

Date: October 3, 2012  
To: ABAG Regional Planning Committee  
From: Miriam Chion, Interim Planning Director  
Subject: Role of PDAs and Investment Areas in Plan Bay Area development and implementation

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The San Francisco Bay Area is nearing completion of Plan Bay Area, an integrated land use and transportation plan required per California law, Senate Bill 375. Plan Bay Area combines the region's first Sustainable Communities Strategy (SCS), the Regional Transportation Plan (RTP), and the Regional Housing Needs Allocation (RHNA) into a single long-range plan. With Plan Bay Area, the regional agencies for the first time are closely linking long-term land use planning, transportation investments, and housing production to achieve the region's sustainability goals.

Central to Plan Bay Area are Priority Development Areas (PDAs) and Investment Areas. These areas provide the framework for achieving regional goals, informed by local planning efforts. It is anticipated that most of the region's growth will occur in the PDAs and Investment Areas, areas that existing communities have identified for focused housing and employment growth, improved accessibility, and complete community development. Given the prominent role of PDAs and Investment Areas in Plan Bay Area, the regional agencies are working to provide increased resources and funding for jurisdictions to address local needs and support neighborhood development in these areas.

This memo clarifies the role of PDAs and Investment Areas in the various regional planning and implementation efforts to date and expectations in terms of planning and funding support going forward.

## I. PDA Overview

In 2007, four regional agencies<sup>1</sup> launched the FOCUS Program, a regional incentive-based development and conservation strategy that promotes a more compact land use pattern for the Bay Area. FOCUS links land use and transportation by encouraging the development of complete communities and promotes conservation of the region's most significant resource lands through Priority Development Areas and Priority Conservation Areas (PCAs). PDAs are locally-identified, infill development opportunity areas within existing communities where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. PCAs are areas of regional significance where there is urgent need and broad community support for protection.

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<sup>1</sup> FOCUS is led by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. See [www.bayareavision.org](http://www.bayareavision.org) for more information.

Even prior to formal establishment of the FOCUS Program and PDAs, local jurisdictions have embarked on neighborhood planning efforts with the goal of promoting development of compact, mixed-use commercial and residential development that is walkable, bikeable and close to transit. With the PDA program, local jurisdictions have been able to formalize these planning areas in order to be better positioned for regional, state, and federal planning and infrastructure funding.<sup>2</sup>

Since 2007, the regional agencies have approved 166 PDAs throughout the Bay Area, in 73 jurisdictions and within all nine counties.

### **PDA designation criteria**

Local governments interested in designating PDAs submit an application for an area within their jurisdiction. Participation in this designation process is voluntary. In the past, applications have been reviewed by staff and forwarded to the ABAG RPC and Executive Board for designation on a quarterly basis. ABAG staff proposes continuing the PDA designation process currently in place.

As noted in the PDA Application Guidelines, areas proposed as PDAs must meet all of the following criteria for designation:

- Location: the area is within an existing community.
- Transit: the area is near existing or planned fixed transit (or served by comparable bus service).
- Housing: the area is currently planned or is being planned for more housing.

The following definitions clarify the designation criteria for **PDAs**:

Area - means the planning area being proposed for designation as a priority development area under the FOCUS program. Since the program seeks to support neighborhood-level planning, the recommended area size is 100 acres, which is approximately a ¼ mile radius.

Existing Community – means that the area is within an existing urbanized area, lies within an urban growth boundary or limit line if one is established, and has existing or planned infrastructure to support development that will provide or connect to a range of services and amenities that meet the daily needs of residents.

Housing – means the area has plans for a significant increase in housing units *to an average minimum density of the selected place type* from the Station Area Planning Manual,<sup>3</sup> including affordable units, which can also be a part of a mixed use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.

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<sup>2</sup>The identification of PDAs as sustainable growth areas in alignment with regional goals has allowed local jurisdictions to compete for recent U.S. Department of Transportation (DOT) TIGER capital grants (<http://www.dot.gov/tiger/>), as well as state Strategic Growth Council ([http://sgc.ca.gov/planning\\_grants.html](http://sgc.ca.gov/planning_grants.html)) and federal Partnership for Sustainable Communities neighborhood-level planning grants. The Partnership for Sustainable Communities was launched in 2009 by three federal agencies, the U.S. Department for Housing and Urban Development, the U.S. DOT, and the U.S. Environmental Protection Agency (<http://www.epa.gov/smartgrowth/partnership/index.html>).

<sup>3</sup> 2007 MTC Station Area Planning Manual.

[http://www.mtc.ca.gov/planning/smart\\_growth/stations/Station\\_Area\\_Planning\\_Manual\\_Nov07.pdf](http://www.mtc.ca.gov/planning/smart_growth/stations/Station_Area_Planning_Manual_Nov07.pdf)

Near Transit – means (1) the area around an existing rail station or ferry terminal (typically a half-mile around the station), (2) the area served by a bus or bus rapid transit corridor with minimum headways of 20 minutes during peak weekday.

### PDA Status

PDA's can be designated as either "Planned" or "Potential" PDA's. Planned PDA's have an adopted neighborhood-level land use plan, and thus are closer to implementing a specific vision for growth. Potential PDA's are those for which a neighborhood-level land use plan has not yet been completed. Over time, it is expected that the Potential PDA's will complete plans and transition to Planned status.

### PDA Place Type

Every PDA in the Bay Area faces a unique set of challenges and will require specially tailored strategies for creating high-quality transit-oriented development. Some are located in bustling downtowns at the heart of the regional economy; others are located in residential neighborhoods where transit provides a convenient means for commuters to travel to and from work. Some are experiencing rapid pressures to grow and change, while others are more established where change will be incremental. However, across many different types of PDA's (with different types of transit station areas), similar characteristics begin to emerge. These similarities, or "Place Types", can help planners, citizens, and elected officials quickly and easily understand the key planning considerations and expectations for the character, role, and function of different types of places.

The 2007 MTC Station Area Planning Manual was developed to provide guidance to jurisdictions on the characteristics of PDA's and station areas (such as level of transit service and role as an employment or housing center), and the type and scale of growth (such as land use mix, development densities, and building type) that will serve to meet each community's long-term vision. The seven PDA Place Types identified in the Station Area Planning Manual range from high-density ("Regional Center"), medium density ("Mixed-use Corridor"), to moderate density ("Transit Town Centers").

Jurisdictions are asked to identify a Place Type for each PDA to clarify the character and function of the PDA within their community and the region. The Place Types are a tool that helps jurisdictions and regional agencies to understand the diversity of neighborhoods in the region and better address challenges and resource needs for specific types of places. The Place Types do not supersede local plans.

## **II. Rural Community and Employment Investment Areas Overview**

The Rural Community and Employment Investment Areas were formally established in 2012 as counterparts to the transit- and housing-focused PDA's.<sup>4</sup> Both of the Investment Area types were conceived in consultation with local jurisdictions as opportunities to address the specific needs of different parts of the region while supporting a larger regional growth pattern that helps achieve environmental, economic, and equity goals.

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<sup>4</sup> ABAG Executive Board Meeting, July 19, 2012: Agenda Item 8. <http://www.abag.ca.gov/abag/events/agendas/e071912a-Item%2008%20Investment%20Areas%20and%20PDAs.pdf>

Rural Community Investment Areas are centers and corridors of economic and community activity surrounded by agricultural, resource, or protected conservation lands. These districts present an opportunity to preserve a rural character and scale while integrating a range of housing types, local retail, and cultural and civic activities. In some cases, these elements are already in place, while in others additional planning and investment can help create a more complete community. In addition to a diversity of land uses and an inviting public realm, strong pedestrian and bicycle connectivity between the area and surrounding neighborhoods are key components of Rural Community Investment Areas. These areas are not intended for large amounts of housing or job growth, but serve to complement PCAs by accommodating much of the (limited) new economic activity and development anticipated in rural areas, reducing development pressure on the greenbelt.

Employment Investment Areas are significant centers of economic activity that can be enhanced by local-serving retail, pedestrian and bicycle access improvements, focused growth around station areas, and “last mile” transportation solutions. Planning for Employment Investment Areas provides an opportunity to increase travel options for commuters, focus new jobs in locations accessible to the region’s workforce—including transit dependent households—and allow employees to walk to daytime destinations, such as restaurants and coffee shops, that today would require auto trips. Employment Investment Areas are not intended for housing growth.

In July, the ABAG Executive Board approved nine Employment Investment Areas and fourteen Rural Community Investment Areas.

### **Investment Area designation criteria**

The key designation criteria for **Rural Community Investment Areas** include:

- Location: the area is a focal point of a community’s social, economic and civic activity, not contiguous with other urban communities, and within the existing urban footprint and an established urban growth boundary (or comparable policy protected area).
- Size: the area is between 20-160 gross acres.
- Land Use: the area contains or is being planned for a mix of local-serving commercial, cultural, civic, and some low-density residential uses.
- Connectivity: the area is being planned for connectivity and complete streets improvements, such as pedestrian and bicycle improvements and increased transit service.

The key designation criteria for **Employment Investment Areas** include:

- Land Use: the area currently contains or is being planned for office or research and development uses and services such as employee-serving food, retail, and health care.
- Transit: the area has or is being planned (with dedicated funding) for transit with peak headways of 20 minutes or less within a half-mile, shuttle services with these frequencies connected to a fixed rail station, or planned fixed rail service within a half mile. *Funding and technical support opportunities will be available only to projects in only those portions of the Area with service consistent with the guideline.*
- Density: the area currently has or is being planned for increased densities. *The recommended target minimum density is Floor Area Ratio (FAR) of 1.5, with a minimum of 1.0 FAR required to be eligible to receive regional Investment Area funding.*

See Attachment A for a complete list of Investment Area designation criteria.

Staff proposes implementing an on-going designation process for new Investment Areas in alignment with the PDA designation process, with rolling applications and quarterly review by staff and ABAG decision-making bodies.

### **III. Plan Bay Area Development**

PDAs and Investment Areas have gained prominence in both local and regional planning efforts in recent years. Their role in the SCS Jobs-Housing Connection Strategy and the Regional Housing Needs Allocation (RHNA) is described below.

#### **Jobs-Housing Connection Strategy**

The SCS, or the “Jobs-Housing Connection Strategy,” is the land use component of the Plan Bay Area. It is a long-range plan for growth that serves to reduce transportation-related greenhouse gas emissions within the region. It articulates how the region can capture its economic potential by providing more housing and transportation choices to Bay Area residents and workers. The Strategy seeks to achieve four comprehensive goals: (1) create jobs to maintain and expand a prosperous and equitable regional economy; (2) increase the accessibility, affordability, and diversity of housing; (3) create a network of complete communities; and (4) protect the region’s unique natural environment. As such, the Jobs-Housing Connection Strategy is a highly focused vision for growth, which concentrates about 80% of housing and 66% of job growth in the region’s locally-identified PDAs and Investment Areas. By concentrating new development in PDAs, the Strategy leverages existing community infrastructure and transportation investments and helps to preserve farmland and natural resource lands that Bay Area residents have prioritized for long-term protection.

The strategy for locating new housing and employment was based in large part on local plans at the county, city, and PDA levels. Local feedback on the SCS scenarios through letters, emails, meetings, and the SCS Basecamp online forum, the 2010 PDA Assessment analysis, and applications for PDA and Investment Area designations provided detailed information on planned growth in specific areas and constraints to growth.

#### Housing Distribution

For the Jobs-Housing Connection Strategy housing distribution, transit service and employment were two key factors for identifying sustainable locations for housing, which served to direct much of the growth into PDAs. PDAs with high levels of transit service and employment received commensurately more growth. Locally-selected Place Types by PDA served as a reference on the scale of growth proposed in each PDA to ensure the amount of growth in each place is in keeping with each community’s vision for growth.

#### Employment Distribution

The employment distribution included two key components that directed job growth to PDAs and Investment Areas: (1) Population-serving jobs (jobs that provide services to households) were distributed based upon the spatial distribution of household growth and therefore heavily linked to the housing growth within the PDAs; (2) Priority Development Areas received a 10% increase in the share of knowledge-sector jobs over current shares, based on the tendency of these jobs to continue to cluster and become more concentrated in regional centers, urban neighborhoods, and mixed-use corridors with easy access to transit and urban amenities.

## **2014-2022 Regional Housing Need Allocation**

The State of California since 1980 has required each town, city, and unincorporated area to plan for its share of the state's housing need for people of all income levels. This requirement is the Housing Element Law<sup>5</sup> that created the Regional Housing Need Allocation. Per AB 2853, ABAG and MTC must identify areas within the region sufficient to house an eight-year projection of the regional housing need. Additionally, the adoption of SB 375 amends the RHNA schedule and denotes that the Bay Area's housing allocation plan must allocate housing units within the region consistent with the development pattern included in the SCS.

To integrate both RHNA objectives and regional goals per the SCS, the methodology for allocating the 2014-2022 regional housing need utilizes three key components:<sup>6</sup>

- 1) Sustainability Component
- 2) Fair Share Component
- 3) Income Allocation

The PDAs play a key role in the Sustainability and Fair Share components. The Sustainability Component ensures consistency with the SCS. Following the land use distribution specified in the Jobs-Housing Connection Strategy, 70% (131,593) of the 187,990 units determined to be needed by the State Department of Housing and Community Development (HCD) are allocated to PDAs and the remaining 30% (56,397) are directed to non-PDA locations.

The Fair Share Component ensures that cities with large PDAs are not overburdened, whereby additional growth is not assigned to jurisdictions whose PDAs meet or exceed a certain threshold of growth in the Jobs-Housing Connection Strategy.<sup>7</sup> Those jurisdictions that do not meet this criterion, however, are subject to additional fair share factors.

## **IV. Plan Bay Area Implementation**

Concerted efforts to support development of PDAs and Investment Areas will be crucial to successful implementation of Plan Bay Area. The role of PDAs and Investment areas in Plan Bay Area implementation efforts, including local land use plans and housing element development, and existing and new regional planning and capital funding programs, is described below.

### **Local Land Use Planning - Housing Elements and General Plans**

SB 375 is explicit that neither ABAG nor MTC has the legal authority to supersede the land use authority of cities and counties in the region. Furthermore, RHNA does not specify that jurisdictions must plan for housing in their 2014 housing elements consistent with the geographies of their PDA and non-PDA designations.

However, local governments may choose to conform to Plan Bay Area both to improve the quality of life of their neighborhoods by providing better mobility, more walkable streets, cleaner air, and

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<sup>5</sup> Chapter 1143, Statutes of 1980; AB 2853.

<sup>6</sup> See ABAG Executive Board Meeting, July 19, 2012: Agenda Item 6, Appendix B for full description of RHNA methodology. <http://www.abag.ca.gov/abag/events/agendas/e071912a-Item%2006%20RHNA%20Methodology%20and%20Subregional%20Shares.pdf>

<sup>7</sup> If growth projected by the Jobs-Housing Connection Strategy in PDAs meets or exceeds 110% of a jurisdiction's household formation growth, it is not assigned additional growth outside the PDA.

homes closer to transit, jobs, and services, as well as to benefit from incentives that will be available to conforming localities — for example, OneBayArea Grant funding, PDA Planning Grants, investments from the Regional Transportation Plan, and assistance in meeting the requirements of the California Environmental Quality Act (CEQA). As such, it is anticipated that local jurisdictions will seek to prioritize and zone for PDAs consistent with Plan Bay Area going forward.

### **Regional Funding**

MTC will adopt the Regional Transportation Plan (RTP),<sup>8</sup> the long-range plan for regional transportation investments in May 2013. SB 375 requires that the RTP be integrated with the SCS to support growth in locations that promote alternatives to automobile travel. To that end, MTC is continuing existing planning and capital funding programs and is implementing the newly established OneBayArea Grant (OBAG) program to promote development of the PDAs.

### ***PDA Planning and Technical Assistance Programs***

MTC's PDA Planning (formerly Station Area Planning) Grant Program funds locally-sponsored planning efforts for the areas around existing and future transit stations and transit corridors. These station-area plans are intended to address the range of neighborhood features that are necessary to support high levels of transit ridership. Over \$19 million in grant funding has been provided to jurisdictions throughout the region to support transit-supportive land use planning in PDAs since the program's launch in 2005.

The FOCUS Smart Growth Technical Assistance Program, launched in 2009, supports discrete planning projects that will help to advance implementation of PDAs. Customized assistance is provided to local jurisdictions seeking to overcome specific policy or planning challenges to the adoption or successful implementation of PDA-related plans. Twelve projects have been funded over three funding cycles, totaling \$579,000 in funding. A fourth round of grants will be awarded by the end of 2012.

\$40 million has been committed to PDA Planning & Technical Assistance Programs for FY 2012-13 through FY 2015-16. Attachment B provides a full list of funded PDA/Station Area Plans and Technical Assistance projects.

### ***Transportation for Livable Communities***

MTC's Transportation for Livable Communities (TLC) Program supports community-based transportation projects that enhance amenities and improve accessibility in downtown areas, commercial cores, neighborhoods, and transit corridors, making them places where people want to live, work and visit. Over \$117 million in MTC-funding TLC grants have been provided to local jurisdictions since the program's launch in 1998. Beginning in 2010, only projects within PDAs were eligible for TLC funding, strengthening the link between transportation funding and transit-oriented infill development in the PDAs. Attachment B provides a summary of TLC grant funding by county.<sup>9</sup> The TLC Program has been rolled into the new OBAG program.

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<sup>8</sup> See [http://onebayarea.org/plan\\_bay\\_area/transportation.htm](http://onebayarea.org/plan_bay_area/transportation.htm) for more information on the RTP.

<sup>9</sup> A full list of MTC-funded TLC projects can be found at: [http://www.mtc.ca.gov/planning/smart\\_growth/tlc/TLC\\_Capital\\_Program\\_Summary\\_cycles\\_1-7.pdf](http://www.mtc.ca.gov/planning/smart_growth/tlc/TLC_Capital_Program_Summary_cycles_1-7.pdf)

## ***OneBayArea Grant***

To advance Plan Bay Area implementation, the regional agencies have adopted a new funding framework for allocating federal transportation dollars that will encourage the type of focused development necessary to achieve Plan Bay Area goals. This framework shifts funding from regional to local management and adds flexibility to how funds are spent. The OneBayArea Grant distribution formula to each county is based on the following factors: population, future housing commitments (Regional Housing Needs Allocation 2014-2022), and actual housing production<sup>10</sup>. The county Congestion Management Agencies (CMAs) are responsible for local project solicitation, evaluation, and selection. \$320 million has been committed to the first cycle of OBAG funding (FY 2012-13 through FY 2015-16).

### PDA Investment Minimums

The OneBayArea Grant prioritizes development of Priority Development Areas: a majority of the funds must be spent in the region's PDAs. The CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) must direct at least 70% of their OBAG investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) the threshold is 50%. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Investment Areas are currently not eligible for OBAG funding.

### Local funding priorities

The OBAG framework provides a high level of flexibility on how and where funds are spent. However, the program requires CMAs to establish local transportation funding priorities based on connection to housing, jobs, and commercial activities. CMAs are encouraged to consider factors that support PDA development, including:

- High impact areas (PDAs taking on high levels of housing growth, areas with jobs in proximity to housing and transit, those that provide high transit connectivity and multi-modal access for people of all incomes);
- Projects in Communities of Concern (many of which are within PDAs)
- PDAs with affordable housing preservation and creation strategies
- PDAs that overlap with Air District CARE Communities<sup>11</sup>

### ***PDA Investment & Growth Strategies***

The county-level PDA Investment & Growth Strategies ("Growth Strategies") to be developed by each CMA are a crucial step in implementing the Plan Bay Area, moving transportation and land use policy integration from the regional down to the county level and from concept to funding and projects.

The goal of the Growth Strategies is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that is supportive of development in the region's PDAs, recognizing that CMAs may choose different strategies. Growth Strategies must address three planning objectives:

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<sup>10</sup> Housing Production Report 1999-2006, ABAG.

<sup>11</sup> <http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx>

1. Ongoing Planning efforts
2. Local infrastructure needs
3. Housing Element progress, including both production of units and implementation of policies

The Growth Strategies will include both short-term and long-term components to provide a foundation for CMA's to make decisions on investing OBAG funds. By May 2013, CMA's will have analyzed housing production progress and completed an inventory of existing and planned housing units by income category in PDAs and affordable housing policies currently enacted for those respective jurisdictions. By May 2014, CMA's will work with PDA-based jurisdictions to identify which, if any, policies/ordinances are recommended to promote and preserve affordable housing in PDAs.

Based on this information and recommendations in the short-term Growth Strategy analysis, MTC, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

ABAG is facilitating the launch of the Growth Strategies by supporting CMA's in engagement of local jurisdictions, providing data gathering and policy analysis assistance, and offering additional one-on-one support to counties and jurisdictions as needed. In the short-term, ABAG is providing each CMA with Countywide reports that include PDA profiles, including current planning status, projected housing and jobs, and Housing Element certification status, and PDA "readiness" for development for each jurisdiction. ABAG is also developing county-level permitting reports for all jurisdictions on the 2007-2014 RHNA Cycle, including units permitted, affordability levels and location in PDAs.

Over the longer-term, ABAG proposes to provide a framework to help CMA's evaluate both permits and policies in their funding guidelines based on the market strength of the PDA. The market strength assessment would include vacancies, foreclosures and price information. The goal of this framework is to highlight projects which are on the brink of construction but need infrastructure dollars, as well as weak market areas where a transportation investment may be a catalyst to lure development.

### ***Investment Area Funding***

Funding for projects and technical support in Investment Areas is currently under consideration. Projects in Investment Areas supported by any future funding should reinforce the overall PDA Investment and Growth Strategy pursued by the CMA's for each county.

In general, Rural Community Investment Area projects supported by regional funding should improve the pedestrian environment, enhance access for bicyclists and transit riders, and provide innovative ways to reduce VMT. The scale and cost of these projects would be consistent with the existing character and planned densities of the rural communities in which investment areas are located. Employment Investment Area projects supported by regional funding should expand access to employment opportunities in these areas for households that live in transit-served PDAs (particularly low-income households), increasing the labor pool available to employers, and reducing

vehicle miles travelled, as well as promote more mixed-use infill development that can provide local services to employees.

## **V. Next steps**

Staff is working with MTC to identify funding for capital projects and technical assistance for Investment Areas. Once funding has been identified, staff will develop funding program criteria. Staff is continuing to provide assistance to CMAs in developing PDA Investment and Growth Strategies, including both short-term and long-term analytical components, as noted above. Staff is also continuing to administer PDA Planning and Technical Assistance grants and provide technical support to local jurisdictions as well as on-going engagement with local staff and elected officials on Plan Bay Area.

## **Attachment A: Investment Area Designation Criteria**

The designation criteria for **Rural Community Investment Areas** include:

- *Location:*
  - Focal point of a distinct community’s social, economic, and civic activity; not contiguous with other urban communities
  - Within an established urban growth boundary or comparable policy protected area (e.g. urban service boundary)
  - Within existing urban footprint (excludes non-urbanized land that is not policy protected)
- *Size:*
  - 20-160 gross acres
- *Land Use Mix (existing or planned):*
  - Commercial: local-serving retail; cultural and entertainment activities
  - Civic: health and social services; plazas and parks; community centers; schools
  - Residential: small lot single-family; townhomes; low-rise multi-family, including some ground floor retail
- *Supportive Local Planning (existing or planned):*
  - Zoning supporting a local-serving commercial and civic/institutional land use mix and a variety of housing options, including senior and affordable housing
  - Identified connectivity improvements, such as pedestrian and bicycle improvements and increased transit service
  - Complete streets ordinance

The designation criteria for **Employment Investment Areas** include:

- *Land Use Mix (current or planned):*
  - Office or Research and Development; services such as employee-serving food, retail, and health care
- *Transit Service (current or planned with dedicated funding):*
  - Peak headways of 20 minutes or less within a half-mile, shuttle services with these frequencies connected to a fixed rail station, or planned fixed rail service within a half mile. *Where some portions of an Employment Investment Area do not meet this guideline, funding and technical support opportunities will be available only to projects in only those portions of the Area with service consistent with the guideline.*
- *Density (current or planned):*
  - Floor Area Ratio (FAR) target of 1.5
  - Minimum Floor Area ratio for Investment Area priority project funding: 1.0. *Where portions of an Investment Area do not meet this criterion, only those portions of the area with a permitted FAR of 1.0 or higher will be eligible for funding and technical support opportunities.*

**Attachment B: MTC-funded PDA Plans and TLC Grants**

**MTC-funded PDA Plans (formerly Station Area Plans) by Jurisdiction and Funding Cycle**

<b>County</b>	<b>Jurisdiction</b>	<b>Station/PDA</b>	<b>Transit Corridor</b>	<b>Amount Funded (\$)</b>	<b>Funding Cycle</b>
Alameda	Alameda	Alameda Pt.		221,000	Cycle 1
Alameda	Pleasanton	Pleasanton	BART	115,000	Cycle 1
Alameda	San Leandro	Downtown	BART/BRT	450,000	Cycle 1
Alameda	Berkeley	Downtown		300,000	Cycle 2
Alameda	Dublin	W. Dublin BART	BART	200,000	Cycle 2
Alameda	Dublin	W. Dublin	BART	500,000	Cycle 2
Alameda	Newark	Newark	Dumbarton Rail	544,000	Cycle 2
Alameda	Oakland	Lake Merritt	BART	720,000	Cycle 2
Alameda	Oakland	Upper Broadway		400,000	Cycle 2
Alameda	San Leandro	Downtown		75,000	Cycle 2
Alameda	San Leandro	San Leandro Blvd.		175,000	Cycle 2
Alameda	Union City	Union City	Dumbarton	125,000	Cycle 2
Alameda	Fremont	City Center	BART	224,000	Cycle 4
Alameda	Fremont	Warm Springs	BART	276,000	Cycle 4
Alameda	Alameda	Naval Air Station		200,000	Cycle 5
Alameda	Alameda County	E. 14 <sup>th</sup> St./Mission Blvd		400,000	Cycle 5
Alameda	Fremont	Warm Springs	BART	300,000	Cycle 5
Contra Costa	Pittsburg	Railroad Ave.	eBART	500,000	Cycle 1
Contra Costa	Anitoch	Hillcrest	eBART	120,000	Cycle 2
Contra Costa	Concord	North Concord	BART	750,000	Cycle 2
Contra Costa	Pittsburg	Pittsburg/BayPoint	BART/eBART	350,000	Cycle 2
Contra Costa	San Pablo	N/A	San Pablo Corridor	500,000	Cycle 2
Contra Costa	Lafayette	Downtown	BART	150,000	Cycle 2
Contra Costa	Walnut Creek	West Downtown	BART	450,000	Cycle 4
Contra Costa	Concord	Downtown Concord	BART	480,000	Cycle 5
Contra Costa	Concord	N. Concord/Naval Weapons.	BART	240,000	Cycle 5
Contra Costa	Richmond	South Richmond		496,000	Cycle 5
Marin	Larkspur	Larkspur	SMART	480,000	Cycle 3
Marin	San Rafael	Civic Center	SMART	140,000	Cycle 3
Marin	San Rafael	Downtown	SMART	388,000	Cycle 3
San Francisco	SF	ENTrips		750,000	Cycle 2
San Francisco	SF	Market/Octavia		160,000	Cycle 2
San Francisco	SF	BiCounty		200,000	Cycle 2
San Francisco	SF	Central Corridor	Muni	400,000	Cycle 4
San Francisco	SF	Market St.		300,000	Cycle 4
San Francisco	SF	Central Corridor	Muni	200,000	Cycle 5
San Francisco	SFCTA	Treasure Island		500,000	Cycle 5
San Mateo	East Palo Alto	East Palo Alto	Dumbarton Rail	360,000	Cycle 2

County	Jurisdiction	Station/PDA	Transit Corridor	Amount Funded (\$)	Funding Cycle
San Mateo	San Mateo	Hillsdale	Caltrain	400,000	Cycle 2
San Mateo	San Mateo Co.	N/A		446,000	Cycle 2
San Mateo	South SF	Downtown	Caltrain	600,000	Cycle 4
Santa Clara	Santa Clara	Santa Clara	Caltrain/SVRT	600,000	Cycle 1
Santa Clara	San Jose	Diridon	SVRT	750,000	Cycle 2
Santa Clara	Sunnyvale	Lawrence	Caltrain	450,000	Cycle 4
Santa Clara	Mountain View	El Camino/San Antonio	Caltrain	400,000	Cycle 5
Solano	Fairfield	Fairfield	Capitol Corridor	225,000	Cycle 1
Sonoma	Santa Rosa	Downtown	SMART	450,000	Cycle 1
Sonoma	Cloverdale	Downtown	SMART	140,000	Cycle 2
Sonoma	Healdsburg	Healdsburg	SMART	160,000	Cycle 3
Sonoma	Petaluma	Central & Corona	SMART	240,000	Cycle 3
Sonoma	Santa Rosa	Jennings	SMART	400,000	Cycle 3
Sonoma	Windsor	Windsor	SMART	300,000	Cycle 3
Sonoma	Rohnert Park	Central Rohnert Park	SMART	448,000	Cycle 5
<b>TOTAL</b>				<b>\$ 19,148,000</b>	

#### Smart Growth Technical Assistance Grants

County	Jurisdiction	Project	Amount Funded (\$)
Alameda	Berkeley	Downtown Berkeley Comprehensive Financing Plan	50,000
Alameda	Oakland	Temescal Parking Demand & Pricing Study	60,000
Alameda	Oakland	Oakland Residential Parking Survey	24,000
Contra Costa	Martinez	Downtown Martinez Infrastructure Study	25,000
Contra Costa	El Cerrito	Del Norte TOD Strategy	60,000
Marin	Marin County	Multi-family Design Guidelines and Outreach	55,000
San Mateo	San Carlos	TOD Ordinance & Form-based Code	50,000
San Mateo	East Palo Alto	Specific Plan Nexus Study & Impact Fee Assessment	60,000
Santa Clara	SamTrans	Grand Boulevard Initiative Economic & Housing Opportunities Study	50,000
Santa Clara	VTA	Comprehensive Evaluation of Replacement Parking at TOD Sites	55,000
Solano	Suisun City	PDA Development Feasibility Analysis	60,000
Sonoma	Cloverdale	Greenway Design & Caltrans Coordination	30,000
<b>TOTAL</b>	<b>TOTAL</b>	<b>TOTAL</b>	<b>\$ 579,000</b>

**Total MTC-funded TLC Grants by County**

<b>County</b>	<b>Amount Funded (\$)</b>
Alameda	43,766,048
Contra Costa	11,592,509
Marin	4,280,000
Napa	328,000
San Francisco	20,777,240
San Mateo	9,963,900
Santa Clara	14,769,733
Solano	5,447,921
Sonoma	6,877,000
<b>TOTAL</b>	<b>\$ 117,802,351</b>