What is the MTC region?

9 San Francisco Bay Area counties

7 Million people; almost 4 million jobs

101 Municipalities

26 Public transit operators
4 Different Ways to Use Transp Money

1. Planning grants
   - For transportation components of smart growth projects

2. Capital Grants
   - For transportation components of smart growth projects

3. Rewards
   - for development near transit - in the form of transp $$$

4. Requirements/Conditions
   - for development near transit that MTC funds
Initial Funding Programs

**TLC Planning ($0.5M /yr)**
- 59 planning projects - $2.2 million

**TLC Capital ($9M /yr)**
- 70 capital projects - $66 million

**Housing Incentive Program ($9M /yr)**
- 23 housing projects across 12 Bay Area cities
- 2,672 total new housing units
  - 2,980 market rate bedrooms
  - 2,091 affordable rate bedrooms
Mahon Path

- New Class 1 bike and pedestrian path along an abandoned rail line adjacent to Mahon Creek that connects downtown San Rafael to a major transit center

San Rafael
Marin County

Capital Grant: $550,000
Santa Rosa Downtown Pedestrian Linkages

- Newly established pedestrian connections between east and west sides of downtown Santa Rosa, historic Railroad Square, social service centers and future Food/Wine Marketplace

**Santa Rosa**  
**Sonoma County**

Capital Grants: $900,000
Fruitvale Transit Village

One of first of new generation of Bay Area transit villages. Library, clinic, senior center, retail and 47 rental units in phase 1. Three hundred plus housing units in phase 2.

**Oakland**
**Alameda County**

**TLC planning:** $47,000

**TLC Capital Grant:** $2 million

**Fund Origin:** TDA, TEA-21
Downtown Petaluma River Apartments

A 81-unit affordable housing complex next to the Petaluma River, bus lines and potential future commuter rail in downtown Petaluma

Petaluma Sonoma County

HIP Grant: $266,000
TLC Grant: $358,000

Fund Sources: STP/CMAQ
Fund Origin: TEA-21
Evolution of Annual TLC Funding
The future of TOD in the Bay Area? $11 billion in transit projects.
MTC’s Bay Area Poll: Expansion Priorities

- 87% Expand BART Service
- 85% Expand rail service
- 82% Expand local bus service
- 81% Expand Express Bus Service on Freeways
- 74% Widen Freeways
- 70% Expand Ferry Service across Bay
What is the MTC region?

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- **7** Million people; almost 4 million jobs
- **101** Municipalities
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TLC Funds vs Transit Expansion

Bar chart comparing TLC and Transit Expansion funds. Transit Expansion has significantly higher funds compared to TLC.
## Key Transit Expansion Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>MTC regional $$ (millions)</th>
<th>Total Project Cost (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART to San Jose ext</td>
<td>889</td>
<td>4,149</td>
</tr>
<tr>
<td>SF central subway</td>
<td>472</td>
<td>694</td>
</tr>
<tr>
<td>Transbay Terminal</td>
<td>353</td>
<td>1,817</td>
</tr>
<tr>
<td>Sonoma Marin Rail</td>
<td>35</td>
<td>339</td>
</tr>
<tr>
<td>Ferry expansion</td>
<td>164</td>
<td>239</td>
</tr>
<tr>
<td>Dumbarton Rail</td>
<td>174</td>
<td>300</td>
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<tr>
<td>AC Transit BRT</td>
<td>90</td>
<td>97</td>
</tr>
<tr>
<td>eBART extension</td>
<td>263</td>
<td>390</td>
</tr>
</tbody>
</table>
Challenges in Developing TOD Policy

- One policy to fit very diverse region
  - Urban -- Suburban -- Exurban
  - Heavy rail -- BRT -- light rail -- commuter -- ferries
  - 101 cities -- corridors have 5-14 cities, 1-2 counties
  - Wanted something quantitative

- FTA and BART have existing TOD policies

- Conditioning funds not politically popular
  - We had already agreed to fund projects

- Our board members also local electeds
## Minimum Housing Thresholds: Per Station Avg

<table>
<thead>
<tr>
<th></th>
<th>BART Light Rail</th>
<th>Bus Rapid Transit</th>
<th>Commuter Rail</th>
<th>Ferry</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>3,850</td>
<td>3,300</td>
<td>2,750</td>
<td>2,200</td>
</tr>
</tbody>
</table>

- **Average per station for half mile radius around stations in the corridor**
- **Counts both existing units and planned units (approved and environmentally cleared)**
- **Pass/Fail rating -- must be met by time transit project proceeds to construction**
Corridor Average: 2,200 units per station area

One Size Does Not Fit All!

4,000 2,800 1,700 300
Outreach around TOD Policy

- Support & data from Center for Transit-Oriented Development (CTOD)
- Meetings with city planners, advocacy orgs & transit agencies
- Corridor tours for electeds & citizens
- Policy roundtables in corridors
- Meetings, dinners, presentations etc
Results - Transit Shares by Proximity to BART

- Home-based work trips
Why TOD Matters - Ridership Increases in eBART Corridor from TOD

Bar chart showing ridership per station per day for Park & Ride/Bus Only and Park & Ride/Bus Plus TOD. The chart indicates that ridership increases significantly with TOD, surpassing BART's cost-effectiveness threshold.
TOD Policy Adopted

- **MTC Board passed policy unanimously in July 2005**
  - Adopted housing threshold -- many also wanted jobs
  - Incentive for Affordable housing -- not required
  - In 5 key corridors -- 42,000 new housing units required
  - First MPO to condition transit funding on land use

- **Approval of $2.8 million for land use planning**
  - “Funded mandate” for local govts
  - 8 pilot station area plans now underway
  - Cities must address reduced parking, station access, walkability

- **Policy to be reviewed in 12 months**
James Corless
Senior Planner
510-817-5709

www.mtc.ca.gov
Results - Transit-Using Population

- Percent using transit during two-day survey period
Results - Transit Shares

- Home-based work trips

<table>
<thead>
<tr>
<th>Distance</th>
<th>Other Transit</th>
<th>Rail and Ferry</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;1/4mi</td>
<td>30%</td>
<td></td>
</tr>
<tr>
<td>1/4mi-1/2mi</td>
<td>15%</td>
<td>5%</td>
</tr>
<tr>
<td>1/2mi-1mi</td>
<td>10%</td>
<td>5%</td>
</tr>
<tr>
<td>&gt;1mi, Urban</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>&gt;1mi, High-Sub</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>&gt;1mi, Low-Sub</td>
<td>5%</td>
<td>15%</td>
</tr>
<tr>
<td>&gt;1mi, Rural</td>
<td></td>
<td>20%</td>
</tr>
</tbody>
</table>

Total
Results - Transit Shares

- Non-work trips
Results - Transit Shares

- **Total trips**
Results - Transit Shares by Proximity to BART

- Home-based work trips
QuickTime™ and a TIFF (LZW) decompressor are needed to see this picture.
The Power of Transportation Funding

- MPOs can’t control land use
- MPOs do control funding
- Two ways we can make policy...