



DATE: June 1, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Derek McGill, Planning Manager
Scott McDonald, Senior Transportation Planner

SUBJECT: Accept 2017 Update to the OBAG Transportation Investment Strategy (Action), Agenda Item 7c

RECOMMENDATION

Accept the 2017 update to the OBAG Transportation Investment Strategy.

This action was approved unanimously by the TAM Finance and Policy Committee. The committee recommended the acceptance of the report with the one revision provided on page 24 to clarify that the percentage of the permitted growth within respective Counties PDA are reflected for 2015 rather than for the entire 2015-2013 period.

BACKGROUND

MTC and ABAG adopted the One Bay Area Grant (OBAG) program as Resolution 4035 on May 17, 2012, and the subsequent One Bay Area Grant Cycle 2 Program (OBAG 2) as resolution 4202 on July 27, 2016. OBAG is designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS) required under Senate Bill 375, Steinberg, 2008), which integrates land use and transportation planning activities in order to reduce automobile travel and greenhouse gas emissions. OBAG funds are each counties' share of federal gas tax, passed through MTC, who has authority to direct the use of the funds.

OBAG and OBAG 2 include specific policy objectives and implementation requirements that CMAs must meet as a condition of the receipt of OBAG funds. Included in these requirements is the development of a Priority Development Area (PDA) Growth and Investment Strategy, presented by TAM staff herein as the 'OBAG Transportation Investment Strategy.' As required by MTC, the purpose of the 2017 Update to the OBAG Transportation Investment Strategy is to assess local jurisdictions success in approving sufficient housing at all income levels and assess local jurisdiction policies where appropriate for PDA's in Marin County. Identifying barriers to affordable housing in each PDA will assist the regional entities in understanding local needs.

The purpose of the overall MTC strategy is to encourage CMAs to engage with regional and local agencies in their county, support jurisdictions in meeting their adopted housing goals, and to prioritize investments in transportation that improve connections between housing and jobs, particularly in areas planned for future growth in the PDAs. Marin has submitted the previous report, known as the Marin Transportation Investment Strategy in 2014 and an update in 2015. TAM staff have changed the name of this report for clarity during this update.

DISCUSSION

In August of 2016, MTC revised its OBAG 2 program to require CMA's update their PDA Growth and Investment Strategy to identify jurisdictions challenges in providing housing to meet the regional housing crisis. MTC released a technical memorandum in October of 2016, providing data and further guidance for the development of the strategy, including information on affordability, risk of displacement and information on best policies from around the Bay Area on addressing these on-going challenges.

The guidance provided by ABAG and MTC requested that CMAs assess the local community needs within each PDA. Marin has two PDA's:

- The San Rafael Transit Center PDA, centered around the Downtown San Rafael SMART Station
- Marin County Unincorporated 101 Corridor PDA, including the communities of Marin City and California Park near San Rafael

Data on affordability and displacement was provided by MTC and ABAG to assess these areas and includes the following sources of information:

- RHNA performance for 1999-2006 and 2007-2014
- DRAFT 2015 Housing Permit Information
- Current affordability data
- Displacement risk information (UC Berkeley)
- Low-wage worker in-commute data (UC Davis)
- Share and number of renters by city
- Expiring affordable units

The technical guidance from MTC requires CMAs to identify the local policies related to housing, including policies that meet the following categories:

- Produce housing for the full range of workers within your communities
- Protect existing residents from displacement
- Preserve existing affordable units

Both San Rafael and the County of Marin have a number of policies relevant to these categories, as detailed in the report. TAM staff met with respective local planning directors to ensure that policies relevant to these areas were identified and included in the report.

Report Summary

As the data provided by MTC/ABAG includes multiple previously published data sources, TAM staff have reported on many of the findings in the past, including RHNA progress. In the previous RHNA cycle of 2007-2014, Marin County met 32% of its forecasted growth, and the current RHNA cycle (2015-2023) was revised substantially downward by 53% compared to the previous cycle due to detailed public land use discussions across Marin County. Under the current RHNA cycle, less than 1% of the growth experienced in Marin County (267 permits overall for year 2015) is within the two Marin PDAs. Marin City has not added any housing stock during the time period of 2000-2013, and San Rafael has issued 100 units in the downtown area, with limited production. Marin's PDA's are at low risk overall for displacement, and both PDAs reflect overall more affordable housing than the county as a whole. The County of Marin and San Rafael have a number of local policies that are identified as supportive to the regional goals, and opportunities to support growth in PDA's include supporting San Rafael's upcoming general plan update.

Strategy Summary

TAM meets monthly with local planning directors and plays a role in encouraging local jurisdictions to meet regional housing goals, as required under the OBAG 2 process. TAM and the jurisdictions of Marin

County have successfully supported Priority Conservation Areas, and continue to partner and support regional policies related to greenhouse gas emission reductions and open space goals. To support Marin's two PDA's, local funding and federal funding have resulted in a number of projects being funded and implemented in our PDAs.

NEXT STEPS

Submit the 2017 Update to the OBAG Transportation Investment Strategy to MTC.

ATTACHMENT

Attachment A: OBAG Transportation Investment Strategy for OBAG Funding