

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

June 4, 2019

Agenda Item 4

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

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

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

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

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

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

Issues: The adopted update to the Regional Growth Framework:

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

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

Connected Community PDAs. Served by a bus route with 30-minute frequencies during peak commute periods and either: a) located inside a state-designated High Resource Area; or b) in a jurisdiction that has adopted at least two supportive VMT reduction policies.

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

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

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

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

Next Steps:

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

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

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

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

Attachments:

Attachment A: Regional Growth Framework Update: Overview of Existing and Proposed Geographies

Attachment B: ABAG Resolution 02-19 [consistent with MTC Resolution No. 4386]

Attachment C: Regional Growth Framework Update: Timeline

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

PLAN BAY AREA 2050

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

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

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

Designation			
	Priority Development Areas	Priority Conservation Areas	Priority Production Areas
Key Proposed Changes	<ul style="list-style-type: none"> PDA Categories: Establishes Transit-rich and Connected Community categories (<i>see Table A2 for detailed criteria</i>), which apply to existing and proposed PDAs Planning: Defines plan requirement and adoption timeline Transit: More frequent service required for Transit-rich PDAs than current PDAs; less frequent service required for Connected Community PDAs Equity: State-designated High Resource Areas (HRAs) eligible for Connected Community PDA designation if transit criteria are met VMT-Reduction: Areas outside HRAs meeting Connected Community transit criteria required to implement policy from menu of VMT-reduction measures 	No change (<i>see Table A2 for detailed criteria</i>)	New designation (<i>see Table A2 for detailed criteria</i>)

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

Designation		Criteria	Additional Information
Current Designations (all require resolutions of support from jurisdiction with land use authority)	Priority Development Area (PDA)	<ul style="list-style-type: none"> Within urbanized area, and Planned for significant housing growth, including affordable housing, and Served by an existing or planned rail station, ferry terminal, or bus stop served by a route, or routes, with peak headways of 20 minutes or less 	Interactive map of current PDAs is available here .
	Priority Conservation Area (PCA)	<ul style="list-style-type: none"> Provide regionally significant agricultural, natural resource, scenic, recreational, and/or ecological values and ecosystem functions, demonstrated through adopted plans and recognized data sources such as the Conservation Lands Network (CLN), and Require protection due to pressure from urban development or other factors, and 	Interactive map of current PCAs is available here .

		<ul style="list-style-type: none"> Fall into one or more PCA designation category: Natural Landscapes, Agricultural Lands, Urban Greening, and Regional Recreation 	
Proposed Designations (all require resolutions of support from jurisdiction with land use authority)	Transit-Rich PDA	<ul style="list-style-type: none"> Within urbanized area, and Specific, precise, or equivalent Plan for housing and job growth adopted, or to be adopted no later than 2025, and The majority of land is within one-half mile of an existing or plannedⁱ rail station, ferry terminal, or intersection of 2 or more bus routes with peak headways of 15 minutes or less. <i>(Meets state definition for Transit Priority Area)</i> 	Transit criteria is consistent with the state definition of a Transit Priority Area (TPA); a map of Bay Area TPAs, some of which are PDAs, is available here .
	Connected Community PDA	<ul style="list-style-type: none"> Within urbanized area, and Specific, precise, or equivalent Plan for housing and job growth adopted, or to be adopted no later than 2025, and The majority of land is within ½ mile of an existing or planned bus line with headways of no more than 30 minutes in peak periods, and One of the following: <ul style="list-style-type: none"> Located in a High Resource Area (HRA) as defined by the California Department of Housing and Community Development (HCD), or Adoption, or commitment to adopt, two or more policies shown to reduce vehicle miles traveled (VMT) 	High Resource Areas are identified on HCD-adopted Opportunity Maps. The detailed methodology used to determine these areas, and a current map, are available here . Note that only HRA that meet transit criteria are eligible for designation as Connected Community PDAs.
	Priority Production Area (PPA)	<ul style="list-style-type: none"> Zoned for industrial use or has a high concentration of Production, Distribution and Repair (PDR) activities, and Does not overlap with a Priority Development Area and does not include land within one-half mile of a regional rail stationⁱⁱ, and Jurisdiction has a certified Housing Element 	More information PDR, and San Francisco's effort to support PDR activities, is available here .
	PCA	No change	

ⁱ Included in most recently adopted fiscally constrained Regional Transportation Plan (RTP)

ⁱⁱ Includes existing and planned service; includes BART, Caltrain, ACE, SMART, Amtrak, and any future heavy/commuter/intercity rail systems.

**ASSOCIATION OF BAY AREA GOVERNMENTS
ADMINISTRATIVE COMMITTEE**

RESOLUTION NO. 02-19

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

ABSTRACT

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

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

**ASSOCIATION OF BAY AREA GOVERNMENTS
ADMINISTRATIVE COMMITTEE**

RESOLUTION NO. 02-19

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

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

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

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

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

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

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

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

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

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

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-19**

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

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

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

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

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

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

**ASSOCIATION OF BAY AREA GOVERNMENTS
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RESOLVED, that ABAG hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

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

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



David Rabbitt
President

Certification of Administrative Committee Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Administrative Committee of the Association at a duly called meeting held on the 22nd day of May, 2019.



Frederick Castro
Clerk of the Board

ATTACHMENT A
ABAG RESOLUTION NO. 02-19
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Priority Development Area (PDAs): Definition and Criteria

Definition

Priority Development Areas (PDAs) are defined as follows:

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

Eligibility Criteria

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

1) Eligibility Criteria Applicable to All PDAs

All Priority Development Areas must meet the following criteria:

- **Locally-Nominated** – The PDA is nominated by the local government with land use authority¹ over the geographic area in which it is located, demonstrated by a resolution of support adopted by its governing body.²
- **Infill** – The area is fully within an existing urbanized area, and lies within an urban growth boundary or limit line if one is established.
- **Planned** – A plan for significant housing growth and/or housing and employment growth at transit-supportive densities has been adopted for the majority of the area by the governing body of the jurisdiction in which the PDA is located, such as a specific, precise, or area plan. In addition, this plan is reflected in the jurisdiction's general plan, zoning ordinance and either a certified environmental impact report, standard conditions of approval, or other environmental document that facilitates development consistent with the plan.

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

¹ This includes, but is not limited to, adopting a zoning ordinance and reviewing development applications.

² In advance of formal applications, staff may periodically accept Letters of Interest that include general information about a PDA, and may be submitted by local government staff, such as a Planning Director, Community Development Director, or designee.

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2) **Eligibility Criteria Applicable to Transit-Rich PDAs**

In addition to criteria applicable to all Priority Development Areas, Transit-Rich PDAs must meet the following criteria:

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

3) **Eligibility Criteria Applicable to Connected Community PDAs**

In addition to criteria applicable to all Priority Development Areas, Connected Community PDAs must meet the following criteria:

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

The definition and criteria for PDAs may be revised periodically.

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Priority Production Areas (PPAs): Definition and Criteria

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

Definition

Priority Production Areas (PPAs) are defined as follows:

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

Eligibility Criteria

PPAs must meet all of the following criteria:

- **Locally-Nominated** – The PPA is nominated by the local government with land use authority³ over the geographic area in which it is located, demonstrated by a resolution of support adopted by its governing body.⁴
- **Infill** – The area is fully within an existing urbanized area, and lies within an urban growth boundary or limit line if one is established.
- **Prioritized for Industrial Use** - The area is zoned for industrial use⁵ or has a high concentration of industrial activities.
- **Supports Regional Growth Framework** – The area does not overlap with PDAs and does not include land within one-half mile of a regional rail⁶ station.
- **Certified Housing Element** - The jurisdiction in which the PPA is located has a certified housing element.

The definition and criteria for PPAs may be revised periodically.

³ This includes, but is not limited to, adopting a zoning ordinance and reviewing development applications.

⁴ In advance of formal applications, staff may periodically accept Letters of Interest that include general information about a PDA, and may be submitted by local government staff, such as a Planning Director, Community Development Director, or designee.

⁵ This could include, but is not limited to, industrial zoning, zoning controls that maintain industrial activities in a mixed use area, interim controls protecting existing industrial uses.

⁶ Regional rail is defined as heavy, commuter, or intercity rail, including but not limited to BART, Caltrain, SMART, ACE, and Amtrak.

PLAN BAY AREA 2050

Plan Bay Area 2050: Regional Growth Framework Update - Timeline

For local jurisdictions interested submit a new PDA/PCA/PPA or a modified PDA/PCA:







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

**For CTAs asked to identify transit for PDAs not consistent with updated criteria:
For local jurisdictions to commit to planning for PDAs not consistent with updated criteria:**







June 2019	Announce call for Letters of Intent (<i>mid-June</i>) Release form for identifying supportive VMT reduction policies (<i>mid-June</i>)
July 2019	Webinars, workshops & local presentations by MTC/ABAG (<i>ongoing</i>)
August 2019	
September 2019	Submission deadline for Letters of Intent (9/16/19)
October 2019	Review of submitted letters by MTC/ABAG staff
November 2019	MTC/ABAG approval of transit/planning Letters of Intent

For local jurisdictions with Connected Community PDAs that do not qualify as high-resource areas:







June 2019	Announce call for Letters of Commitment (<i>mid-June</i>) Release form for identifying supportive VMT reduction policies (<i>mid-June</i>)
July 2019	Webinars, workshops & local presentations by MTC/ABAG (<i>ongoing</i>)
August 2019	
September 2019	
October 2019	
November 2019	
December 2019	
January 2020	Submission deadline for Letters of Commitment (1/10/20)

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


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

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


PDA Name	County	Jurisdiction	Total Acres	Percent Within 1/2 Mile of Transit Meeting Current Criteria ¹	Percent within 1/2 Mile of Transit Meeting Transit-Rich Criteria ²	Percent Within 1/2 Mile of Transit Meeting Connected Communities Criteria ⁴	PDA Plan ⁵ Adopted	EIR Certified	MTC Funded Plan
MacArthur Transit Village	Alameda	Oakland	1152	96%	86%	100%	No	No	
Naval Air Station	Alameda	Alameda	1052	53%	46%	56%	In Progress	In Progress	Yes
Northern Waterfront	Alameda	Alameda	329	100%	0%	100%	Yes	Yes	
Hesperian Boulevard	Alameda	Alameda County	455	100%	2%	100%	Yes	Yes	
Centerville	Alameda	Fremont	1721	72%	27%	92%	Part of PDA	Part of PDA	
City Center	Alameda	Fremont	1067	78%	47%	78%	Part of PDA	Part of PDA	Yes
Irvington District	Alameda	Fremont	1388	35%	28%	73%	Part of PDA	Part of PDA	
Mission Boulevard Corridor	Alameda	Hayward	270	100%	34%	100%	Yes	Yes	
South Hayward BART	Alameda	Hayward	53	100%	0%	100%	Yes	Yes	Yes
TOD Corridors	Alameda	Oakland	5004.2	91%	42%	99%	No	No	
Warm Springs	Alameda	Fremont	1628	36%	23%	36%	Yes	yes	Yes
East Side	Alameda	Livermore	2328	10%	10%	10%	Part of PDA	Part of PDA	
Dumbarton Transit Oriented Development ³	Alameda	Newark	205	0%	0%	0%	Yes	Yes	
Hacienda	Alameda	Pleasanton	869	25%	25%	25%	Yes	No	
Meekland Avenue Corridor	Alameda	Alameda County	171	40%	40%	40%	No	No	
Old Town Mixed Use Area	Alameda	Newark	53	0%	0%	0%	No	No	
CONTRA COSTA COUNTY									
Contra Costa Centre	Contra Costa	Contra Costa County	100	99%	98%	99%	Yes	Yes	
Pittsburg/Bay Point BART Station	Contra Costa	Contra Costa County	73	100%	100%	100%	Yes	Yes	
San Pablo Avenue Corridor	Contra Costa	El Cerrito	131	100%	100%	100%	Yes	Yes	Yes
San Pablo Avenue Corridor	Contra Costa	El Cerrito	119	100%	100%	100%	Yes	Yes	Yes
Waterfront District	Contra Costa	Hercules	244	64%	64%	71%	Yes	Yes	
Downtown	Contra Costa	Martinez	191	93%	93%	93%	Yes	Yes	
Downtown	Contra Costa	Orinda	155	81%	81%	81%	In Progress	No	
Central Richmond & 23rd Street Corridor	Contra Costa	Richmond	774	55%	55%	70%	In Progress	No	
San Pablo Avenue & 23rd Street Corridors	Contra Costa	San Pablo	284	98%	98%	100%	Yes	Yes	
Downtown	Contra Costa	Concord	486	46%	46%	97%	Yes	yes	Yes

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

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

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

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

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

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- Notes**
- 1. Defined for the purpose of this analysis as an existing rail station, ferry terminal, or 20-minute frequency bus in peak periods
 - 2. Defined as within 1/2 mile of an existing rail station or ferry terminal, a rail station or ferry terminal included in the most
 - 3. Part or all of PDA within 1/2 mile of Resolution 3434 station not funded in the fiscally constrained Plan Bay Area 2040
 - 4. Defined as within 1/2 mile of a bus stop served by at least one route with headways of 30 minutes or less during AM and PM
 - 5. Defined as a Specific, Precise, or other Plan creating development standards specifically for the area included in the PDA,