

Metropolitan Transportation Commission Programming and Allocations Committee

October 9, 2019

Agenda Item 2g

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

Subject: Proposed approach and work scope for the combined PDA and OBAG Assessment. The assessment seeks to better understand successes and challenges of PDA implementation and how best to support PDAs in the next cycle of OBAG (OBAG 3).

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 \$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 (IGS), satisfying an OBAG requirement that each County Transportation Agency (CTA) produce an update to their IGS in 2019. In 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 locally-defined PDAs.

Proposed Approach

Staff proposes to focus the assessment on three elements:

- PDA implementation
- OBAG investments
- OBAG program framework

A proposed scope and schedule are attached (see Attachment A).

Input on this proposed approach has been sought from the MTC Policy Advisory Council, Regional Advisory Working Group, and CTAs, and will be incorporated into the detailed scope of work, as appropriate.

Following the procurement of a consultant, the assessment is anticipated to take approximately 9-12 months. Staff will report back to the Commission on findings and use the information to inform the next cycle of the OBAG program (OBAG 3).

Issues: None.

Recommendation: Information item.

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


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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 address the following:

- a. Since the adoption of the first Plan Bay Area in 2013, 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?
- 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 by funding PDA planning grants and technical assistance. This task will address the following:

- 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)
- a. What impact have these investments had on mobility outcomes – as individual projects and in concert with other investments?
- b. With respect to 2.a. and 2.b., what impacts have the various Regional and County-OBAG programs had?¹
- c. Which types of investments have had the greatest impact on housing production and mobility outcomes relative to cost?
- d. Through this task, provide findings by county to satisfy the 2019 requirement for its PDA IGS.

¹ 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. To what degree has the framework itself been effective in progressing toward 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 progress toward program goals?
- g. Given funding constraints, what changes could make the program more effective in the future?

Draft Schedule

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