Smart Growth Incentives in the San Francisco Bay Area

Metropolitan Transportation Commission

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Railvolution
November 6, 2006
the MTC region

- 9 San Francisco Bay Area counties
- 7 Million people; almost 4 million jobs
- 101 Municipalities
- 1,400 Miles of highway
- 19,600 Miles of local streets and roads
- 27 Public transit operators
The Bay Area’s Growth Alternatives
MTC’s Smart Growth Incentives

1. TLC Planning ($3M)
   - 67 community-led plans

2. TLC Capital ($84M)
   - 80 capital projects - 40 cities

3. Housing Incentive Program ($40M)
   - 2,000+ units constructed in 1st funding cycle
   - 13,000 potential new units in 2nd funding cycle
     - 24 percent affordable
Evolution of TLC Funding

<table>
<thead>
<tr>
<th>Years</th>
<th>Sta Area Plans</th>
<th>Local TLC</th>
<th>HIP</th>
<th>TLC Capital</th>
<th>TLC Planning</th>
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<tbody>
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Downtown Suisun Streetscape Improvements

- Newly constructed streetscape (sidewalks, textured crosswalks, pedestrian lighting, and landscaping) along Main Street and Driftwood Drive as part of Suisun City’s downtown and waterfront revitalization efforts.

**Suisun City**

**Solano County**

**Capital Grants:** $545,000
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  
HIP Grant: $113,000
Metropolitan Apartments (aka Prometheus)

- A multi-family development with 218 housing units located near bus transit and a Caltrain station in downtown San Mateo

San Mateo
San Mateo County

HIP Grant: $682,500
Density: 60 dua

HIP grants funded pedestrian and streetscape improvements along Third and Fourth Avenues in downtown San Mateo (same project area).
Richmond Transit Village

Ownership Townhouses & Rentals at hub of heavy rail (BART), Amtrak & local bus

Richmond
Contra Costa County

HIP Grant: $865,500
Density: 25 dua
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
Density: 35 dua
TLC and HIP PROJECTS SINCE 1998
TLC Funds vs Transit Expansion
The Bay Area’s Transit Expansion Plan: Resolution 3434
TOD Policy: Leveraging Regional Funds

- SMART
- eBART
- Dumbarton Rail
- Ferry Expansion
- SF central subway
- AC Transit BRT

Millions of Dollars

MTC funding Other Funds
# Housing Thresholds: MTC TOD Policy

<table>
<thead>
<tr>
<th></th>
<th>BART</th>
<th>Light Rail</th>
<th>BRT</th>
<th>Commuter Rail</th>
<th>Ferry</th>
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<tr>
<td>Housing Units</td>
<td>3,850</td>
<td>3,300</td>
<td>2,750</td>
<td>2,200</td>
<td>750</td>
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<tr>
<td>within half mile of station</td>
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Why TOD Matters - Ridership Increases in One Proposed Bay Area Corridor from TOD
TOD Ridership Benefits: Bay Area

Work trips - mode share for transit, walking & biking by proximity to transit

<table>
<thead>
<tr>
<th>Proximity</th>
<th>Bike</th>
<th>Walk</th>
<th>Transit</th>
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<tr>
<td>&lt;1/2mi</td>
<td></td>
<td>16</td>
<td>29</td>
</tr>
<tr>
<td>1/2mi-1mi</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>&gt;1mi, Urban</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>&gt;1mi, High-Sub</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>&gt;1mi, Low-Sub</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt;1mi, Rural</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
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Diagram showing mode share for transit, walking & biking by proximity to transit.
TOD Ridership Benefits: Bay Area

Non-work trips - mode share for transit, walking & biking

- <1/2mi: 25% Bike, 16% Walk, 1% Transit
- 1/2mi-1mi: 16% Bike, 25% Walk, 1% Transit
- >1mi, Urban: 25% Bike, 16% Walk, 1% Transit
- >1mi, High-Sub: 20% Bike, 20% Walk, 1% Transit
- >1mi, Low-Sub: 15% Bike, 15% Walk, 1% Transit
- >1mi, Rural: 10% Bike, 10% Walk, 1% Transit
- Total: 20% Bike, 20% Walk, 2% Transit
Lessons Learned

1. Small Funding Can = Big Changes
2. Federal Funding Flexibility Key
3. Political Leaders & Champions
4. Community Role in Project Planning
5. Direct Funding vs. Leveraging Funding
for more information

Metropolitan Transportation Commission

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