



Office of the City Manager

CONSENT CALENDAR
June 24, 2025

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jordan Klein, Director, Planning and Development Department

Subject: Authorize the City Manager to Accept Metropolitan Transportation Commission Transit Oriented Communities (TOC) Planning Grant

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to accept the Metropolitan Transportation Commission Transit Oriented Communities (MTC TOC) grant in the amount of \$400,000 for the Ashby BART Station Access Plan.

FISCAL IMPACTS OF RECOMMENDATION

None. No City matching funds are required to accept this grant.

CURRENT SITUATION AND ITS EFFECTS

The work funded by this grant (“Ashby BART Station Access Plan”) is part of a larger Strategic Plan Priority Project to develop Transit Oriented Development (TOD) at Ashby BART, advancing the City’s goal to create affordable housing and housing support service for its most vulnerable community members.

The Ashby BART TOD Exchange Agreement (approved by Council in December 2024 and executed by the City and BART in January 2025) states that future TOD will require substantial investments in public infrastructure, such as the reconfiguration of Adeline Street, Woolsey Street, Ashby Avenue, and Martin Luther King Junior Way, plaza improvements along Adeline Street, and extensions of the plaza to connect to the new development. Conceptual plans and potential funding strategies for these improvements were approved by City Council as part of the following:

- Adeline Corridor Specific Plan (2020)
- Adeline at Ashby BART Conceptual Design (2022)
- Ashby BART TOD Exchange Agreement (2024)

In June 2024, the City secured and accepted grant funding from the Alameda County Transportation Commission to advance preliminary engineering for the redesign of Adeline Street, between Ashby Avenue and the border with the City of Oakland, based

on concepts previously approved by the City Council¹. The MTC TOC Planning Grant will complement this work by funding urban design and programming of the new, large plaza resulting from the Adeline Street roadway reconfiguration, and a station-specific access plan that considers the (yet to be developed) design concept for the Ashby BART site. It is important for the City to advance the design of the Adeline Street improvements, and in particular the Adeline Plaza at Ashby BART, in order to be well-positioned to apply for upcoming opportunities for capital grant funding (e.g. “One Bay Area Grant” (OBAG) 4 anticipated in 2027).

Specifically, the MTC TOC grant-funded project (Ashby BART TOD Station Access Plan) will:

- Develop urban design and programming options for the new plaza that would result from the proposed “road diet” for Adeline Street, from four lanes to two lanes, and a new plaza along the western side of Adeline Street that is intended to be the future home of the Berkeley Flea Market and other public programming.
- Evaluate current and future access needs for the station, the impact of the proposed developments on those needs, and propose solutions to ensure safe and efficient access to the Ashby BART Station. Since the development will reduce BART rider parking from 535 to a maximum of 85 spaces, the study will prioritize identifying viable transportation options for customers who historically relied on station parking. Once the selected Developer has submitted a conceptual development plan to BART for the Ashby West Lot, a second phase of the Station Access Plan will evaluate the ability of the plan to accommodate access needs, with consideration to the overall financial feasibility of the TOD project, potential grant and other subsidy sources, and accommodation of space for long term improvements that may not be made as part of the TOD.
- Include additional engagement that focuses on specific disadvantaged communities’ needs, such as the disabled community served by the adjacent Ed Roberts Campus, the Berkeley Flea Market vendors and Board, and the South Berkeley Black community.

MTC’s TOC Policy seeks to support not only transit ridership, but also the communities around transit stations and along transit corridors. The Policy seeks to create places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work, and access services like education, childcare, and healthcare. The TOC Policy is based on four policy areas related to minimum residential and commercial densities for new development near transit stations: housing and commercial development; preservation and protection/anti-displacement; parking management; and transit station access and circulation. Future OBAG funding cycles will consider prioritizing investments in areas that support the TOC Policy. Over the last several months, MTC has solicited feedback on its draft compliance criteria and

¹ Resolution No. 71,418-N.S., June 25, 2024.

assisted in evaluating compliance. Based on City staff's preliminary evaluation, the City of Berkeley is largely in compliance with MTC's TOC Policy. City staff will continue to monitor the TOC Policy as MTC finalizes the compliance criteria to complete the City's evaluation and assess what, if any, additional steps are needed to achieve compliance and put the City in the best position to apply for future OBAG funding (anticipated in 2026).

BACKGROUND

Spurred by the passage of Assembly Bill 2923 (AB 2923) in 2018, the City and BART have been collaborating to facilitate transit-oriented development at the Ashby and North Berkeley BART sites. Most recently, these efforts culminated in the City and BART executing an Exchange Agreement in January 2025. The Exchange Agreement set forth terms for the City to relinquish its air rights over the western parking lot (West Lot) and any public rights in an adjacent area (called R9-2) in return for fee simple ownership of the eastern parking lot (East Lot) and specified community benefits. It also defines how the City and BART will work together on developer solicitations, conditions for the City's affordable housing funding, requirements and responsibilities for public infrastructure, minimum standards and process requirements to develop City Objective Design Standards, project entitlement, and other identified milestones.

The public infrastructure requirements in the Exchange Agreement build on previous City Council adopted conceptual designs for reconfiguring Adeline and related streets. Council approved the overall concept design for the corridor as part of the approval of the Adeline Corridor Specific Plan on December 8, 2020, in Resolution No. 69,642-N.S. Subsequently, Council approved preliminary concepts for the section of the project adjacent to Ashby BART at its November 29, 2022 meeting, through Resolution No. 70,622-N.S., the Adeline Street at Ashby BART Conceptual Design.

In 2021 and 2023, the City was awarded grant funding from the Alameda County Transportation Commission Comprehensive Investment Plan to scope and develop preliminary engineering plans for a project on Adeline Street from Ashby Avenue (adjacent to the Ashby BART station) to the southern City limits. The Adeline Street Transportation Improvements Project would construct safety improvements for pedestrians, bicyclists, and transit riders, and repurpose two of the existing general purpose traffic lanes in order to construct protected bikeways and opportunities for public space, including space for a pedestrian plaza on the west side of Adeline Street at the Ashby BART station. Adjacent to the Ashby BART Station West Lot, this redesign will reduce Adeline from four to two lanes, repurposing the two existing lanes closest to the BART station as a public plaza that can be used for the Berkeley Flea Market, Juneteenth, and other events.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The work funded by the MTC TOC Planning Grant helps to advance the overall Ashby BART TOD project and priorities of the Adeline Corridor Specific Plan. Creating

equitable, transit-oriented mixed-use development that includes affordable housing and housing support services for Berkeley's most vulnerable community members is a City Strategic Plan goal, which also helps advance the environmental goals of being a global leader in addressing climate change, advancing environmental justice and protecting the environment. Furthermore, improvements to Adeline Street and associated streets, including transit improvements, protected bikeways, and upgrading pedestrian crossings, is anticipated to increase the numbers of people using transit, walking, and biking. This is consistent with the 2009 Climate Action Policy that calls for expanding and improving the City's bicycle and pedestrian infrastructure.

RATIONALE FOR RECOMMENDATION

In order to accept the competitively awarded MTC TOC Planning Grant, the City Council must adopt and submit the attached Resolution.

ALTERNATIVE ACTIONS CONSIDERED

None.

CONTACT PERSON

Alisa Shen, Principal Planner, Planning and Development Department, 510-981-7409

Attachments:

- 1: Resolution
- 2: MTC Planning Committee Transit Oriented Communities Policy: Planning Grant Awards, Feb. 14, 2025.

RESOLUTION NO. ##,###-N.S.

AUTHORIZE THE CITY MANAGER TO ACCEPT METROPOLITAN
TRANSPORTATION COMMISSION TRANSIT ORIENTED COMMUNITIES GRANT

WHEREAS, the Metropolitan Transportation Commission (MTC) adopted its Resolution 4530, the Transit Oriented Communities (TOC) Policy; and

WHEREAS, the TOC Policy incentivizes local jurisdictions to plan and zone for higher residential and commercial densities in areas within one half-mile of existing and planned fixed-guideway transit stops and stations, to support the region's transit investments and implement key greenhouse gas reduction strategies from Plan Bay Area 2050; and

WHEREAS, incentivizing local jurisdictions to also adopt policies focused on increasing housing production of all types, particularly affordable housing production, preservation and protection, commercial anti-displacement and stabilization, parking management, and transit station access and circulation further supports regional transit investments and Plan Bay Area 2050 implementation; and

WHEREAS, in 2023 MTC identified Ashby BART as a Tier 2 "Transit Oriented Community" in the City of Berkeley; and

WHEREAS, MTC conditions the allocation of regional discretionary funding for fixed-guideway transit extension projects on compliance with the TOC Policy; and

WHEREAS, MTC anticipates that future regional funding, such as the One Bay Area Grant (OBAG) program, will consider compliance with the TOC Policy as part of the prioritization and project selection process starting with OBAG 4, expected in 2026; and

WHEREAS, the TOC Policy establishes different compliance expectations for existing and planned station areas based on the level of transit service; and

WHEREAS, the TOC Policy identifies four TOC Policy areas (density, housing affordability, parking, and access/circulation); and

WHEREAS, on September 30, 2024 the MTC announced a Call for Projects for Transit Oriented Communities (TOC) Planning and Implementation Grants, and informed local jurisdictions of a November 22, 2024 deadline for submittals of Applications, as well as grant application guidance and requirements including compliance with the Transit Oriented Communities Policy; and

WHEREAS, the City of Berkeley and the San Francisco Bay Area Rapid Transit District (BART) partnered to submit a grant application to MTC for \$400,000 for the Ashby

BART Transit Oriented Development Station Access Plan (“the Project”) in response to the MTC’s Call for TOC Planning and Implementation Projects; and

WHEREAS, the Project advances milestones set forth in the Ashby BART Transit-Oriented Development Exchange Agreement (Ordinance No. 7,939-N.S.), the Adeline Corridor Specific Plan (Ordinance No. 7,744-N.S.), and the Adeline at Ashby BART Conceptual Design (Resolution No. 70,622-N.S.); and

WHEREAS, the City of Berkeley and BART were notified on March 13, 2025 by MTC’s Planning Committee approved awarding a planning grant to the City and BART for the Project.

NOW THEREFORE, BE IT RESOLVED that the City of Berkeley commits to take steps toward achieving compliance with MTC’s TOC Policy as a condition for MTC to allocate Regional Discretionary Funding to the Project.

BE IT FURTHER RESOLVED by the Council of the City of Berkeley that the City Manager or their designee is hereby authorized to accept the \$400,000 MTC TOC Planning Grant award for the Project.

**Metropolitan Transportation Commission
MTC Planning Committee**

February 14, 2025

Agenda Item 7a

Transit Oriented Communities Policy: Planning Grant Awards

Subject:

Approval of \$20 million in grants to local jurisdictions to support Transit Oriented Communities (TOC) policy planning across the four TOC Policy areas of land use density, housing policy, parking management, and station access and circulation.

Background:

In September 2022, MTC adopted the TOC Policy (MTC Resolution No. 4530) to support the region's transit investments by creating communities around transit stations and along transit corridors that not only enable transit ridership, but also are places where Bay Area residents of all abilities, income levels, and backgrounds can live, work, and access services. The TOC Policy focuses on the core elements of land use density, affordable housing, parking management, and complete streets/multimodal access to implement Plan Bay Area 2050 strategies. The TOC Policy applies to the half-mile area around existing and planned fixed-guideway transit stops and stations (i.e., regional rail, commuter rail, light-rail transit, bus rapid transit, and ferries). MTC Resolution No. 4530 was revised in October 2023 to clarify the application of the TOC Policy to transit extensions.

Since the TOC Policy was adopted, staff developed and published [Administrative Guidance](https://mtc.ca.gov/digital-library/5023804-mtc-administrative-guidance-transit-oriented-communities-policy) (https://mtc.ca.gov/digital-library/5023804-mtc-administrative-guidance-transit-oriented-communities-policy) to clarify policy requirements and instruct local governments how to submit compliance documentation. The guidance was developed based on extensive engagement with local government staff, practitioners, advocates, and policy experts.

Call for Projects:

On September 30, 2024, staff released a coordinated call for projects for TOC Policy planning (\$20 million) and capital investments (\$40 million). The TOC planning applications were due on November 22, 2024. Capital applications were due December 20, 2024, with recommended awards anticipated in March 2025. Following the initial planning call for projects announcement, staff conducted extensive outreach to cities and counties eligible for these funds through

webinars, presentations at local planning collaboratives, and over 50 hours of one-on-one office hours with local jurisdiction staff. MTC received 79 applications across all four TOC Policy areas totaling \$29.9 million. Application requests for the land use density and housing policy TOC Policy areas exceed the amounts available for those funding categories. Parking requests are approximately \$102,000 below the amount available. Access and circulation requests are \$1.75 million below the amount available.

Table 1. Summary of Applications Received by TOC Policy Area

TOC Policy Area	Number of Applications Received	Total Funding Request	Total Funding Available
Land Use Density (Specific Plans and Zoning Changes)	24	\$14,665,000	\$8,000,000
Housing Policy	22	\$7,078,000	\$2,000,000
Parking Management	18	\$3,898,000	\$4,000,000
Station Access and Circulation	15	\$4,250,000	\$6,000,000
Total	79	\$29,891,000	\$20,000,000

Recommended Awards:

Applications were evaluated based on standardized evaluation criteria assessing the impact to achieve TOC compliance in the respective policy area; alignment with existing local and regional priorities; project feasibility and project readiness. To assist the largest number of applicants to achieve TOC compliance, staff prioritized land use density technical assistance requests over specific plans. Staff also prioritized housing policy applications focusing on preservation and/or protections policies as well as joint, multi-jurisdictional applications with sub-regional goals. Applicants for parking and station access and circulation will receive technical assistance to support multi-modal planning and policy adoption.

Following the evaluation process there is an additional \$120,000 in the station access and circulation category, bringing the total available balance to \$1.87 million. To respond to the differing levels of demand for the TOC Policy categories, staff propose to rebalance the funding to meet demand as much as possible. The staff proposal includes:

- Allocate an additional \$1.45 million to the Land Use Density category, which enables funding three more grants than otherwise would have been possible.
- Allocate an additional \$200,000 to the Housing Policy category to ensure that higher ranking proposals receive adequate funding to complete the work scope to better achieve proposed policy outcomes.
- Given the extreme over-subscription for the Housing Policy category, allocate an additional \$225,000 to the Regional Housing Technical Assistance (RHTA) Program, which will enable MTC-ABAG to benefit a larger number of jurisdictions through cost-effective products with multi-jurisdictional impact. While there is insufficient funding to provide grants to all applicants, this will support the RHTA Program's current direction to support TOC Policy compliance.
- Allocate the \$102,000 parking balance within the Parking category to complete the work scope and achieve TOC Policy compliance for a project submitted with an underestimated project budget.

All award recommendations are summarized in Attachment B, along with additional details for each funding category. Across all the funding categories, 157 TOC station areas are receiving some form of planning or technical assistance.

Technical Assistance Support to Implement TOC Policies:

In addition to the grant awards, staff will provide additional technical assistance by developing templates and materials for jurisdictions to use for compliance, including but not limited to the assistance offered through the RHTA Program noted above. Staff will provide one-on-one technical assistance, as needed, to support successful implementation and will prioritize jurisdictions not awarded through this call for projects.

Issues:

Staff recommends conditional awards for two projects. Staff recommends conditioning the Healdsburg Depot Sonoma-Marín Area Rail Transit (SMART) Station Area Plan on coordinated scope development between Healdsburg, SMART and Sonoma County Transportation Authority staff to ensure shared understanding of the project by all agencies. Staff also recommend conditioning the Millbrae BART/Caltrain station parking project award on the city executing

consultant and MTC grant agreements for its existing Priority Development Area (PDA) planning grants awarded in 2023 by September 30, 2025.

Next Steps:

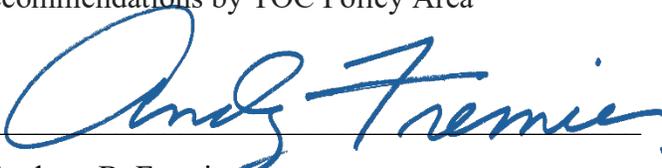
Following approval, staff will work with awardees to confirm work scopes and begin the contracting process to complete the work. Staff anticipate projects to begin in summer 2025.

Recommendation:

Staff request the MTC Planning Committee to approve \$20 million in grants to local jurisdictions as shown in Attachment B to support TOC policy compliance across the four TOC Policy areas of land use density, housing policy, parking management, and station access and circulation. Associated programming revisions to MTC Resolution Nos. 4202, Revised; 4505, Revised; and 4540, Revised will be included in the March 12, 2025, Programming and Allocations Committee packet.

Attachments:

- Attachment A: Presentation
- Attachment B: Summary of Award Recommendations by TOC Policy Area



Andrew B. Fremier



Transit Oriented Communities Policy 2024 Planning and Implementation Grants

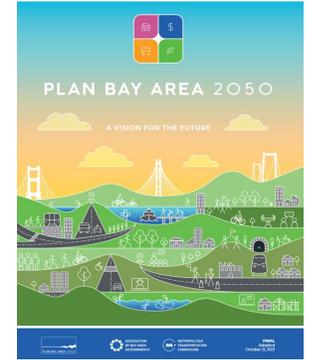
MTC Planning Committee
February 14, 2025



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Coordinated Call for Projects

Advance Transit Oriented Communities (TOC) Policy compliance through a mix of planning and capital grants.



Planning Grants

- Planning funding focused on *TOC Policy compliance*
- Call for projects released September 30, 2024
- Applications due November 22, 2024
- \$20 million total

Capital Grants

- Capital funding for implementation/design/construction
- Call for projects released September 30, 2024
- Applications due December 20, 2024
- Anticipated awards: March 2025
- \$40 million total

TOC Policy (2022)



Photo credit: Noah Berger

- Supports region's transit investments by creating communities around transit stations and along transit corridors
- Applies to half-mile area around existing and planned fixed-guideway transit stops and stations
- Four policy areas for jurisdiction compliance:
 - Land use density
 - Housing policy
 - Parking
 - Station access and circulation

Planning Grant Program Goals (\$20 Million)

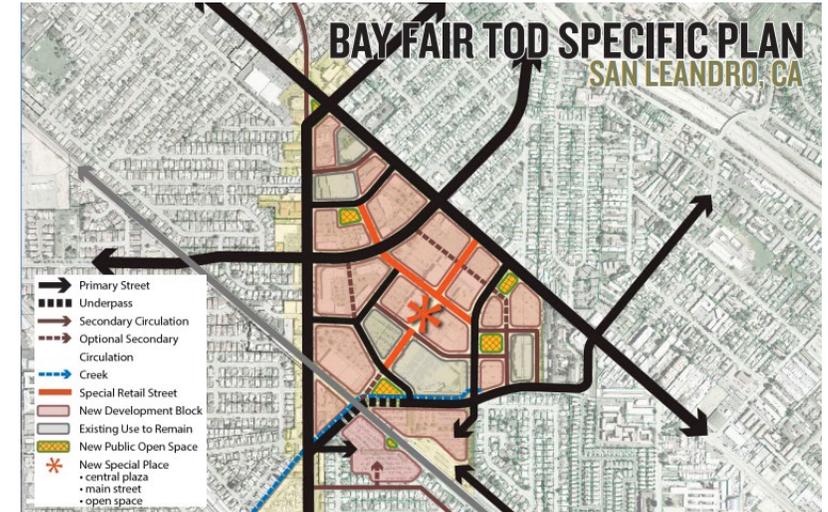
- **TOC Policy Implementation:** support local governments to meet TOC standards in light of 2026 compliance timeline.

- **Focus on Impact:** Prioritize investments to achieve greatest co-benefits across land use, transportation and climate activities.
 - **Density:** Increasing residential and commercial densities around station areas
 - **Housing:** Adopting housing policies from the 3Ps (production, preservation and protection)
 - **Parking:** Adjusting minimum and maximum parking ratios as well as transportation demand management policies
 - **Access:** Planning for station access that includes active transportation uses and mobility hub infrastructure

Planning Grant Program Highlights

Eligibility Criteria

- Must be TOC Station Area
 - Non-TOC jurisdictions able to “opt in” per MTC Resolution No. 4530
- Must contribute towards TOC Policy compliance (density, housing policy, parking, station access)



Eligible Outcomes & Products

- New and updated comprehensive plans (e.g., Specific Plan)
- Adoption of specific policies, zoning updates, or implementation document(s)



Call for Projects



Notifications to city, transit agency and county transportation agency (CTA) staff



Webinars and county presentations



50+ hours of 1:1 office hours held with applicants



Simplified applications and coordinated release to support local planning and efficiency

Applications Received

TOC Policy Area	Number of Applications Received	Total Funding Available (in Millions)	Total Funding Requested (in Millions)
Specific Plans and Zoning Changes	24	\$8	\$15
Housing Policy Development	22	\$2	\$7
Parking Management	18	\$4	\$4
Station Access and Circulation	15	\$6	\$4
Totals	79	\$20	\$30

Recommended Awards

58 awards

33 grantees

157 TOC Areas

\$20 million

TOC Category	Number of Awards
Specific Plans and Zoning Changes	19
Housing Policy	7
Parking Management	18
Station Access and Circulation	14
Total	58

Recommended Awards



Specific Plans and Zoning Changes

TOC Policy Goal

Enable new development within TOC areas to be built at sufficiently high densities to support transit ridership and increase the proportion of trips taken by transit.

Call for Projects Summary

- \$8M available
- Received: 22 applications; \$14.7M requested
- Recommendation: 19 applications; \$9.5M for award



Housing Policy

TOC Policy Goal

Adopt six total housing policies from the “3Ps” menu (two each from production, preservation, and protection) to support affordable housing near transit.

Call for Projects Summary

- \$2M available
- Received: 22 applications; \$7.1M requested
- Recommendation: 7 applications; \$2.4M for award

Capital implementation recommendations anticipated in March

Recommended Awards



Parking Management

TOC Policy Goal

Reduce automobile trips and prioritize the limited land area near transit for other shared transportation modes and active transportation.

Call for Projects Summary

- \$4M available
- Received: 18 applications; \$3.9M requested
- Recommendation: 18 applications; \$4M for award



Station Access and Circulation

TOC Policy Goal

Improve multimodal access to and within TOC station areas.

Call for Projects Summary

- \$6M available
- Received: 15 applications; \$4.3M requested
- Recommendation: 14 applications; \$4.1M for award

Package of TOC Compliance Support

In addition to TOC grant awards, support for TOC Policy compliance includes:

- Regional Housing Technical Assistance (RHTA) focused on TOC Implementation
- Existing Priority Development Area (PDA) and Priority Sites grants
- Ordinance templates
- Additional TOC Policy-specific technical assistance
- Potential for planning funds through OBAG4



Credit: Amie Holbrook



Credit: Nelson Nygaard Consulting Assoc.



Credit: Costar

TOC Planning Grants Next Steps

February 2025:

Request approval of
recommended TOC Policy
Planning Grants

March 2025:

Begin contracting process with
jurisdictions

Summer 2025:

Project kickoffs



Transit Oriented Communities Policy Planning Grant Awards Summary

Total funding request received: \$29,891,000
Total recommended funding request: \$20,000,000

Table 1. Summary of Award Recommendations by TOC Policy Area

County	Project Sponsor	TOC Station(s)	Specific Plans and Zoning Changes	Housing Policy Development	Parking Management	Station Access and Circulation	Total	No. of Awards
Alameda	Alameda County Community Development Agency	Bay Fair BART Castro Valley BART	\$1,000,000	\$400,000	\$300,000	\$400,000	\$2,100,000	4
Alameda	Berkeley	Ashby BART				\$400,000	\$400,000	1
Alameda	Emeryville	Emeryville Capitol Corridor		\$250,000			\$250,000	1
Alameda	Hayward	Hayward BART			\$300,000	\$300,000	\$600,000	2
Alameda	Oakland	All TOCs in Jurisdiction (37)			\$300,000		\$300,000	1
Alameda	Pleasanton	Dublin-Pleasanton BART			\$150,000	\$150,000	\$300,000	2
Alameda	San Leandro	All TOCs in Jurisdiction (6)				\$265,000	\$265,000	1
Contra Costa	Antioch	Antioch BART	\$650,000		\$100,000	\$100,000	\$850,000	3
Contra Costa	Concord	Concord BART	\$185,000		\$300,000		\$485,000	2
Contra Costa	Contra Costa County	Pleasant Hill BART				\$400,000	\$400,000	1
Contra Costa	El Cerrito	El Cerrito Plaza BART El Cerrito del Norte BART	\$270,000				\$270,000	1
Contra Costa	Lafayette	Lafayette BART				\$350,000	\$350,000	1
Contra Costa	Orinda	Orinda BART			\$300,000		\$300,000	1
Contra Costa	Pittsburg ¹	Pittsburg Center BART Pittsburg/Bay Point BART	\$250,000				\$250,000	1
Marin	Larkspur	Larkspur Ferry Larkspur SMART			\$175,000		\$175,000	1
Marin	Marin County	All TOCs in County (10)		\$400,000			\$400,000	1
San Mateo	Colma ¹	Colma BART	\$100,000				\$100,000	1
San Mateo	Millbrae	Millbrae BART/Caltrain Station			\$300,000		\$300,000	1
San Mateo	Menlo Park	Menlo Park Caltrain		\$250,000	\$200,000	\$400,000	\$850,000	3
San Mateo	Redwood City	Redwood City Caltrain	\$350,000		\$300,000		\$650,000	2
San Mateo	San Bruno	San Bruno BART San Bruno Caltrain	\$300,000		\$100,000		\$400,000	2
		San Mateo Caltrain						

County	Project Sponsor	TOC Station(s)	Specific Plans and Zoning Changes	Housing Policy Development	Parking Management	Station Access and Circulation	Total	No. of Awards
San Mateo	San Mateo City	Hayward Park Caltrain Hillsdale Caltrain	\$610,000				\$610,000	1
San Mateo	San Mateo County	Belmont Caltrain Bayshore Caltrain Colma BART Daly City BART Menlo Park Caltrain Redwood City Caltrain San Bruno BART San Bruno Caltrain Hayward Park Caltrain Hillsdale Caltrain San Mateo Caltrain		\$500,000			\$500,000	1
San Mateo	South San Francisco	San Bruno BART South San Francisco BART South San Francisco Caltrain South San Francisco Ferry	\$250,000				\$250,000	1
Santa Clara	Milpitas	Milpitas BART	\$100,000		\$300,000		\$400,000	2
Santa Clara	Morgan Hill	Morgan Hill Caltrain	\$650,000	\$200,000	\$125,000	\$175,000	\$1,150,000	4
Santa Clara	San José	All TOCs in Jurisdiction (48)	\$1,200,000		\$300,000	\$400,000	\$1,900,000	3
Santa Clara	Santa Clara City	Santa Clara Caltrain/Capitol Corridor/ACE/BART Lawrence Caltrain Great America VTA Station Lick Mill Station VTA Station Old Ironsides Station VTA Station Reamwood VTA Station Great America Capitol Corridor/ACE	\$250,000		\$150,000	\$400,000	\$800,000	3
Sonoma	Healdsburg ¹	Healdsburg Depot Station SMART	\$1,130,000				\$1,130,000	1

County	Project Sponsor	TOC Station(s)	Specific Plans and Zoning Changes	Housing Policy Development	Parking Management	Station Access and Circulation	Total	No. of Awards
Sonoma	Petaluma	Petaluma Downtown SMART	\$1,000,000			\$190,000	\$1,190,000	2
Sonoma	Santa Rosa	Santa Rosa North SMART Santa Rosa Downtown SMART	\$300,000		\$150,000		\$450,000	2
Sonoma	Sonoma County	Sonoma County Airport SMART	\$200,000				\$200,000	1
Sonoma	Windsor	Windsor SMART	\$650,000	\$200,000	\$150,000	\$200,000	\$1,200,000	4
Housing Technical Assistance ²				\$225,000			\$225,000	
Totals			\$9,445,000	\$2,425,000	\$4,000,000	\$4,130,000	\$20,000,000	
Count	33 (of 61 jurisdictions ³)	157 (of 381 total TOC stations ³)	19	7	18	14		58 Total Awards

¹ Funded with the \$1.87 million balance in the station access and circulation category.

² Funded with the \$1.87 million balance in the station access and circulation category to support ongoing housing technical assistance needs related to TOC housing policy compliance.

³ As of September 2024. Total number of jurisdictions and station areas could change due to planned stations.

Specific Plans and Zoning Changes Award Recommendations

Total funding request received: \$14,665,000
Total recommended funding request: \$9,445,000

Table 2. Recommended Awards for Specific Plans and Zoning Changes TOC Policy Area

County	Project Sponsor	TOC Station	Requested Award	Recommended Award	Grant Type
Alameda	Alameda County Community Development Agency ¹	Bay Fair BART Castro Valley BART	\$1,200,000	\$1,000,000	Plan
Contra Costa	Antioch	Antioch BART	\$650,000	\$650,000	Plan Amendment
Contra Costa	Concord	Concord BART	\$185,000	\$185,000	Technical Assistance
Contra Costa	El Cerrito	El Cerrito Plaza BART El Cerrito del Norte BART	\$270,000	\$270,000	Plan Amendment
Contra Costa	Pittsburg ²	Pittsburg Center BART Pittsburg/Bay Point BART	\$650,000	\$250,000	Plan Amendment
San Mateo	Colma	Colma BART	\$100,000	\$100,000	Technical Assistance
San Mateo	Redwood City	Redwood City Caltrain	\$350,000	\$350,000	Technical Assistance
San Mateo	San Bruno	San Bruno BART San Bruno Caltrain	\$300,000	\$300,000	Technical Assistance
San Mateo	City of San Mateo ³	San Mateo Caltrain Hayward Park Caltrain Hillsdale Caltrain	\$610,000	\$610,000	Technical Assistance

County	Project Sponsor	TOC Station	Requested Award	Recommended Award	Grant Type
San Mateo	South San Francisco ⁴	San Bruno BART South San Francisco BART South San Francisco Caltrain South San Francisco Ferry	\$1,200,000	\$250,000	Technical Assistance
Santa Clara	Milpitas	Milpitas BART	\$100,000	\$100,000	Technical Assistance
Santa Clara	Morgan Hill	Morgan Hill Caltrain	\$650,000	\$650,000	Plan Amendment
Santa Clara	San José	26 TOCs in San Jose	\$1,200,000	\$1,200,000	Technical Assistance
Santa Clara	City of Santa Clara	Great America VTA Station Lick Mill Station VTA Station Old Ironsides Station VTA Station Reamwood VTA Station	\$250,000	\$250,000	Technical Assistance
Sonoma	Healdsburg ⁵	Healdsburg Depot Station SMART	\$1,130,000	\$1,130,000	Plan
Sonoma	Petaluma	Petaluma Downtown SMART	\$1,000,000	\$1,000,000	Plan Amendment
Sonoma	Santa Rosa	Santa Rosa North SMART	\$300,000	\$300,000	Plan Amendment
Sonoma	Sonoma County	Sonoma County Airport SMART	\$200,000	\$200,000	Technical Assistance

County	Project Sponsor	TOC Station	Requested Award	Recommended Award	Grant Type
Sonoma	Windsor	Windsor SMART	\$650,000	\$650,000	Plan Amendment
Totals	19	56 TOCs	\$10,995,000	\$9,445,000	

¹ Recommended award amount was reduced in consideration of scope of work and cost estimation.

² Prioritizing technical assistance to rezone two BART stations to accommodate high density housing.

³ Total amount reflects two proposals, one for specific plan for one TOC, the other for the rezoning technical assistance of two TOCs. Recommendation is to fully fund rezoning.

⁴ Total amount reflects two proposals, one for specific plan to expand TOC the other for rezoning technical assistance. Recommendation is to fully fund rezoning.

⁵ Staff recommend conditioning this award based on coordinated scope development between Healdsburg, SMART and Sonoma County Transportation Authority staff.

Housing Policy Development Award Recommendations

Total funding request received: \$7,078,000
Total recommended funding request: \$2,425,000

Table 3. Recommended Awards for Housing Policy Development TOC Policy Area

County	Project Sponsor	TOC Station	Requested Award	Recommended Award	Policy Area(s)
Alameda	Alameda County Community Development Agency ¹	Bay Fair BART Castro Valley BART	\$500,000	\$400,000	Production, Protections
Alameda	Emeryville ²	Emeryville Capitol Corridor	\$500,000	\$250,000	Production, Protections
Marin	Marin County	All TOCs in County (10)	\$400,000	\$400,000	Preservation
San Mateo	Menlo Park ³	Menlo Park Caltrain	\$300,000	\$250,000	Protections
San Mateo	San Mateo County ⁴	Belmont Caltrain Bayshore Caltrain Colma BART Daly City BART Menlo Park Caltrain Redwood City Caltrain San Bruno BART San Bruno Caltrain Hayward Park Caltrain Hillsdale Caltrain San Mateo Caltrain	\$620,000	\$500,000	Production
Santa Clara	Morgan Hill ⁵	Morgan Hill Caltrain	\$178,000	\$200,000	Production, Preservation, Protections
Sonoma	Windsor ⁶	Windsor SMART	\$250,000	\$200,000	Production, Protections

County	Project Sponsor	TOC Station	Requested Award	Recommended Award	Policy Area(s)
Housing TA ⁷				\$225,000	
Totals	7	27	\$2,748,000	\$2,425,000	

¹ Recommended award amount was lowered in consideration of the scope of work, including three housing policies, and jurisdiction size.

² Recommended award amount was lowered in consideration of the scope of work, including three housing policies, and jurisdiction size.

³ Recommended award amount was lowered in consideration of the scope of work, including two housing policies.

⁴ Recommended award amount was lowered to meet the \$500,000 maximum award limit.

⁵ Recommended award amount was raised in consideration of the intended scope of work, including six housing policies.

⁶ Recommended award amount was lowered in consideration of the scope of work, including three housing policies.

⁷ Housing Technical Assistance to retain in reserve to support ongoing housing technical assistance needs related to TOC housing policy compliance, such as ordinance templates, etc.

Parking Management Planning Award Recommendations

Total funding request received: \$3,898,000
 Balance: \$102,000
Total recommended funding request: \$4,000,000

Table 4. Recommended Awards for Parking Management Planning TOC Policy Area

County	Project Sponsor	TOC Station	Requested Award	Recommended Award
Alameda	Alameda County Community Development Agency	Bay Fair BART Castro Valley BART	\$300,000	\$300,000
Alameda	Hayward	Hayward BART	\$300,000	\$300,000
Alameda	Oakland	All TOCs in Jurisdiction (37)	\$300,000	\$300,000
Alameda	Pleasanton	Dublin-Pleasanton BART	\$150,000	\$150,000
Contra Costa	Antioch	Antioch BART	\$100,000	\$100,000
Contra Costa	Concord	Concord BART	\$300,000	\$300,000
Contra Costa	Orinda	Orinda BART	\$300,000	\$300,000
Marin	Larkspur	Larkspur Ferry Larkspur SMART	\$175,000	\$175,000
San Mateo	Menlo Park	Menlo Park Caltrain	\$200,000	\$200,000
San Mateo	Millbrae ¹	Millbrae BART/Caltrain Station	\$300,000	\$300,000
San Mateo	Redwood City	Redwood City Caltrain	\$300,000	\$300,000
San Mateo	San Bruno	San Bruno BART San Bruno Caltrain	\$100,000	\$100,000
Santa Clara	Milpitas	Milpitas BART	\$300,000	\$300,000
Santa Clara	Morgan Hill ²	Morgan Hill Caltrain	\$23,000	\$125,000
Santa Clara	San José	All TOCs in Jurisdiction (48)	\$300,000	\$300,000

County	Project Sponsor	TOC Station	Requested Award	Recommended Award
Santa Clara	City of Santa Clara	Santa Clara Caltrain/Capitol Corridor/ACE/BART Lawrence Caltrain Great America VTA Station Lick Mill Station VTA Station Old Ironsides Station VTA Station Reamwood VTA Station Great America Capitol Corridor/ACE	\$150,000	\$150,000
Sonoma	Santa Rosa	Santa Rosa North SMART Santa Rosa Downtown SMART	\$150,000	\$150,000
Sonoma	Windsor	Windsor SMART	\$150,000	\$150,000
Totals²	18	111	\$3,898,000	\$4,000,000

¹ Staff recommend that the Millbrae parking project is conditional based on the city executing consultant and MTC grant agreements for its existing Priority Development Area (PDA) planning grants awarded in 2023 by September 30, 2025.

² Staff recommend applying the \$102,000 balance to Morgan Hill's parking project to complete the scope submitted in the application.

Station Access and Circulation Planning Award Recommendations

Total funding request received: \$4,250,000
Total recommended funding request: \$4,130,000
 Balance: \$1,870,000

Table 5. Recommended Awards for Station Access and Circulation Planning TOC Policy Area

County	Project Sponsor	TOC Station	Requested Award	Recommended Award
Alameda	Alameda County Community Development Agency	Bay Fair: BART Castro Valley: BART	\$400,000	\$400,000
Alameda	Berkeley/BART	Ashby BART	\$400,000	\$400,000
Alameda	Hayward	Hayward BART	\$300,000	\$300,000
Alameda	Pleasanton	Dublin-Pleasanton BART	\$150,000	\$150,000
Alameda	San Leandro	San Leandro BART and AC Transit Tempo Downtown San Leandro AC Transit Tempo San Leandro Civic Center AC Transit Tempo Georgia Way AC Transit Tempo Durant Avenue AC Transit Tempo	\$265,000	\$265,000
Contra Costa	Antioch	Antioch BART	\$100,000	\$100,000
Contra Costa	Contra Costa County	Pleasant Hill BART	\$400,000	\$400,000
Contra Costa	Lafayette	Lafayette BART	\$350,000	\$350,000
San Mateo	Menlo Park	Menlo Park Caltrain	\$400,000	\$400,000
Santa Clara	Morgan Hill	Morgan Hill Caltrain	\$175,000	\$175,000
Santa Clara	San José	4 TOCs not covered by existing plans	\$400,000	\$400,000
Santa Clara	City of Santa Clara	Santa Clara Caltrain/Capitol Corridor/ACE/BART	\$400,000	\$400,000
Sonoma	Petaluma	Petaluma Downtown SMART	\$190,000	\$190,000
Sonoma	Windsor	Windsor SMART	\$200,000	\$200,000
Totals	14	22	\$4,130,000	\$4,130,000

Applications Not Recommended for Funding this Cycle

Table 6. Applications Not Recommended for Funding this Cycle

County	Project Sponsor	TOC Policy Area	Funding Request	Evaluation	Receiving Another TOC Policy Award
Alameda	City of Alameda	Housing	\$250,000	Lower score relative to application pool1	No Applied for Housing only
Contra Costa	Lafayette	Housing	\$750,000	Lower score relative to application pool1	Yes Recommended for Station Access (350,000)
Contra Costa	Martinez	Housing	\$275,000	Lower score relative to application pool1	No Applied for Housing only
Contra Costa	Pittsburg	Housing	\$500,000	Lower score relative to application pool1	Yes Recommended for Specific Plans/Zoning (\$250,000)
Contra Costa	Walnut Creek	Specific Plans/Zoning	\$1,200,000	Rezoning TA prioritized over plans to assist more jurisdictions getting to TOC compliance over high-cost plans	No Applied for Specific Plans/Zoning only

County	Project Sponsor	TOC Policy Area	Funding Request	Evaluation	Receiving Another TOC Policy Award
Marin	Multi Jurisdiction Application	Specific Plans/Zoning	\$615,000	Rezoning TA prioritized over plans to assist more jurisdictions getting to TOC compliance over high-cost plans	Yes Recommended for Housing (\$400,000)
Marin	San Rafael	Housing	\$500,000	Lower score relative to application pool1	No Applied for Housing only
San Mateo	Belmont	Housing	\$70,000	Lower score relative to application pool1	No Applied for Housing only
San Mateo	Colma	Housing	\$115,000	Lower score relative to application pool1	Yes Recommended for Specific Plans/Zoning (\$100,000)
San Mateo	Millbrae	Specific Plans/Zoning	\$530,000	Lower score relative to application pool1	Yes Recommended for Parking (\$300,000)
		Housing	\$195,000		
		Station Access	\$120,000		

County	Project Sponsor	TOC Policy Area	Funding Request	Evaluation	Receiving Another TOC Policy Award
San Mateo	San Bruno	Housing	\$250,000	Lower score relative to application pool ¹	Yes Recommended for Specific Plans/Zoning (\$300,000) and Parking (\$100,000)
San Mateo	San Carlos	Housing	\$175,000	Lower score relative to application pool ¹	No Applied for Housing only
San Mateo	City of San Mateo	Specific Plans/Zoning (Specific Plan)	\$1,199,500	Rezoning TA prioritized over plans to assist more jurisdictions getting to TOC compliance over high-cost plans	Yes Recommended for Specific Plans/Zoning - Technical Assistance (\$610,000)
Santa Clara	Campbell	Housing	\$100,000	Lower score relative to application pool ¹	No Applied for Housing only
Santa Clara	Milpitas	Housing	\$100,000	Lower score relative to application pool ¹	Yes Recommended for Specific Plans/Zoning (\$100,000) and Parking (\$300,000)

County	Project Sponsor	TOC Policy Area	Funding Request	Evaluation	Receiving Another TOC Policy Award
Santa Clara	City of Santa Clara	Housing	\$150,000	Lower score relative to application pool ¹	Yes Recommended for Specific Plans/Zoning (\$250,000), Parking (\$150,000), and Station Access (\$400,000)
Sonoma	Santa Rosa	Housing	\$500,000	Lower score relative to application pool ¹	Yes Recommended for Specific Plans/Zoning (\$300,000) and Parking (\$150,000)
Sonoma	Sonoma County	Housing	\$400,000	Lower score relative to application pool ¹	Yes Recommended for Specific Plans/Zoning (\$150,000)
Total			\$7,994,500		

¹ Staff will work with the project sponsors to assist in the development of an application for the next round of TOC funding.

