

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 policies 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: <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> –All rail, ferry, and frequent bus (e.g., headways ≤15 min) projects under Strategies T10, T11, and T12 that seek regional discretionary funding
Requirements	<ul style="list-style-type: none"> ▪ 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 	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ 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.)	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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-minute 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



VISION & GUIDING PRINCIPLES

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

FOUR ELEMENTS OF THE PLAN



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

Strategies addressed by TOC Policy:



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.

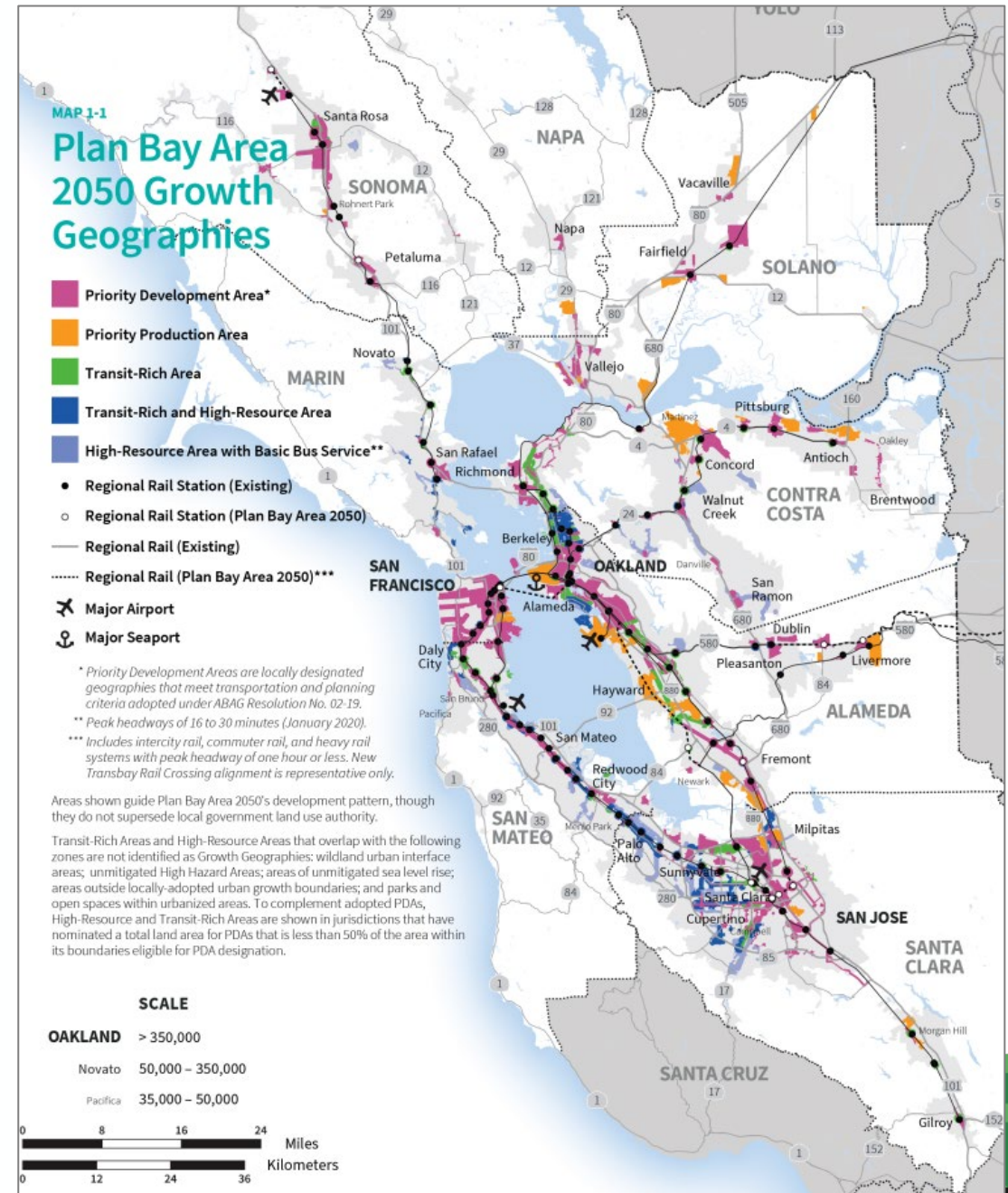
Goal 3: Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations.

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

Policy Application

2005 TOD Policy

- Specific transit extension projects
- Half-mile area around new stations

TOC Policy Proposal

- 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

Policy Requirements

2005 TOD Policy

- 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

TOC Policy Proposal

- 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

Policy Conditions

2005 TOD Policy

- Policy requirements must be satisfied before regional discretionary funds are programmed or allocated for construction

TOC Policy Proposal

- 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)

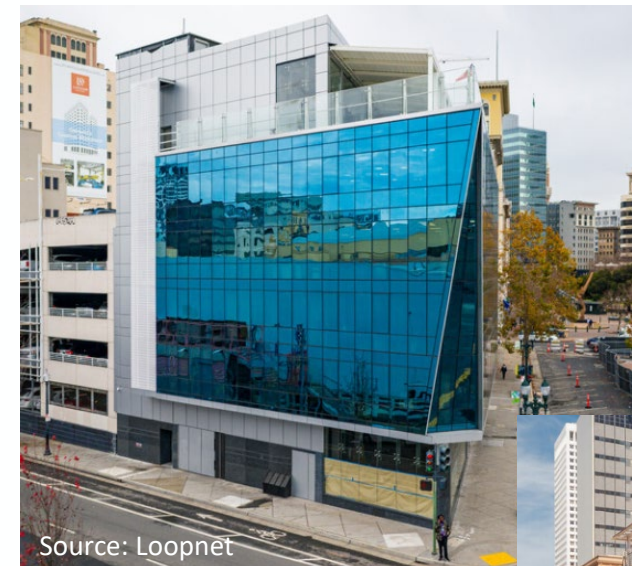
Residential: Oakland



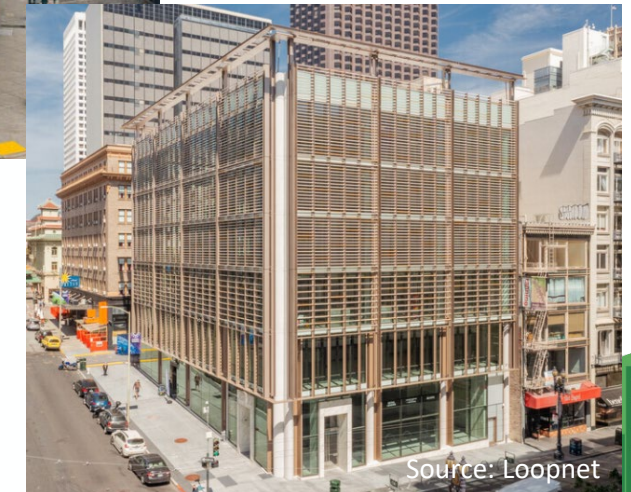
150-200
Dwelling
Units/Acre



Commercial: Oakland and SF



6-8
Floor Area Ratio



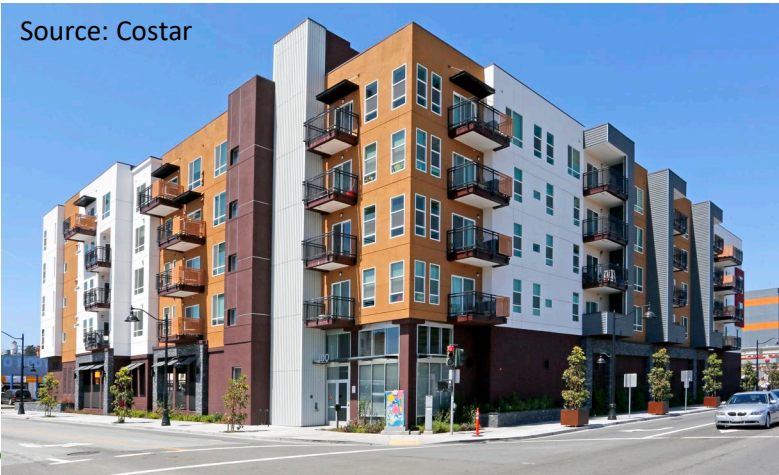
Bay Area Density Examples: Regional Rail, LRT, BRT (Tier 2)

Residential: San Jose and South SF

Source: SilverSanJose.com



Source: Costar



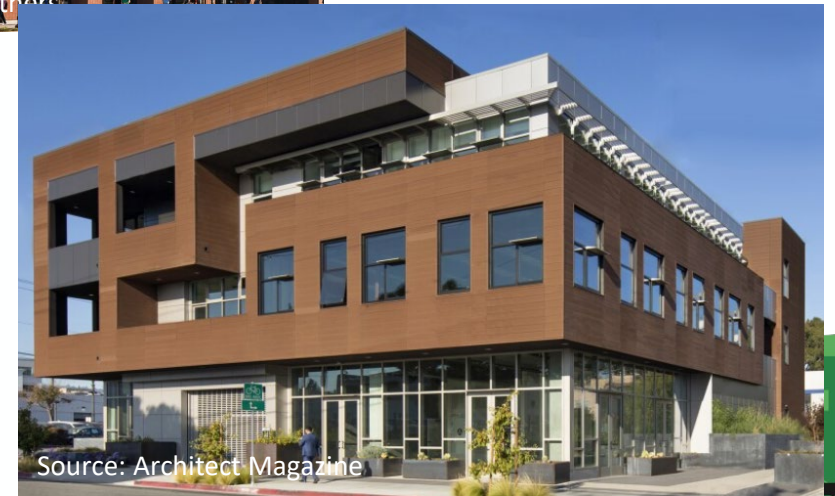
75-100
Dwelling
Units/Acre

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

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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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



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