

**Metropolitan Transportation Commission
Policy Advisory Council**

September 11, 2019

Agenda Item 7

Priority Development Area (PDA) / One Bay Area Grant Program (OBAG) Assessment

- Subject:** Proposed approach for a combined PDA and OBAG Assessment.
- Background:** Policy Advisory Council Agenda Item 7, PDA / OBAG Assessment, is attached. This report will be presented to the Regional Advisory Working Group on September 10, 2019.
- Staff will be at your September 11 meeting to discuss this report. The Council's input is requested.
- Attachments:** Agenda Item 4 from the September 2019 Regional Advisory Working Group Packet

**Metropolitan Transportation Commission and the Association of Bay Area Governments
Regional Advisory Working Group**

September 10, 2019

Agenda Item 4

Priority Development Area (PDA) / One Bay Area Grant Program (OBAG) Assessment

Subject: Proposed approach for a combined PDA and OBAG Assessment.

Background: A key investment strategy of Plan Bay Area (Plan) is to support focused growth by targeting transportation investments, providing technical assistance, and funding locally-adopted plans for PDAs.

MTC established the OBAG program to align with the Plan's focused growth strategy. Through OBAG, MTC has distributed more than \$700 million over a 10-year period to County Transportation Agencies (CTAs) for projects that support locally-identified PDAs, including investments in Transportation for Livable Communities projects, bicycle and pedestrian improvements, local street repair, and Safe Routes to School. MTC has also provided nearly \$40 million over the same period of time to fund local PDA planning efforts and provide necessary planning and technical assistance to support the implementation of PDAs throughout the region.

Commission Direction

In November 2018, the Commission directed staff to complete a comprehensive evaluation of the OBAG program and its effect on housing and realizing growth in targeted, transit-rich areas.

In March 2019, the Commission approved of staff's proposal to combine the OBAG assessment with a coordinated update of each county's PDA Investment and Growth Strategy. In their consideration of the proposal, the Commission further directed staff to incorporate detailed information on PDA progress and challenges facing local communities in implementing development in PDAs.

Proposed Approach

Staff seeks feedback from the RAWG on the proposed approach to the combined PDA & OBAG Assessment, detailed in Attachment A.

Input provided by the Policy Advisory Council, RAWG, CTAs, and other stakeholders will be incorporated into the staff proposal. Staff will then provide the refined approach to the Programming and Allocations Committee and Commission in October for information and discussion.

Issues: Following the procurement of a project consultant, the assessment is anticipated to take approximately 9-12 months. The assessment will be used to inform the next cycle of the OBAG program (OBAG 3).

Recommendation: Review and provide feedback on staff's proposed approach to the PDA & OBAG Assessment, as detailed in Attachment A.

Attachments: Attachment A: PDA / OBAG Assessment: Proposed Tasks and Preliminary Schedule

PDA / OBAG Assessment: Proposed Tasks and Preliminary Schedule

1. PDA Implementation

Taking into consideration work completed to date to understand the progress and effectiveness of PDAs (e.g., PDA Assessment, Regional Growth Strategies Perspective Paper), the first task will advance our understanding of planning, development, and mobility outcomes in PDAs. In some cases, analysis will be conducted at the regional or county level, while in others it may also be conducted through case studies of a representative sample of PDAs. This task will answer the following questions:

- a. Since the adoption of the first Plan Bay Area, what factors have exerted the greatest influence on housing production at various income levels in PDAs, including local planning and zoning, market strength, and infrastructure?
- b. How have these factors varied across the region and different types of PDAs, including Communities of Concern?
- c. How have transit ridership, rail station access, active transportation, and VMT changed in PDAs relative to other places in the region, including Communities of Concern?
- d. What level of planning has been completed in each PDA (i.e. Plan, EIR, zoning)?
- e. How many jurisdictions with PDAs have adopted citywide or PDA-specific VMT-reduction policies, including policies that meet the recently adopted criteria for Connected Communities PDAs?¹
- f. Through this task, provide findings by county to satisfy the 2019 requirement for its PDA Investment and Growth Strategy (IGS).

2. OBAG Investments

A premise of the OBAG framework is to support growth in PDAs by focusing transportation investments in PDAs, and funding PDA planning grants and technical assistance. This task will answer the following questions:

- a. What role have OBAG investments played in spurring housing production at various income levels in PDAs – as individual projects and in concert with other investments?
Consider both:
 - Planning investments (e.g., planning grants, technical assistance, zoning updates)
 - Capital investments (e.g., bicycle/pedestrian improvements, traffic calming)
- b. What impact have these investments had on mobility outcomes – as individual projects and in concert with other investments?ⁱⁱ
- c. With respect to 2.a. and 2.b., what impacts have the various Regional and County-OBAG programs had?²
- d. Which types of investments have had the greatest impact on housing production and mobility outcomes relative to cost?
- e. Through this task, provide findings by county to satisfy the 2019 requirement for its PDA IGS.

¹ For detailed description of these policies, click [here](#).

² For outcomes that cannot be meaningfully analyzed during the 6 years since the inception of OBAG, peer-reviewed research may be evaluated to assess the likely impacts of specific types of investments.

3. OBAG Program Framework

The program is designed to strengthen the ties between local transportation investments and regional goals for focused growth and greenhouse gas reduction. This task will answer the following questions:

- a. Is the program framework effective in achieving overall program goals?
- b. How closely have the PDA IGS's implemented program goals and requirements, particularly with respect to the role they play on project selection?
- c. What role have CTAs played in supporting PDAs through coordination with cities and other PDA-focused efforts? What best practices have emerged?
- d. Has the County share-based approach to allocating funds used in OBAG1 and 2 had an impact on the program's success in meeting program goals? If so, what has it been?
- e. What emerging trends should be taken into account in designing OBAG3, and how will these impact or influence OBAG goals?
- f. What are effective metrics to measure program goals?
- g. What changes could make the program more effective in the future?

Draft Schedule

[illegible]