

Smart Growth in the Bay Area:

The Intersection of Evolution & Intelligent Design



METROPOLITAN TRANSPORTATION COMMISSION

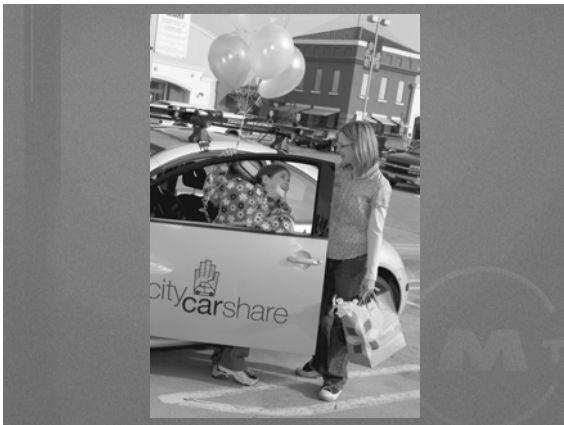
New Partners for Smart Growth
January 27, 2006

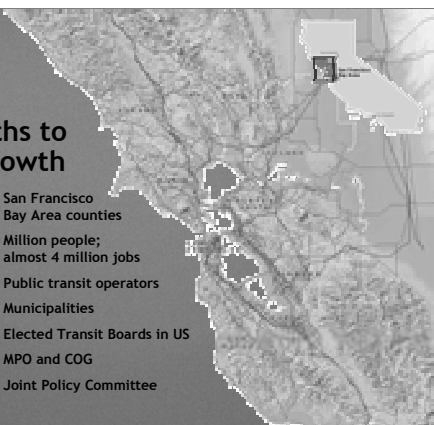
Steve Kinsey
Supervisor, Marin County
Commissioner, Metropolitan Transportation Commission







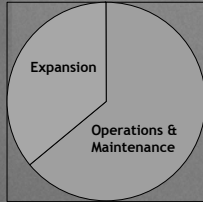




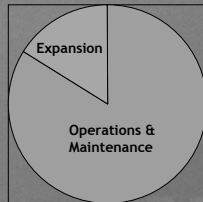
Many Paths to Smart Growth

- 9** San Francisco Bay Area counties
- 7** Million people; almost 4 million jobs
- 26** Public transit operators
- 101** Municipalities
- 2 of the 3** Elected Transit Boards in US
- Separate** MPO and COG
- New** Joint Policy Committee

25 yr Transportation Plan Expenditures

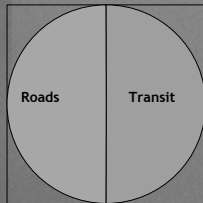


Top 19 Metro Areas

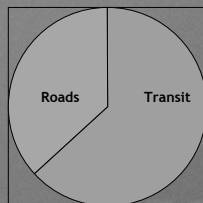


SF Bay Area

25 yr Transportation Plan Expenditures



Top 19 Metro Areas



SF Bay Area

Smart Growth Started with Flexibility

- Federal ISTEA law (1991) brought flexibility
 - STP - Surface Transportation Program
 - CMAQ - Congestion Mitigation Air Quality
 - TE - Transportation Enhancements
- SB45 - CA state law that devolves funds to regions
 - Why the sun always shines in California

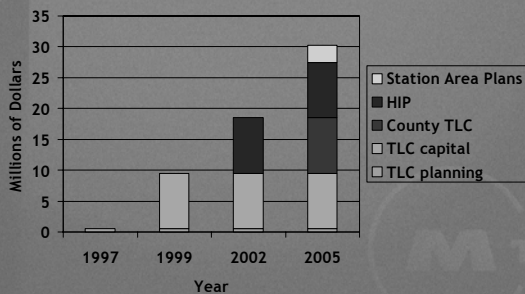
Evolution of our Smart Growth Work

- Transportation/Land Use Policy 1996
- TLC planning 1997
- TLC capital 1998
- Housing Incentive Program 2000
- Transit Expansion Plan 2001
- Bay Area's Smart Growth Vision 2002
- Transportation/Land Use Platform 2004
- Station Area Planning Grants 2005



Jim Spering
Solano County

Evolution of Annual TLC Funding



Funding Overview

TLC Planning (\$3M)

- 67 community-led plans

TLC Capital (\$67M)

- 70 capital projects - 40 cities - \$67 million

Housing Incentive Program (\$40M)

- 57 housing projects
 - 11,800 market rate bedrooms
 - 4,800 affordable rate bedrooms

Regional Bike/Ped Program (\$8M)

HIP & TLC Project

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, CMAQ, TEA
(TEA-21 federal funds)



HIP Project

Prometheus

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

San Mateo
San Mateo County

HIP Grant: \$682,500

Source: STP funds



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

TLC Capital Project

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

Source: STP funds (TEA-21)



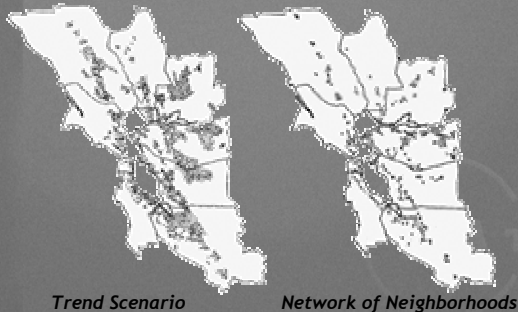
The Bay Area's Smart Growth Vision



- Completed in 2002
- First Vision in California
- 2,000 participants
- Three scenarios offered
- Medium density chosen
- Not enough local govt buy-in but good start

The Bay Area in 2030

2 million more people -- 1.4 million more jobs



Smart Growth Requires Staying Flexible

- Evolution -- TLC/HIP Evaluation in 2004
 - Tightened eligibility for TLC projects to avoid "potted palms"
 - TLC planning tied to more discrete outcomes & projects
 - HIP density thresholds raised - affordability incentive increased
 - Desire for new land use planning funds for cities
- Devolution -- Giving programs & \$\$ to counties
 - 1/3 of TLC/HIP funds devolved to counties
 - Lifeline program devolved to counties
 - 3/4 of bike/ped funding devolved to counties

Smart Growth Includes Everyone

- 10 of last 11 TLC grants to low income areas
- New EJ Principles Being Developed for MTC
- New Community-Based Transportation Pgm
 - State Transit Assistance (STA)
- “Lifeline” funding from MTC
 - JARC
 - CMAQ
 - State Transit Assistance (STA)



The Next Frontier: MTC's new TOD policy

Conditioning Transit Expansion funds on land use

- \$11 billion in new transit expansion projects
- Opportunity to leverage large regional investment
- Corridor wide housing targets

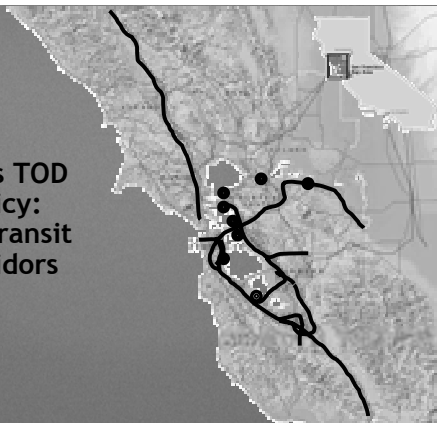
Five key Bay Area transit projects under policy

- BART extensions, Commuter Rail and Ferry expansion

Providing cities planning funds to change land use

- New Station Area Planning Program
- \$2.8 million for 8 cities in pilot cycle - Non Federal Funds
- TOD part of “local match” for transit project

MTC's TOD Policy: Key Transit Corridors

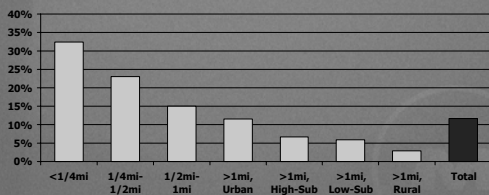


Cost-Effective Transit & Land Use

BART/ Heavy Rail	3850 housing units per station	50-150 units/acre
Light Rail	3300 housing units per station	40-80 units/acre
Commuter Rail	2200 housing units per station	20-50 units/acre
Express Bus	No density requirements	No density requirements

TOD: If we build it, will they ride?

- Percent using transit based on residential proximity



Key TOD Questions to be Answered

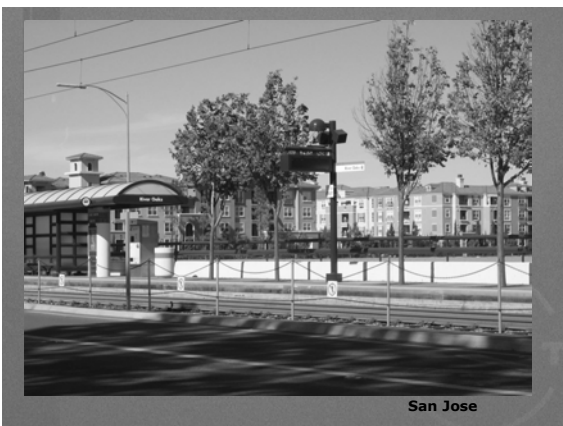
- Fiscal disincentives for housing & mixed use
- Fiscal incentives for big box retail
- Desire for lots of Parking
- How to streamline local development review
- Attention to design & pedestrian-scale



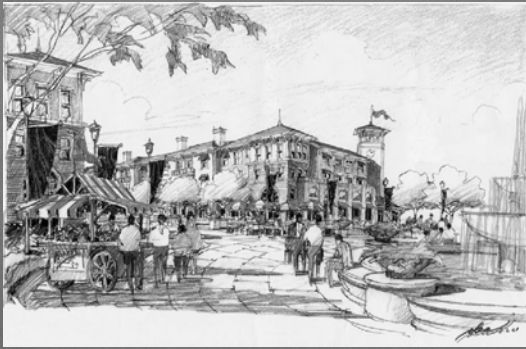
Hayward



Richmond



San Jose



Dublin