

Priority Development Areas (PDA) Investment and Growth Strategy



2017 UPDATE

C/CAG

BOARD OF DIRECTORS

THURSDAY MAY 11, 2017

Overview



- **Requirements and Goals**
- **Update Process**
- **Connection to Regional Planning**
- **Key Findings**
- **Next Steps**

Requirements and Goals



Per MTC

- **Each County Congestion Management Agency (CMA) in the nine-county San Francisco Bay Area must develop a PDA Investment & Growth Strategy to guide transportation investments in support of new development in the region's Priority Development Areas.**
 - Resolution 4035 and Resolution 4202 (2016)

Requirements and Goals



- Provide updates on the County's 17 PDAs
- Track the progress of local jurisdictions in meeting housing objectives and Regional Housing Needs Allocation (RHNA)
- Document ongoing transportation and land use planning efforts; and,
- **Establish a framework to guide transportation, housing and planning resources.**

PDA Investment and Growth Strategy Update Process



- **Link with C/CAG efforts and 21 Elements**
- **Conduct surveys and interviews with participating jurisdictions**
- **Update information and conditions**
- **Undertake jurisdictions review of draft report**
- **Undertake C/CAG review and approval**
 - Congestion Management Program Technical Advisory Committee (April 20)
 - Congestion Management and Environmental Quality (April 24)
 - C/CAG Board of Directors (**TODAY**)

Connections to Regional Planning (Projected Growth)



County Growth Projections, Plan Bay Area 2040

	2010	2040	Growth 2010- 2040	% Change 2010- 2040
Employment	343,300	472,100	128,700	38%
Households	257,800	318,000	60,200	23%

Connection to Regional Planning (Transportation Dollars)



Transportation Funds, Plan Bay Area 2040

(Investments by function in billions of year of expenditure dollars)

Function	Committed	Discretionary	Total
Operate and Maintain: Existing Transit	\$117.4	\$39.6	\$157.0
Operate and Maintain: Roads etc.	\$47.4	\$19.0	\$66.0
Expansion	\$22.5	\$7.5	\$30.0
Modernize	\$42.0	\$8.0	\$50.0
Total	\$229.0	\$74.0	\$303.0

Connection to Regional Planning (Transportation Dollars)

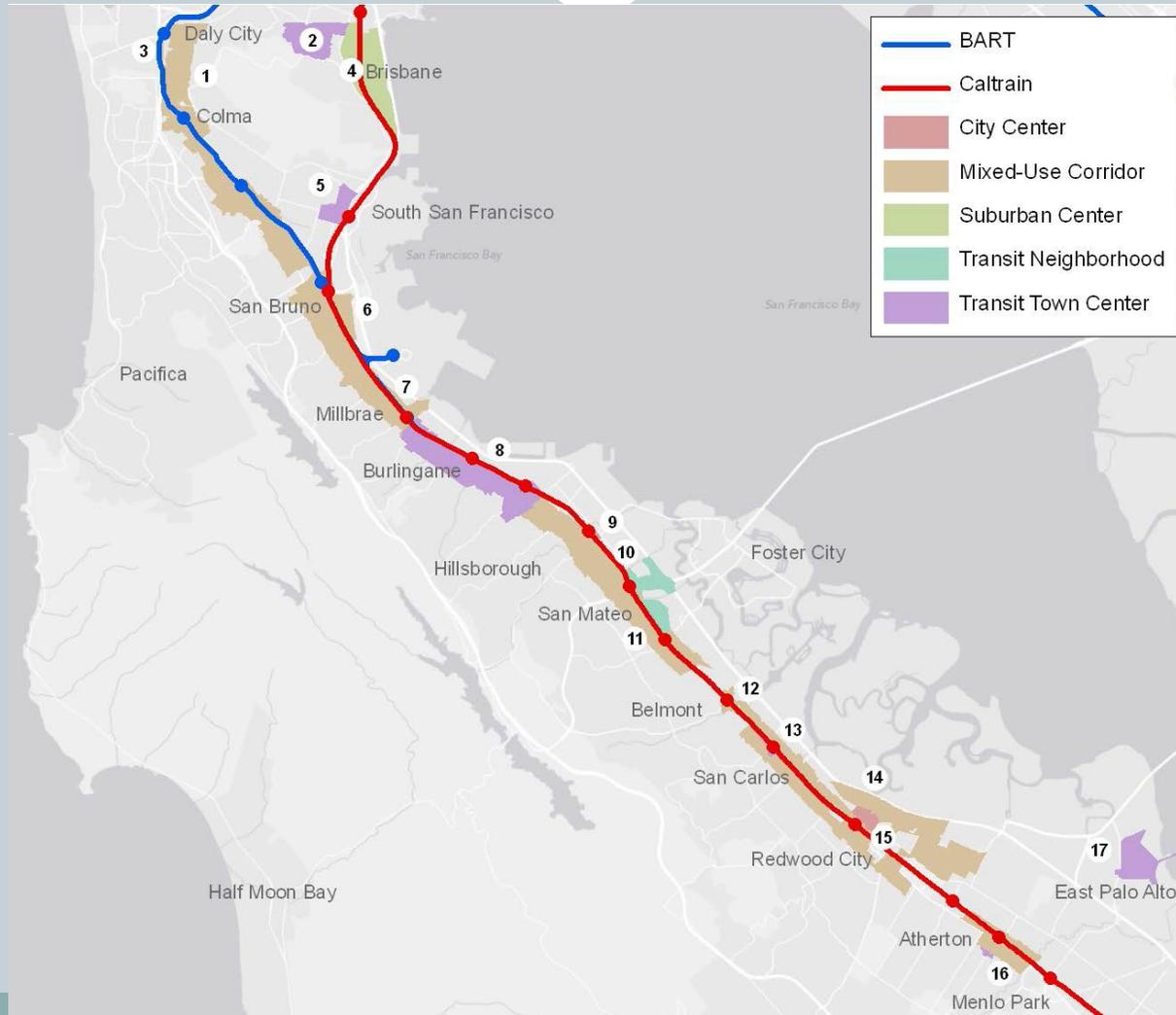


Discretionary Funds, Plan Bay Area 2040

(Investments by function in billions of year of expenditure dollars)

Strategy	Investment	Percent of Total
Operate and Maintain: Existing Transit	\$39.6	53%
Operate and Maintain: Roads etc.	\$19.0	26%
Expansion	\$7.5	11%
Modernize	\$8.0	10%
Total	\$74.0	100%

Priority Development Areas



Key Findings (Housing Production)



San Mateo County Housing Production, 2015 & 2016

Income	RHNA Numbers	Permits Issued	Percent of RHNA Met
Very Low (0-50% AMI)	4,595	222	5%
Low (50-80% AMI)	2,507	152	6%
Moderate (80-120% AMI)	2,830	153	5%
Above Moderate	6,486	3,209	49%
Total	16,418	3,736	23%

Key Findings (Housing Production)



San Mateo County Housing Production compared to Bay Area, 2015 ONLY, Source ABAG/MTC.

	San Mateo County	Bay Area Totals
Very Low (0-50% AMI)	3%	3%
Low (50-80% AMI)	5%	9%
Moderate (80-120% AMI)	2%	4%
Above Moderate (120%+ AMI)	37%	28%
Total	17%	15%

Key Findings (Housing Policies)

Affordable Housing Production Strategies	Density Bonuses	All
	Inclusionary/Below Market Rate	Most
	Housing Overlay Zone	Few
Local Funding Sources	Housing Impact Fee/ In-Lieu Fees	Most
	Commercial Linkage Fee	Many
	Housing Trust Fund	Many
Site and Building Regulations	Land Banking/Parcel Assembly	Many
	Flexible Design Standards	Most
	Reduced Parking Requirements	Most
	Streamlined Permitting Process	Many
	ADU/Second Units	All
	Add Height w/Public Benefit in certain zones	Few

Key Findings

(Displacement — OBAG 2 Scoring Criteria)



- Just Cause Eviction Protections
- Rent Stabilization, Rent Control or Rent Regulation
- Rent Review Board and Mediation
- Mobile Home Rent Control
- Single Room Occupancy (SRO) Preservation
- **Condominium Control Regulations**
- **Foreclosure Assistance**
- Locally Required Relocation Assistance
- Minimum Lease Terms
- Voluntary “Good behavior” Rent Program
- Rental Repair and Rehabilitation Program
- Landlord-Tenant Counseling
- Tenant Anti-Harassment Protections
- Source of Income Non-Discrimination

Key Findings (PDA Updates)



- **Multi-City El Camino Real +24,960 new housing units projected from 2010-2040 (+28,660 jobs)**
- **San Mateo +10,180/+20,410**
 - Downtown
 - El Camino Real
 - Rail Corridor Transit
- **Redwood City +8,720/+19,400**
 - Downtown
 - Broadway/ Veterans Boulevard

Key Findings (PDA Updates)



- **South San Francisco** +6,920/+10,240
- **San Bruno** +4,460/+4,240
- **Daly City** +4,310/+5,820
 - BayShore Transit Center
 - Mission Street Corridor

Key Findings (PDA Updates)



- Burlingame +3,670/+8,240
- Milbrae +3,020/+2,430
- Menlo Park +2,000/+6,090
- San Carlos +1,780/+3,510
- Belmont +1,120/+2,270
- East Palo Alto +860/+1,000
- Brisbane +250/+890

Next Steps

(OBAG 2 San Mateo County)



Program Requirements

- 40% to the county CMAs for local decision-making
- MTC provides timelines for fund Commitments
- OBAG 2 includes requirements for anti-displacement policies and conformance with the State Surplus Land Act.

Project Requirements

- 70% in PDA and Proximate Access
- Minimum \$250,000 and maximum of \$1 Million per project and \$1.5 Million per jurisdiction
 - Between both the BPIP and TLC programs

Next Steps (OBAG 2 San Mateo County)



Local Street and Roads (LSR) Maintenances and Rehabilitation	\$12.1 M
Planning and Outreach	\$5.08M
Transportation and Livable Communities (TLC)	\$5.9M
Bicycle and Pedestrian Improvement Program (BPIP)	\$5.9M
Safe Routes to School (SRTS)	\$2.6M
Federal-Aid Secondary (FAS) Program (per statute)	\$892,000
TOTAL	\$32.5 M

Priority Development Areas (PDA) Investment and Growth Strategy



2017 UPDATE

C/CAG

BOARD OF DIRECTORS

THURSDAY MAY 11, 2017

Proximate Access: OBAG 2



- The project provides direct access to a PDA; or
- The project is within one mile radius of a PDA boundary; or
- The project is project is located on a street that hoses a transit route, which directly leads to a PDA; or
- The project is located within $\frac{1}{2}$ mile of one or more stops for two or more public or shuttle bus lines, or within $\frac{1}{2}$ mile of a rail or regional transit station, that is connected to a PDA; or
- The project provides a connection between a Transit Oriented Development (TOD), as defined by C/CAG and a PDA.
- The project is a bicycle/pedestrian facility that is included in an adopted bicycle/pedestrian plan within San Mateo County and is part of a network that leads to a PDA.

C/CAG updated the definition of proximate access for OBAG 1 by extending the radius from $\frac{1}{2}$ mile to one mile.



- **Countywide, half of all OBAG funds must be submitted for construction obligation by January 31, 2020.**
- **All remaining OBAG funds must be submitted for construction by January 31, 2023 .**