



**NAPA VALLEY TRANSPORTATION AUTHORITY**  
**TAC Agenda Letter**

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**TO:** Technical Advisory Committee (TAC)  
**FROM** Kate Miller, Executive Director  
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**SUBJECT:** Draft Priority Development Area Investment and Growth Strategy

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**RECOMMENDATION**

That the TAC recommend the NVRTA Board accept and file the Priority Development Investment and Growth Strategy May 2017 Update.

**EXECUTIVE SUMMARY**

In May 2013, the NVRTA completed the first Priority Development Area (PDA) Investment and Growth Strategy (IGS) to comply with the Metropolitan Transportation Commission's Plan Bay Area SB 375 requirements. SB 375 requires that metropolitan areas develop strategies that reduce transportation-related greenhouse gas emissions in its long range planning efforts and recognize the ties between transportation and land-use. MTC's Regional Transportation Plan (RTP), Plan Bay Area, supports local jurisdictions that create more housing (especially affordable housing) by focusing transportation investments in those areas. MTC requires Congestion Management Agencies (CMAs), the agencies responsible for programming transportation funds under the RTP, to provide periodic updates on their Priority Development Areas. The last update was completed in May 2014.

The current update to the Investment and Growth Strategy will be the third update. The focus of this update is to demonstrate whether OBAG 2 funding accomplished objectives through its transportation project priority-setting process which supports and encourages development in the PDAs. The focus areas of the May 2017 update is new information on communities of concern in Napa County and the regional and local concerns about anti-displacement. Also, provided in the May update is current housing information for the PDAs.

The draft PDA Investment and Growth Strategy was presented at the April TAC meeting. Staff has received minor edits and comments which are reflected in the Final Draft.

### **FISCAL IMPACT**

Is there a fiscal impact? No

### **BACKGROUND AND DISCUSSION**

SB 375 requires that the current Regional Transportation Plan (RTP), Plan Bay Area, include a Sustainable Communities Strategy (SCS) which promotes compact, mixed-use commercial and residential development. To meet the goals of SB 375 more of the future development is planned to be walkable and bikable and close to public transit, jobs, schools, shopping, parks, recreation and other amenities.

To help achieve the goals of the SCS, the nine (9) Bay Area counties have gone through a self-identification process to designate PDAs in their jurisdiction that can accommodate a majority of their future growth. The purpose of a PDA Investment and Growth Strategy is to ensure that CMAs understand the opportunities and barriers to developing PDAs in the region, in particular what transportation investments should be made to best achieve the PDA's housing goals.

The PDA Investment and Growth Strategy further serves to familiarize NVTA with the transportation needs of the PDAs in Napa County. This knowledge will help NVTA to program funds in order to meet PDA housing and job goals. The first step in the PDA process was to prepare an inventory of the PDAs and evaluate the current conditions within the PDA, document any planning that has already occurred, and identify the planning and capital needs of the PDA. This initial task was done in May 2013 with the idea that the Investment and Growth Strategy would be a living and working document for NVTA. This is the third update of the PDA Investment and Growth Strategy document.

Appendix A-8 of the MTC's Resolution 4202 outlines the details of the Priority Development Area Investment and Growth Strategy and the subsequent updates. NVTA's May 2017 update will touch upon current and future work planned for Napa's PDAs in the areas of housing and transportation as well as provide an assessment of the communities of concern in Napa County and the risk of anti-displacement.

### **SUPPORTING DOCUMENTS**

Attachment(s): (1) Draft May 2017 Update to the PDA Investment and Growth Strategy <http://www.nvta.ca.gov/priority-development-area-investment-and-growth-strategy>  
(2) Appendix A-8 to Reso. 4202 PDA Investment and Growth Strategy

## **Appendix A-8: 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 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of 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. Understand the needs of both groups and share information with MTC and ABAG.
- Encourage community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7).
- The CMA governing boards must adopt the final Investment & Growth Strategy.
- 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. Look for opportunities to support planning processes with technical or financial assistance.

### **(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.

The second round of PDA Investment & Growth Strategies will assess local jurisdiction success approving sufficient housing at all income levels. They will also, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals<sup>1</sup>. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently has few moderate- or low-income households, 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.

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<sup>1</sup> 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.

MTC and ABAG staff will distribute a technical memo to guide this task by October 1, 2016, including data to identify jurisdictions' challenges (e.g. RHNA performance and current affordability) and a listing of the Bay Area's best housing policies that are intended to address a range of housing challenges. This section should identify planning costs needed to address policy changes and other barriers to creating or maintaining affordability.

### **(3) Establishing Local Funding Priorities**

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

- **Projects located in high impact project areas.** Favorably consider projects in high impact areas, defined as:
  - a. PDAs taking on significant housing growth in the SCS (total number of units), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units,
  - b. Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and TDM programs,
  - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC or as defined by CMAs or Community Based Transportation Plans.
- **PDAs with affordable housing preservation, creation strategies** and community stabilization policies – favorably consider projects in jurisdictions with affordable housing preservation, creation strategies and community stabilization policies.
- **Projects that protect public health during construction and operation** – Favorably consider projects that implement the Best Practices in the Air District's Planning Healthy Places, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution.<sup>2</sup>
- **PDAs that overlap or are co-located 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.

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<sup>2</sup> Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: <http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>.

**Process/Timeline**

CMAAs will develop a new PDA Investment & Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy. The Investment & Growth Strategy must be adopted by the CMA Board (new for OBAG 2). CMAAs will provide a status report update every two years.