

# Metropolitan Transportation Commission Policy Advisory Council

April 13, 2022

Agenda Item 6

## Transit-Oriented Communities (TOC) Policy

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### **Subject:**

MTC's draft TOC Policy.

### **Background:**

In 2005, MTC developed a Transit Oriented Development (TOD) policy as a component of its Regional Transit Expansion Program, one of the first such policies in the U.S. The TOD Policy aligns local land use planning with regional transit investments to support transit ridership. The policy conditioned a transit operator's access to regional discretionary funds for construction on minimum levels of built or planned housing units within the corridor adjacent to the station area. The Station Area Planning Program (now Priority Development Area (PDA) Planning Program) initially was established to help cities and counties meet the requirements.

Given that most transit expansion projects subject to the Policy have been completed, and there have been significant legislative and policy changes at both the state and regional levels that have influenced development patterns at transit stations and along transit corridors, the Commission has expressed strong interest in updating the Policy.

Staff introduced the planned work scope, timeline, and process for stakeholder engagement for the TOD Policy Update to the Joint MTC Planning/ABAG Administrative Committee (Joint Committee) in the spring of 2020. Following consultant selection to assist with the project, staff convened a Technical Advisory Committee (TAC) that includes representatives from transit agencies, local jurisdictions, County Transportation Agencies (CTAs), and other transportation and housing organizations. The TAC has met five times since the launch of the Policy update, and along with additional stakeholder input, helped to shape and develop the draft policy.

Staff presented an initial draft TOC Policy proposal to the Joint MTC Planning/ABAG Administrative Committee on January 14, 2022. The Committee requested that staff conduct more extensive outreach with local jurisdictions. Staff met with local planning directors and other stakeholders in February and March. In addition, staff will distribute a survey to local jurisdictions potentially affected by the proposed policy to assess baseline planning and zoning in locations that may be subject to the proposed TOC Policy requirements.

**Draft TOC Policy Approach:**

To emphasize the importance of broader transit-oriented communities vs. individual development projects at transit stations and along transit corridors, the draft policy proposal changes the name of the TOD Policy to the Transit-Oriented Communities (TOC) Policy.

The draft TOC Policy furthers implementation of the Regional Housing Needs Allocation and Plan Bay Area 2050 (PBA 2050) by creating new transit-supportive land use requirements for Transit-Rich Priority Development Areas (PDAs) or Transit-Rich Areas (TRAs). Transit-Rich PDAs are areas that local jurisdictions have designated for new development and have at least 50 percent of their area within one half-mile of an existing or planned high-quality transit (rail, ferry, or frequent bus) stop or station. Transit-Rich Areas are any areas within a half-mile of an existing or planned high-quality transit stop or station that were not already identified as PDAs. Both PDAs and TRAs are Plan Bay Area 2050 Growth Geography designations, and further information is available here: <https://www.planbayarea.org/2050-plan/final-plan-bay-area-2050/chapter-1-introduction-and-growth-geographies>.

**Draft TOC Policy Requirements:**

The proposed TOC Policy requirements focus on advancing PBA 2050 strategies that seek to locate new jobs and housing, particularly affordable housing, near transit. Cities and counties with Transit-Rich PDAs or TRAs (if no PDA has been designated) would be expected to meet requirements for minimum residential and/or commercial densities (per planning and zoning) for new development, as well as polices related to affordable housing and anti-displacement, parking management, and transit station access and circulation.

MTC staff anticipates that TOC Policy implementation would be phased over time, and that compliance with the policy may be tied to future allocation of regional discretionary transportation funding, such as future cycles of the One Bay Area Grant Program. As with the 2005 TOD Policy, MTC's PDA Planning (and Technical Assistance) program(s) would provide an opportunity to support local compliance with the TOC Policy.

**Next Steps:**

Staff will return to the Joint MTC Planning/ABAG Administrative Committee on May 13, 2022 with an information item that summarizes the feedback received from local jurisdictions, the Policy Advisory Council, and other stakeholders and includes proposed revisions to the draft policy. Staff will then develop a final draft policy for consideration by the Joint MTC Planning/ABAG Administrative Committee and the Commission later this summer.

**Issues:**

Staff is currently seeking feedback from local jurisdictions, the Policy Advisory Council, and other stakeholders on the draft policy proposal with a particular focus on the following key issues:

- TOC Policy compliance, including the timing and phasing of policy implementation and the relationship to future allocation of discretionary transportation funds;
- Revisions to the proposed TOC Policy requirements; and
- Resources to support TOC Policy implementation.

**Recommendation:**

This is an information item.

**Attachments:**

- Attachment A: Presentation