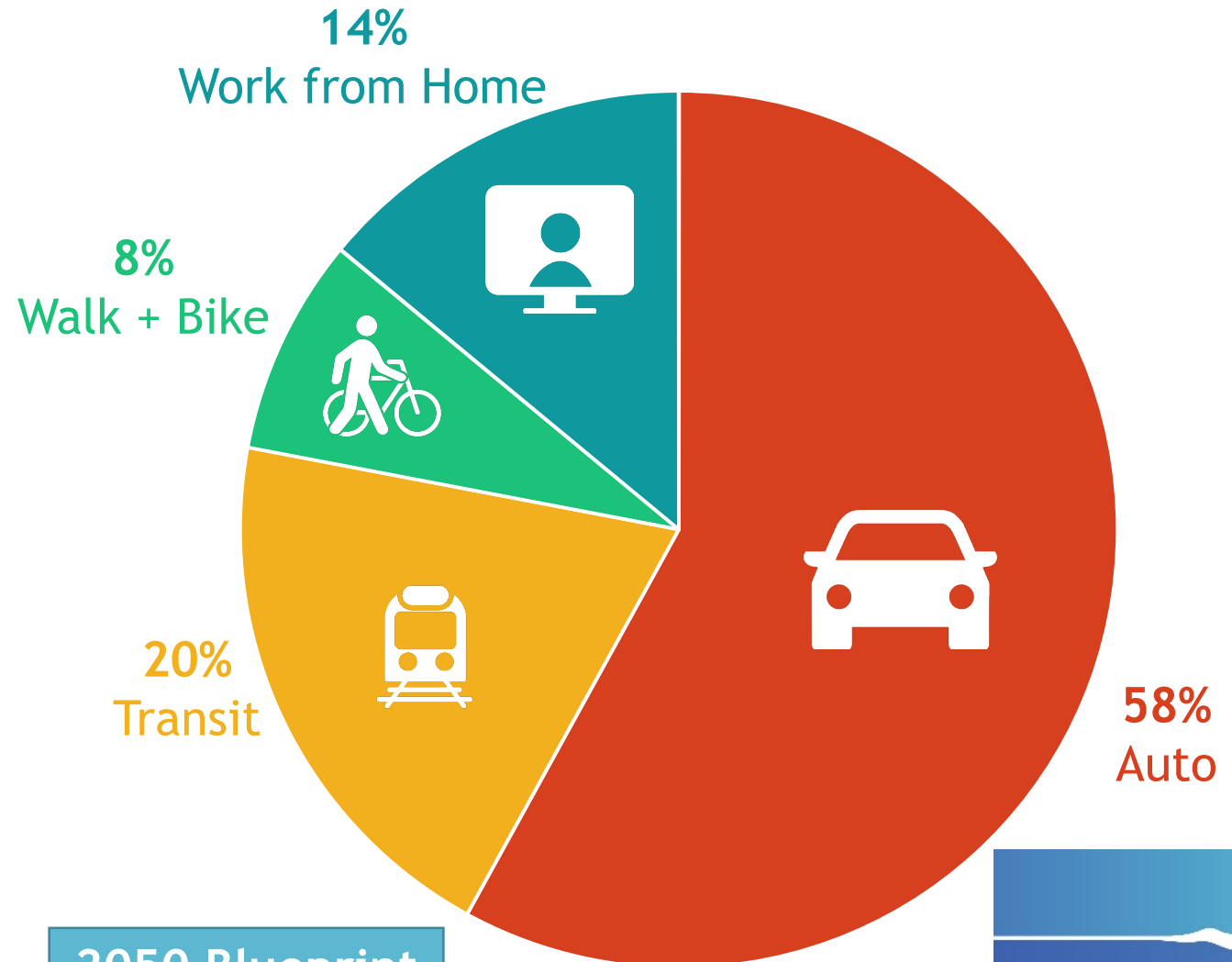
49% in Big 3 Cities
35% in Bayside Cities
16% in Inland/Coastal/Delta
42% in Priority Development Areas
50% in Transit-Rich Areas
19% in High-Resource Areas



Draft Blueprint: Commute Mode Choices



2015

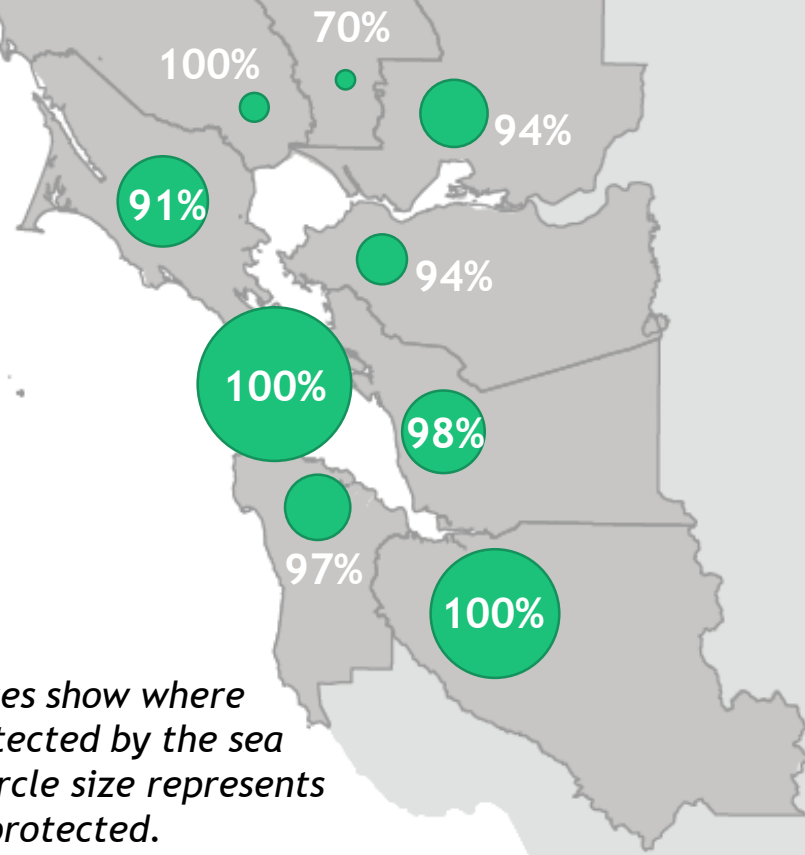


2050 Blueprint

19

Draft Blueprint: Sea Level Rise Protections

Plan Bay Area 2050: 2015 to 2050
+89,000 housing units protected



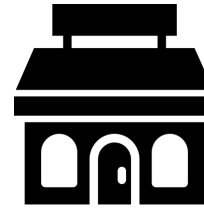
Circles and percentages show where housing units are protected by the sea level rise strategy. Circle size represents the number of units protected.



Housing

89,000
units protected

2,000
units still at risk



Jobs

166,000
jobs protected

10,000
jobs still at risk



Environment

100,000
acres of marsh adaptation projects

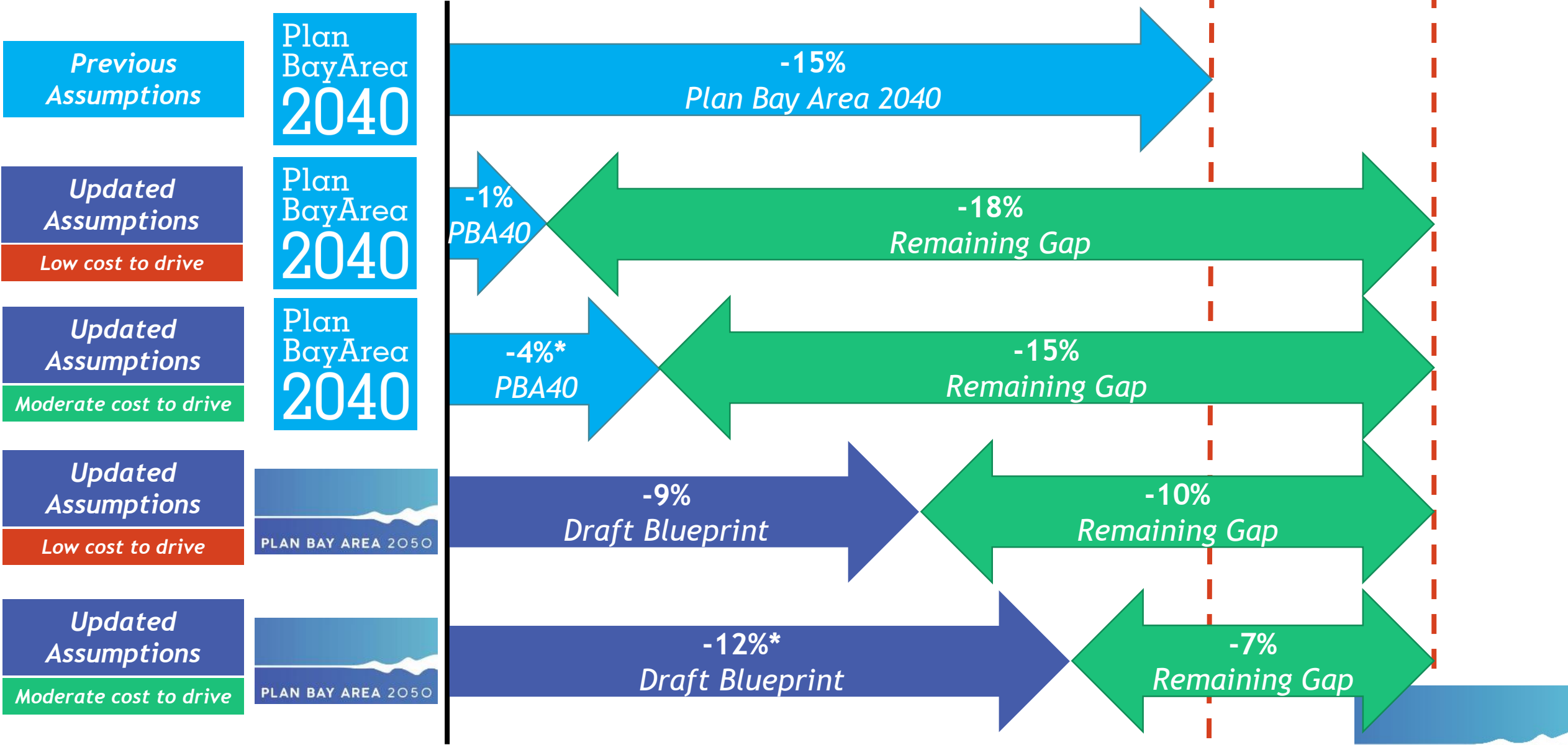


Transportation

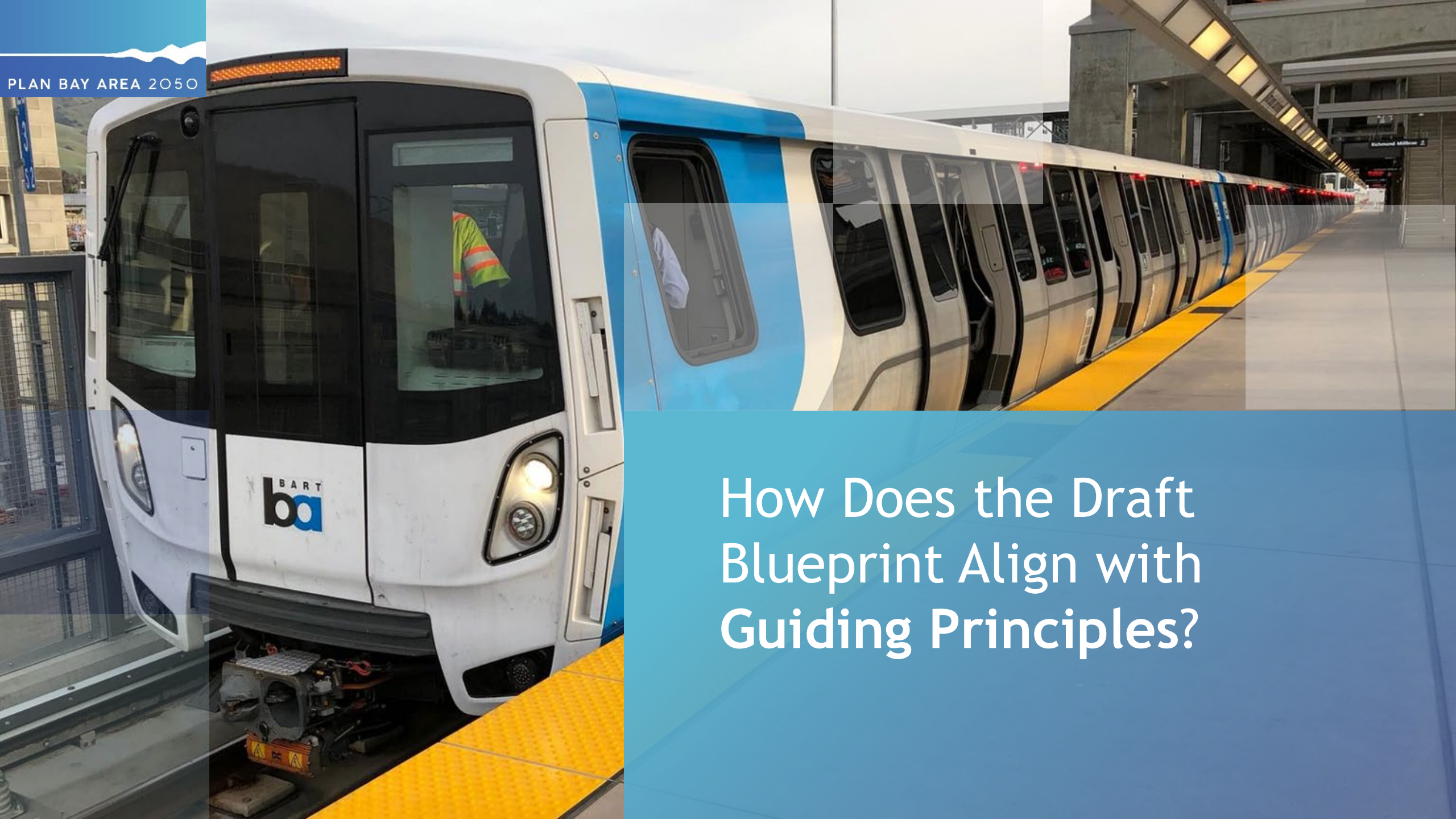
All major highway and rail corridors protected at 2 feet of sea level rise

Draft Blueprint: GHG

-15% per-capita Previous CARB Target | -19% per-cap. New Target



* = approximated effect of higher auto operating cost based upon past analyses



How Does the Draft Blueprint Align with Guiding Principles?

Overarching Finding:

The Draft Blueprint strategies excel in ensuring future growth is more equitable and resilient than past generations. However, righting the wrongs of the 20th century would require even bolder action.

Evaluating the Draft Blueprint

Staff developed **10 evaluation questions** - two for each Guiding Principle - based upon feedback from stakeholder workshops in fall 2019 and winter 2020.



- Will Bay Area residents spend less on housing and transportation?
- Will the Bay Area produce and preserve more affordable housing?



- Will Bay Area residents be able to access their destinations more easily?
- Will Bay Area residents have a transportation system they can rely on?



- Will Bay Area communities be more inclusive?
- Will Bay Area residents be able to stay in place?



- Will Bay Area residents be healthier and safer?
- Will the environment of the Bay Area be healthier and safer?



- Will jobs and housing in the Bay Area be more evenly distributed?
- Will Bay Area businesses thrive?



Refer to **Attachment C** for all the metrics, including breakdowns by income level.

Key Findings: A More Affordable Bay Area



- Will Bay Area residents spend less on housing and transportation?
Yes, with greater reductions for lower-income households.
 - This will be the first Plan Bay Area that actually reduces housing cost burden, especially for lower-income households.
 - Means-based tolls are effective in mitigating most equity impacts, whereas means-based fares lead to cost burden reductions for low-income transit riders.
- Will the Bay Area produce and preserve more affordable housing?
Yes, but it remains short of existing regional needs.
 - The Draft Blueprint has sufficient funding to permanently protect existing deed-restricted units and to produce approximately enough new units for all low-income household growth through 2050.



Key Challenge for Final Blueprint: How do we further increase production of homes affordable to lower-income residents, especially in High-Resource Areas?

Key Findings: A More Connected Bay Area



- Will Bay Area residents be able to access their destinations more easily?
Yes for transit, no for auto.
 - Access to jobs improves for public transit, particularly in Communities of Concern, thanks to bus and BART investments in the Draft Blueprint.
 - Rising traffic congestion, combined with reduced speed limits, play a role in reducing automobile access to destinations.
- Will Bay Area residents have a transportation system they can rely on?
Depends on the highway corridor and transit operator.
 - Means-based tolls help reduce congestion on key corridors, but toll rates are insufficient to mitigate all impacts of a growing population.
 - While the New Transbay Rail Crossing addresses Transbay capacity constraints, transit crowding challenges continue to grow elsewhere, especially on express buses and rail systems.



Key Challenge for Final Blueprint: How can new or expanded strategies better address traffic congestion and transit overcrowding?

Key Findings: A More Diverse Bay Area



- Will Bay Area communities be more inclusive?
Only High-Resource Areas become more inclusive.
 - Reducing barriers to housing production in High-Resource Areas allows for an increase in the amount of deed-restricted affordable housing in historically-exclusive areas.
 - However, many Transit-Rich Areas are at risk of gentrification, as the Blueprint forecasts an increasingly wealthy demographic profile.
- Will Bay Area residents be able to stay in place?
Not over the long-term without further mitigations.
 - Low-income residents continue to be at a high risk of displacement, especially in Communities of Concern; robust renter protections do not provide meaningful long-term relief.



Key Challenge for Final Blueprint: How can we reduce risk of displacement so more residents can remain in place?

Key Findings: A Healthier Bay Area



- Will Bay Area residents be healthier and safer? **Yes, but more gains are needed for road safety.**
 - Nearly all homes at risk of sea level rise are protected by Draft Blueprint resilience investments.
 - While reduced speed limits save more than 1,500 lives through 2050, expanded strategies would be required to reach Vision Zero.
- Will the environment of the Bay Area be healthier and safer? **Yes, but more reductions are needed for greenhouse gas emissions (GHG).**
 - While the Draft Blueprint strategies make significant headway, a concerted effort in the Final Blueprint will be necessary if the Bay Area intends to close the sizeable remaining gap.



Key Challenge for Final Blueprint: How do we close the greenhouse gas emissions gap in a sustainable and equitable manner?

Key Findings: A More Vibrant Bay Area



- Will jobs and housing be more balanced? **It depends.**
 - Higher-income jobs continue to cluster in Silicon Valley, even as workers may choose to work from home multiple days per week.
 - While job centers like San Francisco and Silicon Valley become more balanced, housing-rich communities in the East Bay and North Bay see more limited job growth.
- Will Bay Area businesses thrive? **Yes, select industries are anticipated to see robust growth.**
 - The Bay Area economy is projected to rebound robustly in the decades ahead; additional tax measures enable some of these gains to more equitably shared by all Bay Area residents.



Key Challenge for Final Blueprint: How could more ambitious strategies be employed to shift jobs closer to the region's workforce?

5 Key Challenges for Final Blueprint - Seeking Solutions!

How do we further increase production of homes affordable to lower-income residents, especially in High-Resource Areas?

A larger regional measure for affordable housing?

More strategic investment in High-Resource Areas?

Expanded affordability requirements in new TODs?

Support for modular housing and lower-cost techniques?

How can new or expanded strategies better address traffic congestion and transit overcrowding?

New strategies related to regional rail & express bus?

More funding for bike & pedestrian infrastructure?

Redesign transit system with key timed transfers?

More corridors with means-based all-lane tolling?

How can we reduce risk of displacement so more residents can remain in place?

Supportive services in Communities of Concern?

More affordable housing in Transit-Rich Areas?

Workforce training programs?

Pilot universal basic income?

How do we close the greenhouse gas emissions gap in a sustainable and equitable manner?

50% telecommute mandate for big employers?

Exponentially grow regional subsidies for EVs?

Require GHG offsets for all highway projects?

Reform on- and off-street parking policies?

How could more ambitious strategies be employed to shift jobs closer to the region's workforce?

Expand jobs-housing impact fees?

Office development caps in West & South Bay?

Tax subsidies to woo major employers?

Listening and Learning from CBO Focus Groups

Highlighted Quotes from Spring 2020 Listening Sessions on Draft Blueprint

A more comprehensive report on Public Engagement activities is slated for September 2020.

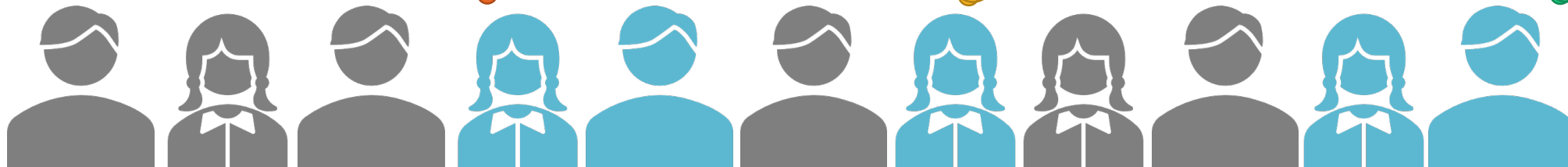
This is not just about jobs but about what kind of jobs.

10 to 20 percent affordable housing is simply not sufficient.

Time transfers so they actually work for people, especially those with disabilities!

There are barriers to applying for housing, such as having a criminal record.

Any greening of the community will cause gentrification and displacement.



Transitioning to the Final Blueprint Phase:

Seeking Input from the Bay Area!

Upcoming Summer 2020 Blueprint Engagement

Also:

- Office hours
- Flyers/surveys
- Listening line
- Official comment period
- Statistically-valid poll

9

county-specific
virtual public
workshops

5

telephone town
halls

3

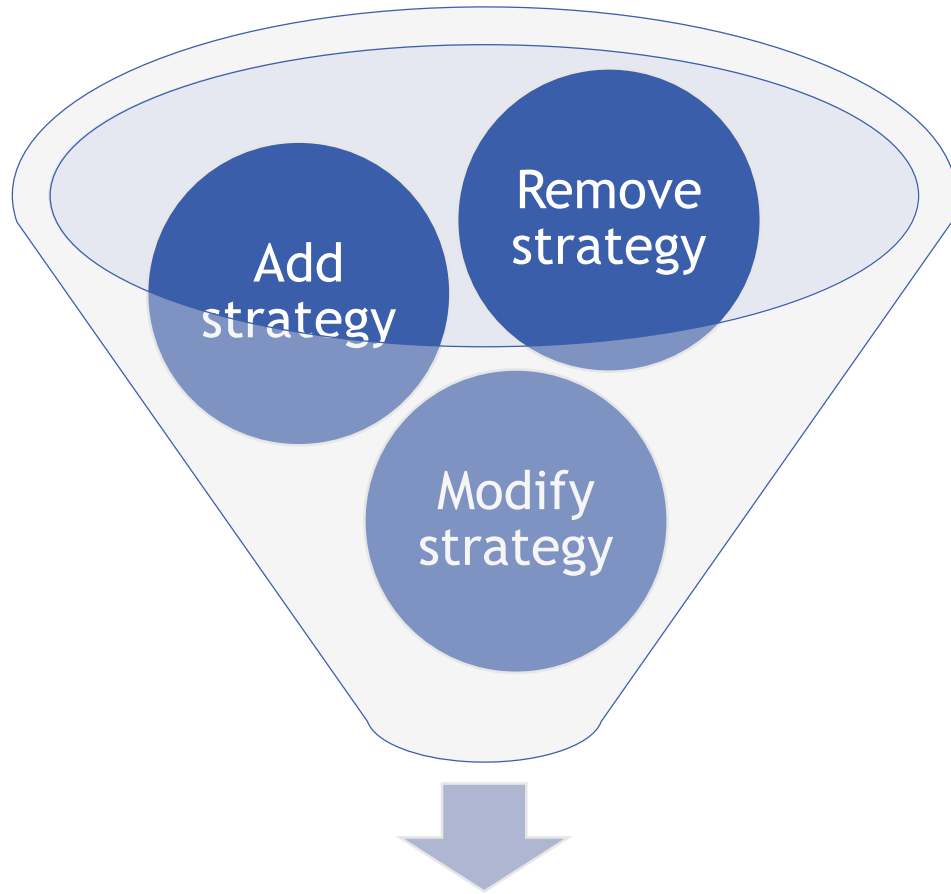
virtual
stakeholder
workshops

7

focus groups in
community
organizations

Looking for Input:

How can we address these remaining challenges in the Final Blueprint?



Final Blueprint

- We look forward to getting input from elected officials, the public, and stakeholder organizations on **equitable and resilient strategies to advance the Plan Vision of an affordable, connected, diverse, healthy, and vibrant Bay Area.**
- We've already started this process with the Transportation Element - **projects with performance challenges were identified early** and project sponsors have made commitments to address many of them. Work on this strand continues through September - **but transportation projects are just one small piece of the puzzle.**

What's Next?



July

- Release of Draft Blueprint
- Virtual Workshops & Engagement

Mid-August

- Close of Blueprint Comment Period
- Strategy Refinements for Final Blueprint

September

- Report Out on Public & Stakeholder Engagement
- MTC/ABAG Action on Final Blueprint Strategies & Geographies

December

- Release of Final Blueprint
- MTC/ABAG Action on Preferred Alternative for Plan Bay Area 2050 EIR

Questions/Comments?

For more information: refer to Attachments B and C in your packet or go to planbayarea.org.

Contact info: Dave Vautin,
dvautin@bayareametro.gov

PLAN BAY AREA 2050

HELP US DRAFT THE BLUEPRINT.

DRAFTING THE BLUEPRINT

WHAT IS THE PLAN?

Plan Bay Area 2050 is the long-range plan now being developed by the Metropolitan Transportation Commission and the Association of Bay Area Governments to guide the growth of our nine-county region for the next generation. Scheduled for completion in 2021, the Plan will integrate strategies for transportation, housing, the environment and the economy and lead the Bay Area toward a future that is affordable, connected, diverse, healthy, and vibrant for all by 2050.

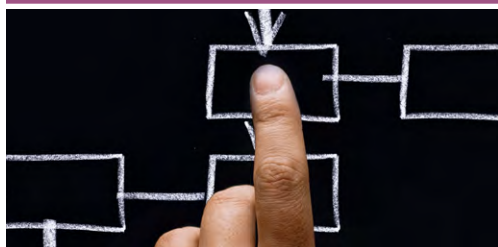
WHAT REQUIREMENTS MUST THE PLAN MEET?

Among many statutory requirements, the Plan must be fiscally constrained and rely on reasonably expected revenues; it must meet or exceed a 19 percent per-capita GHG reduction target for light-duty vehicles by 2035; and it must plan for sufficient housing at all income levels.

WHAT IS THE DRAFT BLUEPRINT?

WHAT IS A "STRATEGY"?

WHO IMPLEMENTS THESE STRATEGIES?



Creating the Blueprint is the first step toward developing Plan Bay Area 2050. The Draft Blueprint integrates 25 equitable and resilient proposed strategies from the Horizon initiative and offers bold solutions to address nine primary objectives across key areas including: transportation, housing, the environment and the economy.



A strategy is either a public policy or set of investments that can be implemented in the Bay Area over the next 30 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. In addition, because Plan Bay Area 2050 must be fiscally constrained, not every strategy can be integrated into the Plan given finite available revenues.



Strategies in Plan Bay Area 2050 can be implemented at the local, regional, or state levels. Specific implementation actions and the role for MTC/ABAG will be identified through a collaborative process for the Implementation Plan in late 2020. **See inside to learn more about the Draft Blueprint's objectives and proposed strategies.**

WHAT ABOUT PUBLIC INPUT? WHAT'S NEXT?

In addition to robust analysis conducted as part of the Horizon initiative and ongoing feedback from elected officials, thousands of comments from Bay Area residents and stakeholders helped define and refine the 25 proposed Blueprint strategies. Staff will now conduct a detailed analysis and report back on outcomes from the Draft Blueprint strategies this spring. Planned public engagement will provide additional opportunities for strategies and projects to be revised and integrated into the Final Blueprint, with the Final Blueprint scheduled for completion later in 2020.

DRAFT BLUEPRINT STRATEGIES

OBJECTIVES



TRANSPORTATION STRATEGIES

1. Maintain and Optimize Existing Infrastructure



Operate and Maintain the Existing System. Commit to operate and maintain the Bay Area's roads and transit infrastructure, while ensuring that all Priority Development Areas have sufficient transit service levels.

Enable Seamless Mobility with Unified Trip Planning and Fare Payments. Develop a unified platform for trip planning and fare payment to enable more seamless journeys.

Reform Regional Transit Fare Policy. Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.

Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives. Apply a per-mile charge on auto travel on select highly-congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor.

2. Create Healthy and Safe Streets



Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths.

Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Reduce speed limits to 25 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

3. Enhance Regional and Local Transit



Advance Low-Cost Transit Projects. Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status.

Build a New Transbay Rail Crossing. Address overcrowded conditions during peak commute periods and add system redundancy by adding a new Transbay rail crossing connecting the East Bay and San Francisco.

OBJECTIVES



ECONOMIC STRATEGIES

4. Improve Economic Mobility



Expand Childcare Support for Low-Income Families. Provide a 50 percent childcare subsidy to low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce.

Create Incubator Programs in Economically-Challenged Areas. Fund pre-incubation services or technical assistance for establishing a new business, as well as access to workspaces, and mentorship and financing in disadvantaged communities.

Retain Key Industrial Lands through Establishment of Priority Production Areas. Implement local land use policies to protect key industrial lands identified as Priority Production Areas, including preservation of industrial zoning.

5. Shift the Location of Jobs



Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.

Assess Transportation Impact Fees on New Office Developments. Apply expanded county-specific fees on new office development that reflects associated transportation impacts.

Assess Jobs-Housing Imbalance Fees on New Office Developments. Apply a regional jobs-housing linkage fee to generate funding for affordable housing when new office development occurs in job-rich places, thereby incentivizing more jobs to locate in housing-rich places.



OBJECTIVES



HOUSING STRATEGIES

6. Spur Housing Production and Create Inclusive Communities



Allow a Greater Mix of Housing Types and Densities in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.

Reduce Barriers to Housing Near Transit and in Areas of High Opportunity. Reduce parking requirements, project review times, and impact fees for new housing in Transit-Rich and High-Resource Areas, while providing projects exceeding inclusionary zoning minimums even greater benefits.

Transform Aging Malls and Office Parks into Neighborhoods. Transform aging malls and office parks into mixed-income neighborhoods by permitting new land uses and significantly reducing development costs for eligible projects.

7. Protect, Preserve, and Produce More Affordable Housing



Fund Affordable Housing Protection, Preservation and Production. Raise an additional \$1.5 billion in new annual revenues to leverage federal, state, and local sources to protect, preserve and produce deed-restricted affordable housing.

Require 10 to 20 Percent of New Housing to be Affordable. Require at least 10 percent to 20 percent of new housing developments of 5 units or more to be affordable to low-income households, with the threshold defined by market feasibility as well as access to opportunity and public transit.

Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

OBJECTIVES



ENVIRONMENTAL STRATEGIES

8. Reduce Risks from Hazards



Adapt to Sea Level Rise. Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations.

Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits. Adopt new building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset impacts.

9. Reduce Our Impact on the Environment



Maintain Urban Growth Boundaries. Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.

Protect High-Value Conservation Lands. Provide strategic matching funds to help conserve high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas.

Expand the Climate Initiatives Program. Expand MTC's Climate Initiatives Program, which includes investments in transportation demand management and electrification incentive programs, while simultaneously working with the Air District and the State to reduce greenhouse gas emissions for other transportation sectors.

ADVANCING EQUITY WITH BOLD STRATEGIES

As a cross-cutting issue of Plan Bay Area 2050, staff has worked to weave equity into every single strategy for the Draft Blueprint.



AFFORDABLE



Consistent regional means-based discounts for fares and tolls.



CONNECTED



Service frequency increases in both high-ridership corridors and in currently-undeserved PDAs.



DIVERSE



Emphasis on growth in High-Resource Areas to address the legacy of race-based exclusion.



HEALTHY



Prioritization of retrofit assistance and sea level rise infrastructure in lower-income communities.



VIBRANT



Incubator programs and childcare support designed to enable greater economic mobility.

TELL US WHAT YOU THINK!

MTC and ABAG will hold public workshops all around the Bay Area later in 2020 and invite you to help shape the Plan Bay Area 2050 Blueprint. We want to find out what you – and your family, friends, and neighbors – have to say about the 25 proposed strategies and how these strategies could influence the way we will live, work and travel in the Bay Area over the next generation.

MTC and the ABAG Executive Board are scheduled to adopt a Final Blueprint in fall 2020. We look forward to hearing from you!

Visit planbayarea.org to learn more or to check the schedule of public workshops. You can also follow MTC BATA on social media.

SPRING

- Release Draft Blueprint Outcomes and Growth Pattern

SUMMER

- Revise Strategies for Final Blueprint
- Stakeholder and Public Workshops

FALL

- Adopt Final Blueprint
- Advance to Environmental Impact Report (EIR)

WINTER

- Environment Analysis



ASSOCIATION
OF BAY AREA
GOVERNMENTS



METROPOLITAN
TRANSPORTATION
COMMISSION



MTCBATA



@mtcbata



@MTCBATA

#BayArea2050





EQUITY AND PERFORMANCE OUTCOMES

The Plan Bay Area 2050 Draft Blueprint is a package of 25 transformational strategies that aim to make the Bay Area more affordable, connected, diverse, healthy and vibrant for all. Strategies are either public policies or packages of investments that could be advanced on the local, regional or state levels. This document describes the outcomes of the Draft Blueprint based upon the strategies approved by the MTC and ABAG Boards in February (refer to [strategies document](#) for more information).

What Does This Document Include?

- 1 | How Does the Draft Blueprint Allocate Anticipated Revenues Toward Strategies?
- 2 | How Does the Draft Blueprint Influence the Regional Growth Pattern?
- 3 | What are the Key Equity and Performance Outcomes of the Draft Blueprint?
- 4 | What are the Key Takeaways from the Draft Blueprint?
- 5 | How Did We Analyze the Draft Blueprint?
- 6 | What's Next, COVID-19 Impacts on Final Blueprint, and How You Can Get Involved

Key Definitions in Metrics

2015 Refers to modeled 2015 conditions, which were calibrated to closely match on-the-ground conditions.

2050 Trend Reflects the 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050 Growth Forecast and all Draft Blueprint land use strategies are implemented, without any changes to the transportation system (**only available for transportation metrics**).

2050 Blueprint Reflects 2050 outcomes with all 25 Draft Blueprint strategies.

LIHH Low-Income Households with household incomes less than \$45,000 in today's dollars; shown where feasible to parse out equity impacts.

CoCs Communities of Concern; updated using latest ACS data.

High-Resource Areas [State-designated areas](#) with access to well-resourced schools, open space, jobs and services.

Transit-Rich Areas Areas within 1/2 mile of a rail station, ferry terminal or frequent bus stop (every 15 minutes or less) consistent with MTC/ABAG-adopted criteria.

Priority Production Areas Industrial districts that support industries that are critical to the functioning of the Bay Area economy and are home to "middle wage" jobs.

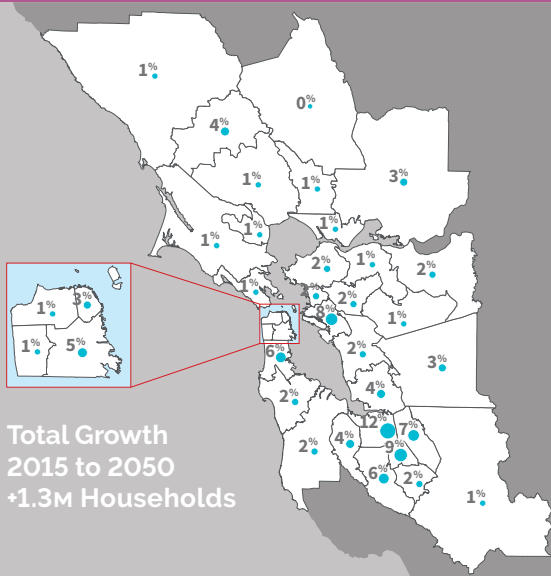
1 | How Does the Draft Blueprint Assign Anticipated Revenues Toward Strategies?

The Draft Blueprint anticipates total inflation-adjusted revenues of \$783 billion across four topic areas of Transportation, Housing, Economy and Environment during the Plan period from 2021 to 2050, integrating the impacts of the COVID-19 recession as well as future regional revenue measures. The chart below highlights how these revenues are assigned among various strategies. Zero-cost strategies (e.g., increased development capacity for housing) that do not require significant financial investment are not shown. On the right, key metrics help characterize the investments. **NOTE: There is a \$66 billion reserve in the Transportation Element for Final Blueprint strategies not included in the Draft Blueprint; this reserve can help fund other county and regional priorities like Express Lanes and commuter rail lines.**

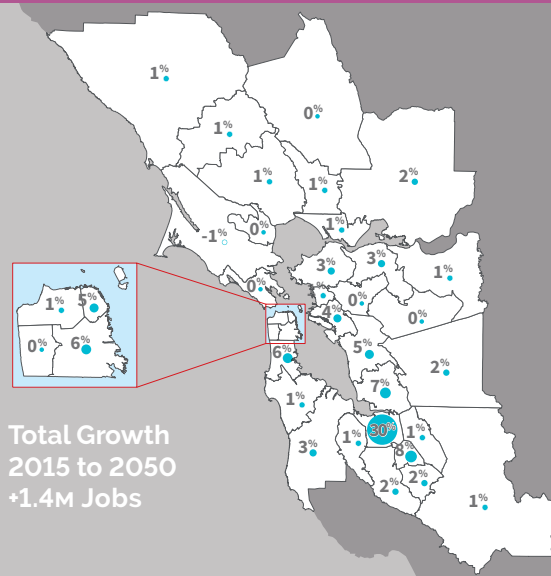
Strategy		Funding	Share of Total Topic Area Investment	Key Metrics	
TRANSPORTATION \$526B	Maintain Existing System	\$392B	75%	Funding by Mode: Maintain System	Transit 70%
	Optimize System: Transit Fare Policy Reform	\$10B	2%		Road/Bike/Ped 30%
	Optimize System: Seamless Mobility	\$0.1B	.2%	Funding by Mode: All Other Strategies	Transit 79%
	Optimize System: Freeway Tolling	\$1B	.2%		Road 4%
	Safe Streets: Complete Streets Network	\$7B	1%		Bike/Ped 17%
	Safe Streets: Regional Vision Zero Policy	\$1B	.2%	Benefits for Low-Income Households	Share of Population 24%
	Projects: Low-Cost High-Performing Transit	\$20B	4%		Share of Road Funding 27%
	Projects: New Transbay Rail Crossing	\$29B	6%		Share of Transit Funding 44%
	(Not in Draft) Projects: Other Regional Priorities	\$22B	4%	Benefits for Minorities	Share of Population 60%
	(Not in Draft) Projects: County Priorities	\$44B	8%		Share of Road Funding 52%
HOUSING \$171B	Fund Affordable Housing Production	\$166B	97%	Share of Housing Production Funding, by Area Type	High-Resource Areas 75%
	Fund Affordable Housing Preservation	\$2B	1%		Transit-Rich Areas 76%
	Fund Affordable Housing Protection	\$3B	2%		Communities of Concern 26%
ECONOMY \$33B	Expand Childcare Support	\$30B	91%	Annual Subsidy per Low-Income Households	Childcare Support \$10K
	Create Job Incubator Programs	\$3B	9%		Job Incubator Programs \$1K
ENVIRONMENT \$53B	Adapt to Sea Level Rise (SLR)	\$17B	32%	Share of Funding in Communities of Concern*	Adapt to Sea Level Rise 25%
	Retrofit Existing Buildings	\$20B	38%		Retrofit Existing Buildings 15%
	Protect High-Value Conservation Lands	\$15B	28%		
	Expand Climate Initiatives Program	\$1B	2%		

* Environment investment in Communities of Concern is fully sufficient to meet identified needs.

Housing Growth between 2015-2050 (as a Share of Region's Growth)



Job Growth between 2015-2050 (as a Share of Region's Growth)

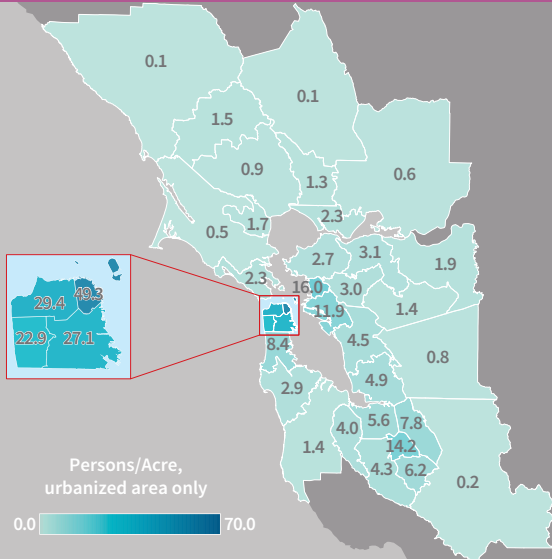


The nine-county Bay Area is divided into 34 subcounty areas, called "superdistricts."

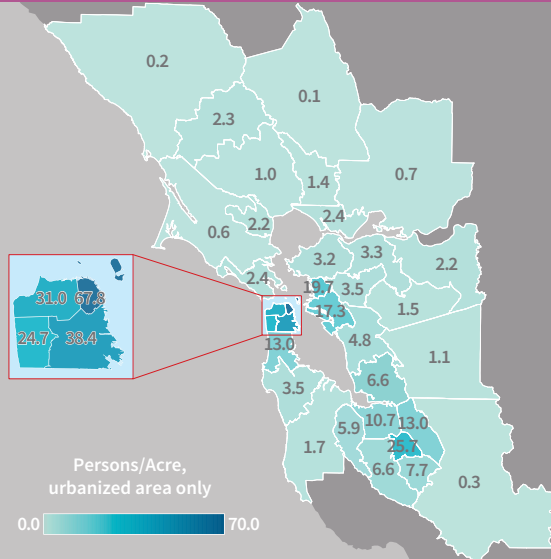
Superdistricts are combinations of cities, towns and unincorporated areas that allow the public to see the more localized growth pattern in Plan Bay Area 2050.

More information on the superdistricts can be found in the [layer documentation](#).

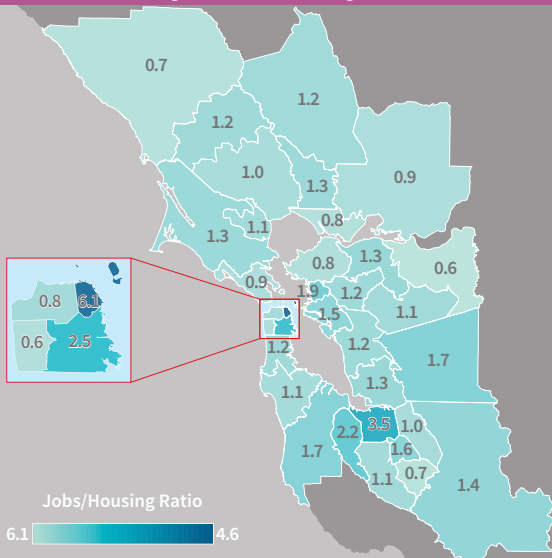
Population Density 2015 (Region-Wide Average: 1.7)



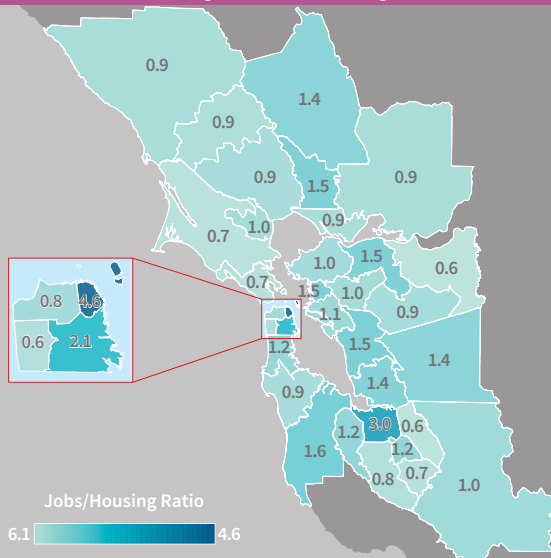
Population Density 2050 (Region-Wide Average: 2.2)



Jobs/Housing Ratio 2015 (Region-Wide Average: 1.50)



Jobs/Housing Ratio 2050 (Region-Wide Average: 1.34)



How does the Draft Blueprint advance or impede achievement of the Plan Vision? This section is organized by the five [Plan Bay Area 2050 Guiding Principles](#) with two key questions presented to frame the exploration. Each question is accompanied by one or more metrics, highlighting impacts on disadvantaged populations where feasible and indicating whether the 2050 Blueprint outcomes are equitable and favorable. Explanatory text sheds light on how Draft Blueprint strategies and assumptions contribute to performance outcomes. On the left, outcomes that move in the right direction are represented by upward arrows, while outcomes that move in the wrong direction or fail to meet state-mandated targets are represented with downward arrows.



AFFORDABLE

WILL BAY AREA RESIDENTS SPEND LESS ON HOUSING AND TRANSPORTATION?

➔	In 2015, low-income households have an extreme housing and transportation (H+T) cost burden, with costs exceeding average incomes when accounting for circumstances such as zero-income, financial assistance or unhoused status. With all Draft Blueprint housing strategies in place in 2050 Trend, H+T costs as a percentage of income decrease for all households. The addition of Draft Blueprint transportation strategies, including means-based tolls and fares, further reduces H+T costs for low-income households, though their cost burden remains deeply unaffordable.	H+T COST AS A PERCENT OF INCOME		2015	2050 TREND	2050 BLUEPRINT
		Low-Income Households (LIHH)		109%	86%	83%
		All Households		57%	48%	48%
➔	Average transit fares per trip, while up in 2050 Trend due to recent fare increases since 2015, decrease in 2050 Blueprint with fare reform policies. The decrease is substantial for low-income households with means-based fares. Average tolls per auto trip increase due to the freeway per-mile tolling strategy, with reduced impact on low-income households due to means-based toll discounts.	TRANSPORT EXPENSES PER TRIP		2015	2050 TREND	2050 BLUEPRINT
		Average Fare per Transit Trip	Low-Income Households	\$2.78	\$3.13	\$1.60
			All Households	\$3.16	\$3.41	\$2.96
		Average “Out-of-Pocket” Cost per Auto Trip	Low-Income Households	\$1.02	\$1.10	\$1.11
			All Households	\$1.26	\$1.45	\$1.53
		Average Toll per Auto Trip	Low-Income Households	\$0.05	\$0.08	\$0.10
			All Households	\$0.08	\$0.12	\$0.21



WILL THE BAY AREA PRODUCE AND PRESERVE MORE AFFORDABLE HOUSING?

➔	28 percent of all new homes built between 2015 and 2050 are permanently affordable (deed-restricted) for low-income households, with an even greater share of these units in High-Resource Areas due to strategic investments in these locations.	SHARE OF NEW HOUSING PRODUCTION (2015-50) THAT IS DEED-RESTRICTED AFFORDABLE	Region-Wide	28%
			High-Resource Areas	37%
➔	The Draft Blueprint’s affordable housing preservation strategy ensures that all existing deed-restricted affordable units at risk of conversion to market-rate units are converted to permanently affordable (deed-restricted) homes.	SHARE OF AT-RISK AFFORDABLE HOUSING PRESERVED	Region-Wide	100%



CONNECTED

WILL BAY AREA RESIDENTS BE ABLE TO ACCESS THEIR DESTINATIONS MORE EASILY?

	The number of jobs accessible within a 30-minute drive is forecasted to decrease in 2050 Trend due to population growth and subsequent road congestion, but it increases marginally with the Draft Blueprint. Meanwhile, the number of jobs accessible within a 45-minute transit trip is significantly lower than auto accessibility in 2015. Focused housing growth near transit routes increases transit accessibility in 2050 Trend, and performance improves further with investments in transit service in the Draft Blueprint. Biking and walking access to jobs also increases with land use strategies in 2050 Trend. (Metric under development for Final Blueprint: Accessibility to Community Places)	PERCENT OF ALL BAY AREA JOBS THAT ARE ACCESSIBLE BY		2015	2050 TREND	2050 BLUEPRINT
		By Car within 30 Minutes	CoC Residents	19.2%	13.6%	14.4%
			All Residents	17.8%	12.2%	12.6%
		By Transit within 45 Minutes	CoC Residents	5.2%	6.6%	7.2%
			All Residents	3.4%	4.3%	4.7%
		By Bike within 20 Minutes	CoC Residents	2.9%	3.5%	3.5%
			All Residents	2.3%	2.8%	2.8%
		By Foot within 20 Minutes	CoC Residents	0.3%	0.4%	0.4%
			All Residents	0.2%	0.2%	0.2%
		SHARE OF HOUSEHOLDS AND JOBS WITHIN 1/2 MILE OF FREQUENT TRANSIT		2015	2050 BLUEPRINT	
	More households will live close to high-frequency transit, including rail, ferry and frequent bus stops, in 2050 under the Draft Blueprint. Growth geographies focus more growth in Transit-Rich Areas, supported by more transit service in these communities. Due to the more dispersed nature of job growth, the share of jobs near high-frequency transit remains relatively constant.	Households	Low-Income Households		40%	46%
			All Households		32%	43%
		Jobs	Manufacturing/Warehouse/Utilities		45%	43%
			All Jobs		52%	52%



CONNECTED

WILL BAY AREA RESIDENTS HAVE A TRANSPORTATION SYSTEM THEY CAN RELY ON?



Travel times on freeways are forecasted to increase significantly between 2015 and 2050 Trend, again due to a growing population. Under 2050 Draft Blueprint conditions, per-mile freeway tolling on key corridors helps to alleviate this effect, even as speed limits reduce free-flow travel times.

PEAK-HOUR TRAVEL TIME (MINUTES)		2015	2050 TREND	2050 BLUEPRINT
Most of Route Features All-Lane Tolling (>75%)	Oakland-SF	30	53	41
	Antioch-SF	75	118	96
	Antioch-Oakland	47	67	57
	SJ-SF	64	100	87
	Oakland-SJ	56	77	66
	Oakland-Palo Alto	54	67	61
Part of Route Features All-Lane Tolling (25-75%)	Livermore-SJ	48	75	74
	Vallejo-SF	57	103	87
Limited or No Tolling on Route (<25%)	Fairfield-Dublin	48	62	65
	Santa Rosa-SF	69	136	138



Overcrowding on transit vehicles, which risks denial of boarding, is anticipated to rise significantly under 2050 Trend conditions. Crowding decreases in the 2050 Draft Blueprint for agencies with planned investments, such as Muni and AC Transit, as well as in the transbay corridor thanks to the New Transbay Rail Crossing. Agencies not listed are not forecasted to have overcrowding challenges in 2050.

PERCENT OF PERSON HOURS IN TRANSIT SPENT IN CROWDED CONDITIONS		2015	2050 TREND	2050 BLUEPRINT
SFMTA Bus		20%	40%	29%
AC Transit Local		0%	22%	20%
AC Transit Transbay		48%	64%	50%
GGT Express		30%	87%	85%
BART		19%	62%	44%
Caltrain		8%	32%	50%
WETA		23%	59%	43%
SFMTA LRT		32%	37%	25%
VTA LRT		0%	82%	83%

In 2015, 30 percent of all transit vehicles had exceeded their federally recommended lifespans. As the Draft Blueprint only includes enough maintenance funding to retain existing conditions, this metric remains mostly unchanged through 2050.

SHARE OF TRANSIT REVENUE VEHICLE ASSETS PAST THEIR USEFUL LIFE BENCHMARK

2015	2050 BLUEPRINT
30%	30%



DIVERSE

WILL BAY AREA COMMUNITIES BE MORE INCLUSIVE?



Focused production of deed-restricted affordable housing in High-Resource Areas increases access to areas of highest opportunity for low-income households, helping reverse historically exclusionary policies in many of these communities. In Transit-Rich Areas, the total number of low-income households continues to rise, but the share declines over time. This indicates that affordable housing growth may not be keeping pace with overall development in Transit-Rich Areas.

SHARE OF HOUSEHOLDS THAT ARE LOW-INCOME

	2015	2050 BLUEPRINT
High-Resource and Transit-Rich Areas	28%	23%
High-Resource (only) Areas	18%	22%
Transit-Rich (only) Areas	40%	36%

WILL BAY AREA RESIDENTS BE ABLE TO STAY IN PLACE?



At the neighborhood level, the risk of displacement persists in many low-income communities and communities of color. [The Urban Displacement Project](#) has identified 850 census tracts with ongoing or risk of displacement, gentrification or exclusion. In the Blueprint, 31% of these tracts experience displacement between 2015 and 2050 – defined here as a net loss in number of Low-Income Households. Further, nearly half of them experience gentrification – defined here as when the share of low-income households in the neighborhood drops by over 10 percent between 2015 and 2050. Even more significant impacts are forecasted for Communities of Concern.




SHARE OF NEIGHBORHOODS THAT EXPERIENCE DISPLACEMENT AND GENTRIFICATION BETWEEN 2015 AND 2050

	DISPLACEMENT	GENTRIFICATION
High Displacement Risk Tracts (total 850 neighborhoods)	31%	44%
Communities of Concern (total 339 neighborhoods)	42%	56%
Transit-Rich Areas (total 114 areas)	13%	46%
High-Resource Neighborhoods (total 638 neighborhoods)	18%	26%



HEALTHY

WILL BAY AREA RESIDENTS BE HEALTHIER AND SAFER?

	With Draft Blueprint strategies, 98 percent of all Bay Area households that would be affected by two feet of sea level rise are protected. All common seismically deficient housing types and homes built in high wildfire risk zones would be retrofitted to reduce the likelihood of damage in future earthquakes and wildfires.	PERCENT OF HOUSEHOLDS IN RISK-PRONE AREAS OR RISK-PRONE BUILDINGS, THAT ARE PROTECTED OR RETROFIT	Sea Level Rise (2ft)	Communities of Concern		100%
				All Households		98%
			Earthquake	Communities of Concern		100%
				All Households		100%
			Wildfire High / Medium Risk	Communities of Concern		100%
				All Households		100%
	The rate of fatalities and injuries decreases in the Draft Blueprint with reduced speed limits and enhanced street design under the Vision Zero strategy, but remains far from zero incidents.	ANNUAL INCIDENTS, PER 100 MILLION VMT		2015	2050 TREND	2050 BLUEPRINT
		Fatalities		0.98	0.99	0.91
		Injuries		4.23	4.35	4.20
	Total fine particulate matter emissions (PM _{2.5}) are forecasted to increase under 2050 Trend conditions as population and miles driven continue to rise. The Draft Blueprint strategies help bring this metric down below 2015 levels.	DAILY PM _{2.5} EMISSIONS (TONS)		5.5	5.7	5.2

WILL THE ENVIRONMENT OF THE BAY AREA BE HEALTHIER AND SAFER?

➔	Draft Blueprint strategies result in a drop in CO ₂ emission levels per capita in 2035 (9% below 2005 levels), but are insufficient to curb them to state-mandated levels (19% below 2005 levels). Further, CO ₂ emission levels are forecasted to increase between 2035 and 2050 (in both Trend and Blueprint), primarily due to assumed adoption of driverless vehicles that can potentially generate “zero occupant” mileage.	CHANGE IN DAILY CO ₂ EMISSIONS PER CAPITA RELATIVE TO 2005	2015	2035 TREND	2035 BLUEPRINT	2050 TREND	2050 BLUEPRINT
		Cars and Light-Duty Trucks (SB 375)	0%	8%	-9%	14%	-3%
		All Vehicles (Including Fuel Efficiency Gains)	-7%	-36%	-42%	-38%	-43%
➔	With an assumed growth in telecommuting by 2050, the mode share of single occupancy auto travel is forecasted to drop in 2050 Trend conditions. With the Draft Blueprint strategies in play, this share drops slightly further, with increases in transit, walking and bicycling mode shares.	COMMUTE MODE SHARE		2015	2050 TREND		2050 BLUEPRINT
		Auto: Single Occupancy		54%	42%		40%
		Auto: Other		21%	19%		18%
		Transit		14%	19%		20%
		Active Modes (Bike/Walk)		5%	6%		8%
		Telecommute		6%	14%		14%



VIBRANT

WILL JOBS AND HOUSING IN THE BAY AREA BE MORE EVENLY DISTRIBUTED?

➔	County-level jobs-to-housing ratios decrease in most counties, reflecting a higher ratio of housing to job production. Further, the ratios in Alameda, San Francisco and Santa Clara counties approach the region-wide ratio in 2050, indicating an improved jobs-housing balance. However, other counties trend further away from the region-wide ratio. These trends indicate that housing strategies in the Draft Blueprint may bring housing to job-rich areas such as Silicon Valley, but strategies to move jobs to housing-rich areas are not sufficient. (Metric under development for Final Blueprint: Jobs-Housing Fit for low-wage jobs)	JOBS-HOUSING RATIO	2015	2050 BLUEPRINT		2015	2050 BLUEPRINT
		Region-Wide	1.50	1.34	San Francisco	2.55	2.21
		Alameda	1.48	1.33	San Mateo	1.29	1.21
		Contra Costa	0.98	0.98	Santa Clara	1.69	1.41
		Marin	1.09	0.75	Solano	0.87	0.89
		Napa	1.24	1.46	Sonoma	1.05	0.89
—	Mean commute distances rise from 2015 to 2050 Trend with Draft Blueprint land use strategies, due to the clustering of jobs in existing centers far from housing-rich communities. Transportation strategies on their own affect this metric only marginally in 2050 Blueprint.	MEAN COMMUTE DISTANCE (MILES)	2015		2050 TREND		2050 BLUEPRINT
			Low-Income Workers	9.5	12.0		11.9
			All Workers	12.0	13.1		12.9

WILL BAY AREA BUSINESSES THRIVE?

➔	The region's economic recovery is expected to be robust through 2050, even when accounting for the inclusion of new regional tax measures to fund transportation and affordable housing, among other areas.	GROWTH IN PER CAPITA GROSS REGIONAL PRODUCT (FROM 2015 TO 2050)				65%
➔	A key pillar in the region's middle-wage workforce, manufacturing and warehouse jobs are anticipated to grow at a higher rate than other industries, with some of that growth occurring in newly-designated Priority Production Areas.	GROWTH IN NUMBER OF JOBS (FROM 2015 TO 2050)				
		Region-Wide	All Jobs			35%
			Manufacturing/Warehouse/Utilities Jobs			48%
		Priority Production Areas	All Jobs			42%
			Manufacturing/Warehouse/Utilities Jobs			48%

Highlights

- Housing and transportation costs are significantly reduced, especially for low-income residents.
- New revenues enable a significant uptick in production of deed-restricted affordable homes.
- Most new homes are focused in walkable communities with frequent transit service.
- Strategies to reduce vehicle speeds and build protected bicycle/pedestrian infrastructure help to save lives.
- Seismic retrofits and sea level rise infrastructure protect thousands of homes from damage.
- Despite significant tax increases to pay for new strategies, Bay Area businesses continue to thrive.

Challenges

- Affordable housing production is insufficient to address the existing need for affordable units in the Bay Area.
- Traffic congestion and transit crowding increase significantly with population growth and will not be sufficiently addressed with existing strategies.
- Low-income residents continue to face a high risk of displacement, particularly in Communities of Concern.
- Per capita greenhouse gas emissions decline, but still fail to meet state-mandated reduction targets.
- More ambitious strategies are needed to shift jobs closer to the region's workforce.

5 | How Did We Analyze the Draft Blueprint?



What's Next for the Final Blueprint?



How Will COVID-19 Affect the Final Blueprint?

COVID-19 has upended everyday life throughout the world and intensified existing challenges, and we all feel uncertain about what the future holds. While Plan Bay Area 2050 is a 30-year vision for the Bay Area, many of the strategies approved for analysis by the MTC Commission and ABAG Executive Board in February have only become more timely.

The Final Blueprint will continue to focus on strategies such as:



BUILD A COMPLETE STREETS NETWORK: Enhance streets to promote walking, biking, and other micromobility through improvements to the pedestrian environment and thousands of miles of bike lanes or multi-use paths with investments targeted in Communities of Concern and near transit.

STRENGTHEN RENTER PROTECTIONS BEYOND STATE LEGISLATION: Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

EXPAND CHILDCARE SUPPORT FOR LOW-INCOME FAMILIES: Subsidize childcare for low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce.

PROTECT HIGH-VALUE CONSERVATION LANDS: Provide strategic matching funds to help conserve high-priority natural and agricultural lands, expand regional trails, and restore marshlands.

How Can You Get Involved in July/Early August? (From Home!)



Virtual Public Workshops



Online Survey and Official Comment Period (ends August 10)



Telephone Townhalls



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1008	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	6/10/2020	In control:		ABAG Regional Planning Committee	
On agenda:	7/1/2020	Final action:			
Title:	Plan Bay Area 2050: Additional Priority Development Areas (PDA) Submitted for Final Blueprint Presentation highlighting PDA nominations received during the second round of submissions this spring in advance of ABAG Executive Board adoption for Final Blueprint.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Item 5b 1 Summary Sheet PDAs Round 2.pdf Item 5b 2 Attachment Combined ABAG Resolution 02 2020 Revised.pdf				

Date	Ver.	Action By	Action	Result
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Plan Bay Area 2050: Additional Priority Development Areas (PDA) Submitted for Final Blueprint

Presentation highlighting PDA nominations received during the second round of submissions this spring in advance of ABAG Executive Board adoption for Final Blueprint.

Mark Shorett

Information

Association of Bay Area Governments

Regional Planning Committee

July 16, 2020

Agenda Item 5.b.

Plan Bay Area 2050:
Additional Priority Development Areas (PDA) Submitted for Final Blueprint

Subject: Presentation highlighting PDA nominations received during the second round of submissions this spring in advance of ABAG Board adoption for Final Blueprint.

Background: In February 2020, the ABAG Executive Board adopted 34 new and 48 modified PDAs nominated by local jurisdictions. In addition to existing PDAs and select Growth Geographies outside PDAs, this set of new and modified PDAs was integrated into the Plan Bay Area 2050 Draft Blueprint. At its February meeting, the Executive Board also directed MTC/ABAG staff to provide an additional opportunity for jurisdictions to nominate new or modified PDAs prior to the Plan Bay Area 2050 Final Blueprint.

During the submission period between March and the end of May, MTC/ABAG staff engaged local jurisdiction staff throughout the region through webinars, county-level planning director meetings, and one-on-one meetings. Given that all submissions meet the adopted criteria set by the ABAG Board in 2019, staff recommends approval of four new PDAs:

- Benicia – East 5th Street
- Fairfield – Fairfield Gateway
- San Rafael – Northgate
- San Rafael – Canal District

Staff also solicited expansions to PDA boundaries during this time period. The cities of Fairfield, Livermore, and San Jose requested in total five boundary changes to better conform with existing or anticipated local plans. In particular, Livermore's expansion enables it to exceed the 50 percent threshold used to determine the Plan Bay Area 2050 Growth Geographies during the Blueprint planning process.

Attachment A includes a revised resolution adopting the new PDAs, a list of new and modified PDAs, and an updated PDA map reflecting these PDAs.

Association of Bay Area Governments

Regional Planning Committee

July 16, 2020

Agenda Item 5.b.


Plan Bay Area 2050:
Additional Priority Development Areas (PDA) Submitted for Final Blueprint

Issues: With the approval of this resolution by the ABAG Executive Board, these four new PDAs will be integrated into the Plan Bay Area 2050 Final Blueprint. The boundary changes proposed by local jurisdictions for existing PDAs – all of which were previously adopted by the ABAG Executive Board – will also be integrated into the Final Blueprint, but this administrative change does not require formal Executive Board action.

Recommended Action: Information

Attachments: A. ABAG Resolution No. 02-2020, Revised

Reviewed:



Alix Bockelman

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

ABSTRACT

Resolution No. 02-2020, Revised

This resolution adopts new Priority Development Areas (PDAs), as revised, Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs) nominated by local jurisdictions in 2020. The PDAs and PPAs adopted in this resolution will become part of the Plan Bay Area 2050 Growth Geographies adopted in Resolution No. 03-2020, adopted concurrently with this Resolution.

Further discussion of this subject is contained in the Joint MTC Planning Committee with the ABAG Administrative Summary Sheets dated February 14, 2020 and July 10, 2020. This resolution was revised as outlined below. Additional information on these revisions is included in Attachment A: Priority Development Areas, revised July 2020

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED**

RESOLUTION NO. 02-2020, REVISED

RE: APPROVAL OF NEW PRIORITY DEVELOPMENT AREAS (PDAS), PRIORITY PRODUCTION AREAS (PPAS), AND PRIORITY CONSERVATION AREAS (PCAS)

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 in previous years, each nominated through a resolution from the governing body with land use authority over the area in which these priority areas are located.

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 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 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 than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED**

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 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 Horizon Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Resolution 02-19, adopted on May 22, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with Resolution 02-19; and

WHEREAS, local jurisdictions nominated 34 eligible PDAs, 35 eligible PPAs, and 19 eligible PCAs, supported by a resolution from the governing body with land use authority over the area in which these areas are located; and

WHEREAS, staff solicited applications from local jurisdictions between March 2020 and May 2020, and received four submissions for new PDAs that meet the eligibility requirements of Resolution 02-19 and are supported by a resolution from the governing body with land use authority over the area in which these areas are located; now, therefore, then be it

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 new Priority Development Areas, Priority Production Areas, and Priority Conservation Areas in Attachment A, as revised, and authorizes staff to include these areas as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

The foregoing was adopted by the Executive Board this 20th day of February, 2020, and revised by the Executive Board this 16th day of July, 2020.

Jesse Arreguín, Chair
President

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED**

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 meeting held on the 20th day of February, 2020, and revised at a duly called meeting held on the 16th day of July, 2020.

Frederick Castro
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
ATTACHMENT A**

Table 1: Priority Development Areas, Revised July 2020

(PDAs proposed for Executive Board July 2020 adoption shown in brown; PDAs with boundary changes shown in light yellow; Previously adopted PDAs without boundary changes shown in orange or white.)

County	Jurisdiction	Priority Development Area
Alameda	Alameda	Naval Air Station
Alameda	Alameda	Northern Waterfront
Alameda	Albany	San Pablo & Solano Mixed Use Neighborhood
Alameda	Berkeley	Adeline Street
Alameda	Berkeley	Downtown
Alameda	Berkeley	North Berkeley BART
Alameda	Berkeley	San Pablo Avenue
Alameda	Berkeley	South Shattuck
Alameda	Berkeley	Southside/Telegraph Avenue
Alameda	Berkeley	University Avenue
Alameda	Dublin	Downtown Specific Plan Area
Alameda	Dublin	Town Center
Alameda	Dublin	Transit Center/Dublin Crossings
Alameda	Emeryville	Mixed-Use Core
Alameda	Fremont	Centerville Transit PDA
Alameda	Fremont	Downtown/City Center Transit PDA
Alameda	Fremont	Irvington Transit PDA
Alameda	Fremont	North Fremont Blvd Connected Community PDA
Alameda	Fremont	Osgood Rd Connected Community PDA
Alameda	Fremont	Warm Springs Connected Community PDA
Alameda	Fremont	Warm Springs Innovation District Transit PDA
Alameda	Hayward	Downtown
Alameda	Hayward	Mission Boulevard Corridor
Alameda	Hayward	South Hayward BART
Alameda	Hayward	The Cannery
Alameda	Livermore	Downtown
Alameda	Livermore	Isabel Avenue/BART Station Planning Area
Alameda	Livermore	Southfront/Vasco
Alameda	Newark	Dumbarton Transit Oriented Development
Alameda	Newark	Old Town Mixed Use Area
Alameda	Oakland	Coliseum Bay Area Rapid Transit Station Area
Alameda	Oakland	Downtown & Jack London Square
Alameda	Oakland	Eastmont Town Center / International Blvd TOD
Alameda	Oakland	Fruitvale and Dimond Areas
Alameda	Oakland	MacArthur Blvd Corridor

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
ATTACHMENT A**

Alameda	Oakland	MacArthur Transit Village
Alameda	Oakland	North Oakland / Golden Gate
Alameda	Oakland	San Antonio
Alameda	Oakland	West Oakland
Alameda	Pleasanton	Hacienda
Alameda	San Leandro	BayFair TOD
Alameda	San Leandro	Downtown Transit Oriented Development
Alameda	San Leandro	East 14th Street
Alameda	Unincorporated Alameda	Castro Valley BART
Alameda	Unincorporated Alameda	East 14th Street and Mission Boulevard
Alameda	Unincorporated Alameda	Hesperian Boulevard
Alameda	Unincorporated Alameda	Meekland Avenue Corridor
Alameda	Union City	Greater Station District Area
Contra Costa	Antioch	Hillcrest eBART Station
Contra Costa	Antioch	Rivertown Waterfront
Contra Costa	Brentwood	Brentwood Blvd
Contra Costa	Brentwood	Brentwood Transit Village
Contra Costa	Brentwood	Downtown Brentwood
Contra Costa	Concord	Concord Naval Weapons Station
Contra Costa	Concord	Downtown
Contra Costa	Danville	Downtown
Contra Costa	El Cerrito	San Pablo Avenue Corridor
Contra Costa	Hercules	Central Hercules
Contra Costa	Hercules	Waterfront District
Contra Costa	Hercules	San Pablo Avenue Corridor
Contra Costa	Lafayette	Downtown
Contra Costa	Martinez	Downtown
Contra Costa	Moraga	Moraga Center
Contra Costa	Oakley	Downtown
Contra Costa	Oakley	Potential Planning Area
Contra Costa	Orinda	Downtown
Contra Costa	Pinole	Appian Way Corridor
Contra Costa	Pinole	Old Town San Pablo Avenue
Contra Costa	Pittsburg	Downtown
Contra Costa	Pittsburg	Railroad Avenue eBART Station
Contra Costa	Pleasant Hill	Buskirk Avenue Corridor
Contra Costa	Pleasant Hill	Diablo Valley College
Contra Costa	Richmond	North Richmond

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
ATTACHMENT A**

Contra Costa	Richmond	Central Richmond & 23rd Street Corridor
Contra Costa	Richmond	Hilltop
Contra Costa	Richmond	San Pablo Ave Corridor
Contra Costa	Richmond	South Richmond
Contra Costa	San Pablo	Rumrill Boulevard
Contra Costa	San Pablo	San Pablo Avenue & 23rd Street Corridors
Contra Costa	San Ramon	City Center
Contra Costa	San Ramon	North Camino Ramon
Contra Costa	Unincorporated Contra Costa	Contra Costa Centre
Contra Costa	Unincorporated Contra Costa	Downtown El Sobrante PDA
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Connected Community PDA
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Transit Rich PDA
Contra Costa	Unincorporated Contra Costa	Pittsburg/Bay Point BART Station
Contra Costa	Unincorporated Contra Costa	San Pablo Avenue
Contra Costa	Walnut Creek	Core Area
Marin	San Rafael	Downtown
Marin	San Rafael	Northgate
Marin	San Rafael	Southeast San Rafael/Canal
Marin	Unincorporated Marin	Urbanized Corridor
Napa	American Canyon	Highway 29 Corridor
Napa	Napa	Downtown Napa and Soscol Gateway Corridor
San Francisco	San Francisco	19th Avenue*
San Francisco	San Francisco	Balboa Park and Southwest Corridors
San Francisco	San Francisco	Bayview/Southeast Neighborhoods
San Francisco	San Francisco	Central City Neighborhoods
San Francisco	San Francisco	Downtown/Van Ness/Northeast Neighborhoods
San Francisco	San Francisco	Eastern Neighborhoods
San Francisco	San Francisco	J Church and Mission Corridor
San Francisco	San Francisco	Lombard Street
San Francisco	San Francisco	Market Octavia
San Francisco	San Francisco	Mission Bay
San Francisco	San Francisco	Richmond District
San Francisco	San Francisco	Sunset Corridors
San Francisco	San Francisco	Transbay/Rincon Hill
San Francisco	San Francisco	Treasure Island & Yerba Buena Island

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San Francisco	San Francisco	West Portal/Forest Hill Station Area
San Mateo	Belmont	Villages of Belmont
San Mateo	Brisbane	Brisbane
San Mateo	Burlingame	Burlingame El Camino Real
San Mateo	Burlingame	Downtown
San Mateo	Colma	El Camino Real
San Mateo	Daly City	Bayshore
San Mateo	Daly City	Mission Boulevard
San Mateo	East Palo Alto	Ravenswood
Santa Clara	Menlo Park	El Camino Real Corridor and Downtown
San Mateo	Millbrae	Transit Station Area
San Mateo	Pacifica	Sharp Park Specific Plan
San Mateo	Pacifica	Skyline Corridor
San Mateo	Redwood City	Broadway/Veterans Boulevard Corridor
San Mateo	Redwood City	Downtown
San Mateo	Redwood City	El Camino Real Corridor
San Mateo	San Bruno	Transit Corridors
San Mateo	San Carlos	Railroad Corridor
San Mateo	San Mateo	Downtown
San Mateo	San Mateo	El Camino Real
San Mateo	San Mateo	Grand Boulevard Initiative
San Mateo	San Mateo	Rail Corridor
San Mateo	South San Francisco	Downtown
San Mateo	South San Francisco	El Camino Real
San Mateo	Unincorporated San Mateo	El Camino Real (North Fair Oaks)
San Mateo	Unincorporated San Mateo	El Camino Real (Unincorporated Colma)
Santa Clara	Campbell	Central Redevelopment Area
Santa Clara	Cupertino	Cores & Corridors
Santa Clara	Gilroy	Downtown Gilroy
Santa Clara	Milpitas	Midtown
Santa Clara	Milpitas	Transit Area Specific Plan
Santa Clara	Morgan Hill	Downtown Morgan Hill
Santa Clara	Mountain View	Downtown
Santa Clara	Mountain View	El Camino Real
Santa Clara	Mountain View	North Bayshore
Santa Clara	Mountain View	San Antonio
Santa Clara	Mountain View	Whisman
Santa Clara	Palo Alto	California Avenue

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Santa Clara	Palo Alto	Downtown Palo Alto
Santa Clara	San Jose	Bascom TOD Corridor
Santa Clara	San Jose	Bascom Urban Village
Santa Clara	San Jose	Berryessa Station
Santa Clara	San Jose	Blossom Hill/Snell Urban Village
Santa Clara	San Jose	Camden Urban Village
Santa Clara	San Jose	Capitol Corridor Urban Villages
Santa Clara	San Jose	Capitol/Tully/King Urban Villages
Santa Clara	San Jose	Communications Hill
Santa Clara	San Jose	Cottle Transit Village (Hitachi)
Santa Clara	San Jose	Downtown "Frame"
Santa Clara	San Jose	East Santa Clara/Alum Rock Corridor
Santa Clara	San Jose	Greater Downtown
Santa Clara	San Jose	North San Jose
Santa Clara	San Jose	Oakridge/Almaden Plaza Urban Village
Santa Clara	San Jose	Cores & Corridors (Valley Fair/Santana Row)
Santa Clara	San Jose	Saratoga TOD Corridor
Santa Clara	San Jose	South DeAnza
Santa Clara	San Jose	Stevens Creek TOD Corridor
Santa Clara	San Jose	West San Carlos and Southwest Expressway Corridors
Santa Clara	San Jose	Westgate/El Paseo Urban Village
Santa Clara	San Jose	Winchester Boulevard TOD Corridor
Santa Clara	Santa Clara	City Place
Santa Clara	Santa Clara	El Camino Real Focus Area
Santa Clara	Santa Clara	Freedom Circle
Santa Clara	Santa Clara	Lawrence Station Phase II
Santa Clara	Santa Clara	Patrick Henry Drive
Santa Clara	Santa Clara	Santa Clara Station Focus Area
Santa Clara	Santa Clara	Tasman East
Santa Clara	Sunnyvale	Downtown & Caltrain Station
Santa Clara	Sunnyvale	East Sunnyvale
Santa Clara	Sunnyvale	El Camino Real Corridor
Santa Clara	Sunnyvale	Lawrence Station Transit Village
Santa Clara	Sunnyvale	Moffett Park Specific Plan
Santa Clara	Sunnyvale	Tasman Crossing
Solano	Benicia	Downtown
Solano	Benicia	East 5 th Street
Solano	Fairfield	Fairfield Gateway
Solano	Fairfield	Train Station Specific Plan
Solano	Fairfield	Heart of Fairfield
Solano	Fairfield	North Texas Street Core
Solano	Suisun City	Downtown & Waterfront

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Solano	Vacaville	Allison Area
Solano	Vacaville	Allison Policy Plan Area- Proposed PDA Expansion
Solano	Vacaville	Downtown
Solano	Vallejo	Solano 360/ I-80/ I-37 Gateway
Solano	Vallejo	Central Corridor East
Solano	Vallejo	Central Corridor West
Solano	Vallejo	Carquinez Heights
Solano	Vallejo	Mare Island PDA
Solano	Vallejo	Sonoma Boulevard
Solano	Vallejo	Waterfront & Downtown
Sonoma	Cloverdale	Downtown/SMART Transit Area
Sonoma	Cotati	Downtown and Cotati Depot
Sonoma	Cotati	Gravenstein Corridor
Sonoma	Petaluma	Corona
Sonoma	Petaluma	Lakeville
Sonoma	Rohnert Park	Central Rohnert Park
Sonoma	Rohnert Park	Sonoma Mountain Village
Sonoma	Santa Rosa	Downtown Station Area
Sonoma	Santa Rosa	Mendocino Avenue/Santa Rosa Avenue Corridor
Sonoma	Santa Rosa	North Santa Rosa Station
Sonoma	Santa Rosa	Roseland
Sonoma	Santa Rosa	Sebastopol Road Corridor
Sonoma	Sebastopol	Core Area
Sonoma	Unincorporated Sonoma	Sonoma Airport
Sonoma	Unincorporated Sonoma	Santa Rosa Avenue Priority Development Area
Sonoma	Unincorporated Sonoma	Sonoma County: Sonoma Valley, The Springs
Sonoma	Windsor	Station Area/Downtown Specific Plan Area

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Table 2: Pilot Priority Production Areas (PPAs) (adopted February 2020)

County	Jurisdiction	Priority Production Area Name
Alameda	Fremont	Bayside Industrial Priority Production Area
Alameda	Fremont	Pacific Commons Priority Production Area
Alameda	Hayward	Hayward PPA
Alameda	Livermore	Eastside PPA
Alameda	Livermore	Westside PPA
Alameda	Oakland	Port PPA
Alameda	Oakland	Airport PPA
Alameda	San Leandro	San Leandro PPA
Alameda	Union City	Union City PPA
Contra Costa	Antioch	Northern Waterfront Industrial Corridor
Contra Costa	Concord	Northern Concord PPA
Contra Costa	Concord	Western Concord PPA
Contra Costa	Oakley	Employment Area
Contra Costa	Pittsburg	Northern Waterfront
Contra Costa	Unincorporated Contra Costa	Pacheco Manufacturing Zone
Contra Costa	Unincorporated Contra Costa	Baypoint Industrial Sector
Napa	American Canyon	American Canyon PPA
San Francisco	San Francisco	Bayshore/Central Waterfront/Islais Creek
San Mateo	Pacifica	Northern Palmetto PPA
Santa Clara	Milpitas	Central Manufacturing Area
Santa Clara	Milpitas	McCarthy Ranch Industrial Area
Santa Clara	Milpitas	Southwestern Employment Area
Santa Clara	Morgan Hill	Morgan Hill PPA
Santa Clara	San Jose	Monterey Business Corridor
Solano	Benicia	Benicia Industrial PPA
Solano	Dixon	Northeast Quadrant
Solano	Fairfield	Train Station Employment Center
Solano	Fairfield	Fairfield PPA
Solano	Rio Vista	Rio Vista PPA
Solano	Suisun City	Suisun City Gentry (westside)
Solano	Suisun City	Suisun City East Side PPA
Solano	Vacaville	Vacaville Industrial Priority Production Area
Solano	Vallejo	Vallejo PPA Mare Island
Solano	Vallejo	Vallejo PPA South Vallejo
Sonoma	Cotati	Cotati PPA

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
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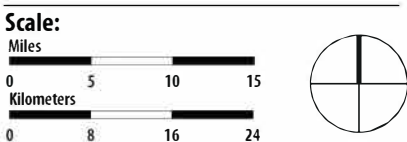
Table 3: New Priority Conservation Areas (PCAs) *(adopted February 2020)*

County	Jurisdiction	Priority Conservation Area Name
Alameda	Livermore	Arroyo Las Positas Trail
Alameda	Livermore	First Street
Contra Costa	Pittsburg	Northwest Waterfront
Marin	Tiburon	Tiburon Open Space
Marin	San Anselmo	Bald Hill
Santa Clara	Palo Alto	Palo Alto Baylands & Foothills PCA
San Francisco	San Francisco	Excelsior/OMI Park Connections
San Francisco	San Francisco	Crosstown Trail
San Francisco	San Francisco	India Basin
San Francisco	San Francisco	Lake Merced/Ocean Beach
San Francisco	San Francisco	Central Waterfront
San Francisco	San Francisco	Northern Waterfront
San Francisco	San Francisco	Treasure Island/Yerba Buena Island
Solano	Unincorporated Solano County	Dixon Agricultural Service Area
Solano	Unincorporated Solano County	Cache Slough
Sonoma	Santa Rosa	Southeast Greenway
Solano	Vallejo	Mare Island Open Space
Solano	Vallejo	Napa Sonoma Marshes Wildlife Area
Solano	Vallejo	White Slough Wetlands Area

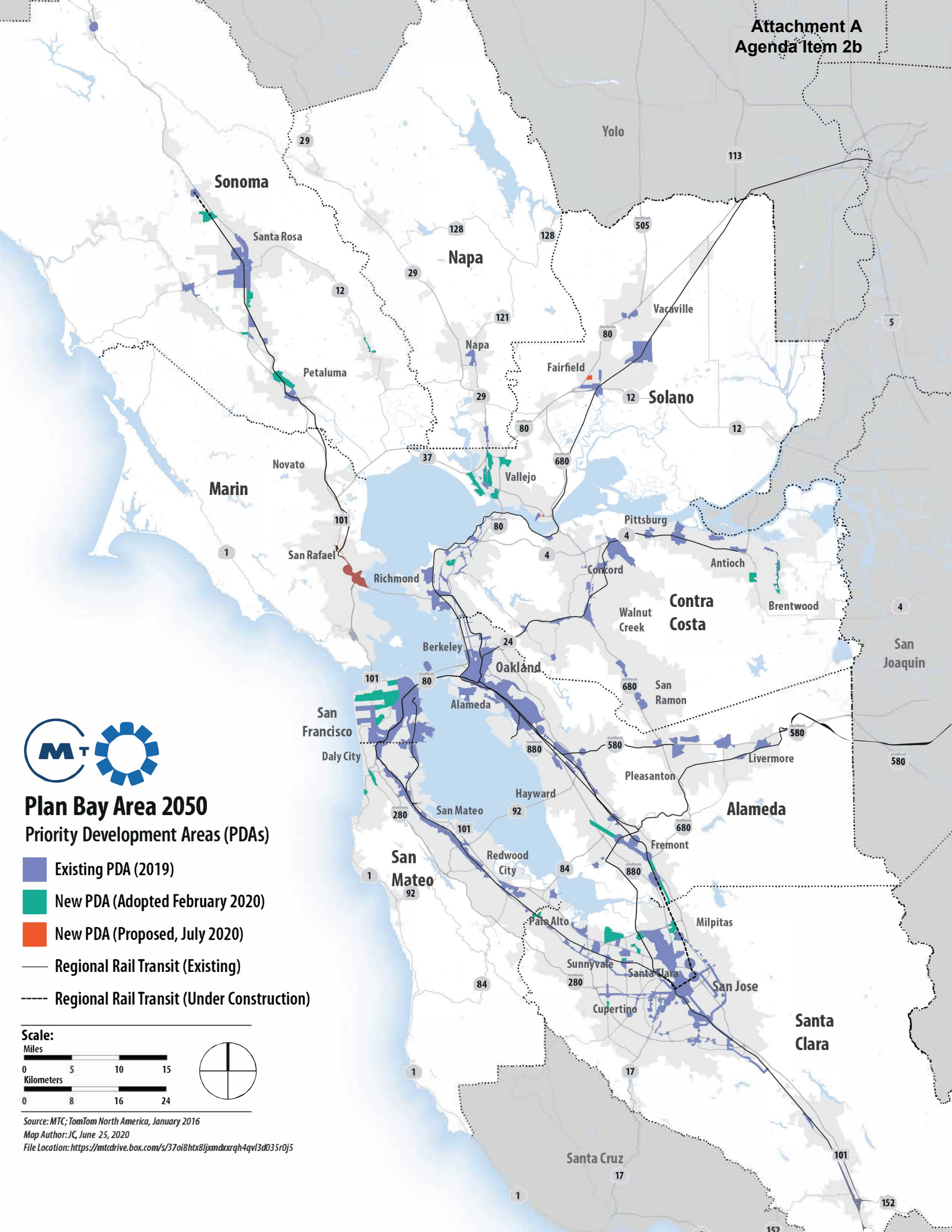


Plan Bay Area 2050 Priority Development Areas (PDAs)

- Existing PDA (2019)
- New PDA (Adopted February 2020)
- New PDA (Proposed, July 2020)
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)



Source: MTC; TomTom North America, January 2016
Map Author: JC, June 25, 2020
File Location: <https://mtcdrive.box.com/s/37oi8htx8ljxmdcxrgh4qvl3d035r0j5>





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1005 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 6/10/2020 **In control:** ABAG Regional Planning Committee
On agenda: 7/1/2020 **Final action:**
Title: RHNA: Regional Housing Needs Determination (RHND)

Report on the Regional Housing Needs Determination as developed by the State Housing and Community Development (HCD) Department, and discuss any next steps.

Sponsors:

Indexes:

Code sections:

Attachments: [Item 6a 1 Summary Sheet RHND.pdf](#)
[Item 6a 2 Attachment A Staff Memo on RHND v7.pdf](#)
[Item 6a 3 Attachment B HCD Memo on RHND v4.pdf](#)

Date	Ver.	Action By	Action	Result
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RHNA: Regional Housing Needs Determination (RHND)

Report on the Regional Housing Needs Determination as developed by the State Housing and Community Development (HCD) Department, and discuss any next steps.

Paul Fassinger and Gillian Adams

Information

Association of Bay Area Governments

Regional Planning Committee

July 16, 2020

Agenda Item 6.a.

Regional Housing Needs Allocation (RHNA)

Subject: RHNA: Regional Housing Needs Determination (RHND)

Report on the Regional Housing Needs Determination as developed by the State Housing and Community Development (HCD) Department, and discuss any next steps.

Background: On June 10, 2020, ABAG received the proposed Cycle 6 RHND from HCD staff, following a consultation process between ABAG and HCD staff this spring. The RHND as determined by HCD between 2022 and 2030 has been identified as **441,176 housing units**. Of the total identified need:

- 25.9% would be for very-low income households
- 14.9% would be for low income households
- 16.5% would be for moderate income households
- 42.6% would be for above-moderate income households

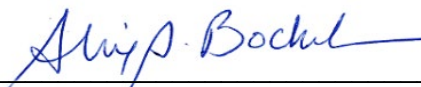
Issues: The ABAG Executive Board received a staff update on the RHND at its June 18, 2020 meeting. Under state law, if the Executive Board wished to object to the RHND under California Government Code 65584.01(c), it would have needed to do so within 30 days of receipt of the RHND (July 10, 2020). Consistent with the staff recommendation, which identified no technical inaccuracies in the RHND, the Executive Board accepted the notice of determination.

Recommended Action: Information

Attachments: A. Staff Memo on RHND to ABAG Executive Board

B. HCD Memo to ABAG Executive Board

Reviewed:


Alix Bockelman

REGIONAL HOUSING NEEDS ALLOCATION



TO: ABAG Executive Board

DATE: June 18, 2020

FR: Executive Director

RE: Update on Regional Housing Need Determination (RHND)

Overview

On June 10, 2020, the California Department of Housing and Community Development (HCD) transmitted its proposed Regional Housing Needs Determination for the Bay Area's Cycle 6 RHNA process to the ABAG Executive Director. As shown in **Attachment B**, the determination is the state's estimation of the total housing need for the nine-county San Francisco Bay Area between 2022 and 2030. As discussed below, the needs determination followed a consultation process between ABAG/MTC staff and HCD staff on technical inputs. ABAG is required to use it as the "big number" to distribute to local jurisdictions through the allocation process in 2021.

Consultation Process

As part of the consultation process outlined in Government Code Section 65584.01(c), ABAG was required to provide a variety of information to HCD, which was submitted as a consultation letter on May 29, 2020. ABAG/MTC staff and HCD staff also held several meetings prior to the submission to discuss the data and mechanics of the RHND calculation. The meetings focused on the appropriate forecast to use as the basis of the calculation, as well as vacancy rates, the rates of over-crowding and cost-burden, and comparable regions to the Bay Area.

ABAG/MTC staff recommended that the DOF population forecast be used as the "baseline forecast" of the RHND. The Regional Growth Forecast used in Plan Bay Area 2050 integrates strategies and policies that cause it to be significantly higher than the DOF forecast. Use of the DOF forecast is also appropriate for the RHND as HCD is required to adjust (i.e., increase) the DOF forecast using a variety of calculation factors, which would result in double-counting if overlaid with Plan Bay Area 2050 strategy impacts.

In addition, ABAG/MTC staff provided the following input to HCD:

- **Target Vacancy Rate.** HCD interprets the government code to say that the minimum target vacancy rate for the overall housing stock, rental and ownership, is 5 percent. While the law is less clear on this point, staff did not dispute the issue given that 5 percent is a reasonable vacancy rate.
- **Comparable Regions.** The adjustments made for overcrowded and cost burdened households depend on the region to which the Bay Area is compared, and the statistical data source that is used. ABAG/MTC staff identified a group of seven large regions for comparison with the Bay Area:
 1. Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
 2. Seattle-Tacoma, WA
 3. Boston-Worcester-Providence, MA-RI-NH-CT

4. Denver-Aurora, CO
5. Minneapolis-St. Paul, MN-WI
6. New York-Newark, NY-NJ-CT-PA
7. Chicago-Naperville, IL-IN-WI

The government code allows the Bay Area to identify comparable regions for calculating the adjustments for overcrowded and cost burdened households. Using comparable regions instead of national averages is more accurate and tends to reduce the size of the adjustment for these two problems. HCD agreed to accept this group of regions for the comparison.

- **Appropriate Federal Data Source.** ABAG/MTC staff asked HCD to only use data from the U.S. Census PUMS 2014-2018 dataset because it is the most recent source. In this case, HCD decided to use another census tabulation, known as the 2011-2015 CHAS dataset. While this data is not as recent, HCD prefers it because it has been able to use it consistently for all of the different regions in the state. Ultimately, the selection of data source and vintage had relatively minor impacts to the RHND calculation.

Needs Determination

The calculation of the RHND follows specific rules laid out in the government code. The baseline population growth during the RHND period is multiplied by factors known as headship rates to produce the number of housing units needed. Adjustment factors for vacancy rates, overpayment and overcrowding are added to calculate the number of housing units necessary for the end of the period. This number is subtracted from the estimated housing units at the beginning of the period, to produce the RHND.

HCD has determined that the total number of housing need, as measured in housing units, for the Cycle 6 RHNA period should be **441,176 units**. The total need is further divided by income level¹ in proportions generally consistent with Cycle 5:

- **114,442 units** affordable to very-low income households (25.9%)
- **65,892 units** affordable to low-income households (14.9%)
- **72,712 units** of moderate-income households (16.5%)
- **188,130 units** of above moderate households (42.6%)

While the total number of units assigned in this RHND cycle is 135% more than in Cycle 5, it is consistent with the low rates of construction in the Bay Area since 2011. It is still well below the number of units assigned to Southern California. SCAG was assigned 1,344,740 units in Cycle 6, a 229% increase from the 409,060 units it was assigned in Cycle 5.

¹ Income categories are determined by the Area Median Income (AMI) set by the Federal Government. Very low-income households make 50% or less of AMI. Low income households make between 80% and 50% of AMI. Moderate income households make between 120% and 80% of AMI, and above moderate or market rate households make over 120% of AMI.

Next Steps

The Executive Board can object to the determination within 30 days of receipt, in accordance with Government Code Section 65584.01(c). Under the statutory deadline, this would mean that HCD would have to receive an appeal prior to July 10, 2020. The objection can only be filed if the region disagrees with HCD population projection, or it believes that HCD has misapplied the RHND methodology.

As HCD have accepted most of the information provided as part of the RHND calculation, including the use of DOF forecast as the baseline population input, and no technical inaccuracies in the RHND calculation have been identified, staff recommended and the Board accepted the notice of determination.

The HMC will continue to work to identify a proposed RHNA methodology to distribute the RHND to individual jurisdictions by the fall of this year. The RHND will also play a role in assigning final subregion shares by December 2020. The RHNA process is anticipated to wrap up in late 2021, following the completion of an appeals process next year.

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov



June 9, 2020

Therese W. McMillan, Executive Director
Association of Bay Area Governments
375 Beale Street, Suite 700
San Francisco, CA 94105

Dear Therese W. McMillan,

RE: Final Regional Housing Need Determination

This letter provides the Association of Bay Area Governments (ABAG) its final Regional Housing Need Determination. Pursuant to state housing element law (Government Code section 65584, et seq.), the Department of Housing and Community Development (HCD) is required to provide the determination of ABAG's existing and projected housing need.

In assessing ABAG's regional housing need, HCD and ABAG staff completed an extensive consultation process from March 2019 through May 2020 covering the methodology, data sources, and timeline for HCD's determination of the Regional Housing Need. HCD also consulted with Walter Schwarm with the California Department of Finance (DOF) Demographic Research Unit.

Attachment 1 displays the minimum regional housing need determination of **441,176** total units among four income categories for ABAG to distribute among its local governments. Attachment 2 explains the methodology applied pursuant to Gov. Code section 65584.01. In determining ABAG's housing need, HCD considered all the information specified in state housing law (Gov. Code section 65584.01(c)).

As you know, ABAG is responsible for adopting a methodology for RHNA allocation and RHNA Plan for the projection period beginning June 30, 2022 and ending December 31, 2030. Pursuant to Gov. Code section 65584(d), the methodology to prepare ABAG's RHNA plan must further the following objectives:

- (1) Increasing the housing supply and mix of housing types, tenure, and affordability
- (2) Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns
- (3) Promoting an improved intraregional relationship between jobs and housing
- (4) Balancing disproportionate household income distributions
- (5) Affirmatively furthering fair housing

Pursuant to Gov. Code section 65584.04(d), to the extent data is available, ABAG shall include the factors listed in Gov. Code section 65584.04(d)(1-13) to develop its RHNA

plan, and pursuant to Gov. Code section 65584.04(f), ABAG must explain in writing how each of these factors was incorporated into the RHNA plan methodology and how the methodology furthers the statutory objectives described above. Pursuant to Gov. Code section 65584.04(h), ABAG must submit its draft methodology to HCD for review.

Increasing the availability of affordable homes, ending homelessness, and meeting other housing goals continues to be a priority for the State of California. To support these goals the 2019-20 Budget Act allocated \$250 million for all regions and jurisdictions for planning activities through the Regional Early Action Planning (REAP) and Local Early Action Planning (LEAP) Grant programs. ABAG has \$ 23,966,861 available through the REAP program and HCD applauds ABAG's efforts to engage early on how best to utilize these funds and HCD looks forward to continuing this collaboration. All ABAG jurisdictions are also eligible for LEAP grants and are encouraged to apply to support meeting and exceeding sixth cycle housing element goals. While the SB 2 Planning Grant deadline has passed, ongoing regionally tailored technical assistance is still available through that program.

In addition to these planning resources HCD encourages local governments to consider the many other affordable housing and community development resources available to local governments that can be found at <https://www.hcd.ca.gov/grants-funding/nofas.shtml>

HCD commends ABAG and its leadership in fulfilling its important role in advancing the state's housing, transportation, and environmental goals. ABAG is also recognized for its actions in proactively educating and engaging its board and committees on the RHNA process and the regional housing need, as well as creating tools to aid the public understanding in the process. HCD especially thanks Paul Fassinger, Gillian Adams, Aksel Olsen, Dave Vautin, Bobby Lu, Matt Maloney, and Elizabeth Bulgarin for their significant efforts and assistance. HCD looks forward to its continued partnership with ABAG and its member jurisdictions and assisting ABAG in its planning efforts to accommodate the region's share of housing need.

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Megan Kirkeby, Acting Deputy Director, at megan.kirkeby@hcd.ca.gov or Tom Brinkhuis, Housing Policy Specialist at (916) 263-6651 or tom.brinkhuis@hcd.ca.gov.

Sincerely,



Megan Kirkeby
Acting Deputy Director

Enclosures

ATTACHMENT 1

HCD REGIONAL HOUSING NEED DETERMINATION ABAG: June 30, 2022 through December 31, 2030

<u>Income Category</u>	<u>Percent</u>	<u>Housing Unit Need</u>
Very-Low*	25.9%	114,442
Low	14.9%	65,892
Moderate	16.5%	72,712
Above-Moderate	42.6%	188,130
Total	100.0%	441,176
* Extremely-Low	15.5%	Included in Very-Low Category

Notes:

Income Distribution:

Income categories are prescribed by California Health and Safety Code (Section 50093, et. seq.). Percents are derived based on Census/ACS reported household income brackets and county median income, then adjusted based on the percent of cost-burdened households in the region compared with the percent of cost burdened households nationally.

ATTACHMENT 2

HCD REGIONAL HOUSING NEED DETERMINATION: ABAG June 30, 2021 through December 31, 2030

Methodology

ABAG: PROJECTION PERIOD (8.5 years) HCD Determined Population, Households, & Housing Unit Need		
Reference No.	Step Taken to Calculate Regional Housing Need	Amount
1.	Population: December 31 2030 (DOF June 30 2030 projection adjusted + 6 months to December 31 2030)	8,273,975
2.	- <i>Group Quarters Population: December 31 2030 (DOF June 30 2030 projection adjusted + 6 months to December 31 2030)</i>	-169,755
3.	Household (HH) Population	8,159,280
4.	Projected Households	3,023,735
5.	+ Vacancy Adjustment (3.27%)	+98,799
6.	+ Overcrowding Adjustment (3.13%)	+94,605
7.	+ Replacement Adjustment (.50%)	+15,120
8.	- <i>Occupied Units (HHs) estimated June 30, 2022</i>	-2,800,185
9.	+ Cost-burden Adjustment	+9,102
Total	6th Cycle Regional Housing Need Assessment (RHNA)	441,176

Detailed background data for this chart is available upon request.

Explanation and Data Sources

- 1-4. Population, Group Quarters, Household Population, & Projected Households: Pursuant to Gov. Code Section 65584.01, projections were extrapolated from DOF projections. Population reflects total persons. Group Quarter Population reflects persons in a dormitory, group home, institute, military, etc. that do not require residential housing. Household Population reflects persons requiring residential housing. Projected Households reflect the propensity of persons within the Household Population to form households at different rates based on American Community Survey (ACS) trends.
5. Vacancy Adjustment: HCD applies a vacancy adjustment (standard 5% maximum to total projected housing stock) and adjusts the percentage based on the region's current vacancy percentage to provide healthy market vacancies to facilitate housing availability and resident mobility. The adjustment is the difference between standard 5% vacancy rate and regions current vacancy rate based (**1.73%**) on the 2014-2018 ACS data. For ABAG that difference is **3.27%**.
6. Overcrowding Adjustment: In regions where overcrowding is greater than the comparable region's overcrowding rate, or in the absence of comparable region the national overcrowding rate. HCD applies an adjustment based on the amount the regions overcrowding rate (**6.73%**) exceeds the comparable region's rate (**3.60%**). For ABAG that difference is **3.13%**. Data is from the 2014-2018 ACS.
7. Replacement Adjustment: HCD applies a replacement adjustment between .5% and 5% to the total housing stock based on the current 10-year annual average percent of demolitions the region's local government annual reports to Department of Finance (DOF). For ABAG the 10-year annual average multiplied by the length of the projection period is .40%, and the minimum **.50%** adjustment is applied.

8. Occupied Units: This figure reflects DOF's estimate of occupied units at the start of the projection period (June 30, 2022).
9. Cost Burden Adjustment: HCD applies an adjustment to the projected need by comparing the difference in cost-burden by income group for the region to the cost-burden by income group for the comparable regions, as determined by ABAG. The very-low and low income RHNA is increased by the percent difference ($66.64\% - 66.00\% = .64\%$) between the region and the comparable region cost burden rate for households earning 80% of area median income and below, then this difference is applied to very low- and low-income RHNA proportionate to the share of the population these groups currently represent. The moderate and above-moderate income RHNA is increased by the percent difference ($16.25\% - 13.10\% = 3.15\%$) between the region and the comparable region cost burden rate for households earning above 80% Area Median Income, then this difference is applied to moderate and above moderate income RHNA proportionate to the share of the population these groups currently represent. Data is from 2012-2016 CHAS.