



CALL AND NOTICE

CALL AND NOTICE OF SPECIAL MEETING OF THE ADMINISTRATIVE COMMITTEE OF THE ASSOCIATION OF BAY AREA GOVERNMENTS

As Chair of the Administrative Committee of the Association of Bay Area Governments (ABAG), I am calling a special meeting of the ABAG Administrative Committee as follows:

ADMINISTRATIVE COMMITTEE

Special Joint Meeting with the MTC Planning Committee

Friday, November 8, 2013, 9:30 AM

Location:

Lawrence D. Dahms Auditorium
Joseph P. Bort MetroCenter
101 8th Street
Oakland, California

Agenda and attachments available at abaq.ca.gov

For information, contact Fred Castro, ABAG Clerk of the Board, at (510) 464 7913.

The business to be transacted will include:

- 1. Call to Order / Confirm Quorum**
- 2. Pledge of Allegiance**
- 3. Compensation Announcement**
- 4. Consent Calendar**
 - A. Approval of Minutes of October 11, 2013**
- 5. Regional PDA Planning Program**
- 6. PDA Investment/Growth Strategies**
- 7. Public Comment / Other Business / Next Meeting / Adjournment**

The ABAG Administrative Committee may act on any item on the agenda.

ABAG Administrative Committee

November 8, 2013

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Members of the public shall be provided an opportunity to directly address the ABAG Administrative Committee concerning any item described in this notice before consideration of that item.

Agendas and materials will be posted and distributed for this meeting by ABAG staff in the normal course of business.



Mark Luce
Chair, Administrative Committee

November 1, 2013

Date



AGENDA

ADMINISTRATIVE COMMITTEE

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101 8th Street
Oakland, California

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This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission website at mtc.ca.gov

Agenda and attachments available at abag.ca.gov

For information, contact Fred Castro, ABAG Clerk of the Board, at (510) 464 7913.

1. Call to Order / Confirm Quorum

2. Pledge of Allegiance

3. Compensation Announcement

4. Consent Calendar

A. Approval of Minutes of October 11, 2013

MTC Planning Committee APPROVAL

Attachment: Minutes of October 11, 2013

5. Regional PDA Planning Program

ABAG Administrative Committee Information/MTC Planning Committee Information

Miriam Chion, ABAG Planning and Research Director, and Ken Kirkey, MTC Planning Director, will present an update on Priority Development Area planning and implementation at the regional level.

Attachment: Plan Bay Area Implementation: Regional Priority Development Area Planning (PDA) Program Update and Next Steps

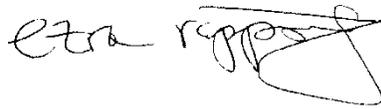
6. PDA Investment/Growth Strategies

ABAG Administrative Committee Information/MTC Planning Committee Information

Ken Kirkey, MTC Planning Director, and Congestion Management Agency staff will present an overview of CMA Investment and Growth Strategies developed to advance PDA development and Plan Bay Area implementation.

Attachment: Report on Congestion Management Agency (CMA) Investment and Growth Strategies

7. Public Comment / Other Business / Next Meeting / Adjournment



Ezra Rapport
Secretary-Treasurer

November 1, 2013

Date



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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State Business, Transportation
and Housing Agency

James P. Spering
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Adrienne J. Tissier
San Marco County

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

MTC PLANNING COMMITTEE
October 11, 2013
MINUTES

ATTENDANCE

Chair Sperring called the MTC Planning Committee meeting to order at 9:30 a.m. Planning Committee members in attendance were: Commissioners Haggerty, Halsted, Luce and Mackenzie. Commissioners Bates, and Wiener were also in attendance.

CONSENT CALENDAR: a) Minutes of September 13, 2013

Commissioner Halsted moved approval of the Consent Calendar, Commissioner Mackenzie seconded. Motion passed unanimously.

REGIONAL GOODS MOVEMENT UPDATE

Ms. Carolyn Clevenger presented an update on the regional and state-level goods movement initiatives. She also stated that staff is beginning work with a number of partners on potential advocacy principles for a future federal freight program. These principles will be incorporated into MTC's 2014 Legislative Advocacy Program, a draft of which will be presented to the Legislation Committee in November.

Committee discussion:

- Commissioner Haggerty commented on local and regional truck routes, and expressed concern that Highway 238 was left out of the discussion. He requested it be added since it is a connector to both I-880 and I-580. He also requested the I-580 corridor through the Tri-Valley remain a separate study, due to the fact that Plan Bay Area specifically called that corridor out for analysis.
- Commissioner Luce asked how staff planned to incorporate an analysis of diesel particulates in highly concentrated areas Ms. Clevenger stated that the California Air Resources Board is working on this issue at the state level and will be incorporating such work into their strategic freight plan (State Plan). Staff will then follow up with the Air District. Ms. Clevenger also noted that MTC staff will provide input into the State Plan which will include discussion of impacts. The State Plan is being developed pursuant to MAP 21 where USDOT recommended each state develop a freight plan.

- Commissioner Spering asked about specific how staff planned to consider highway congestion along major freight corridors and rail connections and specific projects that address this issue. Ms. Clevenger stated that MTC conducts regional studies that identify major bottlenecks, identifies potential projects, and then works with Caltrans and the county congestion management agencies to develop specific investments plans and analyze benefits.
- Commissioner Bates asked about future studies around climate change and sea level rise. Ms. Clevenger stated that staff plans to update the Committee in December on the Climate Program. Staff received a grant from FHWA to look at three specific areas on the Alameda County shoreline in terms of adaptation strategies to address sea level rise, and BCDC is leading some additional work with the Port of Oakland related to the airport.
- Commissioner Halsted expressed her support for more work on climate change.

Public Comment:

- Mr. Rich Hedges asked about the effects of reduced traffic in Oakland, , security at the Port, and on the economy. Commissioner Spering noted these are good questions to ask the Port.

OTHER BUSINESS/PUBLIC COMMENT

- Mr. Andrew Carpiaux, CX Engineers, expressed his concern with the bridge expenses especially for the demolition of the old eastern span of the Bay Bridge.

There being no other business, the meeting adjourned at 9:57 a.m. The Committee's next meeting is scheduled for Friday, November 8, 2013 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.

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BayArea Plan

TO: MTC Planning Committee, ABAG Administrative Committee

DATE: November 1, 2013

FR: Executive Director, MTC, Executive Director, ABAG

W.I.

RE: Plan Bay Area Implementation: Regional Priority Development Area Planning (PDA) Program Update and Next Steps

At its November 2012 meeting, the Commission directed that \$20 million of the \$40 million Regional PDA Planning Program be included in the OneBayArea Grant (OBAG) framework to the county Congestion Management Agencies (CMAs). In February 2013, the joint MTC Planning/ABAG Administrative Committee directed the remaining \$20 million regional funds to be allocated as follows:

- \$10 million to the Transit Oriented Affordable Housing (TOAH) Fund;
- \$8 million to Regional PDA Planning and PDA Technical Assistance; and
- \$2 million to ABAG.

This memo offers an update on each program component.

TOAH Fund: The TOAH Fund is a \$50 million revolving loan fund for affordable housing projects near transit in PDAs throughout the region. The initial investment in the TOAH Fund was generated through \$10 million from MTC, matched 1:4 by private capital from community development financial institutions, foundations and private banks.

When the Committee approved the allocation of an additional \$10 million into the TOAH Fund, the following conditions were to apply to the investment: 1) MTC needs to exchange the \$10 million in federal transportation funds for local funds because they cannot be used directly for housing investment; 2) Foundation or other sources of funding would be matched by MTC funds at least on a 3:1 basis to reach a minimum increase in the fund of \$40 million, and 3) the TOAH fund would be spent only in PDAs on projects that have the greatest potential to deliver affordable housing units with direct access to transit.

The TOAH Fund has closed loans on five projects that will provide 645 units of new housing. More than 75% of the units will be designated for residents with household income equal to or less than 80% of Area Median Income (AMI). Several additional projects are now moving through the TOAH pipeline toward closure. MTC's additional commitment of \$10 million to the TOAH Fund will expand the funding pool from \$50 million today to at least \$90 million by 2014.

PDA Planning and Technical Assistance: These program grants provide the planning support needed to achieve higher density land uses in and around transit stations and along corridors in PDAs throughout the region. Staff has reviewed and fine-tuned both programs since their inception – the PDA Planning (Station Area Planning) program in 2005, and the PDA Technical Assistance program in 2009. These grants have resulted in zoning for over 44,000 housing units, 60,000 new jobs and 24 million sq. ft. of commercial development in PDAs throughout the region.

In an effort to ensure that these regional programs continue to meet local jurisdictions' planning needs, staff administered a survey to cities with PDAs asking about their experience with the existing programs,

as well as their planning needs in the next 2-3 years. Results are provided in Attachment A. Survey results indicate that, overall, respondents were satisfied with regional administration of the programs, the existing planning elements funded through the programs, as well as new elements staff is considering adding to the programs. Respondents also indicated the need for more planning work to be completed in the near-term, identifying 26 Potential PDAs that are ready to be planned, and 18 Planned PDAs that need updating. Survey results were shared with congestion management agency planning staff to inform ongoing county PDA planning grant programs.

Based on the survey results, staff proposes to issue a call for projects in January 2014 for both the PDA Planning and PDA Technical Assistance programs. The call will include existing and new PDA Planning elements and targeted Technical Assistance categories to best reflect the jurisdictional needs identified in the survey results (development feasibility analysis, infrastructure planning and design, municipal funding mechanisms, parking policy and demand analysis, and TOD-supportive design and zoning), emphasizing those that are most likely to lead to housing and job production.

Staff recommends adding a new program component in the upcoming cycle that would assist local jurisdictions with staffing needs related to planning. Over the past several years, staff reductions have made it difficult for cities with PDAs to carry out neighborhood planning efforts critical to Plan Bay Area implementation. Nearly all survey respondents (93%) indicated that this form of assistance, adjunct staffing, would be of value to their jurisdictions. Staffing would be limited to projects that provide a clear transportation/land use nexus.

Staff will invite jurisdictions to propose projects for the three program elements – PDA Planning, PDA Technical Assistance and Staffing Assistance. While all jurisdictions with PDAs will be eligible to apply, staff proposes to give priority to the top sixteen cities taking on two-thirds of the regional growth in Plan Bay Area. Similar to previous funding cycles, submittals will be evaluated on the following criteria: location of project in a community of concern, project impact, demonstrated commitment to developing transportation and land-use supportive policies, potential of proposed project to meet regional program goals, local commitment to proposed project and commitment to project implementation.

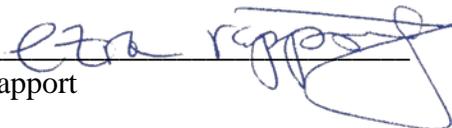
ABAG Funding

The \$2 million funding for ABAG (\$660,000 per year) will be used to support the administration of local planning grants and provide staff support for the implementation of Plan Bay Area. The administration of local planning grants is organized by counties with a regional planner assigned to each county to support local jurisdictions and coordinate with CMAs. The implementation of Plan Bay Area involves supporting local PDA strategies, integrating selected strategies from the Regional Prosperity Plan into ABAG's efforts, working with State agencies on entitlement streamlining and housing production, rehabilitation and policies, coordinating the alignment of PDA strategies with regional agencies, and addressing economic development and housing production and rehab with stakeholders.

Staff welcomes Committee discussion of the staff approach outlined above for the next PDA Planning funding cycle.



Steve Heminger



Ezra Rapport

Attachment A

PDA Planning and Technical Assistance Survey Results

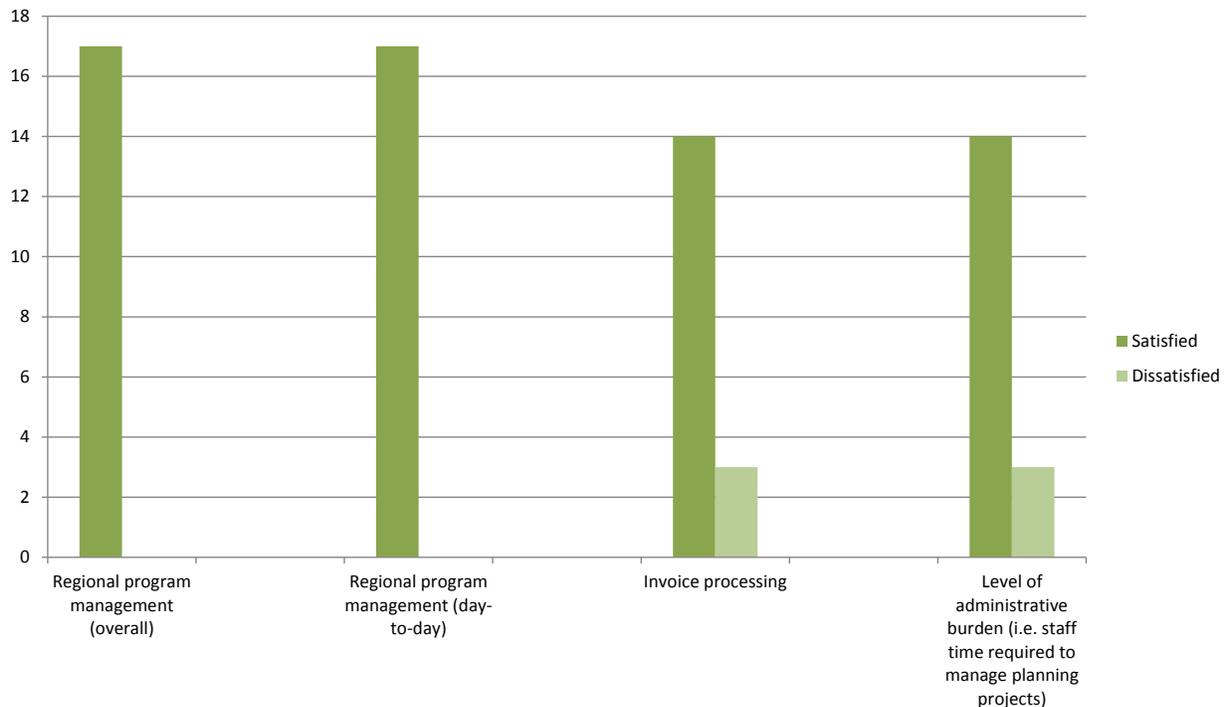
On behalf of MTC and ABAG, MTC administered a short survey to the 69 jurisdictions with PDAs in August. Through the survey, staff was seeking input in two areas – 1) feedback about previous regional PDA (or Station Area) Planning and Smart Growth Technical Assistance Program funding cycles, and 2) information about current and near-term planning needs over the next 2-3 years. Survey recipients had a one-month window to complete the 15-minute survey. Two reminder emails were sent in advance of the due date.

Thirty-seven jurisdictions responded for a 54% overall response rate. Of the sixteen jurisdictions taking on two-thirds of the region's growth in Plan Bay Area, eight responded (50% response rate).

Assessment of Existing Programs – PDA Planning

About two-thirds of respondents indicated that they had previously received either a PDA Planning or Technical Assistance grant. Those previously receiving a PDA Planning grant (62%) were asked whether they were satisfied with the regional program. Responses are shown in Figure 1.

Figure 1 – Assessment of Existing PDA Planning Program



Those previously receiving a grant were asked what was both helpful and challenging about the grant or grant process. A summary of the comments received include the following –

Helpful

- Having the source of funds available for planning (lack of resources at local level otherwise)
- Funding support for EIR
- Having funds that come with expertise and framework/scope

Challenges

- Requirements related to federal funds, especially for planners (vs. public works)
- Timeframe to complete the work (due to public input and political environment)
- Invoicing and working on deliverables basis (vs. “% completion option”)
- Grants do not cover enough staff time to manage grants

Staff will explore ways to address these challenges moving forward, but, in some cases, may be limited given the requirements related to federal funds, the source of funding for these programs.

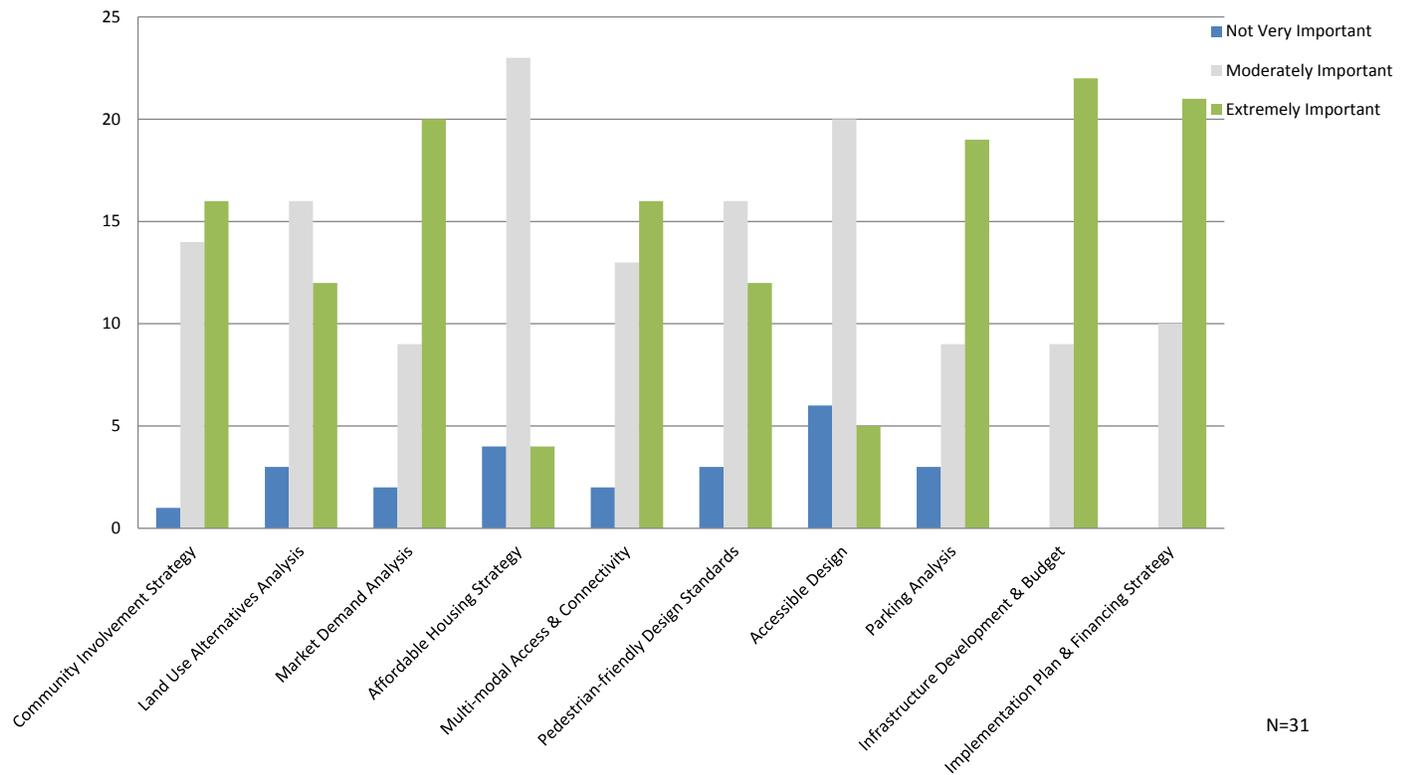
Respondents were asked if they had not applied for a PDA Planning Grant in the past, why not?

Responses included:

- Local planning process not advanced sufficiently to formulate meaningful proposal
- (Too much) Emphasis on housing development
- Timing of need did not align with funding availability
- Small cities do not compete well against larger cities
- Lack of City Council interest
- Lack of staff to manage grant

All respondents were asked about the value of each of the planning elements funded through the PDA Planning program, include programmatic Environmental Impact Reports (EIR). All respondents indicated that funding EIRs was of value to their jurisdictions. Figure 2 illustrates how respondents ranked the importance of the other ten planning elements.

Figure 2 – Importance of PDA Planning Elements



N=31

Respondents were also asked whether any of the planning elements in Figure 2 should be removed from the program; over 80% replied “none,” which speaks to the interest in maintaining flexibility.

Staff asked for input on two new potential planning elements – urban design analysis and assessment of multi-modal level of service related to transit-oriented development. Eighty-five percent (85%) of respondents were supportive of these new planning elements. In addition to these potential elements, respondents suggested adding elements related to impacts on schools, sustainability planning (i.e. eco-districts) and simulation modeling.

Finally, regional agency staff recognizes that the economic downturn, along with the dissolution of redevelopment agencies, has reduced the number of staff planners in local planning departments. One survey question asked about a potential new program component that would provide local planning assistance in the form of staff resources to support local transportation and land use planning in PDAs. Ninety-three percent (93%) of respondents indicated that this would be of value to their jurisdictions. Most respondents (69%) would prefer on-call consultants for project-based work vs. temporary planning staff over a set period of time.

PDA Technical Assistance

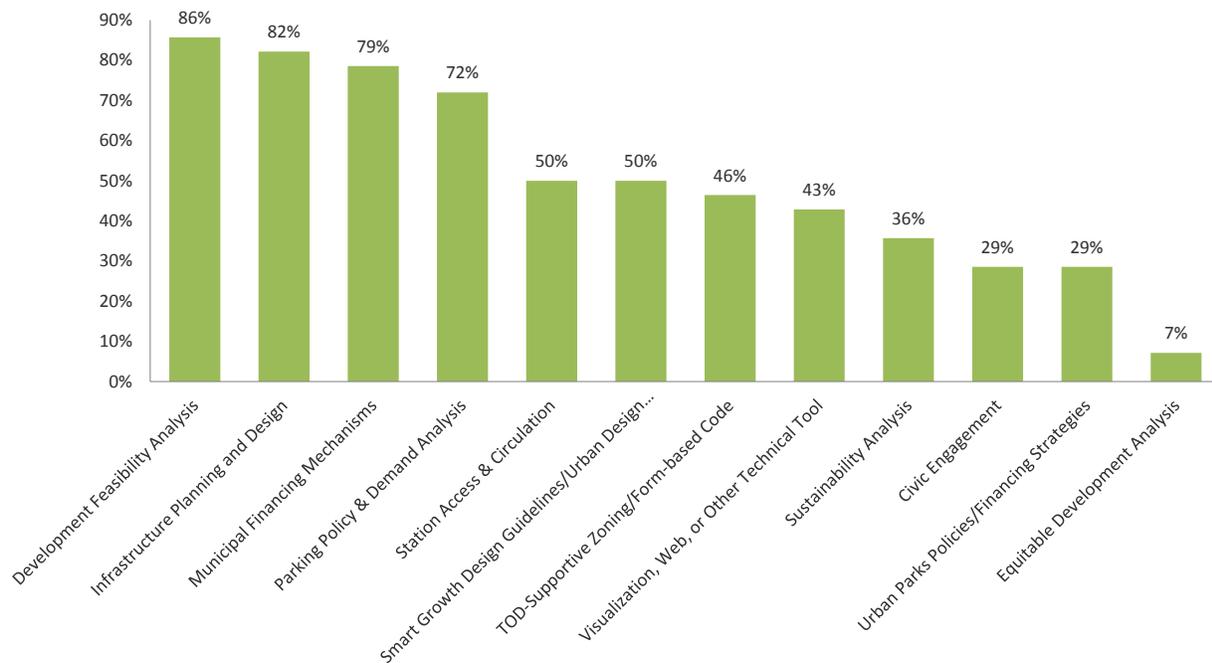
Only about seventeen percent (17%) of survey respondents had previously received a Technical Assistance grant compared to 62% that had received a PDA Planning grant. However, respondents were asked to list what grant they received, and, based on the responses, only one technical assistance grant had been funded by the regional agencies. There appeared to be confusion about the agency funding source for technical assistance grants that had been received.

Respondents were asked if they had not applied to the program in the past, why not? Responses included:

- Was unaware of the program (2)
- Staffing issues (2)
- No need (3)
- Redevelopment was utilized for these purposes in the past
- Timing of need did not line up with the timing of the funding
- Applied through other technical assistance programs.

The current Technical Assistance program offers twelve categories in which assistance is available. Respondents were asked to rank their top six categories. Figure 3 illustrates the results. The percentages reflect the number of times each category was selected as a top-six ranking divided by the number of respondents for this question (n=28).

Figure 3 – Ranking of Current Technical Assistance Categories



Respondents were asked whether they were currently considering any technical assistance projects that would assist with PDA plan implementation. Responses included:

- Parking (7)
- Complete Streets Planning/Design (6)
- Development Feasibility/Financing (2)
- Park design/financing/shadow study (2)
- Eco-Districts (2)
- Marketing Plan/Analysis (2)
- Infrastructure Financing (2)
- Anti-displacement for business (1)

In addition to the current technical assistance categories offered, respondents also suggested the following; PDA development project review, level of service analysis for a PDA corridor, capital funding strategies, design assistance (streetscape, parks, shadow analysis) and green building.

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BayArea Plan

TO: MTC Planning Committee, ABAG Administrative Committee

DATE: November 1, 2013

FR: Executive Director, MTC, Executive Director, ABAG

W.I.

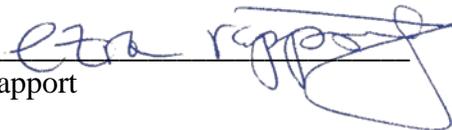
RE: Report on Congestion Management Agency (CMA) Investment & Growth Strategies

The One Bay Area Grant (OBAG) Program aligns the region's transportation investments with the land uses and development patterns included in Plan Bay Area. Through OBAG, \$320 million has been distributed to the counties to be programmed within each respective county by the congestion management agency (CMA). The OBAG Program requires that 70% of these funds be allocated in Priority Development Areas (PDAs) in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties, and 50% in PDAs in the remaining four northern counties. To help guide the CMA transportation funding decisions for OBAG, CMAs were required to prepare PDA Investment and Growth Strategies according to the guidance outlined in Attachment A. The first PDA Investment and Growth Strategies were submitted to MTC and ABAG in May, and will be updated annually by the CMAs.

CMA staff will attend your meeting and present highlights from the initial PDA Investment and Growth Strategies completed earlier this year.



Steve Heminger



Ezra Rapport

Appendix A-6: PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, receive and review information submitted to the CMA by ABAG on the progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and in all subsequent updates, PDA Investment & Growth Strategies will assess local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC (see: <http://geocommons.com/maps/110983>) or as defined by CMAs according to local priorities
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap or are collocated with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District’s Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure** –Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

Process/Timeline

CMA's develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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