MEMO

To: RHNA HMC Team
From: Civic Edge Consulting
Date: March 25, 2020
RE: March 12 HMC Meeting #5 Notes - DRAFT

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Meeting Info
HMC Meeting #5
Thursday, March 12, 2020
Bay Area Metro Center

Meeting Notes by Agenda Item

1. Call to Order/ Roll Call / Confirm Quorum – Jesse Arreguín, Fred Castro

2. Chair's Report – Jesse Arreguín
Provided information about COVID-19 and impacts to the HMC process. Arreguín encouraged HMC members present to take necessary precautions for limited exposure. Stated that this meeting will not include a decision from HMC on Plan Bay Area 2050 alignment with RHNA, but rather include ongoing discussions. Added that MTC/ABAG staff are meeting with 6 Wins for Social Equity Network to continue discussions on the race factor in the HMC formulation.

HMC Member Questions
- **Monica Brown**: Asked about the schedule of the day and articulated a need to discuss outcomes from the small group online tool conversations.

Public Comment
- No speaker cards were collected.

3. Consent Calendar

4. What We Heard from CBOs – Leah Zippert

HMC Member Questions/Comments – Clarifying Questions
- **Noah Housh:** Asked how the community-based organizations were chosen.
  - **Zippert**: Replied that there was an RFP and community-based organizations went through a competitive selection process.

- **Matt Regan:** Asked if the focus groups gave feedback on impacts of the RHNA process on local control.
  - **Zippert:** Stated that individuals polled were community members, not local officials and reported that not much of the focus group discussion was on local control. She stated that the focus groups served more to share information about the RHNA process.
- **Josh Abrams:** Asked if staff tracked demographic information of the community members who participated to see if it matched regional trends.
  - **Zippert:** Stated that specific demographics were not tracked. These sessions were for informational purposes.

Public Comment:
- **Rich Hedges:** Asked how many people who attended the focus groups were transit riders.
  - **Zippert**: Replied that the sessions included a wide range of people who use or don't use public transit. Their comments came from their personal experience.

5. **Results of Local Jurisdiction Survey – Eli Kaplan**

HMC Member Questions/Comments – Clarifying Questions
- **Michael Brilliot**: Asked staff to clarify what is meant by local housing affordability and development capacity.
  - **Kaplan**: This term was added to survey as the result of stakeholder input. In this context, it means the availability of people to develop affordable housing in that jurisdiction, such as the non-profit affordable housing developer community and other stakeholders.
- **Regan**: Asked about data on jobs-housing fit vs. jobs-housing balance. Cities will have different motivations for the goals on jobs versus homes.
  - **Kaplan**: The jobs-housing fit factor shows the relationship between low-wage jobs and homes affordable to those workers. There are jurisdictions where that ratio is close to regional ratio or better. Balance and fit provide data on different outcomes.
- **Regan**: Expressed that developers say that one of the biggest constraints to building housing is process. Is there a reason that process is not asked as a constraint?
  - **Kaplan**: This was not included in the survey, but staff will look through comments to see if it was mentioned by respondents.
- **Carlos Romero**: Asked who the respondents were out of curiosity about the data regarding the loss of subsidized affordable housing in jurisdictions due to expiring affordability requirements.
  - **Kaplan**: Responded that survey respondents varied by jurisdiction. In some cases, it was the planning director who completed the survey and for other jurisdictions planning staff were the ones who entered information. Local jurisdictions' survey responses discussed affordable housing units that these jurisdictions were aware of losing because these were units that the jurisdictions had regulatory agreements on and were monitoring, so they had internal data collection for these types of units. However, there also are many affordable units that are not

bound by regulatory agreements with local jurisdictions, and local jurisdictions may not be aware of the potential loss of these units due to expiring affordability requirements, but the California Housing Partnership works to track this data.

Public Comment
- **Michael Cass** (City of Dublin Planning staff): Asked if staff have followed up with jurisdictions who did not respond to see why they didn't.
  - ○ **Kaplan**: Staff have not but will make a note to follow up.
  - ○ **Cass**: Suggested that staff not release the survey at the same time as the annual housing survey and indicated there would likely be a higher response rate.
- **Pat Eklund**: Stated that the next time a survey is sent out, all city council members should receive it as well.

6. Update on Plan Bay Area 2050 Blueprint – Dave Vautin

HMC Member Questions/Comments – Clarifying Questions
- **Ruby Bolaria Shifrin**: Asked if future job growth is taken into account in the Plan Bay Area 2050 projections and whether growth is capped in the Draft Blueprint and how will transportation respond to meet growing demand.
  - ○ **Vautin**: Future transit is taken into consideration; however, there is not much funding for transit expansion.
  - ○ **Bolaria Shifrin**: Asked about the legal impacts on local jurisdictions between RHNA and the Plan's projected numbers.
  - ○ **Vautin**: Replied that the Plan is a regional visioning exercise with no local land-use control. Staff are requesting feedback on regional strategies and are soliciting local input.
- **Eklund**: Highlighted that the MTC/ABAG Boards were not united on the decision to include high-resource areas in the analysis. She indicated one reason was that high-resource areas include undevelopable areas. Another reason is that a more considered effort to focus jobs where housing is located is needed. Many will need to drive with longer commutes and lack of public transit. Shared that there was a diversity of opinions between the board members.
- **Rick Bonilla**: Asked about plans for providing economic mobility in the Draft Blueprint.
  - ○ **Vautin**: Shared that the Plan Bay Area 2050 process considers economic mobility as the opportunity for someone who is low-income to move into higher-income brackets over the course of their life. State and national policy changes are needed to significantly impact economic mobility in the region. The Draft Blueprint identifies some strategies, like childcare subsidies and incorporating incubator programs, that could support greater regional economic mobility.
  - ○ **Bonilla**: Highlighted that although access to transit at discounted rates is important, raising wages needs to be a part of the discussion. Brought up raising wages for teachers as well as providing affordable teacher housing as regional strategies to consider.
- **Housh**: Raised concerns about the timeline. Will there be an opportunity to change RHNA factors based on Plan Bay Area 2050 Blueprint strategies?

- o **Vautin**: Stated that the intention is for the HMC to continue to be a part of the Plan Bay Area 2050 process, as feedback is needed on refining factors.
- **Forrest Ebbs**: Asked about analysis of transportation, access to transit, and future growth.
  - o **Vautin**: Stated that the Plan Blueprint now considers a flexible, not fixed, approach to forecasting transit, which better includes areas with modest transit.
- **Neysa Fligor**: Asked whether there are checkpoints in the future on Plan Bay Area 2050 to address changes in economy, transit, and technology over time.
  - o **Vautin**: Yes, the Plan is updated every four years.
- **Monica Brown**: Expressed concern that roads will be adequately protected from natural hazards in this Plan. Commented on the impact of regional transit measures on individual counties and their constituents. Stated that not all counties experience increased transportation access from these regional measures in the ways that their constituents would like to see.
  - o **Vautin**: Today's presentation was high-level and oriented toward the work of the HMC. There is a lengthy document that includes strategies on protecting our freeways and roads.
- **Fernando Marti**: Asked if Plan Bay Area 2050 will map job-growth areas since RHNA will be looking at this factor. Inquired whether the current Plan will incorporate gentrifying areas and communities of concern as previous Plan Bay Areas have.
  - o **Vautin**: Shared that the jobs strategy is focusing growth in Priority Development Areas (PDAs). Analysis of this element is forthcoming. Communities of concern are continuing to be used, with data refreshed with the latest census data. Staff are using the same definition as the previous Plan Bay Area and will likely update during the next round of Plan Bay Area.
- **Abrams**: Referred back to slide with the map of PDAs and commented that this is critical to the RHNA methodology alignment with Plan Bay Area 2050. Asked staff to go over this map in more detail. Also stated it would be helpful for the HMC members to hear what to tell local jurisdictions on whether to have a PDA in their area.
  - o **Vautin**: Described the map in more detail, pointed to the goal of focused growth in previous iterations of the Plan. In the Draft Blueprint, staff are continuing to protect areas outside urban growth boundaries and unmitigated high hazard boundaries and are prioritizing Priority Development Areas, Priority Production Areas, transit-rich areas, and high-resource areas.
  - o **Vautin**: There is a window of time this spring for local jurisdictions to expand or add additional PDAs. Staff will take these into consideration for the final Blueprint. This is an opportunity to strengthen ties between local and regional planning.
- **Romero**: Commented on congestion pricing and addressing social equity. Highlighted that if money is not allocated to address equity issues, many communities of concern will not be able to pay the dollars for freeways. Promoted investment into public transit that provides access for communities of concern and advocated for RHNA to be the tool to generate more racially equitable policies.
  - o **Vautin**: Shared that the pricing strategy being considered is $0.15 per mile. Staff are working to mitigate equity challenges.

- **Elise Semonian**: Asked when staff want local jurisdictions to comment on the Draft Blueprint and requested more information on the assumptions for high-resource areas and incomes for those levels. How will these numbers impact our jurisdiction?
  - o **Vautin**: Local jurisdictions are welcome to comment any time. Emphasized that this process is different than RHNA because it is focused on forecasting, not assigning growth. Strategies therefore can continue to be shifted.
- **Victoria Fierce**: Expressed that it is vital and crucial for focusing on high-resource areas as a means to generate tax revenue that can then in turn fund high-quality transit, social services, and other services. Stated that they cautioned against perpetuating status quo of segregation by keeping poor people out of rich areas.
- **Housh**: Agreed with Fierce on needing greater transparency on the process of aligning RHNA and the Plan. Expressed desire for staff to consider HMC votes and comments.
- **Brandon Kline**: Asked about tools for enforcement. How will this process tackle and encourage racial equity? What are tools for implementation?
  - o **Vautin**: Stated that RHNA has clearer structures for implementation than Plan Bay Area 2050. The Plan is focused more on strategies for regional investment. Plan Bay Area 2050 does go through an implementation phase after the Blueprint is approved. Asserted that racial equity as a factor needs to be consistent in both the RHNA and Plan processes.

Public Comment
- No speaker cards were collected.

7. Continuing Discussion of Methodology Factors – Gillian Adams

HMC Member Questions/Comments – Clarifying Questions
- **Eklund:** Plan Bay Area 2050 has created a growth geography based on areas that are designated High Resource or Highest Resource using the state's opportunity mapping and also have 30-minute bus/transit headways or better. However, the RHNA factor being proposed via "Access to High Opportunity Areas" is based solely on whether a census tract is designated High Resource or Highest Resource, and it does not take into account transit access. Why doesn't the RHNA factor take into account transit access?
  - o **Adams**: We do not want to make any changes to the state's opportunity mapping methodology since HCD will be using the opportunity maps to assess our RHNA allocation. However, there are opportunities to further discuss where the RHNA methodology could be adjusted to better fit the needs of the region.
- **Eklund**: Asked whether RHNA will consider sea level rise due to climate change within the MTC/ABAG Multi-Hazard Index. Expressed concern about local jurisdictions having resources to mitigate the effects on a local level.
  - o **Adams**: Sea level rise will not be considered in this process to be consistent with analysis and mitigation strategies coming out of the Plan Bay Area 2050 process.
  - o **Vautin**: The Bay Area is an urbanized region. Select places in Bay Area will need to have a strategic retreat. The Plan's focus is on protecting the shoreline and adapting on a regional scale.
- **Eklund**: Asked if open space included counted local land trust and conservation efforts.

- o **Adams**: Replied that the RHNA allocation will not be to specific locations like that.
- **Semonian**: Advocated for HMC members to have a discussion on the calculation of the baseline numbers for these maps.
    - o **Adams**: Expressed that staff felt that existing conditions was a good place to start talking about the information. She added that she is open to having the discussion with HMC members.
- **Fierce**: Commented in support of comparing transit as related to acreage. Noted that the maps use red/green colors and suggested a color-blind test. Expressed that transit/acreage would create a more equitable distribution of units across the region.
- **Fligor**: Asked about the factor weighting in the online tool.
    - o **Adams**: Noted instructions for working in the small groups. As a group you will choose what weights you think the total allocation should have. Shared an example of weighting access to high-opportunity areas as 50%, resulting in half of the units distributed that way.
- **Marti**: Inquired about the cost factors for natural hazards. Shared concerns about building on those areas and not knowing estimated costs.
    - o **Adams**: Although the methodology can include factors related to specific geographies, RHNA allocates a total number to a jurisdiction. Local jurisdictions have authority to choose where housing goes, including avoiding hazard areas.
    - o **Marti**: Expressed that liquefaction areas map to transit lines. Liquefaction is related to where low-income people live and where displacement matters. Local jurisdictions will need to address liquefaction and displacement in order to address housing.
- **Julie Pierce**: Inquired about the order in which factors are selected on the online tool and whether the algorithm weights everything equally.
    - o **Vautin**: In this tool, the order of the factors does not matter. The weight determines the share of the total housing needs allocated by a factor. Adjusting a weight affects the relative importance of that factor, but the order does not matter. For now, the tool is meant start conversation on thinking about the weighting.

Public Comment
- No speaker cards were collected.

Small Group Exercise Report Outs

Blue – "Slightly Better Than Our First One"
- During Round 1, the group ended up with six factors. Highlights from discussion included weighted jobs-housing fit at 40%, placing high-resource areas at 20%, recommendation for the hazard factor to be an overlay not a weight, and that when put together, the six factors together watered down the data and made it hard to see contrasting patterns.
- During Round 2, the team selected fewer factors but added a new one. This formulation resulted in a more equitable distribution of housing across the region:
    - o 40% Jobs-housing fit
    - o 20% Access to high opportunity areas
    - o 20% Vehicles miles traveled

- o   10% Transit connectivity
- o   10% Natural hazards
- The group felt they met some climate and social equity goals but are interested in learning how it could impact miles traveled.

Yellow – "Balanced Equity – Job – Transportation"

- During Round 1, the group worked with four factors, but the group did not land on the factors conclusively. There was a strong consensus on equity. Round 2 reflected those goals and the resulting weighting was as follows:
  - o   30% Access to high opportunity areas
  - o   30% Jobs-housing balance
  - o   30% Job proximity - auto
  - o   10% Natural hazards
- The group felt that this approach would drive RHNA allocation towards job centers in the Peninsula and Silicon Valley and would meet state objectives, reduce greenhouse gases, and increase social equity. The group supported driving growth geographically to avoid gentrification and displacement concerns that arise from areas of lower income and communities of color. The group had consensus on this approach.
- **Eklund**: Asked the group for more information behind the choice to include jobs-housing balance and jobs proximity-auto.
  - o   The group had some discussion about getting public transportation. Plan Bay Area 2050 already takes public transit into consideration and the group felt that we also need to consider auto and how it relates to greenhouse gas emissions and still get people out of their cars.

Purple – "Housing/Jobs Crescent"

- In Round 1, the group felt that many of the same patterns as last cycle were still occurring. The group wanted to shift those existing patterns and in Round 2 proposed the "Jobs/Housing Crescent" to tackle challenges with jobs and housing effectively:
  - o   50% Access to high opportunity areas
  - o   10% Jobs-housing fit
  - o   10% Job proximity – transit
  - o   10% Jobs-housing balance
  - o   10% Future jobs
  - o   10% Transit connectivity

Orange – "Opportunity – Transit – Jobs"

- The group started with the goal of trying to focus on 3-4 factors. Key comments made on factors across both rounds included:
  - o   Chose to work with high opportunity areas as the group found the divergence index didn't impact the data.
  - o   Considered transit proximity, jobs-housing fit, and future jobs
  - o   Found that using the natural hazards factor didn't change the data much in Round 1. It was hard to see if it helped or hurt.
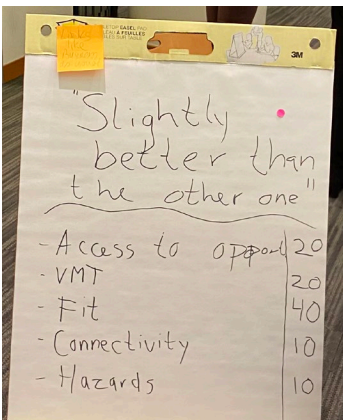 - o   Played around with 10-20% weighting of a factor to see difference in scenarios.

- o Recommended seeing a jobs-proximity factor by commute shed.
- Their selected approach was:
  - o 50% Jobs-housing fit
  - o 30% Access to high opportunity areas
  - o 10% Job proximity – transit
  - o 10% Natural hazards
- **Adams**: Clarified that the jobs-housing balance factor is by jurisdiction and the jobs-proximity factor uses commute shed.

Red – "Code Red to Address Housing Need"
- They focused on narrowing down factors to a reasonable number and settled on four:
  - o 60% Access to high opportunity areas
  - o 20% Jobs-housing fit
  - o 10% Transit connectivity
  - o 10% Natural hazards
- Between first and second round, the group expressed concerns about meeting the state's requirements through these factors, as at this stage we're talking about a total number of units, not income allocations yet. The group preferred jobs-housing fit.
- When they reduced the high opportunity areas, unless it's a high percentage, it doesn't seem to fully impact what you end up with.
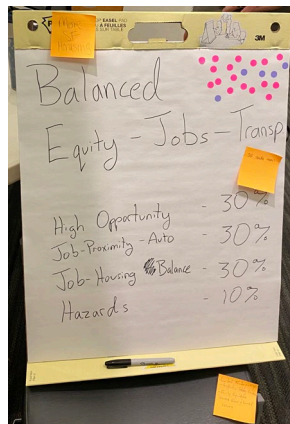
Dot Voting

Votes: 1 HMC / 0 audience

HMC Comments:
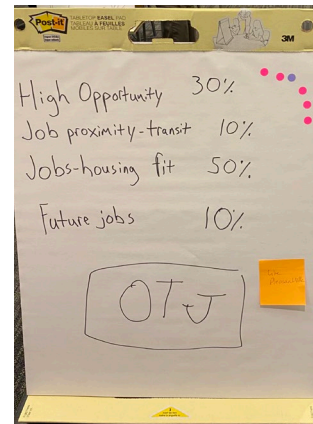- Looks like business as usual

Audience comments: None

Votes: 17 HMC / 5 audience

HMC Comments:
- More SF housing, SF needs more, Limited factors = easy
- Supports state criteria
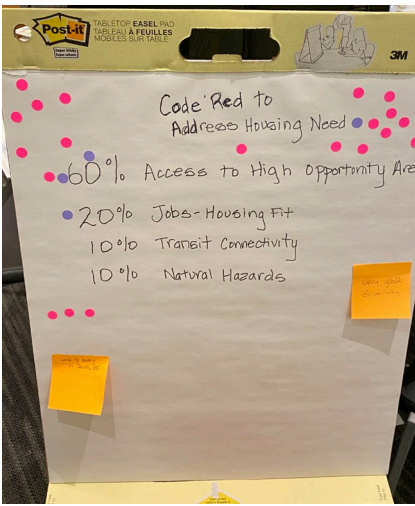- Fairly equitable across environmental & social issues

Audience comments: None

Votes: 5 HMC / 1 audience
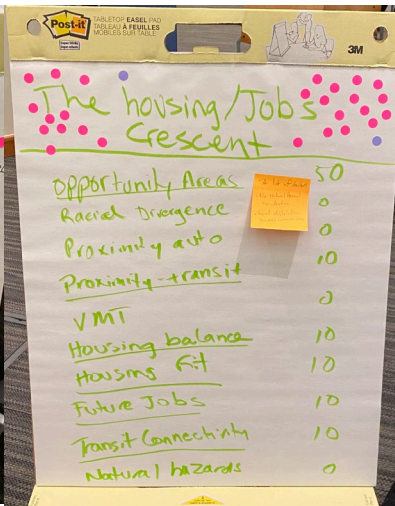
HMC Comments:
- Like Pleasantville

Audience comments: None

Votes: 21 HMC / 4 audience	**Votes:** 26 HMC / 2 audience

HMC Comments:

- Lack of housing in South San Francisco
- Very good diversity

Audience comments: None

HMC Comments:

- Lots of factors / No natural hazard consideration / Broad distribution across communities

Audience comments: None

HMC Member Comment

- **Eklund**: Articulated the need to have a discussion on how the baseline numbers are calculated.
- **Housh**: Commented in support of Eklund about discussing the baseline numbers and stated that we could be building off the previous RHNA model and that may not work. He would like to see this item agendized.

Public Comment:

- No speaker cards were collected.

8. **Wrap Up and Next Steps**

HMC Member Comment

- **Eklund**: Asked if staff have been talking to cities and counties and elected officials about the factors we've talked about through the HMC process.
  - o **Adams:** There are no plans for staff to conduct a survey but there are opportunities through the ABAG board process to provide feedback.
  - o **Brad Paul**: Many meetings have been canceled or rescheduled.
  - o **Eklund**: Stated that the information should be sent out via mail.

- o **Paul**: HMC members should send these tools and share back information with their leadership and jurisdictions.

Public Comment:
- No speaker cards were collected.

9. Adjournment / Next Meeting – April 9

Meeting Photos