375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

ABAG Administrative Committee

Friday, January 14, 2022 | **9:45 AM** | **REMOTE**

Association of Bay Area Governments
Administrative Committee

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants.

A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.
The meeting webcast will be available at: https://abag.ca.gov/meetings-events/live-webcasts

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number:
Attendee Link: https://bayareametro.zoom.us/j/85416226171
iPhone One-Tap: US: +13462487799,,85416226171# or +16699006833,,85416226171#
Join by Telephone (for higher quality, dial a number based on your current location) US: +1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 854 1622 6171

Detailed instructions on participating via Zoom are available at:
https://abag.ca.gov/zoom-information
Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*9".
In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

The ABAG Administrative Committee may act on any item on the agenda.
The meeting is scheduled to begin at 9:45 a.m., or immediately following the preceding ABAG/MTC committee meetings.
Agenda, roster, and webcast available at https://abag.ca.gov
For information, contact Clerk of the Board at (415) 820-7913.

Roster
Jesse Arreguin, Pat Eklund, Neysa Fligor, Dave Hudson, Otto Lee, Rafael Mandelman, Karen Mitchoff, Raul Peralez, David Rabbitt, Belia Ramos, Carlos Romero, Lori Wilson

1. Call to Order / Roll Call / Confirm Quorum

A quorum is a majority of ABAG Administrative Committee members present.

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

3.a. 22-0036 Approval of ABAG Administrative Committee Minutes of December 10, 2021

Action: ABAG Administrative Committee Approval

Presenter: ABAG Clerk of the Board

Attachments: 3a_ABAG_AC_Minutes_20211210_Draft.pdf

4. MTC Planning Committee Consent Calendar

4.a. 22-0004 Approval of MTC Planning Committee Minutes of the December 10, 2021 Meeting

Action: MTC Planning Committee Approval

Attachments: 4a_2021-12-10_Joint_MTC_Planning_Committee_with_the_ABAG_Administrat

5. Information

5.a. 21-1512 Sea Level Rise Adaptation Funding and Investment Framework

Presentation highlighting the regional context and development of a collaborative Sea Level Rise Adaptation Funding and Investment Framework.

Action: Information

Presenter: Rachael Hartofelis, MTC and Nicolas Sander, San Francisco Bay Conservation and Development Commission

Attachments: 5a_Sea_Level_Rise_Adaptation_Funding_and_Investment_Strategy.pdf

5.b. 22-0025 Transit-Oriented Communities (TOC) Policy

Seek feedback on the initial draft policy approach and requirements for the update to MTC's Transit-Oriented Development Policy.

Action: Information

Presenter: Kara Vuicich

Attachments: 5b_Transit-Oriented_Development_Policy_Update.pdf

5bi_Correspondence Received.pdf

6. Public Comment / Other Business

Information

7. Adjournment / Next Meeting

The next regular meeting of the ABAG Administrative Committee is on February 11, 2022.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	22-0036	**Version:**	1	**Name:**	
Type:	Minutes			**Status:**	Consent
File created:	12/14/2021			**In control:**	ABAG Administrative Committee
On agenda:	1/14/2022			**Final action:**	
Title:	Approval of ABAG Administrative Committee Minutes of December 10, 2021				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3a_ABAG_AC_Minutes_20211210_Draft.pdf				

Date	Ver.	Action By	Action	Result

Approval of ABAG Administrative Committee Minutes of December 10, 2021

ABAG Clerk of the Board

ABAG Administrative Committee Approval

375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Administrative Committee

Chair, Jesse Arreguin, Mayor, City of Berkeley
Vice Chair, Belia Ramos, Supervisor, County of Napa

Friday, December 10, 2021	**9:45 AM**	**REMOTE**

Association of Bay Area Governments
Administrative Committee

The ABAG Administrative Committee may act on any item on the agenda.
The meeting is scheduled to begin at 9:45 a.m., or immediately following the preceding ABAG/MTC committee meetings.
Agenda, roster, and webcast available at https://abag.ca.gov
For information, contact Clerk of the Board at (415) 820-7913.

Roster
Jesse Arreguin, Pat Eklund, Neysa Fligor, Dave Hudson, Otto Lee, Rafael Mandelman, Karen Mitchoff, Raul Peralez, David Rabbitt, Belia Ramos, Carlos Romero, Lori Wilson

1. Call to Order / Roll Call / Confirm Quorum

Chair Arreguin called the meeting to order at about 10:28 a.m. Quorum was present.

Present: 8 - Arreguin, Eklund, Hudson, Lee, Mitchoff, Rabbitt, Ramos, and Romero

Absent: 4 - Fligor, Mandelman, Peralez, and Wilson L

2. ABAG Compensation Announcement – Clerk of the Board

The ABAG Clerk of the Board gave the ABAG compensation announcement.

3. ABAG Administrative Committee Consent Calendar

Upon the motion by Eklund and second by Hudson, the ABAG Administrative Committee approved the ABAG Consent Calendar. The motion passed unanimously by the following vote:

Aye: 8 - Arreguin, Eklund, Hudson, Lee, Mitchoff, Rabbitt, Ramos, and Romero

Absent: 4 - Fligor, Mandelman, Peralez, and Wilson L

3.a. 21-1596 Approval of the November 12, 2021 ABAG Administrative Committee and Special Administrative Committee Regional Housing Needs Allocation Final Determinations Meeting Summary Minutes

4. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

4.a. 21-1509 Approval of MTC Planning Committee Minutes of the November 12, 2021 Meeting

4.b. 21-1511 Federal Performance Target-Setting Update: 2022 Transit Safety Targets

5. Information

5.a. 21-1323 Active Transportation Plan and Complete Streets Policy Update

Update on the Regional Active Transportation Plan (AT Plan) and seek feedback on the draft Complete Streets (CS) Policy Update, a key AT Plan task. The CS Policy will inform MTC's One Bay Area Grant Program 3 (OBAG 3) framework.

Kara Oberg gave the report.

The following gave public comment: Dave Campbell, Bike East Bay; Rich Hedges; Jim Stallman; Roland Lebrun.

6. Public Comment / Other Business

The following gave public comment on this item: Roland Lebrun.

7. Adjournment / Next Meeting

Chair Arreguin adjourned the meeting at about 11:21 a,m. The next regular meeting of the ABAG Administrative Committee is on January 14, 2022.

Association of Bay Area Governments
METROPOLITAN TRANSPORTATION COMMISSION

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0004	**Version:**	1	**Name:**	
Type:	Minutes			**Status:**	Consent
File created:	12/9/2021			**In control:**	Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda:	1/14/2022			**Final action:**	
Title:	Approval of MTC Planning Committee Minutes of the December 10, 2021 Meeting				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a_2021-12-				

Date	Ver.	Action By	Action	Result

Subject:
Approval of MTC Planning Committee Minutes of the December 10, 2021 Meeting

Recommended Action:
MTC Planning Committee Approval

Attachments:

Agenda Item 4a

Association of Bay Area Governments
METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:
James P. Spering, Chair Eddie Ahn, Vice Chair

David Canepa, Damon Connolly, Carol Dutra-Vernaci, Victoria Fleming, Sam Liccardo, and Libby Schaaf

Non-Voting Members: Dorene M. Giacopini and Vacant

Friday, December 10, 2021 **9:45 AM** **REMOTE**

1. Call to Order / Roll Call / Confirm Quorum

Present: 7 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Fleming
Absent: 1 - Commissioner Schaaf

Non-Voting Member Present: Commissioner Giacopini
Ex Officio Voting Member Present: Commission Chair Pedroza
Ad Hoc Non-Voting Members Present: Commissioner Rabbitt and Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Eklund, Hudson, Lee, Mitchoff, Rabbitt, Ramos, and Romero.

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

3a. 21-1508 Approval of the November 12, 2021 ABAG Administrative Committee and Special Administrative Committee Regional Housing Needs Allocation Final Determinations Meeting Summary Minutes

Action: ABAG Administrative Committee Approval

Attachments: 3a_ABAG_Administrative_Committee_Minutes_20211112_Draft.pdf

4. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Dutra-Vernaci and second by Commissioner Liccardo, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 7 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Fleming

Absent: 1 - Commissioner Schaaf

4a. 21-1509 Approval of MTC Planning Committee Minutes of the November 12, 2021 Meeting

Action: MTC Planning Committee Approval

Attachments: 4a_2021-11-12_Joint_MTC_Planning_Committee_with_the_ABAG_Administrative_Committee_Meeting_Minutes_Draft.pdf

4b. 21-1511 Federal Performance Target-Setting Update: 2022 Transit Safety Targets

Action: Information

Presenter: Raleigh McCoy

Attachments: 4b_Federal_Performance_Transit_Safety.pdf

5. Information

5a. 21-1323 Active Transportation Plan and Complete Streets Policy Update

Update on the Regional Active Transportation Plan (AT Plan) and seek feedback on the draft Complete Streets (CS) Policy Update, a key AT Plan task. The CS Policy will inform MTC's One Bay Area Grant Program 3 (OBAG 3) framework.

Action: Information

Presenter: Kara Oberg

Attachments: 5a_Active_Transportation_Plan_and_Complete_Streets_Policy_Summary_Sheet_Attachments_A_B_and_C.pdf
5a_PowerPoint_Active Transportation Plan and Complete Streets Policy Update.pdf

The following individuals spoke on this item:
Dave Campbell, Bike East Bay;
Rich Hedges;
Jim Stallman; and
Roland Lebrun.

6. Public Comment / Other Business

Roland Lebrun was called to speak.

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, January 14, 2022 at 9:40 a.m. remotely and by webcast as appropriate. Any changes to the schedule will be duly noticed to the public.

Association of Bay Area Governments
METROPOLITAN TRANSPORTATION COMMISSION

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-1512	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	11/2/2021			**In control:**	Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda:	1/14/2022			**Final action:**	
Title:	Sea Level Rise Adaptation Funding and Investment Framework Presentation highlighting the regional context and development of a collaborative Sea Level Rise Adaptation Funding and Investment Framework.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	5a_Sea_Level_Rise_Adaptation_Funding_and_Investment_Strategy.pdf				

Date	Ver.	Action By	Action	Result

Subject:

Sea Level Rise Adaptation Funding and Investment Framework

Presentation highlighting the regional context and development of a collaborative Sea Level Rise Adaptation Funding and Investment Framework.

Presenter:

Rachael Hartofelis, MTC and Nicolas Sander, San Francisco Bay Conservation and Development Commission

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee
January 14, 2022 **Agenda Item 5a**

Sea Level Rise Adaptation Funding and Investment Framework

Subject:

Presentation highlighting the regional context and development of a collaborative Sea Level Rise Adaptation Funding and Investment Framework.

Background:

Three major regional planning efforts have recently identified a high priority action to pursue a regional sea level rise adaptation funding plan:

- The Plan Bay Area 2050 Implementation Plan, released in October 2021, includes a number of tasks to support the implementation of Strategy EN1: "Adapt to Sea Level Rise"; this includes a task to develop a sea level rise funding plan in the next 1 to 5 years.
- Bay Adapt released a Joint Platform in October 2021 which aligned regional priorities for sea level rise. Bay Adapt includes regional funding tasks under Action 6: "Figure Out How to Fund Adaptation".
- The Estuary Blueprint update is still currently in development, but it will include an action to develop a sea level rise funding and investment strategy in the next 1 to 5 years.

As a first step in addressing this need, MTC/ABAG shared the concept of a Sea Level Rise Adaptation Funding and Investment Framework (Framework) with the Joint MTC Planning and ABAG Administrative Committee in July 2021. Since then, MTC/ABAG staff further refined the scope of work in partnership with BCDC and have identified funding for MTC/ABAG and BCDC to co-lead this effort over the course of the next year. Notably, consistent with feedback provided by the joint committee at that time, the refined scope emphasizes deep engagement with local jurisdictions and community-based organizations in crafting the Framework.

The Framework is one example of joint-agency work effort that will be organized through the Bay Area Regional Collaborative (BARC) Shared Work Plan, as called for in a September 2021 resolution. The Framework is an opportunity to advance a shared priority of the agencies and further develop relationships and responsibilities for sea level rise adaptation.

Discussion:

MTC/ABAG and the San Francisco Bay Conservation and Development Commission (BCDC) will begin a joint effort to develop the Sea Level Rise Adaptation Funding and Investment Framework. The Framework will collect and analyze the best available data to improve the regional accounting of sea level rise adaptation costs and potential future revenue sources, resulting in a series of recommendations for addressing regional funding.

This joint effort will build from recent funding analyses by MTC/ABAG and BCDC. As a part of Plan Bay Area 2050, MTC/ABAG created a Needs and Revenue Assessment for regional sea level rise adaptation measures which estimated a $19 billion need to address two feet of sea level rise adaptation, with only $3 billion in anticipated revenue from local, state, and federal sources. As part of the Plan Bay Area 2050 Implementation Plan, stakeholders identified the $16 billion gap as a key challenge to address to move the Adapt to Sea Level Rise strategy forward.

In October 2021, BCDC released a Funding and Financing White Paper. The White Paper looks at regional adaptation costs and existing funds to summarize sea level rise damage estimates and the regional funding gap for sea level rise adaptation. Together these two efforts serve as a starting point for the Framework.

In addition, the 2021 Budget Act approved by the California State Legislature also recently identified $15 billion in funding for natural resources and resiliency, of which $3.86 billion is available for climate resiliency across the state. With funding likely to be distributed across the state to mitigate a wide variety of hazards, this near-term funding from the state budget could fund critical near-term sea level rise priorities, but would not be able to close the identified regional funding gap. This underscores the need to conduct further research on additional revenue sources for regional sea level rise adaptation to augment state monies in the years ahead.

The Framework aims to:

- **Update and improve regional accounting of anticipated sea level rise adaptation projects by revisiting Plan Bay Area 2050 and BCDC analysis.** Regional staff will engage with local governments and partners to update prior regional analysis with local projects and strategies from recent planning efforts. MTC/ABAG and BCDC

will also inventory new state and federal funding programs. In addition to informing the Framework directly, the information is intended to be used in future updates of Plan Bay Area, as tools for local government planning, and for regional advocacy.

- **Study how revenues for sea level rise adaptation needs can be raised most equitably by analyzing a range of potential revenue measures at different scales, as well as different levels of sea level rise, to close the sea level rise funding gap.** MTC/ABAG and BCDC staff will work with stakeholders to visualize equity outcomes for different revenue approaches, developing findings to share with Equity Priority Communities, local staff, regional agency committees and boards, and others.
- **Explore how existing and future funding mechanisms can support adaptation planning and implementation.** Starting with the review of local existing local and regional funding mechanisms for sea level rise projects, the Framework will identify the gaps and opportunities of each mechanism and will develop regional recommendations which may be used for future advocacy on new revenues.

The Framework analysis will occur over the next year, at which point staff will engage with communities and decision makers to share research findings and to collect input on possible paths forward to raise new funds to fill the unmet adaptation needs gap.

Next Steps:

MTC/ABAG and BCDC staff will form a technical working group with partners to inform early research and data analysis. The Framework analysis will begin by establishing sea level rise and data assumptions, as well as working with local partners to update the regional understanding of local adaptation projects.

Updates on the Framework will be brought to the Joint MTC Planning and ABAG Administrative Committee, the BCDC Financing the Future Committee, and the BARC Governing Board throughout 2022. Staff will continue to work with BARC to align the project with the full Shared Work Plan as it develops, as well as other relevant Bay Adapt Joint Platform actions.

Issues:

None identified.

Recommendations:

Information.

Attachments:

- Attachment A: Presentation

Therese W. McMillan

Sea Level Rise Adaptation Funding and Investment Framework

PLAN BAY AREA 2050

STRATEGY EN1
SEA LEVEL RISE ADAPTATION

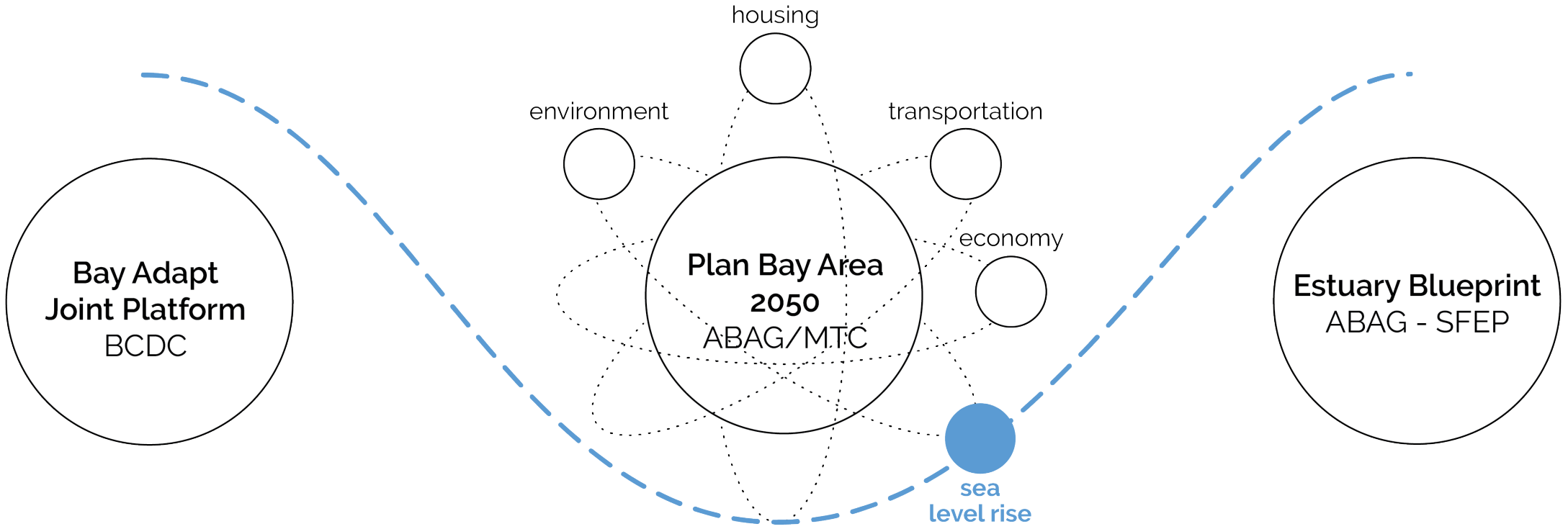
BAY ADAPT
REGIONAL STRATEGY FOR A RISING BAY

Joint MTC Planning Committee and ABAG Administrative Committee
January 14, 2022

Rachael Hartofelis, MTC/ABAG Resilience Planner, rhartofelis@bayareametro.gov
Nicolas Sander, BCDC Environmental Scientist, nicolas.sander@bcdc.ca.gov

Photo credit: Noah Berger, 2021

Regional Sea Level Rise Efforts



BCDC led a two-year regional process to identify actions to advance adaptation efforts. The **Joint Platform**, recently finalized, organizes the 21 necessary actions. The Joint Platform is now identifying steps for implementation.

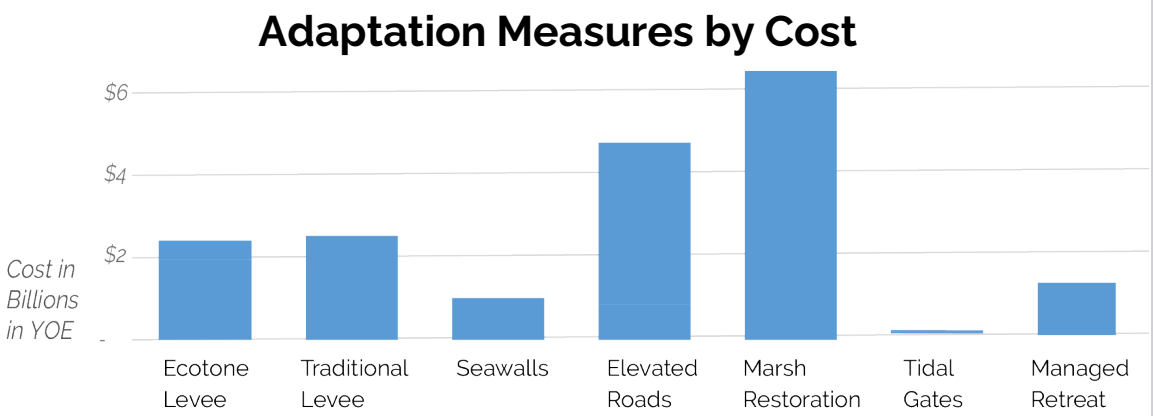
Plan Bay Area 2050 is a comprehensive regional plan that integrates sea level rise with other planning topics. The Plan was adopted in October and includes specific sea level rise actions for MTC/ABAG to take in the next five years.

SFEP is concluding work on a five-year update to the 2016 **Estuary Blueprint**, a regional plan that identifies actions needed for a healthy and resilient San Francisco Estuary. The Blueprint will align with regional efforts, such as the Bay Adapt Joint Platform and Plan Bay Area 2050.

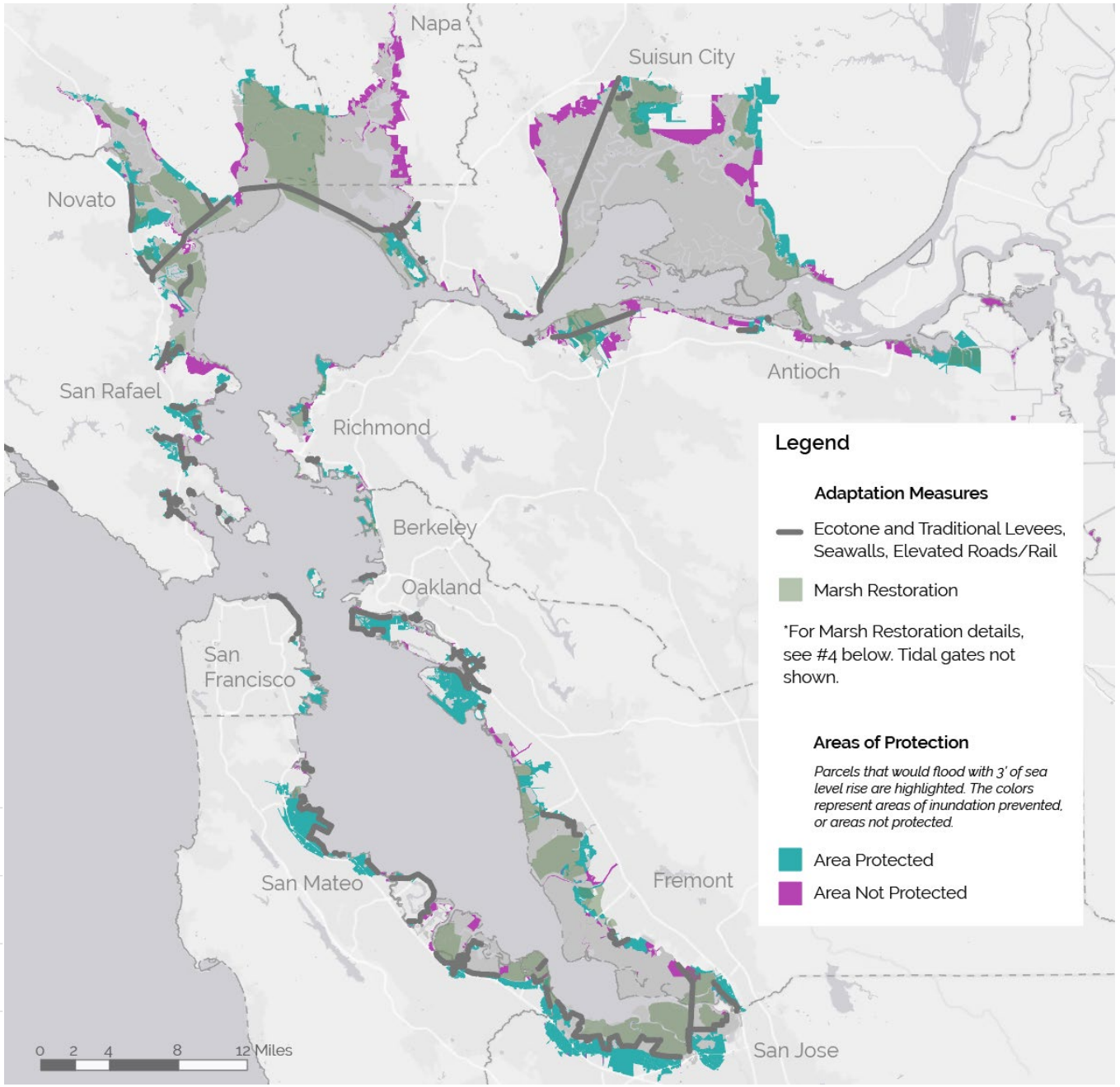
Funding Context

Plan Bay Area 2050 Needs and Revenue

The Adapt to Sea Level Rise strategy estimated a $19 billion need to protect most communities and key transportation infrastructure from projected inundation by 2050. Stakeholders identified the $16 billion funding gap as a key implementation barrier recognizing the need for new revenues.



Simplified Archetype



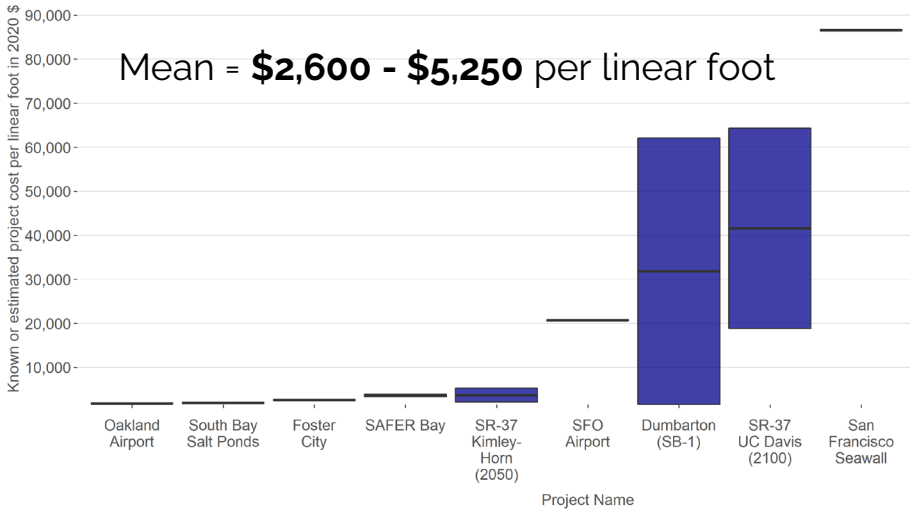
Illustrative Adaptation Measures in Strategy EN1

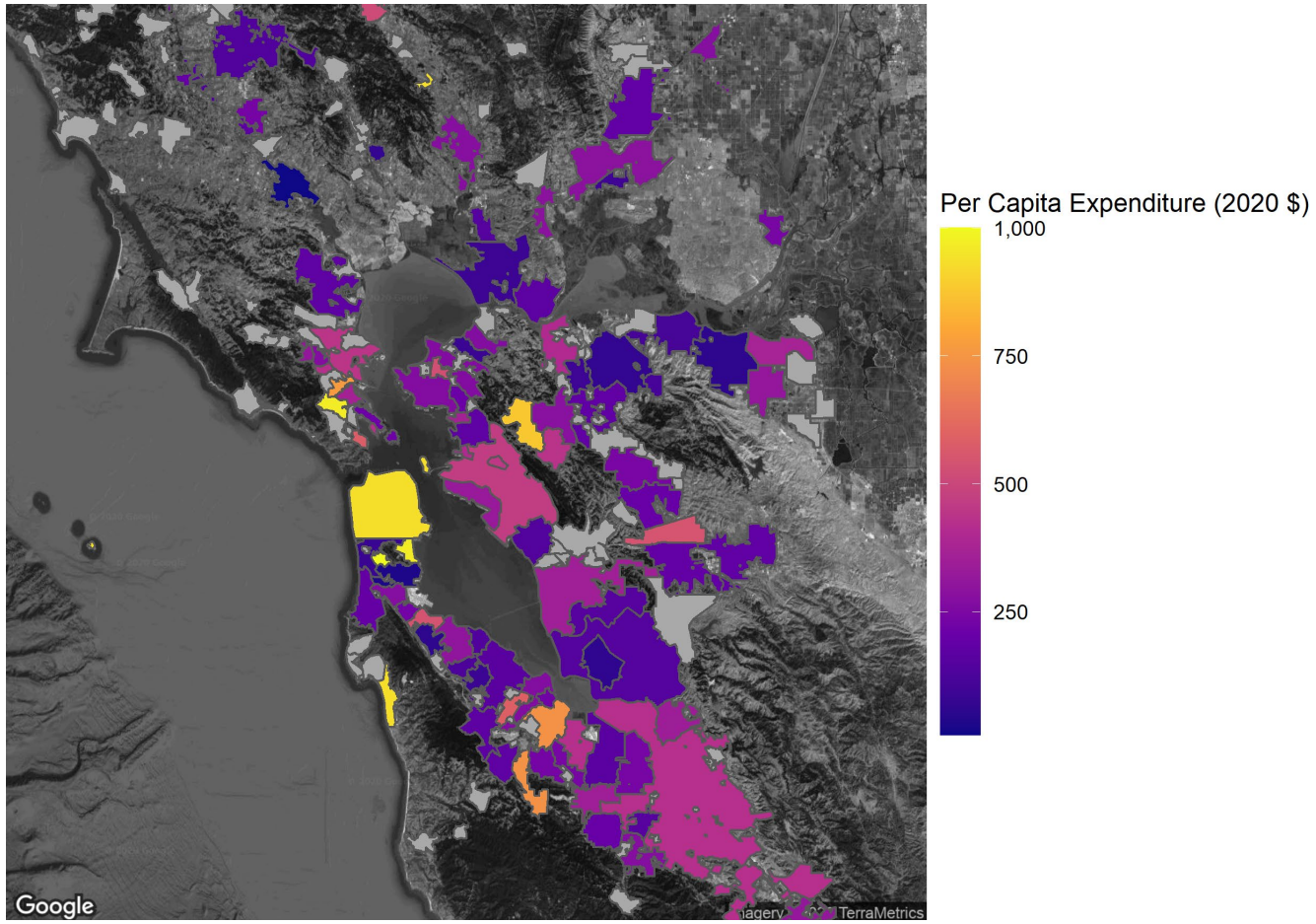
Funding Context

BCDC Funding & Financing White Paper

The BCDC Funding and Financing White Paper summarizes sea level rises damage estimates and the regional funding gap for sea level rise adaptation, by looking at regional costs for adaptation and comparing it to the existing funding supply.

Bay Area SLR Adaptation Projects Costs Per Linear Foot





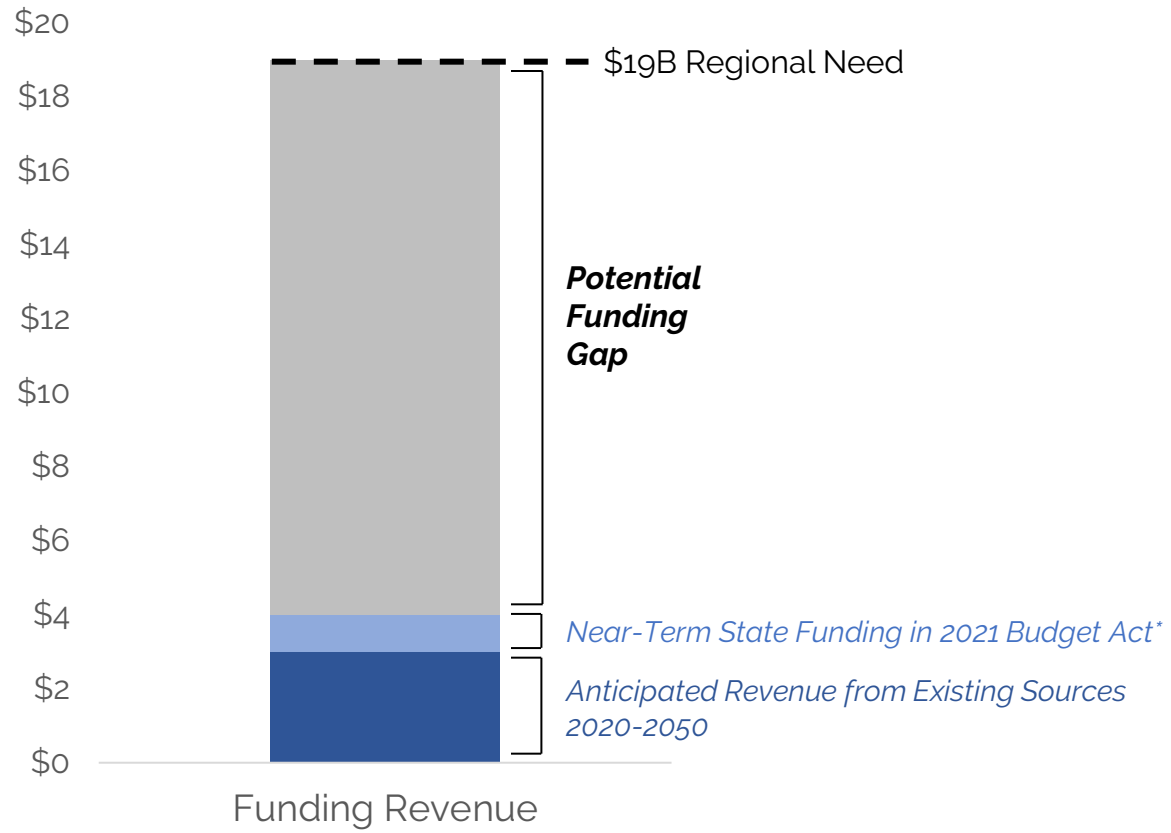
Mean Annual Per Capita City Expenditure Between 2017-2019

Expenditure data (Capital Outlay + Debt Service) from State Controller's Office & Mean Population Estimates from 2014-2018 ACS

Funding Context Near Term Funding Opportunities

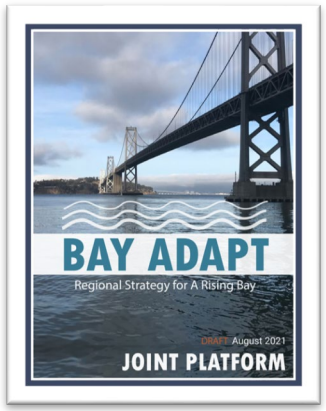
- As a part of the California 2021 Budget Act, $15 billion has been identified for natural resources through 2024, of which $3.86 billion has been identified for climate resiliency.
- The region may only receive a portion of this revenue from the state.
- Building upon the analysis from Plan Bay Area 2050 and Strategy EN1, **there remains a substantial funding gap for sea level rise adaptation**, even with near-term funding from the state.

Estimated Sea Level Rise Funding Needs and Potential Revenue Sources (in Billions)



Sea level rise funding estimates from Plan Bay Area 2050 and CA 2021 Budget Act
* Estimated funding share from new near-term state resilience funding

Regional Adaptation Funding Tasks



Bay Adapt Joint Platform

Task 6.1
Expand understanding of the financial costs and revenue associated with adaptation.

Task 6.2
Establish a framework for funding plans and projects

Many other actions….

Plan Bay Area 2050

Strategy EN1, Action 7
Develop a sea level rise funding plan to support the implementation of projects that reduce sea level rise risks to communities, infrastructure, and ecology, prioritizing green infrastructure wherever possible.

Many other actions….

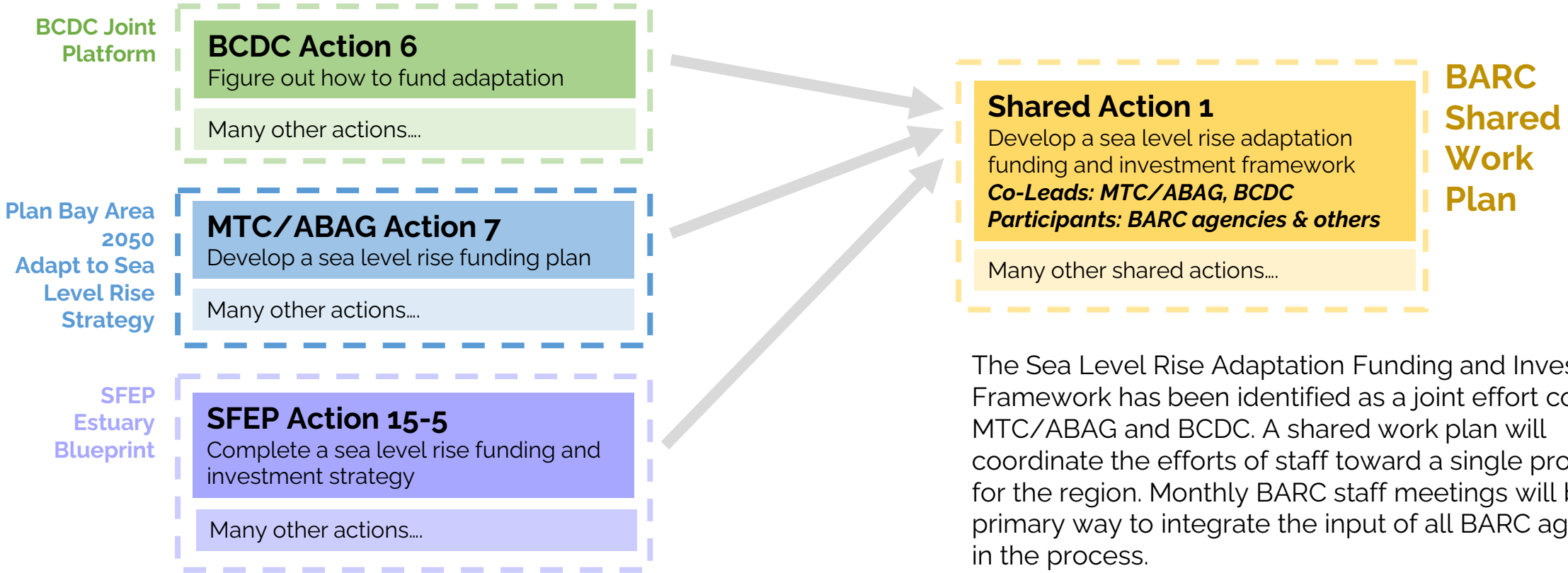
Estuary Blueprint

Action 15-5
By 2023 complete a sea level rise funding and investment strategy for the San Francisco Bay Area.

Many other actions….

BARC Shared Work Plan at Work

The Shared Work Plan process starts by identifying high priority actions in key regional agency plans and platforms to advance in the next 1-5 years.



The Sea Level Rise Adaptation Funding and Investment Framework has been identified as a joint effort co-led by MTC/ABAG and BCDC. A shared work plan will coordinate the efforts of staff toward a single product for the region. Monthly BARC staff meetings will be a primary way to integrate the input of all BARC agencies in the process.

Sea Level Rise Adaptation Funding and Investment Framework

Goal 1

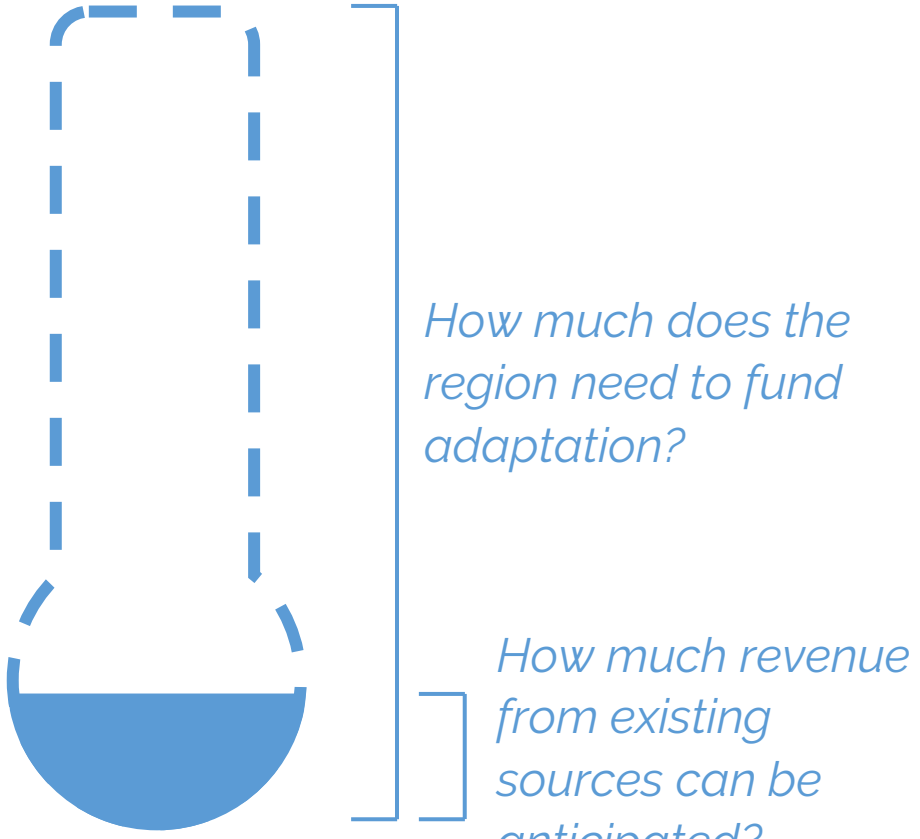
Update and improve regional accounting of anticipated sea level rise adaptation projects.

Background

Plan Bay Area 2050 estimated $19 billion in estimated need to protect most communities from projected inundation by 2050, but only $3 billion in anticipated revenues from existing local, state, and federal funding sources. The prior analysis only considered need up to two feet of sea level rise.

Funding and Investment Framework Outcomes

Work with local governments and partners to update prior regional analysis with local projects and strategies from recent planning efforts. Inventory new state and federal funding programs. Information will be used for Framework directly, local government planning, and regional advocacy.



Sea Level Rise Adaptation Funding and Investment Framework

Goal 2

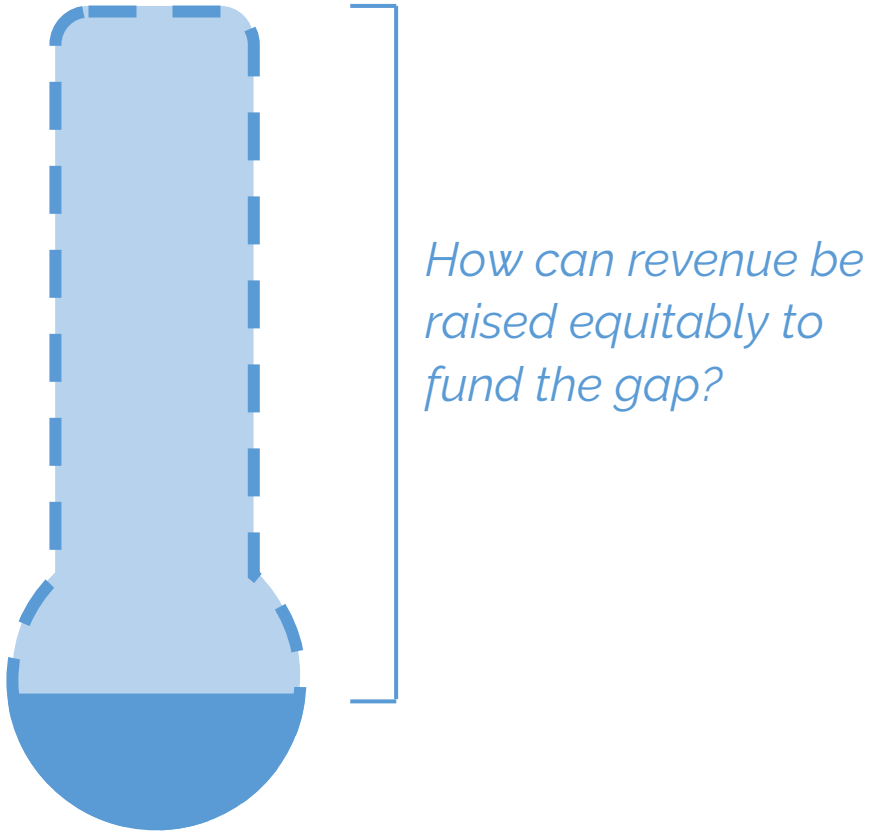
Study how revenues for sea level rise adaptation needs can be raised most equitably.

Background

Many recent regional efforts have catalogued possible funding and financing tools for adaptation, including the Resilient by Design Finance Guide, the Resource Legacy Fund's Proposed Funding Pathways for Adaptation to Climate Change in California, and BCDC's Adapting to Rising Tides. However, there is no applied Bay Area analysis of the funding sources.

Funding and Investment Framework Outcomes

Analyze a range of potential revenue measures at different scales, as well as for different levels of sea level rise, to close the sea level rise funding gap. Staff will work with stakeholders to visualize equity outcomes for different revenue approaches, sharing with Equity Priority Communities, local staff, regional agency committees and boards, and others.



How can revenue be raised equitably to fund the gap?

Sea Level Rise Adaptation Funding and Investment Framework

Goal 3

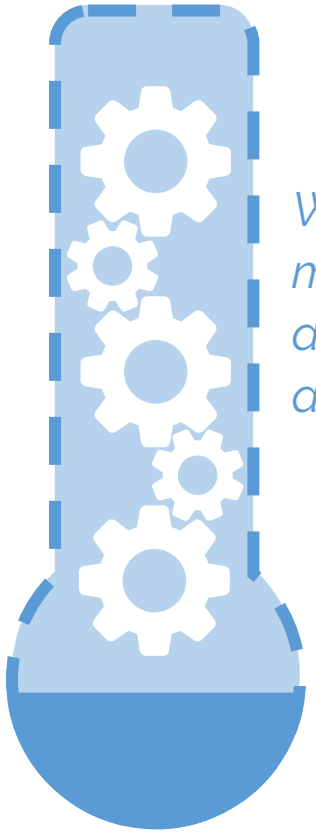
Explore how existing and future funding mechanisms can advance adaptation planning and implementation.

Background

The Bay Adapt Joint Platform identified a need to determine a funding framework to support adaptation plans and projects, including potentially using evaluation or prioritization.

Funding and Investment Framework Outcomes

Starting with the review of local and regional funding mechanisms for sea level rise projects, identify the gaps and opportunities of each mechanism to develop regional recommendations, which may be used to inform future advocacy on new revenues.



What are possible mechanics to disburse funds for adaptation?

Sea Level Rise Adaptation Funding and Investment Framework

Next Steps:

- Form a technical working group with partners and pursue consulting assistance
- Set sea level rise and data assumptions
- Work with local partners to update understanding of adaptation projects

Questions?

Rachael Hartofelis, MTC/ABAG Staff, rhartofelis@bayareametro.gov
Nicolas Sander, BCDC Staff, nicolas.sander@bcdc.ca.gov

Association of Bay Area Governments
METROPOLITAN TRANSPORTATION COMMISSION

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0025	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	12/14/2021			**In control:**	Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda:	1/14/2022			**Final action:**	
Title:	Transit-Oriented Communities (TOC) Policy Seek feedback on the initial draft policy approach and requirements for the update to MTC's Transit-Oriented Development Policy.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	5b_Transit-Oriented_Development_Policy_Update.pdf 5bi_Correspondence Received.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Transit-Oriented Communities (TOC) Policy

Seek feedback on the initial draft policy approach and requirements for the update to MTC's Transit-Oriented Development Policy.

Presenter:
Kara Vuicich

Recommended Action:
Information

Attachments:

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee

January 14, 2022 **Agenda Item 5b**

Transit-Oriented Communities (TOC) Policy

Subject:

Seek feedback on the initial draft policy approach and requirements for the update to MTC's Transit-Oriented Development Policy.

Background:

The Regional Transit Expansion Program (MTC Resolution No. 3434) was amended in 2005 to include one of the first TOD policies in the U.S. The Policy aligns local land use planning with regional transit investments to support transit ridership. Prior to receiving regional discretionary funds for construction, corridor-level housing thresholds established through the policy were required to be met based on units already built or planned in the station area. The Station Area Planning Program (now Priority Development Area (PDA) Planning Program) was established to help jurisdictions 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 Committee in 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.

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 PBA 2050 by creating new transit-supportive land use requirements for Transit Rich Areas (TRAs) including Transit-Rich PDAs where major transit investments are planned. Transit-Rich PDAs are defined as having 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 areas within a half-mile of a planned or existing high-quality transit stop or station. While the current TOD Policy focuses only on transit expansions, the TOC Policy proposes to apply to both transit expansions and enhancements or improvements to the existing transit system.

Draft TOC Policy Requirements:

The current policy sets minimum corridor-level thresholds for housing units (based on existing and planned land uses), with more capital-intensive transit modes requiring higher numbers of housing units. The TOC Policy proposes to expand land use requirements to achieve broader land use goals that will support transit ridership and investments in the region. PDAs and TRAs that include stops or stations where major transit investments are planned would need 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.

As with the current policy, regional discretionary funds for construction would not be programmed to transit expansion projects until policy requirements are met. For transit enhancement or improvement projects, the policy would condition local jurisdiction regional discretionary transportation funding, such as the One Bay Area Grant (OBAG) Program, on meeting TOC Policy requirements within a specified time frame. For example, jurisdictions with PDAs and/or TRAs that include existing stops or stations benefiting from transit enhancement or improvement investments in PBA 2050 may be required to comply with TOC Policy requirements as part of a future OBAG cycle (e.g. OBAG 4).

As with the current TOD Policy, MTC's PDA Planning (and Technical Assistance) program(s) would provide an opportunity to support jurisdiction compliance with the TOC Policy.

Attachment A provides a more detailed summary of the draft TOC Policy proposal, including a comparison of the proposed TOC Policy to MTC's current TOD Policy.

Next Steps:

Over the next few months, staff will continue to refine the draft TOC Policy based on feedback from the Joint Committee, TAC, MTC's Policy Advisory Council, as well as other stakeholders. Staff anticipates returning to the Committee with a final draft TOC Policy for consideration and approval in Spring 2022.

Issues:

Alignment with the One Bay Area Grant (OBAG 3) program. Given that the TOC policy has bold changes that may require additional local planning, staff proposes that conditioning funds on compliance would occur in a subsequent cycle. OBAG 3, as well as the new REAP 2.0 program, may also provide an opportunity to augment regional funding for the PDA Planning Program. It also may be appropriate to establish interim progress milestones for OBAG 3.

Attachments:

- Attachment A: Draft Transit-Oriented Communities Policy Proposal
- Attachment B: PowerPoint Presentation

Therese W. McMillan

Attachment A: Draft Transit-Oriented Communities (TOC) Policy Proposal

Summary of Draft TOC Policy Proposal and Comparison to 2005 TOD Policy

	2005 TOD Policy	Proposed for TOC Policy
Application	Applies to: - Specific transit extension projects. - Half-mile station area around new stations.	Applies to PDAs and TRAs with planned transit investments in Plan Bay Area 2050: –All rail, ferry, and frequent bus (e.g., headways ≤15 min) projects under Strategies T10, T11, and T12 that seek regional discretionary funding
Requirements	▪ Corridor-level min housing thresholds ▪ Existing and/or planned/zoned land uses within a half mile of all stations must meet or exceed the overall corridor threshold for housing ▪ Affordable units = 1.5 market rate units	▪ Minimum planned residential and commercial densities for new development ▪ Affordable housing and anti-displacement policies ▪ Parking management ▪ Station access and circulation, including connectivity to adjacent Equity Priority Communities
Conditions for Funding	Policy requirements must be satisfied before regional discretionary funds are programmed or allocated for construction	▪ Transit expansion/extension projects: policy requirements must be satisfied before regional discretionary funds are programmed or allocated for project construction ▪ Transit enhancement/improvement projects: local jurisdictions discretionary transportation funding may be conditioned on meeting requirements within a specified time frame

Proposed TOC Policy Goals

The proposed goals for the TOD Policy directly address implementation of many transportation, housing and environment strategies included in PBA 2050. TOC Policy goals include:

- Increase residential densities for new development and prioritize affordable housing in transit-rich areas.
- Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.
- Prioritize bus transit, active transportation (e.g., bicycling, walking, etc.), and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations.
- Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.

Proposed Policy Approach

Since 2008, the PDA Planning Program has facilitated transit station area planning and implementation of future TOD. The proposed approach for the TOC Policy focuses on adding targeted requirements for Transit-Rich PDAs and Transit Rich Areas (TRAs)—areas which meet the criteria for Transit-Rich PDAs but have not yet been designated as such—to achieve specific, desired outcomes and strengthen the relationship between PBA 2050 transit investments, PDAs, and TRAs. Given the comprehensive nature of PDA planning, which focuses on a range of community development issues and needs and not just new transit-oriented development, staff proposes using the term transit-oriented communities (TOCs).

The proposed TOC Policy requirements would apply to all TRAs or PDAs that contain planned or existing transit stops or stations for either 1) transit expansions or extensions or 2) major transit enhancements or improvements (e.g., those that are listed in the PBA 2050 Transportation Project List). For transit expansion or extension projects, TRAs or PDAs in future station areas would need to meet TOC Policy requirements before regional discretionary funds could be programmed for project construction. This approach is similar to the 2005 TOD Policy which conditioned discretionary project funding for construction on whether or not a minimum number of housing units were zoned for or already built in the half-mile station area.

For transit enhancement or improvement projects, regional discretionary transportation funding may be conditioned on meeting TOC Policy requirements within a specified time frame. For example, jurisdictions with PDAs or TRAs that include existing stops or stations affected by transit enhancements or improvements that are expected to be operational by 2035 may be required to comply with TOC Policy requirements as part of a future OBAG cycle (e.g., OBAG4).

Proposed Policy Requirements

Based on the TOC Policy's proposed goals and its focus on implementation of PBA 2050 strategies, the proposed policy requirements focus on the following four areas:

- Residential and Commercial Density
- Affordable Housing and Anti-Displacement
- Parking Management
- Transit Station Access and Circulation

These requirements are intended to complement the comprehensive PDA Planning Guidelines currently used to guide PDA Planning in the region.

Residential and Commercial Density

The TOC Policy would establish quantifiable minimum density requirements for new development within TRAs and PDAs based on the level of transit service. This requirement would provide jurisdictions with a specific target against which TOC Policy compliance could be measured. The targets would be based on the level and intensity of new development that will need to occur in transit-rich locations throughout the region to implement PBA 2050 strategies and achieve regional GHG reduction targets.

The following table shows the minimum density ranges for new development that would be required in TRAs and PDAs to implement PBA 2050. Staff is continuing to work on further refining the proposed density requirement based on feedback from stakeholders. A key issue is to develop a requirement that allows for a variety of land use types and intensities within a TRA or PDA while ensuring that certain planned minimum densities are allowed and ultimately achieved.

Table 1: Proposed Residential and Commercial Densities

Level of Transit Service	Minimum Planned Residential Density	Minimum Planned Commercial Density
Tier 1: Regional rail hubs (e.g., served by multiple BART lines, BART and Caltrain, etc.)	150-200 dwelling units per net acre	6-8 floor area ratio
Tier 2: Stop/station served by BART, Caltrain, light rail transit, or bus rapid transit	75-100 dwelling units per net acre	3-5 floor area ratio
Tier 3: Stop/station served by commuter rail, ferry, or frequent bus (e.g., headways ≤15 minutes)	35-50 dwelling units per net acre	2-4 floor area ratio

Affordable Housing and Anti-Displacement

The provision of more affordable housing as well as the protection and preservation of existing affordable housing, particularly in locations that provide good access to high-quality transit, is an important means of advancing equity in PBA 2050. For transit-rich areas that are also High-Resource Areas, this is especially important given new state requirements for Affirmatively Furthering Fair Housing which charges all public agencies with broadly examining their existing and future policies, plans, programs, rules, practices, and related activities, and making proactive changes to promote more inclusive communities. In addition, because low-income households are significantly more likely to utilize public transit than moderate and high-income households, adding affordable homes close to the region's major transit investments can increase the ridership and improve the cost effectiveness of these investments while reducing GHG emissions.

Most of the proposed affordable housing and anti-displacement policies likely would be implemented jurisdiction-wide but could also be implemented as an overlay for specific geographic areas. Policies are presented as a menu of options in order to provide flexibility for local jurisdictions and enable them to tailor policies to focus on addressing particular needs

within a jurisdiction's TRAs or Transit-Rich PDAs, or identified by a jurisdiction's Regional Housing Needs Allocation and other housing needs analyses conducted as part of Housing Element updates.

In addition to the proposed requirements listed below, jurisdictions would also need to have their Housing Element certified by the California Housing and Community Development Department (HCD) and submit Housing Element Annual Progress Reports to HCD annually to comply with the TOC Policy. Staff is currently working to further refine this initial proposed list of affordable housing and anti-displacement requirements based on stakeholder feedback.

Affordable Housing Production

The following proposed requirements focus on the production of affordable housing in Transit-Rich PDAs or TRAs. Specifics could vary by level of transit service and colocation within an HRA. These requirements could be implemented jurisdiction wide, or via a housing overlay zone, and should be incorporated into Housing Elements and RHNA.

Adopt policies addressing at least two of the following:

- Prioritize deed-restricted, permanently affordable housing on publicly owned land by: a) permitting residential development that meets an affordability threshold linked to the city's RHNA allocation on any rezoned public lands; and b) completing an inventory of public land that identifies sites prioritized for affordable housing.[1]
- Minimum percentage of deed-restricted affordable units for all market-rate residential development, either without an in-lieu fee option, or with in-lieu fees linked to observed development costs of affordable housing. Specific minimum percentages should be defined in the context of a jurisdiction's RHNA allocation for very-low, low-, and

[1] Permitting residential use does not preclude strategically prioritizing sites such as parcels adjacent to major regional transit hubs for high-density office construction that improves transit access to jobs.

moderate-income households, considered as part of a broader suite of existing or new policies capable of delivering enough deed-restricted units to meet the needs of households in these income categories.

- For projects with affordability levels that meet or exceed a jurisdiction's projected RHNA need for very low- and low-income households, provide density bonuses that exceed those available through the state density bonus, with additional incentives for projects providing additional affordable housing and family housing with three or more bedrooms. (For example, a project that is 60% deed-restricted affordable to very-low and low-income households located in a city in which its RHNA calls for 45% of new homes to be affordable to households at these levels would receive the bonus).

Affordable Housing Preservation

Adopt policies addressing two or more of the following:

- Single Room Occupancy (SRO) preservation ordinance/overlay
- Condo conversion restrictions
- Tenant opportunity to purchase
- Preservation of affordable housing at-risk of conversion to market rate

Affordable Housing Protection and Neighborhood Stabilization

Adopt policies addressing two or more of the following:

- Rent stabilization
- "Just Cause" evictions
- Tenant right to counsel

Adopt policies addressing one or more of the following:

- Foreclosure assistance
- Rental assistance programs
- Implementation of an overlay zone to protect and assist small businesses and non-profit community organizations
- Preference policy prioritizing openings in deed-restricted affordable homes for existing residents, and displaced former residents and family members.

Parking Management

Reducing auto trips and prioritizing the limited land area near high-quality transit for other shared transportation modes and active transportation is a key complement to residential and commercial density increases that support higher transit ridership on the region's existing and planned investments in rail, ferry, and frequent bus service. The proposed TOC Policy parking management requirements for new residential and commercial development in TRAs and PDAs described in this section build on BART's recently adopted *A Technical Guide to Zoning for AB 2923 Conformance*[2] and MTC-ABAG's *Parking Policy Playbook*[3].

Proposed Requirements for Parking Management

The proposed requirements would apply to new residential and commercial development in Transit-Rich PDAs and are tiered based on the quality of transit service available, with the greatest restrictions on automobile parking placed on those locations with the highest levels and quality of transit service available. Some of the proposed requirements summarized in the following table are presented as ranges; MTC staff is continuing to seek feedback from stakeholders to determine a specific number for the final draft TOC Policy. Once finalized, MTC

[2] *Available at* https://www.bart.gov/sites/default/files/docs/BART_AB2923_FinalTechGuide_Full.pdf.
[3] *Available at https://abag.ca.gov/technical-assistance/parking-policy-playbook.*

would provide the specific requirements for each Transit-Rich PDA and TRA based on its level of transit service.

Table 2 – Proposed Parking Requirements

Level of Transit Service	Residential	Commercial
Tier 1: Regional rail hubs (e.g., served by multiple BART lines, BART and Caltrain, etc.)	• No parking minimums. • Parking maximum of 0.375-0.5 spaces/unit. • Adopt a TDM policy for new development. • Allow shared unbundled parking. • Minimum one secure bicycle parking space/unit.	• No parking minimums. • Parking maximum of 0-1.6 spaces per 1000 sq ft. • Adopt a TDM policy for new development.
Tier 2: Stop/station served by BART, Caltrain, light rail transit, or bus rapid transit	• No parking minimums. • Parking maximum of 0.5-1.0 spaces/unit. • Adopt a TDM policy for new development. • Allow shared and unbundled parking. • Minimum of one secure bicycle parking space/unit.	• No parking minimums. • Parking maximum of 2.5 per 1000 sq ft. • Adopt a TDM policy for new development.

Level of Transit Service	Residential	Commercial
Tier 3: Stop/station served by commuter rail, ferry, or frequent bus (e.g., headways ≤15 minutes)	• No parking minimums. • No parking maximum. • Allow shared and unbundled parking. • Adopt a TDM policy for new development. • Minimum one secure bicycle parking space/unit.	• No parking minimums. • Adopt a TDM policy for new development.

Transit Station Access and Circulation

Multimodal transit station access and circulation that prioritizes shared mobility modes (including buses and shuttles) and active transportation not only facilitates increased residential and commercial density within Transit-Rich PDAs or TRAs, but also enables those living, working, or accessing destinations outside of Transit-Rich PDA or TRA boundaries to utilize the region's transit network for more of their trips without having to rely on the availability of a private automobile. The proposed TOC Policy requirements described in this section build on existing PDA planning guidance by requiring specific, key planning and policy outcomes for transit station access and circulation within, to, and from Transit-Rich PDAs or TRAs. The requirements also seek to advance MTC's Mobility Hubs Program,[4] which focuses on bringing together public transit, bike share, car share, and other ways for people to get where they want to go without a private vehicle.

[4] *More information available at* https://mtc.ca.gov/planning/transportation/mobility-hubs.

The TOC Policy would require that the following elements be addressed for Transit-Rich PDAs or TRAs.

1. Include policies and design guidance that clearly prioritize transit station access and circulation for shared mobility modes (including buses and shuttles) and active transportation. As staff further refines this requirement, it will be coordinated with the updated Complete Streets Policy.
2. In conjunction with transit operators and other mobility service providers, include initial mobility hub planning as well as infrastructure and service needs, using MTC-ABAG Mobility Hubs Program guidance. This requirement would apply to rail and ferry stations only.
3. Include an access gap analysis and accompanying improvement program for station access via a 15-mintue walk, bicycle or bus/shuttle trip (including areas outside PDA or TRA boundaries) that identifies:
    a. The area that can currently be accessed via a 15-minute trip by these modes, with particular attention to access to and from nearby Equity Priority Communities;
    b. Infrastructure and/or service improvements that would expand the geographic area accessed via a 10-minute trip by these modes; and
    c. Incorporation of recommended improvements into a capital improvement plan for the jurisdiction or plan area.

Transit-Oriented Communities Policy

Joint MTC Planning Committee with the ABAG Administrative Committee

January 14, 2022

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION


Photo credit: Noah Berger

Plan Bay Area & the TOC Policy

PLAN BAY AREA 2050

VISION & GUIDING PRINCIPLES

Ensure by the year 2050 that the Bay Area is ***affordable****,* ***connected****,* ***diverse****,* ***healthy*** *and* ***vibrant*** ***<u>for all</u>****.*

FOUR ELEMENTS OF THE PLAN

- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Strategies addressed by TOC Policy:

PLAN BAY AREA 2050

- **STRATEGY T3** SEAMLESS MOBILITY
- **STRATEGY T8** COMPLETE STREETS
- **STRATEGY T10** LOCAL TRANSIT
- **STRATEGY T11** REGIONAL RAIL
- **STRATEGY T12** EXPRESS LANES AND BUS

PLAN BAY AREA 2050

- **STRATEGY H1** RENTER PROTECTIONS
- **STRATEGY H2** AFFORDABLE HOUSING PRESERVATION
- **STRATEGY H3** GREATER HOUSING MIX
- **STRATEGY H4** AFFORDABLE HOUSING PRODUCTION
- **STRATEGY H5** INCLUSIONARY ZONING
- **STRATEGY H8** PUBLIC LAND REUSE

PLAN BAY AREA 2050

- **STRATEGY EC4** GREATER COMMERCIAL DENSITIES
- **STRATEGY EN7** SUSTAINABLE COMMUTE TARGET
- **STRATEGY EN9** TRANSPORTATION DEMAND MANAGEMENT

Overview: Focus on PBA 2050 Implementation

PBA 2050 Transit Investments

PBA 2050 Strategies + RHNA

Transit-Oriented Communities Policy

Proposed TOC Policy Goals

Goal 1: Increase residential densities for new development and prioritize affordable housing in transit-rich areas.

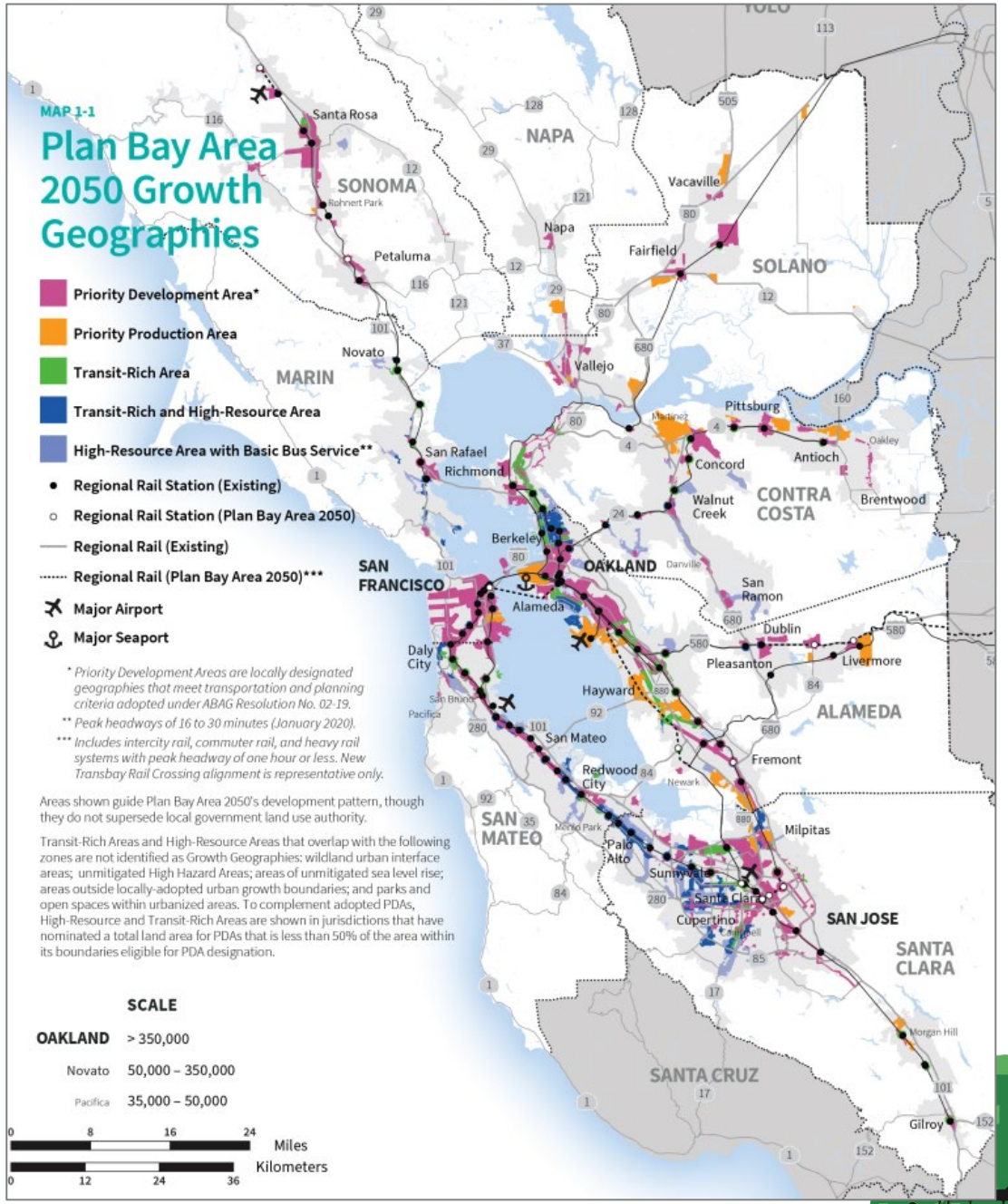
Goal 2: Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.

Goal 3: Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations.

Goal 4: Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.

How would the policy apply?

- PDAs with planned transit investments:
  - PDAs that do not currently comply with TOC Policy requirements would need to update or adopt plans and ordinances.
  - PDAs that already comply with TOC Policy requirements need no further action.
- Station areas or corridors (e.g., TRAs) with planned transit investments but no PDAs:
  - These areas would need to meet policy requirements and would be encouraged (but not required) to become PDAs



How would the policy apply?

- Expansions/Extensions: e.g. Valley Link, BART Silicon Valley, DTX, South Bay Connect, SMART extensions, new express bus services, etc.
  - TOC Policy requirements must be met at all new stops/stations before regional discretionary funds are programmed for construction.
- Enhancements/Improvements: e.g. Caltrain electrification, frequency enhancements, rapid bus, BRT, etc.
  - Future OBAG funds for jurisdictions (OBAG 4 and later) could be contingent on compliance.

2005 TOD Policy v. TOC Policy Proposal: Applicable Areas

	2005 TOD Policy	TOC Policy Proposal
Policy Application	▪ Specific transit extension projects ▪ Half-mile area around new stations	▪ PDAs and TRAs with planned transit investments in Plan Bay Area 2050: – All rail, ferry, and frequent bus (e.g., headways ≤15 min) projects that seek regional discretionary funding

2005 TOD Policy v. TOC Policy Proposal: Requirements

	2005 TOD Policy	TOC Policy Proposal
Policy Requirements	▪ Corridor-level min housing thresholds ▪ Existing and/or planned/zoned land uses within a half mile of all stations must meet or exceed the overall corridor threshold for housing ▪ Affordable units = 1.5 market rate units	▪ Minimum planned residential and commercial densities for new development ▪ Affordable housing and anti-displacement policies ▪ Parking management ▪ Station access and circulation, including connectivity to adjacent Equity Priority Communities

2005 TOD Policy v. TOC Policy Proposal: Conditions

	2005 TOD Policy	TOC Policy Proposal
Policy Conditions	▪ Policy requirements must be satisfied before regional discretionary funds are programmed or allocated for construction	▪ Transit expansion/extension projects: *no change* ▪ Transit enhancement/improvement projects: local jurisdictions' discretionary transportation funding may be conditioned on meeting requirements within a specified time frame

Proposed Requirements: Density

- Specifies minimum residential and commercial density ranges for future growth around high-quality transit that are needed for PBA 2050 implementation. Adopted plans and built projects indicate these ranges are feasible, but that there is variation throughout a station area.

Level of Transit Service	Min Planned Residential Density	Min Planned Commercial Density
Tier 1: Regional rail hubs (e.g., served by multiple BART lines, BART and Caltrain, etc.)	150-200 dwelling units per net acre	6-8 floor area ratio
Tier 2: Stop/station served by BART, Caltrain, Light Rail Transit, Bus Rapid Transit	75-100 dwelling units per net acre	3-5 floor area ratio
Tier 3: Stop/station served by commuter rail, ferry, or frequent bus (e.g., headways ≤15 minutes)	35-50 dwelling units per net acre	2-4 floor area ratio

Note: Proposed density ranges are based on PBA 2050 modeling for Strategies H3 and EC4 (see Forecasting and Modeling Report, p.44 and p. 57).

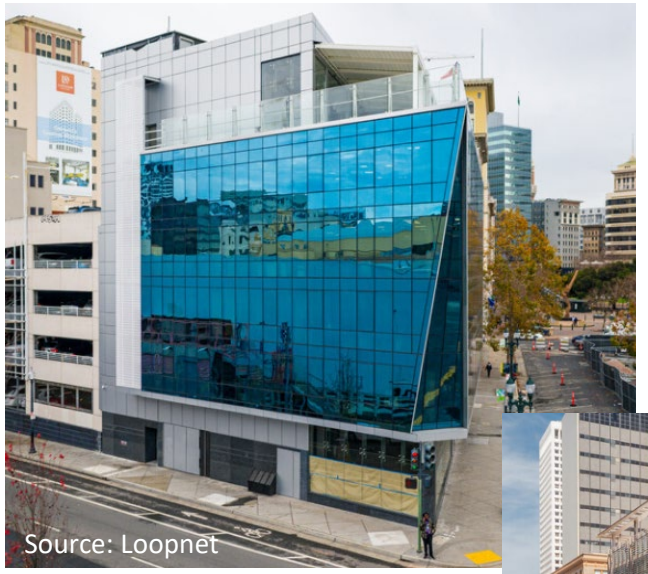
- Staff will further refine/clarify requirements and transit service level definitions to address comments related to displacement risk and land use variation within station areas or along corridors.

Bay Area Density Examples: Regional Rail Hubs (Tier 1)

Residential: Oakland

150-200 Dwelling Units/Acre

Commercial: Oakland and SF

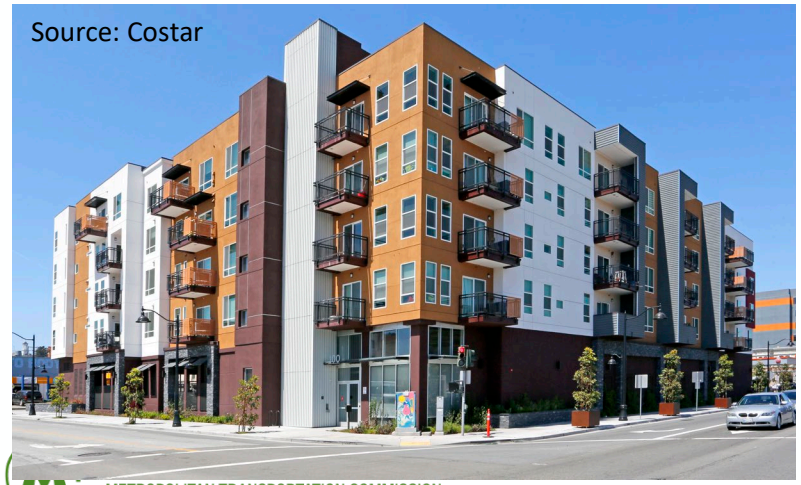


6-8 Floor Area Ratio

Bay Area Density Examples: Regional Rail, LRT, BRT (Tier 2)

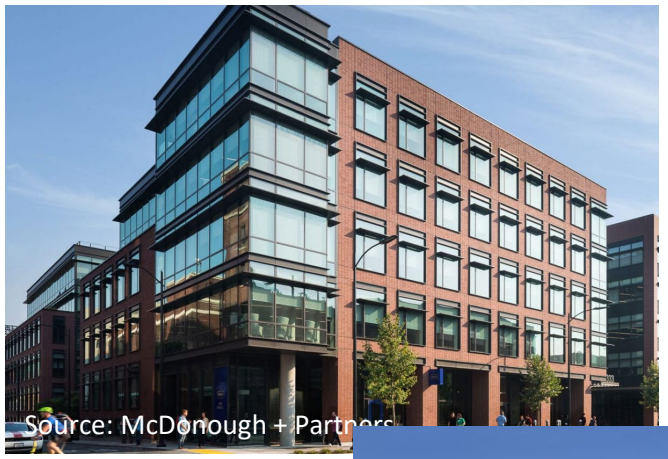
Residential: San Jose and South SF


Source: SilverSanJose.com

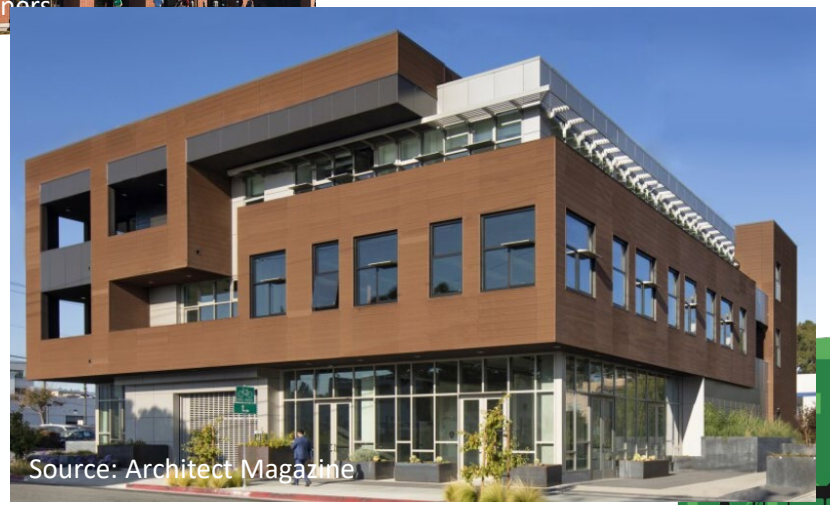

Source: Costar

75-100 Dwelling Units/Acre

Commercial: SF and Burlingame


Source: McDonough + Partners

3-5 Floor Area Ratio


Source: Architect Magazine

Bay Area Density Examples: Commuter Rail, Ferry, Frequent Bus (Tier 3)

Residential: San Jose and Fremont

35-50 Dwelling Units/Acre

Commercial: San Mateo and Redwood City

2-4 Floor Area Ratio

Proposed Requirements: Affordable Housing & Anti-Displacement

Production

Adopt policies that address at least 2:

- Prioritize deed-restricted, permanently affordable housing on publicly owned land
- Inclusionary requirement with or without in-lieu option
- Density bonuses in excess of state law for projects with higher % affordability, etc.

Preservation

Adopt policies that address at least 2:

- SRO preservation ordinance/overlay
- Condo conversion restrictions
- Tenant opportunity to purchase
- Preservation of affordable housing at-risk of conversion to market rate

Protection

Adopt policies that address at least 2:

- Rent stabilization
- "Just cause" eviction
- Tenant right to counsel

AND adopt policies addressing at least one:

- Foreclosure assistance
- Rental assistance programs
- Overlay zone to protect/assist small business and community non-profits
- Affordable housing preference for existing residents, displaced former residents

Continuing to seek stakeholder feedback and currently working with Housing and Local Program staff on further refinement and coordination with other housing-related PBA 2050 implementation efforts.

Proposed Requirements: Parking Management

PLAN BAY AREA 2050

STRATEGY EN7
SUSTAINABLE COMMUTE TARGET

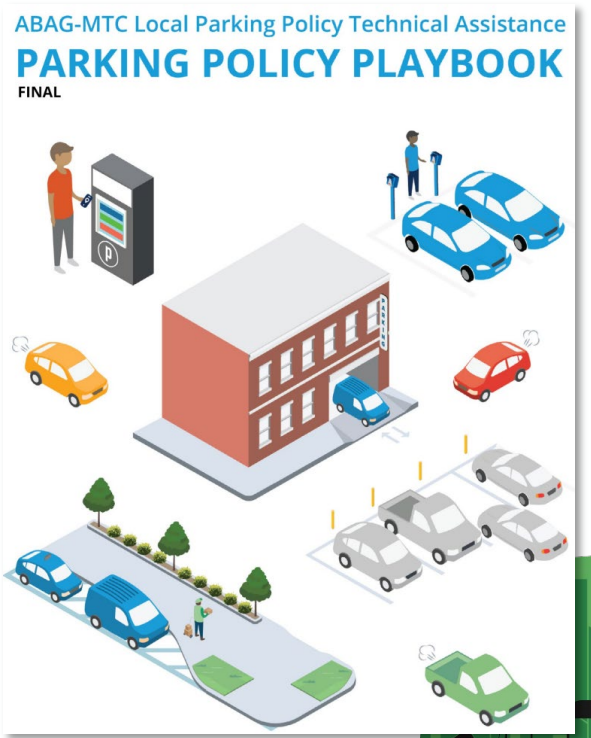
STRATEGY EN9
TRANSPORTATION DEMAND MANAGEMENT

Residential

- No parking minimums
- Parking maximums between 0.375-1.0 spaces/unit based on level of transit service
- Allow shared and unbundled parking
- Adopt a TDM policy for new development
- Minimum of one secure bike parking space/unit

Commercial

- No parking minimums
- Parking maximums of 0-2.5 spaces per 1K sf based on level of transit service
- Adopt a TDM policy for new development



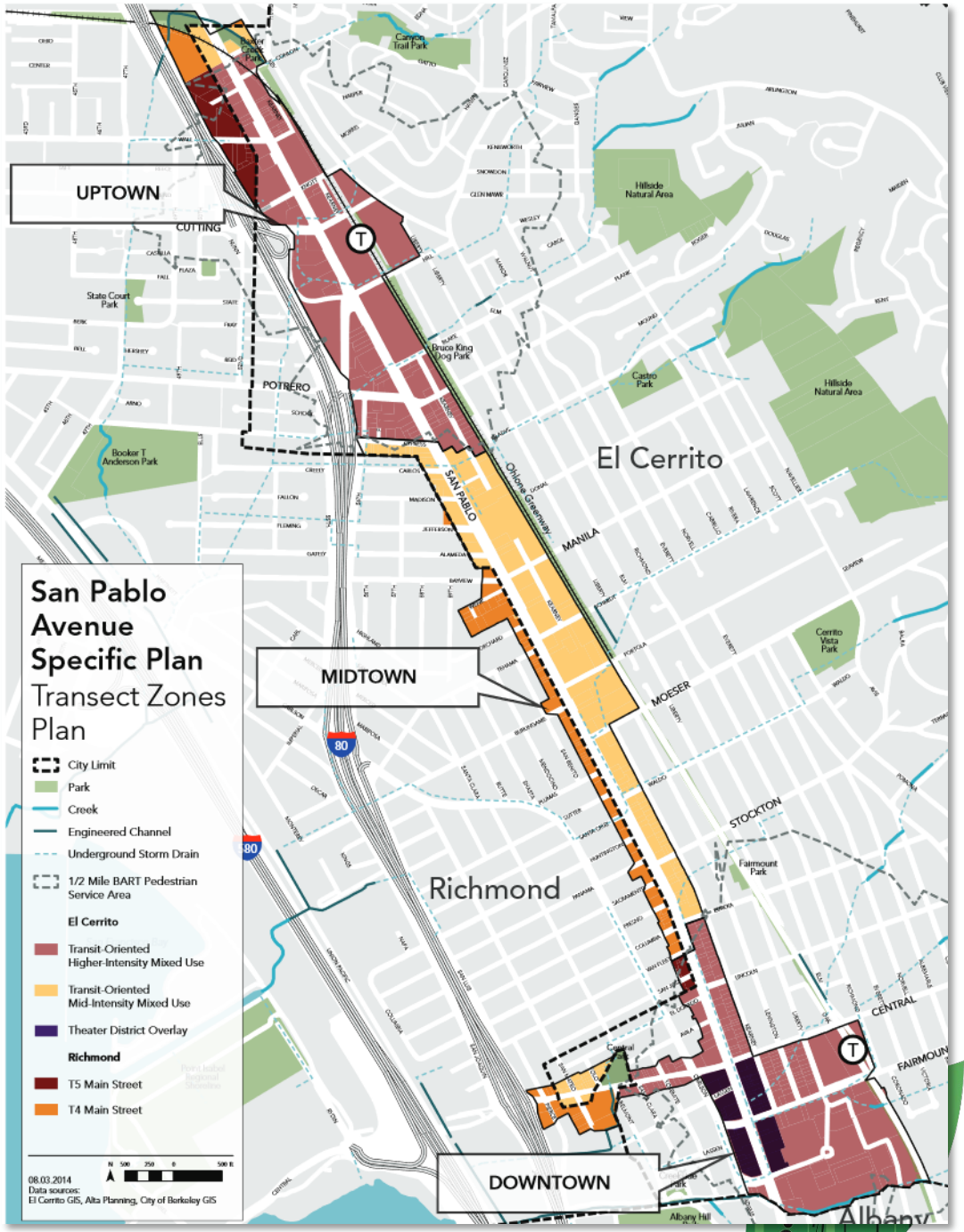
Proposed Requirements: Transit Station Access and Circulation

- Include policies and design guidance prioritizing shared mobility (including buses/shuttles) and active transportation – coordinate with Complete Streets Policy
- For rail and ferry station areas, include initial mobility hub planning, infrastructure, and service needs
- Include an access gap analysis and accompanying improvement program for station access via a 10-15-minute walk, bicycle, or bus/shuttle trip
- Will further refine requirements to emphasize connections to EPCs

Image by Nelson Nygaard Consulting Associates

How will jurisdictions comply with TOC Policy requirements?

- PDA Planning and Technical Assistance funds can be prioritized to assist with compliance and coordinated with transit project delivery schedules.
- Some locations already comply with most, if not all, requirements.
- An initial step in policy implementation can be an assessment of locations that would be subject to the policy in the near- and mid-term.



Key Issues for Policy Development

Photo credit: Karl Nielsen

- For transit enhancement/ improvement projects, tie jurisdiction policy compliance to future regional discretionary transportation funding – e.g. OBAG cycle(s)
- For requirements, balancing simplicity with effectiveness + land use complexity
- Resources available for policy implementation, including planning and technical assistance grants, as well as policy compliance

Next Steps

Staff contact:
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Principal Planner
kvuicich@bayareametro.gov

Jan
- CTA Planning Directors
- MTC/ABAG Joint Planning Committee
- Additional stakeholder feedback

Feb
- Draft Policy Refinement

March
- Policy Advisory Council

April/ May
- Draft Final Policy to Joint MTC Planning/ABAG Admin Committee

From: Martha Silver
To: Martha Silver
Subject: FW: Joint MTC Planning/ABAG Administrative Committee Agenda Item 5b (January 14, 2022)
Date: Thursday, January 13, 2022 4:56:48 PM

---------- Forwarded message ---------
From: **Tim Sbranti** <tsbranti@innovationtrivalley.org>
Date: Thu, Jan 13, 2022 at 4:51 PM
Subject: Joint MTC Planning/ABAG Administrative Committee Agenda Item 5b (January 14, 2022)
To: MTC-ABAG Info <info@bayareametro.gov>

Dear Chair Spering and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group (ITV), I wanted to take this opportunity to comment on your Draft TOC Policy.

In addition to TOC Policy goals to increase residential and commercial densities - a key goal should be added to *increase transit ridership and choice*. It is a simple overarching metric for measuring the effectiveness of the plan – and something communities and stakeholders will be able to understand and accept.

Recognize Station Typologies
The TOC Policy should recognize the diverse and multi-centric nature of the Bay Area – that there is no "one size fits all" for a TOC - and set a goal to engage and partner with jurisdictions to meet the unique individualized goals and objectives of each one. The proposed policy determines density-based on the type of transit infrastructure – but it may be fitting to also recognize the continuum of station area typologies that exist in the Bay Area –i.e., downtown, urban neighborhood, suburban neighborhood, etc. – all with varying critical functions in the region and with gradations along the spectrum of density. It should not be assumed that the area surrounding a station always needs to have a region-wide uniform building height and density in order to serve a critical function within the transit network. Station-adjacent infrastructure improvements that could improve pedestrian and bicycle connectivity and facilitate transit will also vary by station type. By incentivizing municipalities to cater to the specific needs of each station type, it may be possible to achieve a best-case ridership return on station area investments.

Valley Link TOD Policy
VTA, BART and Caltrain are identified on Page 7 as transit agencies with adopted TOD policies but the Valley Link policy adopted by the Board on 12/11/19 is not acknowledged:

Within the past several years, three of the region's transit agencies, BART, VTA and Caltrain adopted agency-level TOD policies and developed TOD programs focusing on development of transit agency-owned property adjacent to stations. There is now an opportunity for the regional TOD Policy to coordinate with and complement these agency-level policies and programs.

The Valley Link TOD policy (adopted 12/11/19) mirrors the MTC Resolution 3434 TOD Policy – identifying corridor level minimum thresholds that must be met and requiring the

completion of comprehensive station area plans prior to completion of project design. Station area TOD planning is underway in all stations that are part of the preferred project adopted by the Board as part of CEQA clearance. Planning for the Isabel Neighborhood Plan began in 2012 and was ultimately completed and adopted after nearly a decade-long planning effort that included extensive community outreach. This is also the case of the Dublin Transit Village Plan. These plans, as well as an anticipated plan for the Southfront Road Station, are all within designated Priority Development Areas.

It is a concern that additional costly planning processes may be required and a concern that the proposed TOC policy introduces a broad element of uncertainty for not just the local jurisdictions but for the building industry which will make them a reality.

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Proposed TOC Policy is Vague

The new policy seems vague compared to the previous one. It seems to imply that MTC and others listed will negotiate an approach on a case-by-case basis. While there may be benefit in this flexible approach it may result in an uneven application of the policy. Clarification is needed on who makes the decisions and what determines compliance. It is also unclear what constitutes meeting minimum housing density thresholds - whether the test is on the ground densities met or zoning to allow it even if nothing happens.

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Parking Requirements

This is a critical factor affecting a successful outcome. There needs to be a pathway identified that will bring developers and banks along or this may be a significant detriment to advancing development.

Access Gap Analysis

The policy calls for an, "Access gap analysis and accompanying improvement program for station access via a 10-minute walk, bicycle or bus/shuttle trip (including areas outside PDA boundaries). More information is needed regarding this critical component of the policy. In particular, it is specified that the recommended improvement program for station access is to be incorporated into a capital improvement plan for the jurisdiction or plan area – but does not specify how non-capital operating expenses are to be programmed and funded.

Affordable Housing and Anti-Displacement

In addition, because low-income households are significantly more likely to utilize public transit than moderate and high-income households, adding affordable homes closer to the region's major transit investments can increase the ridership and improve the cost effectiveness of these investments while reducing GHG emissions.

While we agree with this statement, please note that a recently published Bay Area Council report notes that in the Altamont/I580 Corridor there are an estimated 100,000 displaced Bay Area workers living in the San Joaquin Valley who travel through the Altamont Corridor each day. Close to ½ or more of these jobs are in the construction, manufacturing, health care and social assistance employment sectors which do not lend itself to remote work. These lower income households also need to be considered when designing public transit alternatives.

Thank you again for your consideration of these comments, questions, and concerns. I look forward to continued engagement with MTC Commissioners and Staff on developing an inclusive TOC Policy that meets the needs of our entire region.

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