

APPENDIX B: Table of all strategies and recommendations under SB125 (1)(f) for Tranche 2

Three levels of organization – principles, strategies, and policy recommendations—are used to best support the overall development of the TTTF Report. Principles are high-level value statements of the report to express what is needed to achieve our goals and are organized around 4 key themes to increase ridership. The principles help group the other strategies, policy recommendations, and actions. Strategies form the "issue areas," often drawn from SB 125 enabling legislation. The strategies are larger, strategic moves to enhance transit. Strategies tightly group the individual policy recommendations into an issue area and focus section of the report. Policy recommendations are specific steps and initiatives that can be considered by stakeholders, such as the Legislature, the Executive Branch, state or local agencies, or transit operators. The policy recommendations are the small, specific items which are grouped into strategies for a particular issue area. Each policy recommendations will include additional information, such as:

- **Responsible entity**- Who is/are the responsible party/parties?
- **Support entities**- Who are the other entities that will help in this effort?
- **Enablers for implementation**- How is this going to be implemented?
- **Level of complexity**- What is the level of complexity to complete this policy recommendation- low, medium, or high?
 - Level of complexity falls into 3 categories: Low, medium, and high, which are defined below:
 - Low: Easy problem to fix, no special analysis or resources needed and can fit within current procedures and practices.
 - Medium: More complicated problem to fix, needs some analysis, resources, and cooperation from one or more entities, and manageable to integrate into current procedures and practices.
 - High: Highly complex problem to fix, needs extra analysis, resources, and coordination from multiple entities, and exceeds current procedures and practices.
- **Key recommendation**- *Is this a key recommendation- yes, or no?* Based on TTTF voting.
 - Key recommendations are to be voted on by the Task Force. The Task Force can choose one recommendation to be the most critically needed for each strategy or policy area.
- **TTTF voting record**- Based on TTTF voting.

Please note that any row highlighted in light blue is a new recommendation being presented to the Task Force, based off their feedback, while all others were previously approved. Red text in the policy recommendations includes updated language based on task force feedback and were approved during prior meetings.

Principle: Increase options for living, working, and learning near high-quality transit routes

- Changes to land use, housing, and pricing policies that could improve public transit use (1.f.2)
- Potential of transit-oriented development and value capture of property around transit (1.f.7)

| Tracking ID | Legislative Section | Strategy | Policy Recommendation | Responsible Entity | Support Entities | Enablers for Implementation | Level of Complexity |
|-------------|---------------------|---|--|--|------------------------|--|---------------------|
| Q.1. | SB125 1.f.2 | Q. Coordinate transit and land use planning | Q.1. Support the statewide strategy for transit-supportive land use to address both transit and housing objectives, including setting out Transit Oriented Development (TOD)-specific objectives and guidelines that consider potential social equity impacts and interests of private developers to increase housing near transit | California Department of Housing & Community Development (HCD) | Caltrans, CalSTA | Support HCD in their efforts and strategy to increase the number of homes in California with a specific focus on TOD. | Low |
| Q.2. | SB125 1.f.2 | Q. Coordinate transit and land use planning | Q.2. Give transit agencies the ability to review and comment on City Transportation Demand Management (TDM) plans | Local agencies | Transit agencies | Require that local transit agencies be consulted in Transportation Demand Management plans and processes such as local development review. | Low |
| Q.3. | SB125 1.f.2 | Q. Coordinate transit and land use planning | Q.3. Encourage HCD to include additional transit-supportive land use policies in qualifying for pro-housing designation | HCD | CalSTA | Increase the transit supportive policies that would be inside the HCD pro-housing designation. | Low |
| Q.5. | SB125 1.f.2 | Q. Coordinate transit and land use planning | Q.5. Encourage transit agencies to include analysis and evaluation of land use and value capture opportunities into their transit enhancement and expansion plans | Transit agencies | Local agencies, CalSTA | Update program guidelines and funding prioritization to explicitly encourage and reward projects that have a value capture element. | Medium |
| Q.6. | SB125 1.f.2 | Q. Coordinate transit and land use planning | Q.6. Leverage, where possible, Caltrans-owned and other State-owned land to reduce upfront land costs to jumpstart TOD projects | Caltrans | HCD | Utilize and deliver Caltrans parcels to support projects where possible. Have Caltrans work with HCD and others to effectively use Caltrans project for TOD projects. | Medium |
| S.1. | SB125 1.f.2 | S. Encourage transit-supportive land uses | S.1. Identify all land around transit stations open to joint development, including land owned by transit agencies and Caltrans that is eligible for TOD | Caltrans, HCD | CalSTA | Develop and publish inventory, list of opportunities statewide for joint development. | High |
| S.3. | SB125 1.f.2 | S. Encourage transit-supportive land uses | S.3. Examine opportunities to price on-street parking and unbundle new off-street parking from residential and commercial developments within 0.5 mile of transit | Legislature | | Update laws to encourage more active pricing of on street parking near transit and require unbundled parking for off street parking to encourage use within half mile of high-quality transit. | Medium |

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|-------------|---------------------|---|--|-------------------------------------|--|---|---------------------|
| S.4. | SB125 1.f.2 | S. Encourage transit-supportive land uses | S.4. Create the ability to allow transit agencies to sell air rights to create development opportunities above transit stations and facilities | Legislature | | Give transit agencies specific air rights for land near stations (i.e., existing zoning, bonus, etc.) and mandate transferability to allow agencies to raise revenue. | Medium |
| S.5. | SB125 1.f.2 | S. Encourage transit-supportive land uses | S.5. Create bench of pre-vetted TOD property developers for use by transit agencies statewide to pursue joint development abilities | HCD | Transit agencies | Create a statewide bench of developers and a clearinghouse to help transit agencies develop TOD projects. | High |
| T.1. | SB125 1.f.2 | T. Provide education, incentives, or funding to developers and agencies | T.1. Explore state agency support to provide loans with lower interest rates to developers for qualifying TOD projects | CalHFA | | CalHFA should incentivize TOD projects by providing lower interest rate loans to developers that build housing near transit. | |
| T.2. | SB125 1.f.2 | T. Provide education, incentives, or funding to developers and agencies | T.2. Engage pension funds to explore investment opportunities to support qualifying TOD projects (e.g., for direct land acquisition by transit agencies and/or local jurisdictions) | CalSTA | CalPERS, CalSTRS | CalSTA should work with CalPERS and CalSTRS to encourage investment opportunities inside California for TOD projects. | High |
| T.4. | SB125 1.f.2 | T. Provide education, incentives, or funding to developers and agencies | T.4. Where possible, create pre-permitted project opportunities to encourage public-private partnerships | Transit Agencies, Local Governments | | Work to integrate the creation of TOD opportunity sites into the transit planning/ expansion process, work to create sites and permit them as part of the overall transit project delivery. | Medium |
| T.5. | SB125 1.f.2 | T. Provide education, incentives, or funding to developers and agencies | T.5. Provide incentives or funding to support transit agencies, MPOs, and/or cities that meet TOD objectives and other mandates (e.g. decarbonization) | CalSTA | Transit Agencies, MPOs, Local Agencies | CalSTA can create incentives and/ or additional funding to prioritize meeting TOD objectives. | |
| T.6. | SB125 1.f.2 | T. Provide education, incentives, or funding to developers and agencies | T.6. Set up State team to provide support on TOD to local jurisdictions and transit agencies | CalSTA, Caltrans | HCD | Along with T.3., have dedicated resource to provide technical assistance at local level for TOD support to local agencies. | Low |
| T.7. | SB125 1.f.2 | T. Provide education, incentives, or funding to developers and agencies | T.7. Ensure State agencies coordinate land use and transportation planning and permitting regulation and guidance to reduce contradicting policies and complete projects with sufficient housing and transportation | CalSTA | HCD, SGC | Work to holistically audit existing policies and ensure that planning and permitting is aligned to maximizing opportunities for local agencies. | Medium |
| U.1. | SB125 1.f.7 | U. Allow California to capture value from transit | U.1. Utilize the Surplus Lands Act to increase affordable housing on land owned by transit agencies | Transit Agencies, Local Agencies | CalSTA | Have CalSTA create incentives for local and transit agencies to use the Surplus Lands Act to build TOD on underutilized public land. | High |
| U.2. | SB125 1.f.7 | U. Allow California to capture value from transit | U.2. Assess the multiplier effect of public transit investments and create mechanisms that could allow transit agencies to become | Legislature | Transit Agencies | Analyze the increased private value (such as property value or commercial activity) that is generated from transit investments. Allow transit agencies to generate funding | |

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| | | | an equity partner and/or capture this value (e.g., through taxes, transit passes) | | | through existing taxes or transit passes to capture funds within the incremental financing tools. | |
| U.3. | SB125 1.f.7 | U. Allow California to capture value from transit | U.3. Create a tax increment financing tool specifically for transit-oriented development or modify an existing one (e.g. NIFTIs) to enable transit agencies with more effective value capture options | Legislature | Transit Agencies | Update one of the State's Increment Financing tools (NIFTI, EFID, etc.) to have a lower barrier to entry and allow it to capture a greater share of incremental property tax revenues since the existing, post-redevelopment laws are not extensively utilized. | High |
| U.4. | SB125 1.f.7 | U. Allow California to capture value from transit | U.4. Create a new dedicated entity to reform redevelopment to meet current needs for transit and housing, but avoid pitfalls that effected redevelopment | Legislature | | The legislature should consider creating a new, dedicated entity (or set of entities) with a focus on delivering infill and transit and the ability to do value capture. This would address the loss of capacity and dedicated resources that redevelopment agencies had, while having guardrails that would prevent some of the challenges present with redevelopment agencies. | Medium |
| U.5. | SB125 1.f.7 | U. Allow California to capture value from transit | U.5. Streamline Surplus Lands Act to increase effectiveness | Legislature | | Reduce the administrative barriers and requirements of the Surplus Lands Act. | High |
| U.6. | SB125 1.f.7 | U. Allow California to capture value from transit | U.6. Establish supplemental funding sources through value capture strategies | Legislature | | The legislature should consider incentivizing value capture as a method to secure long-term funding that can be used for transit priorities. | High |
| V.1. | SB125 1.f.7 | V. Provide state incentives and technical assistance to support transit agencies on value capture | V.1. Provide funding and/or technical assistance to agencies to support value capture opportunities (e.g., grants to hire specialists for in-sourced opportunities such as advertising, joint development , and install EV chargers and hydrogen re-fueling facilities on agency-owned parking areas) | CalSTA, Caltrans | Transit Agencies | In conjunction with other recommendations, ensure that the State can support small agencies in the development of advertising, refueling, etc. revenues. | Low |
| V.2. | SB125 1.f.7 | V. Provide state incentives and technical assistance to support transit agencies on value capture | V.2. Create State Purchasing Schedules to make expertise in revenue generation opportunities available to transit agencies to lower costs (e.g., California tourism passes, professional sports teams) | CalSTA, Caltrans | Transit Agencies | Create a statewide, opt in contracts to enable event ticketing, tourism passes, etc. integrated with local agencies. | Medium |
| V.3. | SB125 1.f.7 | V. Provide state incentives and technical assistance to support transit agencies on value capture | V.3. Invest in transportation projects that have a value capture strategy, when practical | CalSTA, Caltrans | | Prioritize State funding for new transit projects to ones with a value capture strategy, especially in new capital funding lines. | Low |