

Metropolitan Transportation Commission Planning Committee

June 14, 2019

Agenda Item 2b

MTC Resolution No. 3000, Revised – Congestion Management Program Policy

- Subject:** Approval of revisions to MTC’s Congestion Management Program Policy to inform the Bay Area’s County Transportation Agencies (CTAs) (also known as “Congestion Management Agencies” or “CMAs”) on how MTC intends to make a finding of consistency between each prepared 2019 Congestion Management Program (CMP) and Plan Bay Area 2040, the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).
- Background:** CMPs were established by State law in 1990 with the intention of creating a cooperative context for transportation planning by cities and their respective CTAs. A primary intent of CMPs is to monitor county multi-modal transportation networks and identify improvements to the performance of these multi-modal systems. The CMPs primary performance measure is vehicle delay presented as Level of Service (LOS) A through F.
- The CMPs are prepared biennially (odd years). However, CMPs are not required in a county if a majority of local governments representing a majority of the population adopt resolutions electing to be exempt from this requirement (AB 2419 (Bowler) Chapter 293, Statutes of 1996). Jurisdictions throughout the state have chosen to opt out of the CMP process as provided for in the law, including San Diego, Fresno, Santa Cruz, and San Luis Obispo counties. Los Angeles County began the opt out process in 2018. MTC has encouraged local consideration of the opt out process, noting that the CMP legislation is outdated and the CMP’s primary measure – LOS – has largely been superseded by other statewide priorities to reduce vehicle miles (“VMT”) and reduce greenhouse gas emissions. Instead, MTC has encouraged CTAs to focus limited planning resources on Countywide Transportation Plans (CTP) as a more flexible, comprehensive, and inclusive planning process to identify and reflect local funding priorities, and to focus on coordination with MTC staff on the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).
- Revisions to the Guidelines**
Staff revised Attachments A and B of MTC Resolution No. 3000, Revised, to reflect updated federal and state regulatory settings and the adoption of Plan Bay Area 2040, to clarify how MTC will make a finding of consistency between each prepared CMP and Plan Bay Area 2040, to update the Travel Demand Modeling Checklist, to reference the latest release of the Highway Capacity Manual, and to reflect minor updates to descriptive language.
- MTC’s Responsibility**
For each prepared CMP, MTC’s responsibilities include making a finding of consistency between the CMP and the RTP/SCS (currently “Plan Bay Area 2040”), evaluating the consistency and compatibility of the CMPs in the Bay Area, and including CMP projects into the Regional Transportation Improvement Program (RTIP). For counties that opt out of preparing a CMP, MTC will work directly with the respective CTA to reflect project priorities from an adopted

Capital Improvement Program (CIP) and are consistent with Plan Bay Area 2040 for RTIP funding.

Next Steps

In fall 2019, CTAs will submit their 2019 CMP and their respective project priorities for consideration into the 2020 RTIP. MTC will then begin its consistency review before submitting the final 2020 RTIP priorities to the California Transportation Commission by December 15, 2019. See Table 1 for a summary of the 2019 CMP review process.

Issues:

The CMP legislation and ensuing process is outdated and its primary measure – LOS – is out of step with more recent statewide guidance. In response, MTC envisions a future redrafting of the CMP Policy in advance of the 2021 CMPs to re-assess what it means to be consistent with the RTP/SCS. There are two primary ways in which CTA's develop short and long-range transportation project priorities to support regional planning and programming efforts, the CMP and the CTP. Currently, six of the nine Bay Area counties prepare both a CMP and CTP, and the two counties that are not required to prepare CMPs prepare CTPs. Given this redundancy, MTC may want to seek legislative action to revisit the CMP statutes and one modern comprehensive planning process, as the CTP are also established under state statute.

Recommendation:

MTC Resolution No. 3000, Revised, delegates to this Committee the responsibility for approving revisions to the CMP Guidance (MTC Resolution No. 3000, Revised). Staff recommends that the Committee approve the revisions to Attachments A and B of MTC Resolution No. 3000, Revised, for the purpose of providing guidance for the development of the 2019 CMPs consistent with Plan Bay Area 2040.

Attachments:

Attachment A: Table 1: 2019 CMP Schedule
Attachment B: MTC Resolution No. 3000, Revised


Therese W. McMillan

Table 1. 2019 CMP Review Process and Schedule

Date	Activity	Responsible Party
June 14, 2019	Approval of updates to CMP Policy	MTC's Planning Committee
October 2019	CMAs submit 2019 CMP, RTIP projects summary listings, and identification of projects requiring project-level performance measure analysis to MTC. Deadline to submit Complete Streets Checklist for new projects.	CTAs
October 2019	<ul style="list-style-type: none"> • Submittal of CMPs for counties that prepare CMPS • Review of consistency of CMPs with Plan Bay Area 2040 (RTP/SCS) 	MTC staff
November 2019	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR equivalent), Resolution of Local Support, and Certification of Assurances due to MTC (final complete applications due)	CTAs
December 11, 2019	Programming & Allocations scheduled review of RTIP and referral to Commission for approval	MTC's Programming & Allocations Committee
December 15, 2019	2020 RTIP due to the California Transportation Commission (CTC) (PAC approved project list will be submitted)	MTC staff
December 18, 2019	MTC's scheduled Consistency Findings on 2019 CMPs MTC's scheduled approval of the 2020 RTIP	MTC Commission

Date:	June 25, 1997	
W.I.:	30.5.10	
Referred By:	WPC	
Revised:	06/11/99-W	05/11/01-POC
	06/13/03-POC	06/10/05-POC
	05/11/07-PC	05/08/09-PC
	06/10/11-PC	07/12/13-PC
	10/09/15-PC	06/14/19-PC

ABSTRACT

Resolution No. 3000, Revised

This resolution revises MTC's Guidance for Consistency of Congestion Management Programs with the Regional Transportation Plan (RTP).

This resolution supersedes Resolution No. 2537

Attachments A and B of this resolution were revised on June 11, 1999, to reflect federal and state legislative changes established through the passage of the Transportation Equity Act of the 21st Century and SB 45, respectively. In addition, the Modeling Checklist has been updated.

Attachments A and B of this resolution were revised on May 11, 2001, to reflect state legislative changes and to reference updated demographic and forecast data.

Attachments A and B of this resolution were revised on June 13, 2003, to reflect state legislative changes, 2001 RTP goals and policies, and to reference updated demographic and forecast data.

Attachments A and B of this resolution were revised on June 10, 2005, to reflect the updated RTP goals, as per Transportation 2030, and to reference updated demographic and forecast data.

Attachments A and B of this resolution were revised on May 11, 2007, to reflect federal legislative changes established through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), and to reference new State Transportation Control Measures and updated demographic and forecast data.

Attachments A and B of this resolution were revised on May 8, 2009, to reflect MTC's new RTP (Transportation 2035 Plan), an updated Travel Demand Modeling Checklist, and revised Resolution 3434 and TOD policy.

ABSTRACT

MTC Resolution No. 3000, Revised

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Attachments A and B of this resolution were revised on June 10, 2011, to reflect the new regional coordinated land use and transportation planning process as directed through SB 375, an updated Travel Demand Modeling Checklist, the newly released Highway Capacity Manual 2010, the Bay Area 2010 Ozone Strategy, and updates to the table noting achievement of the Transit Oriented Development requirements by Resolution No. 3434 transit extension project.

Attachments A and B of this resolution were revised on July 12, 2013, to reflect the new RTP (Plan Bay Area) and the statutory requirements in MAP-21 for RTP and air quality conformity requirements.

Attachments A and B of this resolution were revised on October 9, 2015, to reflect the final Plan Bay Area document, revisions to the Modeling Consistency Requirements and Transportation Control Measures, and to include minor updates to descriptive language.

Attachments A and B of this resolution were revised on June 14, 2019, to reflect updated federal and state regulatory settings and the Bay Area's new RTP/SCS (Plan Bay Area 2040), clarifications to the manner in which MTC will make a finding of consistency with PBA 2040, revisions to the Travel Demand Modeling Checklist, the newly released Highway Capacity Manual 2016, and to include minor updates to descriptive language.

Date: June 25, 1997
W.I.: 30.5.10
Referred By: WPC

Re: Congestion Management Program Policy.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3000

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq; and

WHEREAS, Government Code § 65080 requires each transportation planning agency to prepare a regional transportation plan and a regional transportation improvement program directed at the achievement of a coordinated and balanced regional transportation system; and

WHEREAS, Government Code § 65089 requires a designated local agency in each urbanized county to develop, adopt, and periodically update a congestion management program for the county and its included cities unless a majority of local governments in a county and the county board of supervisors elect to be exempt; and requires that this congestion management program be developed in consultation, among others, with the regional transportation planning agency; and

WHEREAS, Government Code § 65089.2 requires that, for each congestion management program prepared, the regional transportation planning agency must make a finding that each congestion management program is consistent with the regional transportation plan, and upon making that finding shall incorporate the congestion management program into the regional transportation improvement program; and

WHEREAS, Government Code § 65082 requires that adopted congestion management programs be incorporated into the regional transportation improvement program approved by MTC; and

WHEREAS, MTC has adopted a Congestion Management Program Policy (MTC Resolution 2537, Revised) to provide guidance for all the counties and cities within the region in preparing their congestion management programs; and,

WHEREAS, MTC's Congestion Management Program Policy needs to be updated from time to time to provide further guidance, now, therefore, be it

RESOLVED, that MTC adopts the Congestion Management Program Policy, as set forth in Attachments A and B to this resolution, which are incorporated herein by reference; and, be it further

RESOLVED, that the MTC Work Program Committee is delegated the responsibility for approving amendments to Attachments A and B; and, be it further

RESOLVED, that this resolution shall be transmitted to the nine Bay Area Congestion Management Agencies for use in preparing their congestion management programs; and, be it further

RESOLVED, that MTC Resolution No. 2537, Revised is hereby superceded.

METROPOLITAN TRANSPORTATION COMMISSION

Jane Baker, Chairwoman

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
Commission held in Oakland,
California, on June 25, 1997.

Date:	June 25, 1997	
W.I.:	30.5.10	
Referred By:	WPC	
Revised:	06/11/99-W	05/11/01-POC
	06/13/03-POC	06/10/05-POC
	05/11/07-PC	05/08/09-PC
	06/10/11-PC	07/12/13-PC
	10/09/15-PC	06/14/19-PC

Attachment A
Resolution No. 3000
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GUIDANCE FOR CONSISTENCY OF

CONGESTION MANAGEMENT PROGRAMS

WITH THE REGIONAL TRANSPORTATION PLAN

Metropolitan Transportation Commission

June 2019

Title Page

**GUIDANCE FOR CONSISTENCY OF
CONGESTION MANAGEMENT PROGRAMS
WITH THE REGIONAL TRANSPORTATION PLAN**

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Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
BAAQMD	Bay Area Air Quality Management District
BCDC	Bay Conservation and Development Commission
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMP	Congestion Management Program
CTC	California Transportation Commission
FAST	Fixing America's Surface Transportation Act
GHG	Greenhouse Gas (CO ₂)
HCM	Highway Capacity Manual
ITIP	Interregional Transportation Improvement Program
LOS	Level of Service
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTP	Metropolitan Transportation Plan
PCA	Priority Conservation Area
PDA	Priority Development Area
RMWG	Regional Model Working Group
RTIP	Regional Transportation Improvement Program
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RTPA	Regional Transportation Planning Agency
SB	Senate Bill
TCM	Transportation Control Measures
TOD	Transit Oriented Development
TPA	Transit Priority Area
UGB	Urban Growth Boundary

I. INTRODUCTION

A. Purpose of This Guidance

The Congestion Management Program (CMP) statutes establish specific requirements for the content and development process for CMPs; the relationship between CMPs and the regional transportation planning process; Congestion Management Agency (CMA) monitoring and other responsibilities; and, the responsibilities of MTC as the Bay Area's Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO). CMPs are not required to be prepared in counties where a majority of local governments representing a majority of the county's population and the Board of Supervisors adopt resolutions requesting to be exempt from this requirement (AB 2419 (Bowler) Chapter 293, Statutes of 1996). The following Guidance is for those counties that prepare a CMP following state statutes. For counties that opt out of preparing a CMP, MTC will work directly with the appropriate county transportation agencies to establish project priorities for funding.

CMP statutes specify responsibilities for MTC as the Bay Area's RTPA/MPO. These responsibilities include: reviewing the consistency between each CMP and the Regional Transportation Plan (RTP) – which encompasses the Bay Area's Sustainable Communities Strategy (SCS) demonstrating how the region could achieve state greenhouse gas (GHG) emission reduction targets; evaluating the consistency and compatibility of the CMPs in the Bay Area; and, including CMP projects into the Regional Transportation Improvement Program (RTIP).

The purpose of this Guidance is to focus on MTC's role in determining consistency between the CMPs and the region's RTP/SCS (herein also referred to as "Plan Bay Area 2040").

B. Legislative Requirement for Congestion Management Programs

CMPs were established as part of a bi-partisan legislative package in 1989 and approved by the voters in 1990. This legislation also increased transportation revenues and changed state transportation planning and programming processes. The specific CMP provisions were originally chartered by the Katz-Kopp-Baker-Campbell Transportation Blueprint for the Twenty-First Century by AB 471 (Katz); (Chapter 106, Statutes 1989). They were revised by AB 1791 (Katz) (Chapter 16, Statutes of 1990), AB 3093 (Katz) (Chapter 2.6, Statutes of 1992), AB 1963 (Katz) (Chapter 1146, Statutes of 1994), AB 2419 (Bowler) (Chapter 293, Statutes of 1996), AB 1706 (Chapter 597, Statutes of 2001), and SB 1636 (Figueroa) (Chapter 505, Section 4, Statutes of 2002), which defines and incorporates "infill opportunity zones." The provisions regarding establishing new "infill opportunity zones" have now expired, but established infill opportunities zones are still subject to the statutes.

CMP statutes establish requirements for local jurisdictions to receive certain gas tax subvention funds. Additionally, CMPs play a role in the development of specific project proposals for the RTIP.

C. The Role of CMPs in the Regional Transportation Planning Process

CMPs can play a role in the countywide and regional transportation planning processes (although these functions can be achieved without an official CMP as well):

- CMPs can be used to identify near-term projects to implement the long-range vision established in a countywide transportation plan.
- Through CMPs, the transportation investment priorities of the multiple jurisdictions in each county can be addressed in a countywide context.
- CMPs can be used to establish a link between local land use decision making and the transportation planning process.
- CMPs can be used as a building block for the federally required Congestion Management Process¹.

II. MTC's ROLE & RESPONSIBILITIES

A. MTC's Responsibilities Regarding CMPs

MTC's direct responsibilities under CMP statutes are concentrated in the following provisions:

“The regional agency shall evaluate the consistency between the program (i.e., the CMP) and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region. (Section 65089.2 (a))

The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program. (Section 65089.2(b))

It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.” Section 65089.2.(d)(1))

B. The RTP Regulatory Setting

Federal Requirements

The primary federal requirements regarding RTPs are addressed in the metropolitan transportation planning rules in Title 23 of the Code of Federal Regulations (CFR) Part 450 and 500 and Title 49 CFR Part 613. These federal regulations have been updated to reflect the

¹See the following link for more information on the federal Congestion Management Process, https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm

metropolitan transportation planning regulations called out in 2015's federal transportation bill, Fixing America's Surface Transportation Act (FAST). Under FAST, the U.S. Department of Transportation requires that MPOs, such as MTC, prepare long-range Metropolitan Transportation Plans (MTPs) and update them every four years if they are in designated "nonattainment" or "maintenance" areas for federal air quality standards.

State Requirements

California Government Code Section 65080 sets forth the state's requirements for RTPs. Section 65080 requires MPOs located in air quality nonattainment regions update their RTPs at least every four years.

The regional agencies, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC), assist MTC in addressing the requirements flowing from California's Sustainable Communities and Climate Protection Act (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008), which requires each of the state's 18 metropolitan areas, including the Bay Area, to reduce GHG emissions from cars and light-duty trucks. The mechanism for achieving these reductions is the preparation of an SCS.

State RTP Guidelines

The California Transportation Commission (CTC)'s RTP Guidelines, last updated in 2017, tie together federal and state regulations and CTC policy direction to guide the development of RTPs. CTC programming policy prohibits the allocation of funds to projects that are not consistent with an adopted RTP.

Section 65080 of the Government Code, as amended by SB 375, states that the RTP shall contain four distinct elements:

- A Policy Element that reflects the mobility goals, policies and objectives of the region;
- A Sustainable Communities Strategy (SCS), as established through SB 375;
- An Action Element that identifies programs and actions to implement the RTP; and
- A Financial Element that summarizes the cost of implementing the projects in the RTP in a financially constrained environment.

C. Consistency Findings with the RTP/SCS

MTC's findings for the consistency between CMPs and the RTP/SCS focus on four areas:

- Consistency with the RTP/SCS goals, growth pattern, and supporting transportation investment strategy;
- Consistency with the MTC travel demand modeling database and methodologies; and,
- Consistency with federal and state air quality plans.

1) The RTP/SCS ("Plan Bay Area 2040")

Plan Bay Area 2040, adopted in 2017, along with its predecessor – Plan Bay Area – grew out of SB 375 and serves as the Bay Area's MTP and RTP/SCS. Plan Bay Area 2040 integrates the

region's SCS into the RTP. Plan Bay Area 2040 was prepared by MTC in partnership with ABAG, BAAQMD, and BCDC and in collaboration with Caltrans, the nine county-level CMAs or substitute agencies, over two dozen Bay Area transit operators, and numerous transportation stakeholders and the public. Plan Bay Area 2040 achieves and exceeds the Bay Area's regional GHG reduction targets set forth by CARB and was prepared in compliance with the CTC's RTP Guidelines.

Goals and Targets

Plan Bay Area 2040 incorporates a set of seven goals and thirteen performance targets – one of those being CARB's GHG emissions reduction target – as quantifiable measures against which progress may be evaluated in addressing the major challenges facing the region, as shown in Table 1. CMAs should consider these goals and targets when preparing their CMPs.

To determine whether a CMP is consistent with Plan Bay Area 2040, MTC *will* first qualitatively evaluate whether the CMP is supportive or in conflict with the Plan Bay Area 2040's goals and targets shown in Table 1, below. MTC *will not* evaluate whether each CMP achieves Plan Bay Area 2040's adopted targets.

Table 1. Plan Bay Area 2040 Performance Targets

Goal	#	Target
Climate Protection	1	Reduce per-capita GHG (CO ₂) emissions from cars and light duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year
Healthy & Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space & Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries (UGBs))
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
	6	Increase the share of affordable housing in PDAs, transit priority areas (TPAs), or high-opportunity areas by 15%
	7	Do not increase the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at risk of displacement
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions

Transportation System Effectiveness	9	Increase by 38% the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by 20%
	11	Increase non-auto mode share by 10%
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%
	13	Reduce per-rider transit delay due to aged infrastructure by 100%

Unless noted, the Performance Target increases or reductions are for 2040 compared to a year 2005 baseline.

Growth Pattern

In addition to reducing GHG emissions, SB 375 requires that the SCS promote compact, mixed-use commercial and residential development, and identify how the region could house its current and projected population. To meet the goals of SB 375, and the GHG reduction targets, Plan Bay Area 2040 largely reflects the foundation and regional growth pattern established in the original Plan Bay Area. Plan Bay Area 2040's core strategy is "focused growth" in existing communities along the existing transportation network. This strategy builds upon existing community characteristics and leverages existing infrastructure. Key to implementing the focused growth strategy are Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) identified, recommended, and approved by local governments.

- **Priority Development Areas (PDAs) -**
These existing neighborhoods are nominated locally, served by public transit, and include areas that are or will be walkable and bikeable and close to public transit, jobs, schools, shopping, parks, recreation and other amenities.
- **Priority Conservation Areas (PCAs) -**
These regionally significant open spaces which have a broad consensus for long-term protection but which face nearer-term development pressures.

In addition, MTC has adopted a Transportation and Land Use Platform that calls for supportive land use plans and policies to support transit extensions in Res. 3434. Further, MTC has adopted a Transit Oriented Development (TOD) Policy, as part of Res. 3434, that establishes specific housing thresholds for these extensions, requires station area plans and establishes corridor working groups. These regional policies and specific projects within the county should be recognized in the CMP (attached as Attachment B, Appendix C).

As a second check to determine whether a CMP is consistent with Plan Bay Area 2040, MTC will qualitatively evaluate whether the CMP is supportive versus in conflict with the Plan Bay Area 2040's growth strategy.

Investment Strategy

Plan Bay Area 2040's focused growth strategy is supported by a robust, multi-modal transportation investment strategy that enables the Bay Area to exceed its regional GHG

reduction targets. The Plan develops a blueprint for short- term and long-term transportation investments to support the plan's focused growth strategy. Investment priorities reflect a primary commitment to "Fix It First," a key emphasis area in the original Plan Bay Area as well.

Approximately 90 percent of Plan Bay Area 2040's investments focus on operating, maintaining and modernizing the existing transportation system. Plan Bay Area 2040 also directs almost two-thirds of future funding to investments in public transit, mostly to ensure that transit operators can sustain existing service levels through 2040.

- **Operate + Maintain:** This strategy includes projects that replace transit assets, pave local streets and state highways, and operate the transit system.
- **Modernize:** This strategy includes projects that improve the existing system without significantly increasing the geographical extent of the infrastructure. Electrifying Caltrain and portions of the express lane network are two major investments in this category.
- **Expand:** This strategy includes projects that extend fixed-guideway rail service or add lanes to roadways. Extending Caltrain to downtown San Francisco and BART into Silicon Valley, as well as implementing express lanes on U.S.101 in San Mateo and Santa Clara counties, are major investments in this category.

Regional Transit Expansion Program

The Regional Transit Expansion Program –adopted by the Commission as Resolution 3434– calls for a nearly \$18 billion investment in new rail and bus projects that will improve mobility and enhance connectivity for residents throughout the Bay Area. Further, Plan Bay Area 2040 identifies modernization and expansion projects to increase transit capacity in core locations of the Bay Area, including the transbay corridor, peninsula corridor, within San Francisco, and within Santa Clara County. This includes projects such as extending BART to San Jose and Santa Clara, extending Caltrain to downtown San Francisco, extending VTA's light rail on the Capitol Expressway and Vasona lines, and extending SMART to Larkspur and Windsor.

RTP Financial Requirements and Projections

Under the federal transportation authorization (FAST), the actions, programs and projects in the RTP must be fiscally constrained, meaning their costs cannot exceed the forecast of public and private revenues that are reasonably expected to be available. While CMPs are not required by legislation to be fiscally constrained, recognition of financial constraints, including the costs for maintaining, rehabilitating, and operating the existing multi-modal system and the status of specific major projects, will strengthen the consistency and linkage between the regional planning process and the CMP. The CMA may submit project proposals for consideration by MTC in developing future fiscally constrained RTPs.

As a final check to determine whether a CMP is consistent with Plan Bay Area 2040, MTC will verify whether the CMP's CIP is consistent with the Plan Bay Area 2040's adopted investment strategy. The scope, schedule, and cost estimates of regionally-significant projects must be consistent with Plan Bay Area 2040's adopted project list, and non-regionally significant projects must align with a programmatic category in Plan Bay Area 2040's adopted project list.

2) Consistency with the MTC Travel Demand Modeling Databases and Methodologies

MTC's statutory requirements regarding consistent databases are as follows:

The agency, (i.e., the CMA) in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model . . . The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency. (Section 65089 (c))

MTC desires the development and implementation of consistent travel demand models, with shared input databases, to provide a common foundation for transportation policy and investment analysis.

The Bay Area Partnership's Regional Model Working Group (RMWG) serves as a forum for sharing data and expertise and providing peer review for issues involving the models developed by or for the CMAs, MTC, and other parties. The MTC Checklist for Modeling will be used to guide the consistency assessment of CMA models with the MTC model.

The Checklist is included in Attachment B, and addresses:

- Demographic/econometric forecasts;
- Pricing assumptions;
- Network assumptions;
- Travel demand methodologies; and,
- Traffic assignment methodologies.

Level of Service Methodology

CMP statutory requirements regarding level of service are as follows

“Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual.” (Section 65089 (b))

The most recently adopted highway capacity manual is Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis, or HCM 2016, or HCM6, was released in 2016. This edition incorporates the latest research on highway capacity, quality of service, *Active Traffic and Demand Management*, and travel time reliability.

Over the last several years, the State of California Office of Planning and Research (OPR) has been in the process of developing an alternative to the LOS approach as it relates to the California Environmental Quality Act (CEQA) in response to SB 743 (Steinberg, 2013). OPR's proposed alternative is an assessment of vehicle miles traveled (VMT). In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the Guidelines section implementing SB 743 (§ 15064.3).

3) Consistency with pertinent Air Quality Plans

Transportation Control Measures (TCMs) are identified in the federal and state air quality plans to achieve and maintain the respective standards for ozone and carbon monoxide. The statutes require that the Capital Improvement Program (CIP) of the CMP conform to transportation related vehicle emission air quality mitigation measures. CMPs should promote the region's adopted TCMs for federal and state air quality plans. In addition, CMPs are encouraged to consider the benefits of GHG reductions in developing the CIP, although GHG emission reductions are not currently required in federal and state air quality plans.

A reference to the lists of federal and state TCMs is provided in Attachment B. The lists may be updated from time to time to reflect changes in the federal and state air quality plans.

In particular, TCMs that require local implementation should be identified in the CMP, specifically in the CIP.

CMPs are also required to contain provisions pertaining to parking cash-out.

The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development. (2) At the request of an existing commercial development that has implemented a parking cashout program, the city of county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes. (Section 65089 (d))

As of January 1, 2010, cities, counties and air districts were given the option to enforce the State Parking Cash-Out statutes (Section 43845 of the Health and Safety Code), as per SB 728 (Lowenthal). This provided local jurisdictions with another tool to craft their own approaches to support multi-modal transportation systems, address congestion and greenhouse gases.

D. Consistency and Compatibility of the Programs within the Region

The CMP statutes require that, in the case of a multi-county regional transportation agency, that agency shall evaluate the consistency and compatibility of the CMPs within the region. Further, it is the Legislature's stated intention that the regional agency (i.e., MTC in the San Francisco Bay Area) resolve inconsistencies and mediate disputes between or among CMPs within a region.

To the extent useful and necessary, MTC will identify differences in methodologies and approaches between the CMPs on such issues as performance measures and land use impacts.

The CMP statutes also require that the CMA designate a system of highways and roadways which shall be subject to the CMP requirements. Consistency requires the regional continuity of the CMP designated system for facilities that cross county borders.

To determine whether a CMP is consistent with the system definition of adjoining counties, MTC will review the draft CMPs to determine whether adjacent counties have the same designations of cross border facilities.

E. Incorporation of the CMP Projects into the RTIP

State transportation statutes require that the MTC, in partnership with the state and local agencies, develop the RTIP on a biennial cycle. The RTIP is the regional program for state and federal funding, adopted by MTC and provided to CTC for the development of the State Transportation Improvement Program (STIP). In 1997, SB 45 (Statutes 1997, Chapter 622) significantly revised State transportation funding policies, delegating project selection and delivery responsibilities for a major portion of funding to regions and counties. Subsequent changes to state law (AB 2928 – Statutes 2000, Chapter 91) made the RTIP a five-year proposal of specific projects, developed for specific fund sources and programs. The RTIP is required to be consistent with the most recently adopted RTP (Plan Bay Area 2040).

The CMP statutes establish a direct linkage between CMPs that have been found to be consistent with the RTP, and the RTIP. MTC will review the projects in the CIP of the CMP for consistency with the RTP. MTC's consistency findings for projects in the CMPs will be limited to those projects that are included in the RTP, and do not extend to other projects that may be included in the CMP. Some projects may be found consistent with a program or programmatic category in the RTP. MTC, upon finding that the CMP is consistent with the RTP, shall incorporate the CMP's program of projects into the RTIP, subject to specific programming and funding requirements. If MTC finds the CMP inconsistent, it may exclude any project in the program from inclusion in the RTIP. Since the RTIP must be consistent with the RTP, projects that are not consistent with the RTP will not be included in the RTIP. MTC may include certain projects or programs in the RTIP which are not in a CIP, but which are in the RTP. In addition, SB 45 requires projects included in the Interregional Transportation Improvement Program (ITIP) to be consistent with the RTP.

MTC will establish funding bid targets for specific funds, based upon the fund estimate as adopted by the CTC. Project proposals can only be included in the RTIP within these funding bid targets. MTC will also provide information on other relevant RTIP processes and requirements, including coordination between city, county, and transit districts for project applications, schedule, evaluations and recommendations of project submittals, as appropriate for the RTIP.

As per CTC's Guidelines, MTC will evaluate the projects in the RTIP based on specific performance indicators and measures as established in the RTP and provide this evaluation to the CTC along with the RTIP. CMAs are encouraged to consider the performance measures in Plan Bay Area when developing specific project proposals for the RTIP; more details will be provided in the RTIP Policies and Procedures document, adopted by MTC for the development of the RTIP.

III. CMP PREPARATION & SUBMITTAL TO MTC

A. CMP Preparation

If prepared, the CMP shall be developed by the CMA in consultation with, and with the cooperation of, MTC, transportation providers, local governments, Caltrans, and the BAAQMD, and adopted at a noticed public hearing of the CMA. As established in SB 45, the RTIP is scheduled to be adopted by December 15 of each odd numbered year. If circumstances arise that change this schedule, MTC will work with the CMAs and substitute agencies in determining an appropriate schedule and mechanism to provide input to the RTIP.

B. Regional Coordination

In addition to program development and coordination at the county level, and consistency with the RTP, the compatibility of the CMPs with other Bay Area CMPs would be enhanced through identification of cross county issues in an appropriate forum, such as Partnership and other appropriate policy and technical committees. Discussions would be most beneficial if done prior to final CMA actions on the CMP

C. Submittal to MTC

To provide adequate review time, draft CMPs should be submitted to MTC in accordance to a schedule MTC will develop to allow sufficient time for incorporation into the RTIP for submittal to the California Transportation Commission. Final CMPs must be adopted prior to final MTC consistency findings.

D. MTC Consistency Findings for CMPs

MTC will evaluate consistency of the CMP every two years with the RTP that is in effect when the CMP is submitted; for the 2019 CMP the RTP in effect will be Plan Bay Area 2040. MTC will evaluate the consistency of draft CMPs when received, based upon the areas specified in this guidance, and will provide staff comments of any significant concerns. MTC can only make final consistency findings on CMPs that have been officially adopted.

Date:	June 25, 1997	
W.I.:	30.5.10	
Referred By:	WPC	
Revised:	06/11/99-W	05/11/01-POC
	06/13/03-POC	06/10/05-POC
	05/11/07-PC	05/08/09-PC
	06/10/11-PC	07/12/13-PC
	10/09/15-PC	06/14/19-PC

Attachment B
Resolution No. 3000
Page 1 of 17

Attachment B to MTC Resolution No. 3000 consists of:

- | | |
|------------|-----------------------------------------------------------------------------------------------------|
| Appendix A | Federal and State Transportation Control Measures |
| Appendix B | Checklist for Modeling Consistency for CMPs |
| Appendix C | MTC's Regional Transit Expansion Program of Projects
(MTC Resolution No. 3434, revised 09/24/08) |
| Appendix D | MTC's Resolution No. 3434 Transit Oriented Development
(TOD) Policy, revised 10/24/07 |

Title Page

Appendix A: Federal and State Transportation Control Measures (TCMs)

Federal TCMs:

For a list and description of current Federal TCMs, see the “Federal Ozone Attainment Plan for the 1-Hour National Ozone Standard” adopted Oct. 24, 2001, and “2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas,” approved January 30, 2006.

The current Federal TCMs have been fully implemented. Refer to the "Final Transportation Air Quality Conformity Analysis for the Plan and the Proposed Final 2015 Transportation Improvement Program" at http://files.mtc.ca.gov/pdf/final_pba_and_2015_tip_air_quality_conformity_analysis.pdf (page 19) for the specific implementation steps in the advancement of these Federal TCMs.

State TCMs:

For a list and description of current State TCMs, see “Bay Area 2010 Ozone Strategy,” or subsequent revisions as adopted by the Bay Area Air Quality Management.

CMAQ Evaluation and Assessment Report:

MTC participated in a federal evaluation and assessment of the direct and indirect impacts of a representative sample of Congestion Mitigation and Air Quality (CMAQ) – funded projects on air quality and congestion levels. The study estimated the impact of these projects on emissions of transportation related pollutants, including carbon monoxide (CO), ozone precursors – oxides of nitrogen (NO_x), volatile organic compounds (VOCs), particulate matter (PM₁₀ and PM_{2.5}), and carbon dioxide (CO₂) for information purposes, as well as on traffic congestion and mobility. There is also additional analysis of the selected set of CMAQ-funded projects to estimate of the cost effectiveness at reducing emissions of each pollutant. This report may be of interest to CMAs; it is available on line at:

<http://www.fhwa.dot.gov/environment/cmaqpgs/safetealu1808/index.htm>

or from the MTC/ABAG Library.

Appendix B: MTC Checklist for Modeling Consistency for CMPs

Overall approach

MTC's goal is to establish regionally consistent model "sets" for application by MTC and the CMAs. In the winter of 2010/2011, MTC implemented *Travel Model One* – an "activity-based" model – to replace the previous trip-based modeling tool – *BAYCAST-90* – that had been in place for the past two decades. *Travel Model One* has seen incremental updates since its implementation. Additionally, MTC has been developing the next generation of its activity-based model, called *Travel Model Two*, although it is not yet ready for application. Because the CMAs use a variety of modeling tools, these guidelines must accommodate a framework in which trip-based and activity-based models can be aligned. The approach therefore consists of a checklist to adjudge consistency across model components.

Checklist

This checklist guides the CMAs through their model development and consistency review process by providing an inventory of specific products to be developed and submitted to MTC, and by describing standard practices and assumptions.

Because of the complexity of the topic, the checklist may need additional detailed information to explain differences in methodologies or data. Significant differences will be resolved between MTC and the CMAs, taking advantage of the Regional Model Working Group (RMWG). Standard formats for model comparisons will be developed by MTC for use in future guidelines.

Incremental updates

The CMA forecasts must be updated every two years to be consistent with MTC's forecasts. Alternative approaches to fully re-running the entire model are available, including incremental approaches through the application of factors to demographic inputs and/or trip tables. Similarly, the horizon year must be the same as the TIP horizon year. However, interpolation and extrapolation approaches are acceptable, with appropriate attention to network changes. These alternatives to re-running the entire model should be discussed with MTC before the CMP is adopted by the CMA.

Defining the MTC model sets

The MTC model sets referred to below are defined as those in use on December 31st of the year preceding the CMP update.

Key Assumptions

Please report the following information.

A. General approach:

Discuss the general approach to travel demand modeling by the CMA and the CMA model's relationship to *BAYCAST-90*, *Travel Model One* or *Travel Model Two*.

Product: 1) Description of the above.

B. Demographic/economic/land use forecasts:

Both base and forecast year demographic/economic/land use (“land use”) inputs must be consistent – though not identical – to *Plan Bay Area 2040*’s traffic analysis zone (TAZ) level land use data provided by MTC/ABAG. Specifically, if CMAs wish to reallocate land use within their own county (or counties), they must consult with the affected city (or cities) as well as with MTC/ABAG. Further, the resulting deviation in the subject county (or counties) should be within the ranges specified by MTC/ABAG for the following variables: population, households, jobs, and employed residents. Outside the subject county (or counties), the land use variables in the travel analysis zones used by the county must match either MTC/ABAG’s estimates exactly when aggregated/disaggregated to census tracts or the county-in-question’s estimates per the revision process noted above (e.g. Santa Clara county could use the revised estimates San Mateo developed through consultation with local cities and MTC/ABAG). Forecast year demand estimates should use the *Plan Bay Area 2040* land use data. CMAs may also analyze additional, alternative land use scenarios that will not be subject to consistency review.

Products: 2) A statement establishing that the differences between key ABAG land use variables (i.e., population, households, jobs, and employed residents), and those of the CMA do not differ by more than one percent at the county level for the subject county. A statement establishing that no differences exist at the TAZ-level outside the county between the MTC/ABAG forecast or the MTC/ABAG/CMA revised forecast.

3) A table comparing the MTC/ABAG land use estimates with the CMA land use estimates by county for population, households, jobs, and employed residents for both the base year and the horizon year.

4) If land use estimates within the CMA’s county are modified from MTC/ABAG’s projections, agendas, discussion summaries, and action items from each meeting held with cities, MTC, and/or ABAG at which the redistribution was discussed, as well as before/after census-tract-level data summaries and maps.

C. Pricing assumptions:

Use MTC’s automobile operating costs, transit fares, and bridge tolls or provide an explanation for the reason such values are not used.

Product: 5) Table comparing the assumed automobile operating cost, key transit fares, and bridge tolls to MTC’s values for the horizon year.

D. Network assumptions:

Use MTC's regional highway and transit network assumptions for the other Bay Area counties. CMAs should include more detailed network definition relevant to their own county in addition to the regional highway and transit networks. For the CMP horizon year, to be compared with the TIP interim year, regionally significant network changes in the base case scenario shall be limited to the current Transportation Improvement Program (TIP) for projects subject to inclusion in the TIP.

Product: 6) Statement establishing satisfaction of the above.

E. Automobile ownership:

Use *Travel Model One* automobile ownership models or forecasts or submit alternative models to MTC for review and comment.

Product: 7) County-level table comparing estimates of households by automobile ownership level (zero, one, two or more automobiles) to MTC's estimates for the horizon year.

F. Tour/trip generation:

Use *Travel Model One* tour generation models or forecasts or submit alternative models to MTC for review and comment.

Product: 8) Region-level tables comparing estimates of trip and/or tour frequency by purpose to MTC's estimates for the horizon year.

G. Activity/trip location:

Use *Travel Model One* activity location models or forecasts or submit alternative models to MTC for review and comment.

Products: 9) Region-level tables comparing estimates of average trip distance by tour/trip purpose to MTC's estimates for the horizon year.

10) County-to-county comparison of journey-to-work or home-based work flow estimates to MTC's estimates for the horizon year.

H. Travel mode choice:

Use *Travel Model One* models or forecasts or submit alternative models to MTC for review and comment.

Product: 11) Region-level tables comparing travel mode share estimates by tour/trip purpose to MTC's estimates for the horizon year.

I. Traffic assignment:

Use *Travel Model One* models or submit alternative models to MTC for review and comment.

Products: 12) Region-level, time-period-specific comparison of vehicle miles traveled and vehicle hours traveled estimates by facility type to MTC's estimates for the horizon year.

13) Region-level, time-period-specific comparison of estimated average speed on freeways and all other facilities, separately, to MTC's estimates for the horizon year.

Alternatively, CMAs may elect to utilize MTC zone-to-zone vehicle trip tables, adding network and zonal details within the county as appropriate, and then re-run the assignment. In this case, only Products 12 and 13 are applicable.

Appendix C: MTC's Regional Transit Expansion Program of Projects

Note that Resolution No. 3434, Revised, is reproduced below with the TOD Policy attached as Appendix D to Resolution No. 3000; other associated appendices are not attached here – the other appendices are available upon request from the MTC library.

Date: December 19, 2001
W.L.: 12110
Referred by: POC
Revised: 01/30/02-C 07/27/05-C
04/26/06-C 10/24/07-C
09/24/08-C

ABSTRACT

Resolution No. 3434, Revised

This resolution sets forth MTC's Regional Transit Expansion Program of Projects.

This resolution was amended on January 30, 2002 to include the San Francisco Geary Corridor Major Investment Study to Attachment B, as requested by the Planning and Operations Committee on December 14, 2001.

This resolution was amended on July 27, 2005 to include a Transit-Oriented Development (TOD) Policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies, as detailed in Attachment D-2.

This resolution was amended on April 26, 2006 to reflect changes in project cost, funding, and scope since the 2001 adoption.

This resolution was amended on October 24, 2007 to reflect changes in the Transit-Oriented Development (TOD) Policy in Attachment D-2.

This resolution was amended on September 24, 2008 to reflect changes associated with the 2008 Strategic Plan effort (Attachments B, C and D).

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 14, 2001, July 8, 2005, April 14, 2006, October 12, 2007 and September 10, 2008.

Date: December 19, 2001
W.I.: 12110
Referred by: POC

RE: Regional Transit Expansion Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3434, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 1876 in 1988 which set forth a new rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876, with new light rail service in operation in San Francisco and Silicon Valley, new BART service extended to Bay Point and Dublin/Pleasanton in the East Bay, and the BART extension to San Francisco International Airport scheduled to open in 2002; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21st Century*, provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects to meet the challenge of congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, the Commission adopted Resolution No. 3357 as the basis for assisting in the evaluations of rail and express/rapid bus projects to serve as the companion follow-up program to Resolution No. 1876; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, the Regional Transit Expansion program of projects will enhance the Bay Area's transit network with an additional 140 miles of rail, 600 miles of new express bus routes, and a 58% increase in service levels in several existing corridors, primarily funded with regional and local sources of funds; and

WHEREAS, MTC recognizes that coordinated regional priorities for transit investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Program of Projects, consistent with the Policy and Criteria established in Resolution No. 3357, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this program of projects, as set forth in Attachment B is accompanied by a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the regional discretionary funding commitments included in this financial strategy are subject to the terms and conditions outlined in Attachment D, attached hereto and incorporated herein as though set forth at length; and, be it further

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
Commission held in Oakland,
California, on December 19, 2001.

Appendix D: MTC's Regional Transit Expansion Program of Projects - TOD Policy

Res. No. 3434, TOD Policy (Attachment D-2), revised October 24, 2007, is shown below; other associated Res. 3434 appendices are available upon request from the MTC library.

Date: July 27, 2005
W.I.: 12110
Referred by: POC
Revised: 10/24/07-C

Attachment D-2
Resolution No. 3434
Page 10 of 7

MTC RESOLUTION 3434 TOD POLICY FOR REGIONAL TRANSIT EXPANSION PROJECTS

1. Purpose

The San Francisco Bay Area—widely recognized for its beauty and innovation—is projected to grow by almost two million people and one and a half million jobs by 2030. This presents a daunting challenge to the sustainability and the quality of life in the region. Where and how we accommodate this future growth, in particular where people live and work, will help determine how effectively the transportation system can handle this growth.

The more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. The policy also provides support for a growing market demand for more vibrant, walkable and transit convenient lifestyles by stimulating the construction of at least 42,000 new housing units along the region's major new transit corridors and will help to contribute to a forecasted 59% increase in transit ridership by the year 2030.

This TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD policy:

(a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;

(b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and

(c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

2. TOD Policy Application

The TOD policy only applies to physical transit extensions funded in Resolution 3434 (see Table 1). The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments that only entail level of service improvements or other enhancements without physically extending the system are not subject to the TOD policy requirements. Single station extensions to international airports are not subject to the TOD policy due to the infeasibility of housing development.

**TABLE 1:
RESOLUTION 3434 TRANSIT EXTENSION PROJECTS SUBJECT TO CORRIDOR THRESHOLDS**

Project	Sponsor	Type	Threshold met with current development?	Meets TOD Policy (with current + new development as planned)?
BART East Contra Costa Rail Extension (eBART)				
(a) Phase 1 Pittsburg to Antioch			No	Yes
(b) Future phases	BART/ CCTA	Commuter Rail	No	No
BART – Downtown Fremont to San Jose/ Santa Clara				
(a) Fremont to Berryessa	(a) BART	BART Extension	No	Not yet determined; planning is underway
(b) Berryessa to San Jose/ Santa Clara	(b) VTA		No	Not yet determined
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	Bus Rapid Transit	Yes	Yes
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	Commuter Rail	Yes	Yes
MUNI Third Street LRT Project Phase 2 – New Central Subway	MUNI	Light Rail	Yes	Yes
Sonoma-Marin Rail				
(a) Phase 1 downtown San Rafael to downtown Santa Rosa				Not yet determined; planning is underway
(b) Futures phases tbd	SMART	Commuter Rail	No	Not yet being planned
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	Commuter Rail	No	Not yet determined; planning is underway
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements*	WTA	Ferry	No	Line specific

** Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.*

3. Definitions and Conditions of Funding

For purposes of this policy “regional discretionary funding” consists of the following sources identified in the Resolution 3434 funding plan:

FTA Section 5309- New Starts
FTA Section 5309- Bus and Bus Facilities Discretionary
FTA Section 5309- Rail Modernization
Regional Measure 1- Rail (bridge tolls)
Regional Measure 2 (bridge tolls)
Interregional Transportation Improvement Program
Interregional Transportation Improvement Program-Intercity rail
Federal Ferryboat Discretionary
AB 1171 (bridge tolls)
CARB-Carl Moyer/AB434 (Bay Area Air Quality Management District) ¹

These regional funds may be programmed and allocated for environmental and design related work, in preparation for addressing the requirements of the TOD policy. Regional funds may be programmed and allocated for right-of-way acquisition in advance of meeting all requirements in the policy, if land preservation for TOD or project delivery purposes is essential. No regional funds will be programmed and allocated for construction until the requirements of this policy have been satisfied. See Table 2 for a more detailed overview of the planning process.

4. Corridor-Level Thresholds

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These corridor-level thresholds vary by mode of transit, with more capital-intensive modes requiring higher numbers of housing units (see Table 3). The corridor thresholds have been developed based on potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for TOD-oriented housing in each county, and an independent analysis of feasible development potential in each transit corridor.

¹ The Carl Moyer funds and AB 434 funds are controlled directly by the California Air Resources Board and Bay Area Air Management District. Res. 3434 identifies these funds for the Caltrain electrification project, which is not subject to the TOD policy.

TABLE 2: REGIONAL TOD POLICY IMPLEMENTATION PROCESS FOR TRANSIT EXTENSION PROJECTS		
Transit Agency Action	City Action	MTC/CMA/ABAG Action
<p>All parties in corridors that do not currently meet thresholds (see Table 1) establish Corridor Working Group to address corridor threshold. Conduct initial corridor performance evaluation, initiate station area planning.</p> <p style="text-align: center;">↓</p>		
Environmental Review/ Preliminary Engineering/ Right-of-Way	Conduct Station Area Plans	Coordination of corridor working group, funding of station area plans
<i>Step 1 Threshold Check: the combination of new Station Area Plans and existing development patterns exceeds corridor</i>		
Final Design	Adopt Station Area Plans. Revise general plan policies and zoning, environmental reviews	Regional and county agencies assist local jurisdictions in implementing station area plans
<p><i>Step 2 Threshold Check: (a) local policies adopted for station areas; (b) implementation mechanisms in place per adopted Station Area Plan by the time Final Design is completed.</i></p> <p style="text-align: center;">↓</p>		
Construction	Implementation (financing, MOUs) Solicit development	TLC planning and capital funding, HIP funding

TABLE 3: CORRIDOR THRESHOLDS HOUSING UNITS – AVERAGE PER STATION AREA					
Project Type	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	2,500
<p><i>Each corridor is evaluated for the Housing Threshold. For example, a four station commuter rail extension (including the existing end-of-the—line station) would be required to meet a corridor-level threshold of 8,800 housing units.</i></p> <p><i>Threshold figures above are an average per station area for all modes except ferries based on both existing land uses and planned development within a half mile of all stations. New below market rate housing is provided a 50% bonus towards meeting housing unit threshold.</i></p> <p><i>* Ferry terminals where development is feasible shall meet a housing threshold of 2500 units.</i></p> <p><i>MTC staff will make the determination of development feasibility on a case by case basis.</i></p>					

Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing (listed in Table 3);

Physical transit extension projects that do not currently meet the corridor thresholds with development that is already built will receive the highest priority for the award of MTC's Station Area Planning Grants.

To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. General plan language alone without supportive implementation policies, such as zoning, is not sufficient for the purposes of this policy. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.

An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.

New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of the Resolution 3434 TOD policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units);

The local jurisdictions in each corridor will determine job and housing placement, type, density, and design.

The Corridor Working Groups are encouraged to plan for a level of housing that will significantly exceed the housing unit thresholds stated here during the planning process. This will ensure that the Housing Unit Threshold is exceeded corridor-wide and that the ridership potential from TOD is maximized.

5. Station Area Plans

Each proposed physical transit extension project seeking funding through Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold. This requirement may be met by existing station area plans accompanied by appropriate zoning and implementation mechanisms. If new station area plans are needed to meet the corridor threshold, MTC will assist in funding the plans. The Station Area Plans shall be conducted by local governments in coordination with transit agencies, Association of Bay Area Governments (ABAG), MTC and the Congestion Management Agencies (CMAs).

Station Area Plans are opportunities to define vibrant mixed use, accessible transit villages and quality transit-oriented development – places where people will want to live, work,

shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood serving retail, employment, schools, day care centers, parks and other amenities to serve the local community.

At a minimum, Station Area Plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the ½ mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.
- Estimates of transit riders walking from the half mile station area to the transit station to use transit;
- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;
- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.
- The Station Area Plans shall be conducted according to the guidelines established in MTC's Station Area Planning Manual.

6. Corridor Working Groups

The goal of the Corridor Working Groups is to create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. Each of the transit extensions subject to the corridor threshold process, as identified in Table 1, will need a Corridor Working Group, unless the current level of development already meets the corridor threshold. Many of the corridors already have a transit project working group that may be adjusted to take on this role. The Corridor Working Group shall be coordinated by the relevant CMAs, and will include the sponsoring transit agency, the local jurisdictions in the corridor, and representatives from ABAG, MTC, and other parties as appropriate.

The Corridor Working Group will assess whether the planned level of development satisfies the corridor threshold as defined for the mode, and assist in addressing any deficit in meeting the threshold by working to identify opportunities and strategies at the local level. This will include the key task of distributing the required housing units to each of the affected station sites within the defined corridor. The Corridor Working Group will continue with corridor evaluation, station area planning, and any necessary refinements to

station locations until the corridor threshold is met and supporting Station Area Plans are adopted by the local jurisdictions.

MTC will confirm that each corridor meets the housing threshold prior to the release of regional discretionary funds for construction of the transit project.

7. Review of the TOD Policy

MTC staff will conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 12 months of the adoption of the TOD policy.