

State and Local Cooperation

SPUR Transit-Center Cities Symposium

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2040 Vision for Passenger Rail

Statewide System

Tie together urban, suburban, and rural areas

Integrated Services

Easy connections between rail, express bus and transit services

Coordinated Schedules

Reduce wait times and allow direct transfers

Frequent Service

Make rail a timely option, connecting communities every 30-60 minutes

Customer Focus

One-stop ticketing, scheduling, and passenger information



California's unprecedented investments in transit, rail, connecting populations and economy

- Over 100 miles of High-Speed Rail System under construction in the Central Valley
- Cap & Trade, SB 1, Housing Package
- HSR Station Area Planning program, AHSC, TIRCP, LCTOP, TCC, ATP, Caltrans Planning Grants - all state programs that facilitate the planning and activation of private investment with public infrastructure

Transit Rail Capital Awards

April 2018: \$2.6 Billion

BETTER CONNECTIONS FOR THE BAY AREA



#REBUILDINGCA

- COMPLETES FUNDING FOR BART TO SAN JOSE
- NEW VEHICLES FOR BART AND MUNI TO REDUCE CROWDING DURING PEAK HOURS
- NEW SAMTRANS EXPRESS BUS ROUTES ALONG CONGESTED US-101
- SUPPORTS CALTRAIN ELECTRIFICATION PROJECT WITH ADDITIONAL TRAINSETS
- EXTENDS SMART TRAIN TO LARKSPUR FERRY

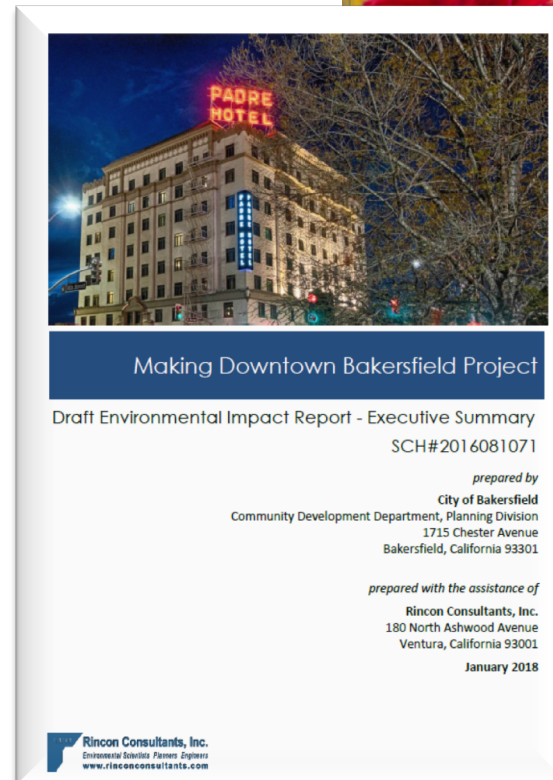
High Speed Rail Station Area Planning Partnerships

- Bakersfield (2018)
- Tulare County Association of Governments (2018)
- Fresno (2018)
- Merced (2019)
- Millbrae/SFO (2019/2020)
- Gilroy (2019/2020)
- Palmdale (2019)
- Burbank (2020/2021)

Making Downtown Bakersfield

5/9/18 - City Council adopted Downtown Bakersfield Vision Plan and EIR

- 10 year horizon, 20, 30 year horizon
- Transformational Opportunities
- Access/Bikeability/Walkability/Complete Streets
- Urban Design
- Economic Development
- Jobs, housing, retail, entertainment, art, cultural amenities, recreation, sustainability



Bakersfield Vision

HSR READY DOWNTOWN - PHASED DEVELOPMENT PLAN 0-10 YEAR STRATEGY

365,000 SF OFFICE; 1100 RESIDENTIAL UNITS; 150,223 SF RETAIL; 360 HOTEL ROOMS



Improved Intersection, New York, NY



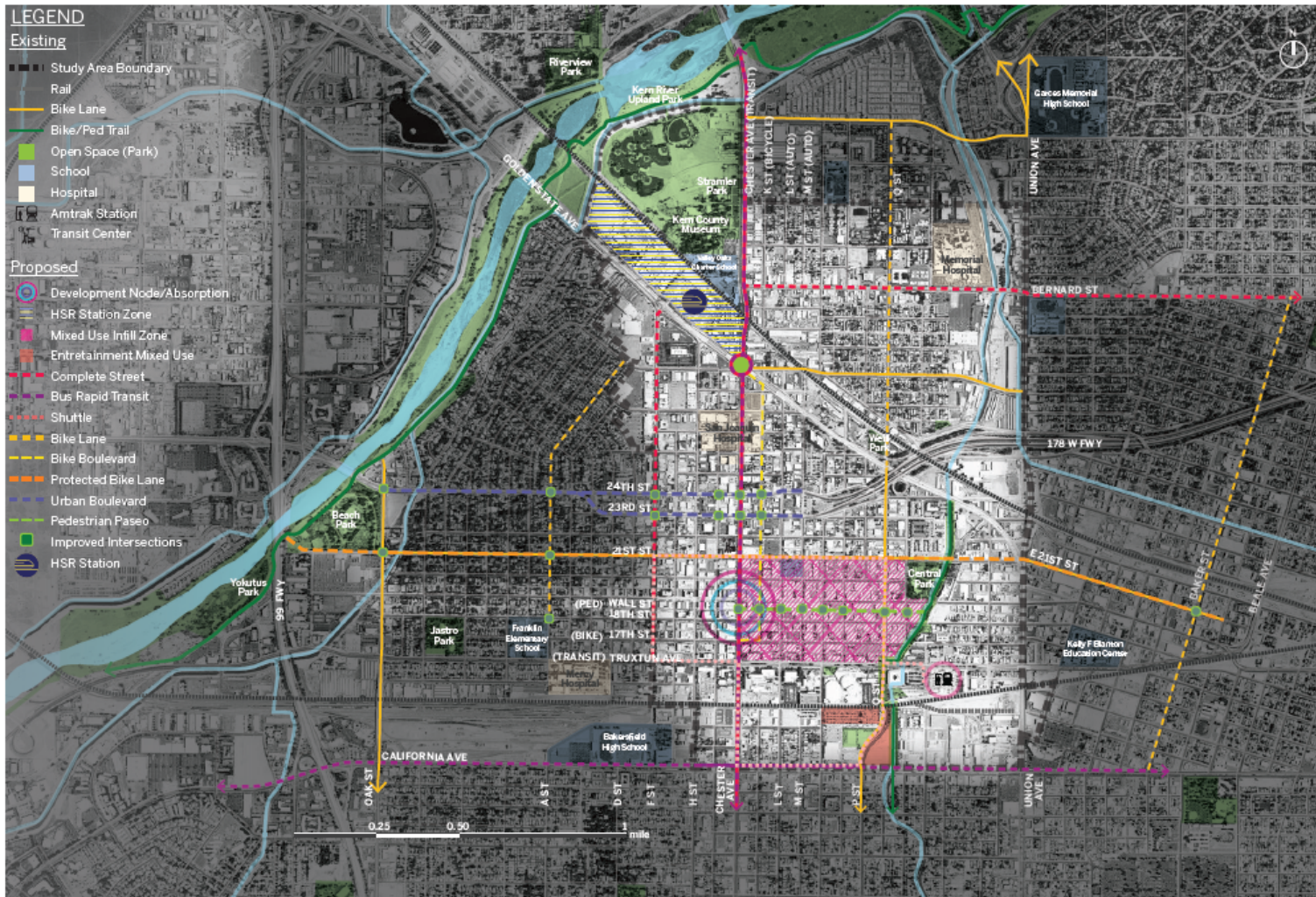
Bike Boulevard, Copenhagen, Denmark



Pedestrian Paseo, Agueda, Portugal



Mixed-use District, Kansas City, MO

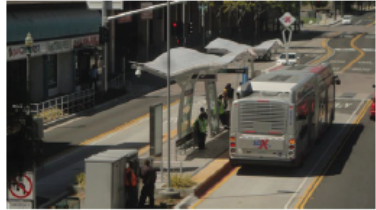


Bakersfield Vision

CHESTER CIRCLE REDEVELOPMENT - PHASED DEVELOPMENT PLAN

10-20 YEAR STRATEGY

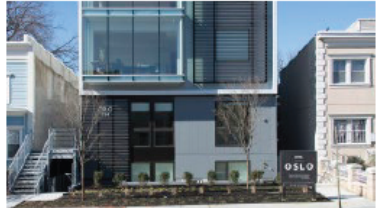
Δ720,000 SF OFFICE (Σ 1,085,000 SF); Δ3,340 RESIDENTIAL UNITS (Σ 4,440 UNITS); Δ343,286 SF RETAIL (Σ 493,509 SF); Δ912 HOTEL ROOMS (Σ 1,272 ROOMS)



Bus Rapid Transit, San Bernardino, CA



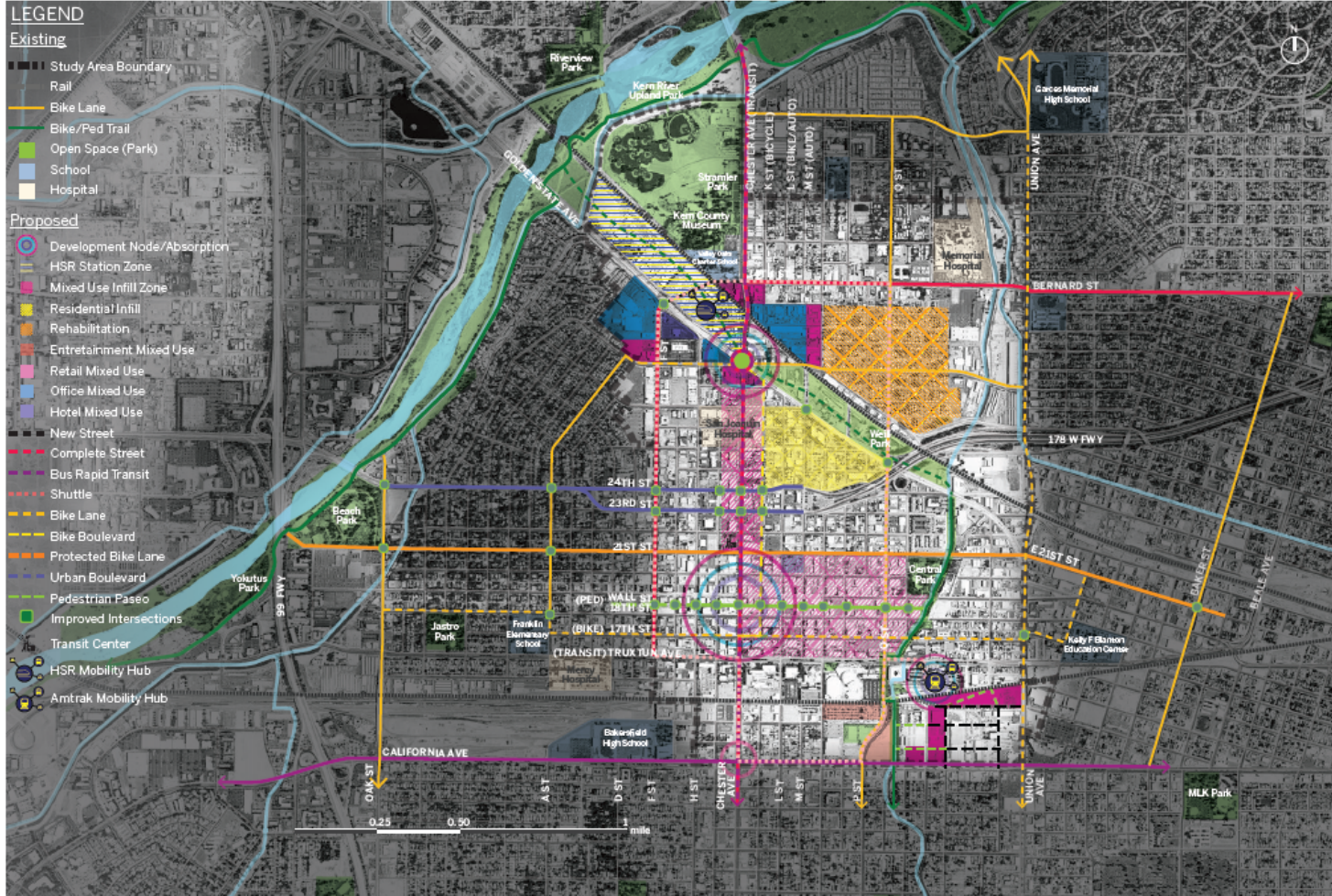
Mobility Hub, Denver, CO



Infill Development, Washington, DC



Multi-modal Trail, Denver, CO



Bakersfield Vision

KERN RIVER DISTRICT REDEVELOPMENT - PHASED DEVELOPMENT PLAN

20-30 YEAR STRATEGY

Δ920,000 SF OFFICE (Σ 2,005,000 SF); Δ4,130 RESIDENTIAL UNITS (Σ 8,570 UNITS); Δ412,479 SF RETAIL (Σ 905,988 SF); Δ1,141 HOTEL ROOMS (Σ 2,413 ROOMS)



Bike/Ped Trail, Atlanta, GA



HSR Station Development Zone, Tokyo, Japan



Arena District, Columbus, OH



Development Node, New York, NY

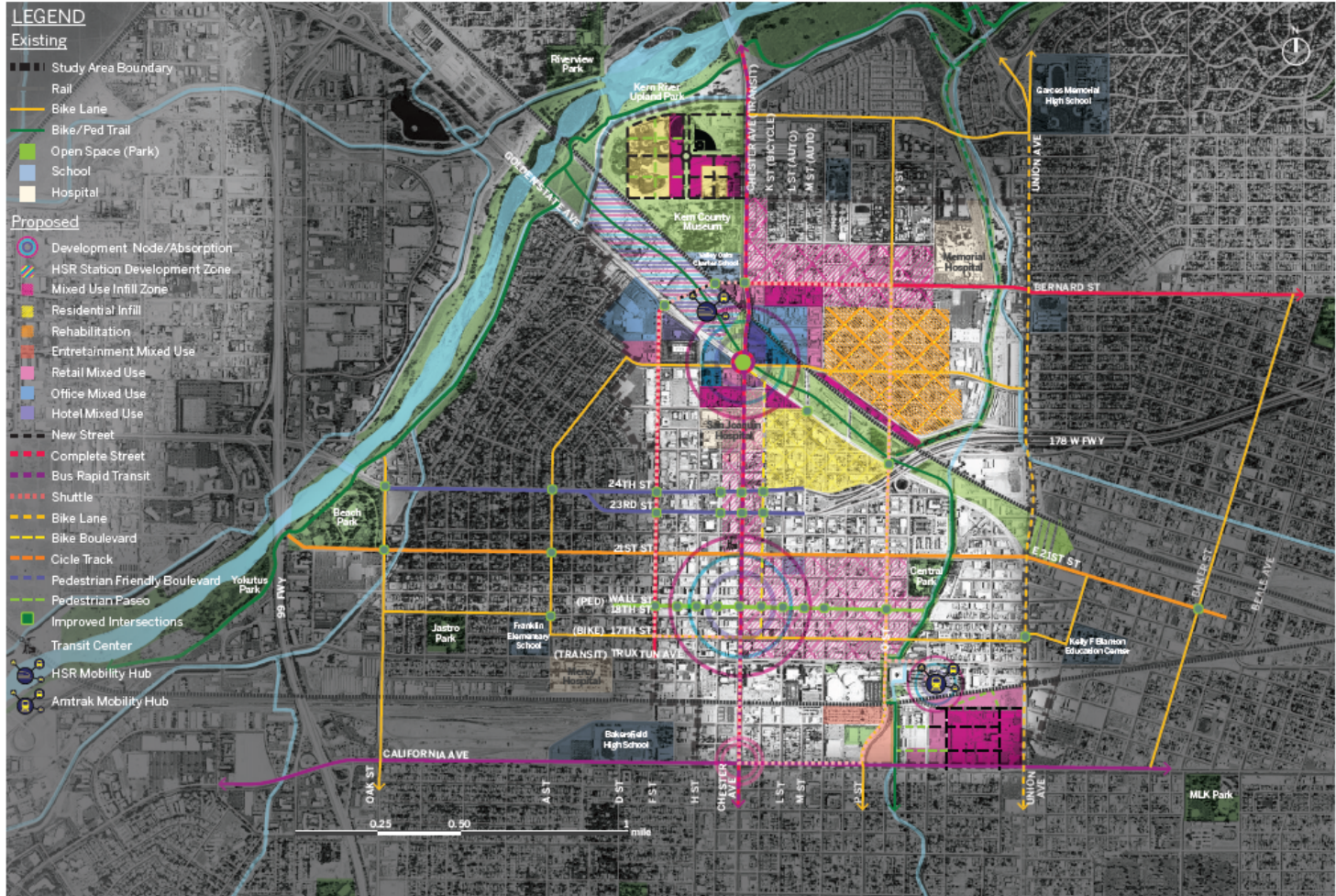
LEGEND

Existing

- Study Area Boundary
- Rail
- Bike Lane
- Bike/Ped Trail
- Open Space (Park)
- School
- Hospital

Proposed

- Development Node/Absorption
- HSR Station Development Zone
- Mixed Use Infill Zone
- Residential Infill
- Rehabilitation
- Entertainment Mixed Use
- Retail Mixed Use
- Office Mixed Use
- Hotel Mixed Use
- New Street
- Complete Street
- Bus Rapid Transit
- Shuttle
- Bike Lane
- Bike Boulevard
- Cycle Track
- Pedestrian Friendly Boulevard
- Pedestrian Paseo
- Improved Intersections
- Transit Center
- HSR Mobility Hub
- Amtrak Mobility Hub



Fresno Station Area Master Plan

November 2018 –
Release Station Area
Master Plan

Vision and goals
transforming area
around the High
Speed Rail station to
2040.



San Jose Diridon Station Plans

In 2018 – San Jose finalize several plans developed in partnership with High Speed Rail:

- Infrastructure Analysis
- Financial Analysis

Partner in Diridon Intermodal Station Concept -- 2019

DIRIDON STATION AREA INFRASTRUCTURE ANALYSIS

Final Report | January 31, 2017



FIGURE 1-2-2: DIRIDON STATION AREA



submitted to:  prepared by: 

In many communities there is a gap between the infrastructure needs of development and available financing

- Gap financing is explicitly not allowed for under existing tools
- Difficult to secure cooperation between more than one taxing entity (voluntary) to use the existing tools
- EIFDs, for example, do not provide sufficient funds for infrastructure on its own. (20% of tax increment compared to what was generated under former Redevelopment)

| COMPARISON OF FINANCING TOOLS | Former Redevelopment | Community Revitalization Investment Authority (CRIA) | Enhanced Infrastructure Financing District (EIFD) |
|---|---|--|--|
| <i>Governing Body</i> | Usually City Council | Community Revitalization Investment Authority | Public Finance Authority |
| <i>Qualification Criteria for area</i> | AB 1290 established more stringent blight requirements including economic | Yes—median income requirements and certain economic indicators | No |
| <i>Land Conveyance</i> | Yes | Yes | No |
| <i>Affordable Housing</i> | Yes | Yes | No |
| <i>Maintenance, Operations & Services</i> | No | No | No |
| <i>Notice of Public Hearing</i> | Yes | Yes | Yes |
| <i>Property Tax increment</i> | Mandatory (all taxing agencies) | Consenting agencies (excluding schools) | Consenting agencies (excluding schools) |
| <i>Sales Tax</i> | No | No | No |
| <i>Transient Occupancy Tax (TOT)</i> | No | No | No |
| <i>Issuance of Tax Allocation Bonds</i> | Yes | Yes | Yes |
| <i>Tax Sharing</i> | Yes | No | No |

Many ideas have come through the legislative process

| Assembly | Senate |
|---------------------------------------|--|
| AB 1568 (Bloom) 2017, passed | SB 32 (Pavley) 2016, passed |
| AB 313 (Atkins) 2015, passed | SB 63 (Hall) 2015, passed |
| AB 471 (Atkins) 2014, passed | SB 628 (Beall) 2014, passed |
| AB 33 (Wolk) 2013 | SB 375 (Steinberg) 2008, passed |
| AB 229 (J. Perez) 2014, passed | SB 308 (Seymour) 1990, passed |
| AB 243 (Dickinson) 2013 | SB 827 (Wiener) 2018 |
| AB 294 (Holden) 2013 | SB 961 (Allen) 2018, passed |
| AB 32 (Nunez) 2006, passed | |
| AB 3037 (Chiu) 2018 | |

Common themes of what is needed:

- Financing tool for station development (1/2 to 1 mile district)
- Statewide fund to accelerate development in weaker markets
- Statewide performance criteria for development around passenger rail stations + accountability
- Joint governance: flexible and adaptable structure
- Enable value capture for all partners

Concept:

- *Capture the increased value created by public infrastructure investments, put the revenue back into the district for a period of time to bolster the market*
- *Link rail development and affordable housing*
- *Enable district-scale development*
- *Align interests on the public side: city, county, and rail providers*

Concept:

- *Specify where revenues go:*
 - infrastructure and gap financing of development
 - affordable housing
 - operations and maintenance
 - administration of the district
- *Ability to bond against revenues*
- *Ensure transparency:* Planning, guidance, and environmental clearance at a district-scale, consistent with statewide goals

Concept:

- *Voluntary participation* but commitment for the life of the bonds (45-years)
- *Incentivize private development*: enable denser development around stations, district-scale energy opportunities, continuous financing source for infill development and associated infrastructure





Thank You

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