BayArea Plan

TO: MTC Planning Committee / ABAG Administrative Committee

DATE: 1/13/2012

FR: Deputy Executive Director, Policy, MTC
Executive Director, ABAG

RE: Update on Proposed OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Background

The OneBayArea Grant (OBAG) represents a significant step toward integrating the region's federal transportation program and its land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations and produce housing with additional transportation dollars.
- Supporting the Sustainable Communities Strategy (SCS) for the Bay Area by promoting transportation investments in priority development areas (PDAs) and by initiating a pilot program in the North Bay Counties that will support open space preservation in priority conservation areas (PCAs).
- Increasing funding levels and eliminating program silos for greater local investment flexibility.

Staff presented the OneBayArea Grant proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. That initial proposal can be downloaded from the MTC website at http://www.mtc.ca.gov/funding/onebayarea/. Since then MTC has received numerous comment letters from stakeholders, transportation agencies and local jurisdictions. Staff has given presentations to the Bay Area Partnership working groups, Policy Advisory Council, ABAG Executive Board, ABAG Planning Committee, Regional Advisory Working Group, and the Regional Bicycle Working Group, as well as at various workshops in conjunction with the Plan Bay Area development.

Stakeholder Response to OBAG Proposal

Attachment A lists the comment letters received to date. The letters are available at the website referenced above with numbering consistent with the comment reference numbers in the attachment. Overall, the comments are supportive of several key elements of the program proposal, including greater program flexibility, increased funding subject to local priority-setting, and financial rewards for accepting Regional Housing Needs Allocation (RHNA) commitments.

Comments Requesting Material Changes to Initial OBAG Proposal:

1. Priority Development Areas: There is support for lowering the proposed requirement that 70% of funding to each county be used to fund projects in PDAs, and providing more flexibility with respect to the use of these funds, particularly for counties with relatively few existing PDAs. In contrast, several stakeholder groups and the MTC Policy Advisory Council support retaining the 70% requirement. Because many noted that project benefits to PDAs are not just from those

projects funded directly within the PDA limits, comment letters recommended allowing projects that support or provide benefit to PDAs count towards the PDA requirements. There were requests to exempt certain OBAG program eligibility categories from the PDA requirements, such as streets and roads rehabilitation, regional bicycle, and Safe Routes to School. A reason cited was that transportation needs do not always align geographically with PDAs.

2. Priority Conservation Areas: Some comments call for expanding the eligible use of PCA funding beyond planning purposes in order to fund capital projects such as farm-to-market and open space access needs. Additional comments call for expanding the regional pilot program eligibility beyond the four North Bay counties.

3. Low Income Housing and Protections for Communities of Concern: Comments recommend modifying the OBAG funding formula to reward jurisdictions that zone for or produce low income housing units. In addition, some stakeholders also cited the need for policies that will prevent displacement of low-income residents, which was noted as a potentially unintended outcome of new housing and transportation investments in PDAs.

4. Performance and Accountability: In the areas of performance and accountability, many comments asked for more flexibility, such as reasonable progress toward, instead of final approval of, required policy actions, in the first round of OBAG funding. The reason cited was limited time and staff resources to enact new policies in the timeframe proposed.

5. Regional Program: We received requests to continue funding the Safe Routes to School Program (SR2S) as a regional program within the Climate Initiatives Program since the implementation of SR2S at the county level is uneven throughout the region.

Recommended Program Revisions

As a result of the input received and continued regional agency dialogue, staff recommends that the Committee consider significant revisions to the July 8, 2011 proposal, as outlined in the presentation slides (Attachment B) and explained more fully below. Staff proposes to increase the OneBayArea Grant from the initial $211 million funding level to $250 million. The increase comprises $39 million in federal funds, with $3 million directed specifically to preserve the "hold harmless" provision for Marin, Napa and Solano Counties, after accounting for Cycle 1 planning and SR2S funds. The funding distribution is also revised to reflect the formula changes discussed below to reward jurisdictions for very-low and low-income housing units. Attachment C provides the revised funding levels and distribution amounts.

1. Priority Development Areas
   - ***Increase PDA Flexibility***: Staff recommends reducing the requirement that at least 70% of investments be directed to the PDAs to 50% for the four North Bay counties (Marin, Napa, Solano, and Sonoma) as there are relatively fewer PDA opportunities in these counties. Further, staff recommends that for all counties a project outside of a PDA count towards the PDA minimum if it directly connects to or provides proximate access to a PDA. However, staff does not recommend exempting certain programs or using different formulas to address any single program investment as this would run counter to the flexibility of the OneBayArea grant.
   - ***Strengthen Planning Integration***: While an entire county is rewarded financially if its individual jurisdictions accept housing to meet RHNA targets, there is a need to ensure that RHNA, PDAs, and supporting zoning policies are effectively aligned. Therefore, staff

recommends that all jurisdictions receiving OBAG funding be required to pass a non-binding resolution of intent to align these three elements. Staff also recommends that CMAs prepare and adopt a PDA development strategy to guide transportation investments that are supportive of PDAs. Specific requirements will be developed as part of the next round of planning agreements between MTC and the CMAs.

- ***Clarify Eligibility for Programs*:** Staff is proposing to clarify that both pedestrian and all bicycle facilities would be eligible for OBAG funding and CMA planning costs would partially count towards PDA targets (50% or 70%), in line with its PDA funding requirement.

2. Priority Conservation Areas (PCAs)
   - ***Focus on North Bay through Competitive Pilot Program:*** Staff recommends that the $5 million pilot program continue to be limited to the North Bay Counties and be conducted as a regional competitive program. However, eligibility would be expanded from planning to land / easement acquisition, farm-to-market capital projects, and open space access projects.
   - ***Leverage Additional Funding*:** A priority for these funds should be to partner with state agencies and private foundations to leverage outside funds for these projects, particularly for land acquisition and open space access. ABAG and MTC would pursue these leveraging opportunities.

3. Low-Income/Workforce Housing
   - ***Reward counties for low-income/workforce housing production:*** Staff recommends revising the funding formula to recognize the importance of planning for and producing very low and/or low-income housing by directing 25% in total, or 50% of the housing share, to very low and low-income housing production and RHNA share.

4. Performance and Accountability
   - ***Streamline Requirements*:** Staff recommends streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements. Jurisdictions will need to be in compliance with the Complete Streets Act of 2008 by July 1, 2013 to be eligible for OBAG funds. Staff will work with jurisdictions to develop a strategy for meeting this timeline that considers individual jurisdiction's general plan update schedules. MTC will also revise its Complete Streets Policy to ensure that public review and input for projects occurs early enough to better inform CMA project selection.
   - ***Retain Housing Element Requirement*:** Staff recommends no change to the proposal that a jurisdiction be required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. Attachment D summarizes current compliance, with 72% of Bay Area jurisdictions already meeting this requirement.

5. Regional Programs: Within the Climate Initiatives program, the SR2S Program would be continued as a regional program with $10 million being distributed to the counties to be used only for that purpose. Staff proposes that the remaining $10 million be used for electric vehicle infrastructure and other climate strategies. Staff is also proposing a new regional $30 million pilot Transit Performance Initiative Program to implement transit supportive investments in major transit corridors. Finally, within the regional TLC Program, $15 million would be directed to PDA planning grants with a special focus on selected PDAs with greater potential for residential displacement, and to develop and implement community risk reduction plans.

Next Steps

Based on the Committee's direction at this meeting, staff will modify the proposal and return to the Committee in March 2012 to present the draft program policies. The Commission will then consider approval of the final OneBayArea Grant Program in May 2012. Throughout this process, staff will continue to seek further feedback from stakeholder and technical working groups. The OBAG development schedule will continue to be coordinated with the activities leading to approval of the Plan Bay Area preferred alternative which are italicized in the schedule below:

OBAG / Plan Bay Area Development Schedule

January 2012	▪ *Outreach / Define preferred scenario* ▪ Joint Planning / ABAG Administrative Committee to review initial responses and potential revisions to address major comments for the One Bay Area Grant
February 2012	▪ *Release guidance for applying project performance assessment results to the Plan Bay Area investment strategy*
March 2012	▪ Release revised Draft Cycle2 One Bay Area Grant proposal ▪ *Release preliminary preferred scenario for Plan Bay Area (includes investment strategy)*
May 2012	▪ Commission Approves Cycle 2 One Bay Area Grant ▪ *MTC / ABAG approves preferred scenario for Plan Bay Area*

Ann Flemer

Ann Flemer

Ezra Rapport

Attachments

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Attachment A: Comment Letters Received in Response to the OneBayArea Grant Proposal Released on July 8, 2011

Letter #	Date	Organization	From
1	03/31/11	STA (Solano Transportation Authority) - re SB 375 Open Space & Ag Land	Harry Price, Chair, STA; Mayor, City of Fairfield
2	06/21/11	City/County Association of Governments of San Mateo County (C/CAG) - Letter 1	Richard Napier, Executive Director
3	07/05/11	TAM (Transportation Authority of Marin)	Dianne Steinhauser, Executive Director
4	08/05/11	Marshall_NCTPA TAC (Napa County Transportation & Planning Agency)	Rick Marshall, Chair, NCTPA TAC
5	08/12/11	City/Council Association of Governments of San Mateo County (C/CAG) - Letter 2	Richard Napier, Executive Director
6	08/25/11	Cortese_Santa Clara County Board of Supervisors	Dave Cortese, President, Board of Supervisors
7	08/31/11	Town of Los Gatos	Greg Larson, Town Manager
8	08/31/11	City of Half Moon Bay	Naomi Patridge, Mayor
9	08/31/11	City of Millbrae	David F. Quigg, Mayor
10	09/01/11	City of Burlingame	Terry Nagel, Mayor
11	09/01/11	Contra Costa County	Catherine O. Kutsuris, Director, Conservation and Development Department and Julie Burren, Director, Public Works Department
12	09/02/11	City of Mountain View	Michael A. Fuller, Public Works Director and Randal Tsuda, Community Development Director
13	09/09/11	City of Brisbane	Randy L. Breault, PE, Director of Public Works/City Engineer
14	09/09/11	City of Milpitas	Jose Esteves, Mayor
15	09/14/11	City of Fremont / LSRWG	Norm Hughes, Chair, Local Streets & Roads Working Group; Assistant Public Works Director/City Engineer
16	09/15/11	SCTA (Sonoma County Transportation Authority/Regional Climate Protection Authority)	Jake Mackenzie, Chair, SCTA/RCPA
17	09/15/11	City of Rohnert Park	Darren Jenkins, PE, Director of Development Services/City Engineer
18	09/22/11	City of Sunnyvale	Melinda Hamilton, Mayor
19	09/29/11	Contra Costa Transportation Authority (CCTA)	David E. Durant, Chair, Board of Commissioners

Letter #	Date	Organization	From
20	10/12/11	City of Lafayette	Carl Anduri, Mayor
21	10/26/11	City of Morgan Hill	Steve Tate, Mayor
22	10/26/11	County of Sonoma	Efren Carrillo, Chairman, Sonoma County Board of Supervisors
23	10/28/11	Bay Area Business Coalition [Bay Area Council, Bay Planning Coalition, BIA Bay Area, Contra Costa Council, East Bay EDA, Jobs & Housing Coalition, North Bay Leadership Couyncil, Silicon Valley Leadership Group, SAMCEDA, Solano EDC}	In order of organizations named in adjoining column: Jim Wunderman, President & CEO; John Coleman, Executive Director; Paul Campos, Senior VP, Govt. Affairs; Linda Best, President & CEO; Karen Engel, Executive Director; Gregory McConnell, President & CEO; Cynthia Murray, President & CEO; Carl Guardino, President & CEO; Rosanne Foust, President & CEO; Sandy Person, President
24	11/03/11	Greenbelt Alliance	Stephanie Reyes, Policy Director
25	11/04/11	SFCTA (San Francisco County Transportation Authority)	Ross Mirkarimi, Chair of the Board
26	11/15/11	City of Napa	Jill Techel, Mayor
27	11/18/11	OBAG Comment Letter: Asian Pacific Environmental Network, Bay Localize, California WALKS, Causa Justa::Just Cause, Chinatown Community Development Center, Council of Community Housing Organizations (CCHO), East Bay Housing Organizations (EBHO), Genesis, Green Youth Alliance, Greenbelt Alliance, The League of Women Voters of the Bay Area, National CAPACD, Public Advocates, TransForm, Unitarian Universalist Legislative Ministry, Urban Habitat	(no names provided)
28	11/22/11	Santa Clara VTA (Valley Transportation Authority)	John Ristow, VTA Chief CMA Officer
29	11/28/11	City of Palo Alto	Sidney Espinosa, Mayor
30	11/28/11	SRTSNP (Safe Routes to School National Partnership)_BABC (Bay Area Bicycle Coalition)	Deb Hubsmith, Director, SRTSNP and Corrine Winter, Chair, BABC
31	12/02/11	City of Richmond	William Lindsay, City Manager
32	12/06/11	County of Napa	Bill Dodd, Chairman, Board of Supervisors
33	12/07/11	City of Santa Rosa	Ernesto Oliveras, Mayor
34	12/09/11	City of American Canyon	Richard Ramirez, Acting City Manager
35	12/12/11	Housing Leadership Council of San Mateo County	Mark Moulton, Executive Director
36	12/19/11	Alameda County Transportation Commission	Art Dao, Executive Director
37	12/19/11	City of Petaluma	David Glass, Mayor

Letter #	Date	Organization	From
38	12/21/11	San Mateo County Health System	SaraT L. Mayer, Director
39	12/23/11	City of Oakland City and County of San Francisco City of San Jose Bay Area Rapid Transit District San Francisco Municipal Transportation Agency Alameda-Contra Costa Transit District San Francisco County Transportation Authority	Fred Blackwell, Assistant City Administrator Jose Campos, Chief of Citywide Planning Laurel Prevetti, Assistant Planning Director Carter Mau, Executive Manager of Budget and Planning Timothy Papandreou, Deputy Director for Sustainable Streets Tina Spencer, Director of Service Development and Planning Tilly Chang, Deputy Director for Planning

OneBayArea Grant

Joint MTC Planning/ABAG Administrative Committee

January 2012

Item 2

Overview

- **Priority Development Areas**
- **Priority Conservation Areas**
- **Performance and Accountability**
- **Northern County– Hold Harmless**
- **Revised Funding Framework**
  - Funding Augmentation
  - Regional Program Detail
  - OBAG Flexibility

Proposed Revisions: Priority Development Areas

- Overall Requirement:
  - **Reduce 70% requirement to 50% for the North Bay Counties**
  - **Require PDA growth strategy to be adopted by CMAs (add to CMA planning agreements)**
  - **Link RHNA, PDAs, and zoning policies. Jurisdictions must pass a resolution of intent to align these three elements**
- Eligible Projects:
  - **Allow a project to count toward the PDA target if it connects to or provides proximate access to a PDA**
  - **Clarify expanded eligibility for pedestrian and bicycle facilities, not just limited to the regional bike network**
- Planning Funds:
  - **Allow 70% or 50% of planning costs to count toward PDA targets to align with OBAG PDA investments**

Proposed Revisions: Priority Conservation Areas

- North Bay Pilot Program:
  - **Limited to 4 North Bay counties**
  - **Project Eligibility for MTC/ABAG Selection:**
    - **Planning**
    - **Land / easement acquisition**
    - **Farm to market capital projects**
    - **Open space access**
  - **Secure matching funds from state agencies/private foundations**
- Remaining Counties:
  - **Expand eligibility for "anywhere funds" to include project types above**

Proposed Revisions: Performance and Accountability

1. Supportive Transportation and Land Use Policies
   - **Move from a menu approach (2 of 4) to 1 requirement.**
     - **Complete Streets Compliance:**
       - **For Cycle 2, amendment to the circulation element of the General Plan to comply with the California Complete Streets Act of 2008 by July 1, 2013.**
       - **Complete Streets checklist to be revised to allow public review and input prior to county project selection.**

2. Retain Housing Element Requirement:
   - **Require HCD approval of revised housing element to meet current 2007-14 RHNA prior to July 1, 2013.**

Proposed Revisions: Low-Income/Workforce Housing

- Revised Funding Formula:
  - **Add weighting to formula to recognize very low and low income categories.**
  - **Direct 25% overall, or 50% of housing share, on very low and low income categories**

County	% Change From July Proposal to Reflect Low Income Housing Weighting
Alameda	-3%
Contra Costa	-1%
Marin	2%
Napa	-2%
San Francisco	4%
San Mateo	-2%
Santa Clara	2%
Solano	-7%
Sonoma	5%
Bay Area Total	

50% population / 12.5% RHNA / 12.5% Housing Production Capped / 12.5% Low-Income RHNA / 12.5% Low-Income Housing Production

Proposed Revisions: County Funding Levels

- Hold Harmless:
  - **Add $3 million for address Marin, Napa, and Solano counties so that all counties see either growth or equivalent funding levels as compared to Cycle 2 status quo**

Proposed OBAG Funding Augmentation

- Increase from $211 million to $250 million
  - **Add $18 million in federal STP/CMAQ funds to OBAG**
  - **Add $18 million in 2012 STIP TE funds (can be used for bicycle facilities and other enhancement projects)**
  - **Add $3 million for "hold harmless" for Marin, Napa, and Solano**

Revised Funding Framework

New Act Cycle 2 Funding STP/CMAQ ($591M) RTIP/TE ($18M) Air District ($6M)	Existing Framework (as updated Jul 8, 2011) Cycle 2 Status Quo		Original Proposal Jul 8, 2011 Cycle 2 OneBayArea		Revised Proposal * Jan 13, 2012 Cycle 2 OneBayArea		Revised Cycle 2 Total
	Regional	CMA Block Grant	Regional	One Bay Area Grant	Regional	One Bay Area Grant	
1 Regional Planning	26		5	21	5	21	26
2 Regional Operations	74		74		74		74
3 Freeway Performance Initiative (FPI)	66		66		66		66
4 Transit Capital Rehabilitation	125		125		125		125
5 Local Streets and Roads Rehabilitation	7	70	3	74	3	74	77
6 Climate Initiatives	40		25	12	20	12	32
7 Regional Bicycle Program		20		20		20	20
8 Transportation for Livable Communities (TLC)	64	32	15	85	25	85	110
9 Priority Conservation Area Planning Pilot			5		5		5
10 MTC Res 3814 Transit Payback Commitment	25		25		12		12
11 Transit Sustainability Project					30		30
12 Augmentation						39	39
Total	426	122	343	211	365	250	615
	78%	22%	62%	38%	59%	41%	

Grant Totals:	Cycle 1 Revised Block Grant		Original Cycle 2 One Bay Area		Revised Cycle 2 One Bay Area	
	122	22%	211	38%	250	41%

* Includes $6 million from Air District

Regional Program Detail

Regional Program Area	Amount
Climate Initiatives	**$20 million**
Safe Routes to School	$10 million
Climate Strategy	$10 million
Transportation for Livable Communities	**$25 million**
PDA Planning Grants	$15 million
Affordable TOD Fund	$10 million
Transit Performance Initiative (per TSP)	**$30 million**

Climate Initiatives Program

- **Safe Routes to Schools ($10 million):**
  - Continue Safe Routes to School program to supplement OBAG investments and focus on non-infrastructure programs that may or not be in PDAs
- **Climate Strategy Reserve ($10 million):**
  - Consider EV infrastructure and other promising projects; specific projects TBD.

SR2S Fund Distribution by Total Student Enrollment* (millions $s)		
Alameda	21%	$2.1
Contra Costa	16%	$1.6
Marin	3%	$0.3
Napa	2%	$0.2
San Francisco	7%	$0.7
San Mateo	10%	$0.9
Santa Clara	27%	$2.7
Solano	6%	$0.6
Sonoma	7%	$0.7
Total	100%	$10.0

*Includes public and private K-12

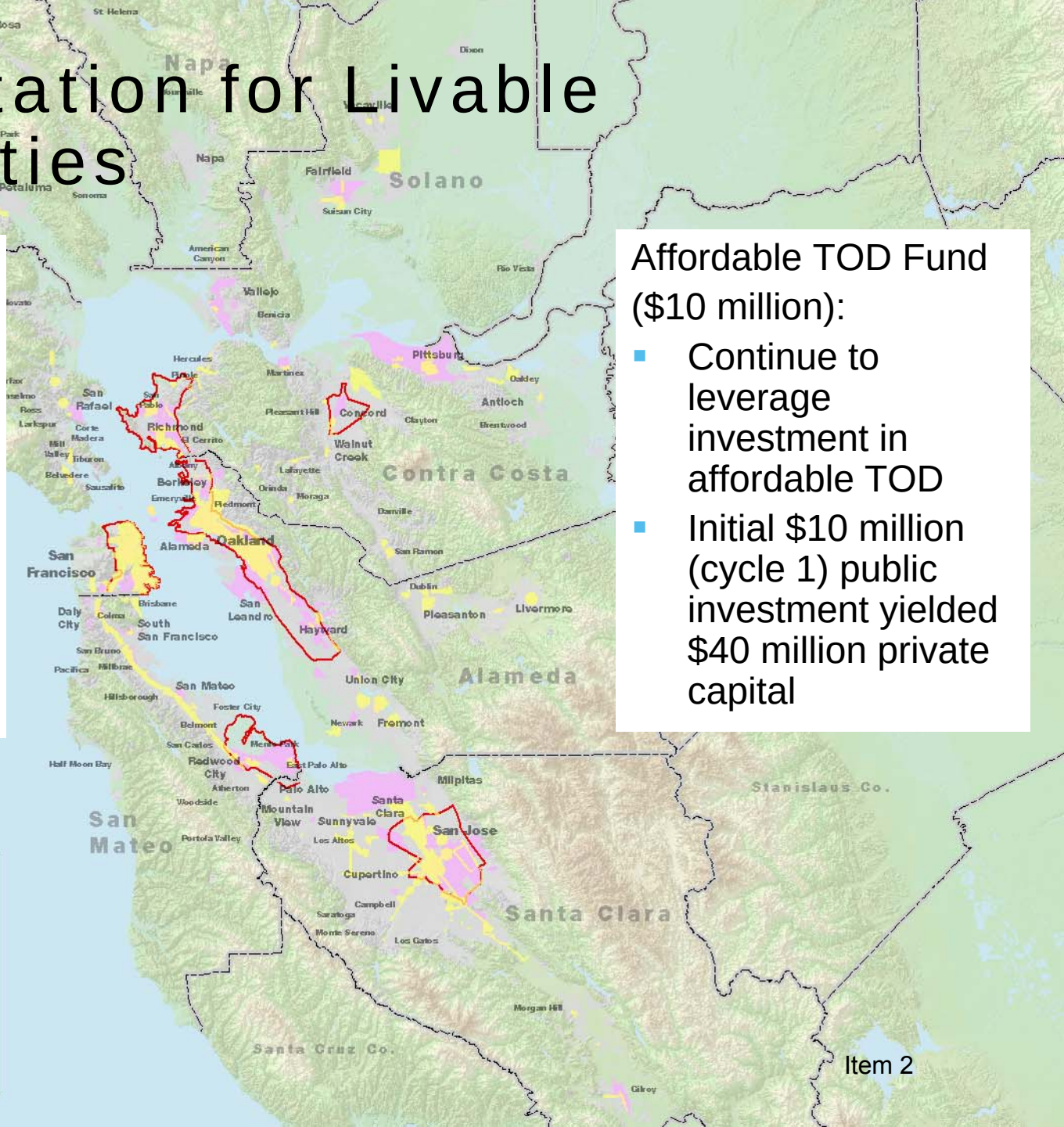
Transportation for Livable Communities

PDA Planning
($15 million)

- Focus on PDAs with high potential for residential displacement
- Address CEQA, entitlements, and community risk reduction planning
- Will fund roughly 40 plans

Affordable TOD Fund
($10 million):

- Continue to leverage investment in affordable TOD
- Initial $10 million (cycle 1) public investment yielded $40 million private capital



Transit Performance Initiative

- **Implement pilot program focused on transit supportive investments in major transit corridors**
  - Initial ~$30 million capital to improve operations and customer experience
  - Implement several “quick wins” within 12 to 24 months
  - Projects could include transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements
  - Approve the first program of projects in April 2012 with the TSP adoption
- **Require local jurisdictions to implement transit-supportive arterial management strategies**
- **Rescoped “Freeway Performance Initiative” includes funding for major arterials that can be used to support transit performance improvements**

OneBayArea Grant Flexibility

Program and Project Categories	Priority Development Areas	"Anywhere"
Planning Activities	X Up to 50% (North Counties) Up to 70% (Remaining Counties)	X
Augment Regional Safe Routes to School	X	X
Streets and Roads Rehabilitation	X	X
Transportation for Livable Communities	X	X
Bicycle and Pedestrian Projects	X	X
Priority Conservation Areas		X

County Funding at Augmented Levels

Cycle 2 OBAG

($ millions)

County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA-Housing Production)	$ Difference (Revised - July)
Alameda	$25	$42	$48	$6
Contra Costa	$17	$31	$36	$5
Marin	$5	$6	$9	$3
Napa	$3	$4	$6	$2
San Francisco	$12	$25	$30	$5
San Mateo	$11	$17	$20	$2
Santa Clara	$28	$55	$66	$10
Solano	$9	$14	$16	$2
Sonoma	$12	$16	$19	$4
Bay Area Total	**$122**	**$211**	**$250**	**$39**

* Proposal includes Low-Income and Very Low-Income weighting

County Funding Geographic Split

($ millions)

	Total Funds	PDA / "Anywhere" Split	Within PDAs	"Anywhere" Funds
Alameda	$48	70/30	$34	$14
Contra Costa	$36	70/30	$25	$11
Marin	$9	50/50	$4	$4
Napa	$6	50/50	$3	$3
San Francisco	$30	70/30	$21	$9
San Mateo	$20	70/30	$14	$6
Santa Clara	$66	70/30	$46	$20
Solano	$16	50/50	$8	$8
Sonoma	$19	50/50	$10	$10
Regional Total	$250		$165	$85

Proposed OBAG Schedule Approval

- December 2011: Release scenario analysis results
- January 2012
  - Public outreach on scenario results
  - **Joint Planning / ABAG Administrative Committee review of initial comments and staff recommendations**
- February 2012
  - Release Guidance for applying Project Performance Assessment to Investment Strategy
- March 2012
  - **Release Final Draft Cycle 2 One Bay Area Grant proposal**
  - Release Preliminary Preferred Scenario for Plan Bay Area
  - Preliminary Investment Strategy for Plan Bay Area
- May 2012
  - **Commission Approves Cycle 2 One Bay Area Grant program**
  - MTC / ABAG approves Preferred Scenario for Plan Bay Area

Attachment C: Revised Funding Distribution

Cycle 2 OBAG

($ millions)

County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA-Housing Production)	$ Difference (Revised - July)
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Sonoma	$12	$16	$19	$4
Bay Area Total	**$122**	**$211**	**$250**	**$39**

* Proposal includes Low-Income and Very Low-Income weighting

Attachment D

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
Alameda County		
1	Alameda	
2	Albany	
3	Berkeley	X
4	Dublin	X
5	Emeryville	X
6	Fremont	X
7	Hayward	X
8	Livermore	X
9	Newark	X
10	Oakland	X
11	Piedmont	X
12	Pleasanton	
13	San Leandro	X
14	Union City	X
15	Alameda County Unincorporated	X
Contra Costa County		
16	Antioch	X
17	Brentwood	
18	Clayton	X
19	Concord	X
20	Danville	X
21	El Cerrito	IN REVIEW
22	Hercules	
23	Lafayette	X
24	Martinez	X
25	Moraga	X
26	Oakley	X
27	Orinda	
28	Pinole	X
29	Pittsburg	X
30	Pleasant Hill	X
31	Richmond	
32	San Pablo	X
33	San Ramon	X
34	Walnut Creek	X
35	Contra Costa County Unincorporated	X
Marin County		
36	Belvedere	X
37	Corte Madera	X
38	Fairfax	
39	Larkspur	X

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
40	Mill Valley	
41	Novato	
42	Ross	X
43	San Anselmo	
44	San Rafael	X
45	Sausalito	
46	Tiburon	
47	Marin County Unincorporated	
Napa County		
48	American Canyon	X
49	Calistoga	X
50	Napa	X
51	St. Helena	X
52	Yountville	X
53	Napa County Unincorporated	
San Francisco County		
54	San Francisco	X
San Mateo County		
55	Atherton	X
56	Belmont	X
57	Brisbane	X
58	Burlingame	X
59	Colma	
60	Daly City	
61	East Palo Alto	X
62	Foster City	X
63	Half Moon Bay	X
64	Hillsborough	X
65	Menlo Park	
66	Millbrae	
67	Pacifica	
68	Portola Valley	X
69	Redwood City	X
70	San Bruno	X
71	San Carlos	X
72	San Mateo	X
73	South San Francisco	X
74	Woodside	X
75	San Mateo County Unincorporated	IN REVIEW
Santa Clara County		
76	Campbell	X
77	Cupertino	X
78	Gilroy	
79	Los Altos	X

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
80	Los Altos Hills	X
81	Los Gatos	
82	Milpitas	X
83	Monte Sereno	X
84	Morgan Hill	X
85	Mountain View	IN REVIEW
86	Palo Alto	
87	San Jose	X
88	Santa Clara	
89	Saratoga	X
90	Sunnyvale	X
91	Santa Clara County Unincorporated	X
Solano County		
92	Benicia	
93	Dixon	X
94	Fairfield	X
95	Rio Vista	X
96	Suisun City	X
97	Vacaville	X
98	Vallejo	X
99	Solano County Unincorporated	X
Sonoma County		
100	Cloverdale	X
101	Cotati	
102	Healdsburg	X
103	Petaluma	X
104	Rohnert Park	X
105	Santa Rosa	X
106	Sebastopol	X
107	Sonoma	
108	Windsor	X
109	Sonoma County Unincorporated	X
109	**Bay Area Total**	**79**
		72%