East Bay Housing Organizations ( EBHO) Presents:

Transportation 101

October 1, 2012
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Sponsored by
East Bay Housing Organizations
Bay Area Transportation Funding

Projected 28-Year Revenues = $277 Billion
Federal Government

12%
State Government

16%
Metropolitan Planning Organizations

15%
SB 375: Reduce GHG emissions to 1990 levels by 2020 (Bay Area target: 15%)

- Links Transportation and Land Use planning

- Priority Development & Conservation Areas
Regional Growth Forecast

Jobs
- 1.12m: driven by knowledge sectors

Population
- 2.15m: seniors and young adults

Housing
- 660k: multifamily with 70% in PDAs
Plan Bay Area Investment Summary by Function—$277 Billion

- 88% Operations & Maintenance
- 67% Public Transit

Committed Revenue: $186B
Conditioned Discretionary: $35B
Available for Trade-off Discussion: $56B
Investment Summary—$56 Billion

- Close GHG Gap
- Fix-It First
- OneBayArea Grant*
- High Performing Projects
- System Efficiencies*
- Transit Sustainability
- Other County Priorities
- Reserve***

***For future New Starts / Small Starts and High Speed Rail Projects
One Bay Area Grant (OBAG)

- $795 million over 4 years
  - $475m region
  - $320m counties

- Rewards jurisdictions that produce housing near transit and create healthy communities

- Supports planning efforts for transit-oriented development in PDAs
Regional Programs—$475 million

<table>
<thead>
<tr>
<th>Program Categories</th>
<th>4-Year Total Funding</th>
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<tr>
<td>Regional Program</td>
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<td>Regional Planning</td>
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<td>Regional Operations</td>
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<td>Freeway Performance Initiative</td>
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<td>Priority Development Area Planning Program</td>
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<tr>
<td>Climate Initiatives</td>
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<tr>
<td>Safe Routes to School</td>
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<td>Transit Capital Rehabilitation</td>
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<td>Transit Performance Initiative</td>
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<td>Priority Conservation Area North Bay Pilot</td>
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<td>OneBayArea Grant for Counties</td>
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<td><strong>TOTAL</strong></td>
<td><strong>$795</strong></td>
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County Program—$320 million Distribution Formula

Alameda County: $63m

*Draft RHNA 2014-2022

**Housing Production Report 1999-2006, ABAG
Eligible OBAG Projects

- Transportation for Livable Communities
- Bicycle & Pedestrian Improvements
- Safe Routes to Schools
- Local Streets & Roads Preservation
- Priority Conservation Area
- CMA Planning Activities
Congestion Management Agencies
Alameda County Transportation Commission

- Merger in July 2010
- Build on success of both
  - ACTIA: sales tax agency for transportation
  - ACCMA: planning and programming
- Merger Goals: Save tax dollars, eliminate redundancies, streamline processes
- Functions as the congestion management agency for Alameda County
Governing Board

The Alameda CTC Board is comprised of 22 members, with the following representation:

- All five Alameda County Supervisors
- Two Oakland representatives
  - Port of Oakland is represented by the City of Oakland
- One representative from each of the other 13 cities
- AC Transit
- BART

Chair – Mayor Mark Green, City of Union City
Vice Chair – Supervisor Scott Haggerty
Our Mission

Plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.
Alameda County Today

- Second largest county by population in 9-county Bay Region: 1.6 million people and 700,000 jobs
- Seventh largest county by population in the State of California
- Home to 14 cities, major universities, international port/airport
- 40% of Bay Area congestion is in Alameda County
- Population growing – expected to be almost 2 million by 2040, major increase in senior population, and increase in jobs to 950,000
- Funding continues to be a challenge
Planning in a New Context

- State and federal revenues are not increasing and are very volatile.
- Our transportation demands are growing and we need to shift how we integrate transportation and land use.
- Local transportation dollars are the largest source of funding and the most reliable.
- Transportation funding creates jobs and economic vitality.
Major Planning and Funding Efforts

- On-going/recently updated:
  - 2012 Countywide Transportation Plan (informs Plan Bay Area)
  - 2012 Countywide Bike and Pedestrian Plans
  - TEP: Transportation Expenditure Plan (Reauthorization on November 2012 ballot)
  - 2011 Congestion Management Program (CMP)

- Future:
  - Goods Movement Plan
  - Transit Plan
  - Transit Oriented Development Plan
  - TDM/Parking Management Plan
Financially Constrained CWTP

- Total estimated funding available to Alameda County over the next 30 years = $9.9 Billion
  - $2.1 Billion from State and Federal sources and county vehicle registration fee
  - $7.8 Billion as a result of an existing and planned TEP
    - Assumes passage of TEP in November 2012
- Call for projects and programs resulted in over $30 billion in “need”
  - Based on call only
  - Not a formal needs assessment of all modes
What the TEP Does for the County

- **Fix it First**: 70% of the funds are dedicated to maintaining and operating the existing system
- **Sustainable communities and GHG reduction**
  - 60% of funds support SCS implementation
  - CWTP shows GHG reductions of 24-25% per capita
    - CWTP and TEP investments aligned in final CWTP
  - TOD/PDAs capital investments
  - Major bike, pedestrian and transit funding increases
- **Unprecedented transit investments**
  - AC Transit funding level, BART maintenance, Student Transit Pass Program
- **Critical road, highway and freight investments**
- **Geographic equity in funding allocations**
OBAG Implementation in Alameda County

- New regional polices are a game changer in requiring how transportation funding is allocated: Ties land use to transportation funding per SB 375
- Historically done by formula, mostly for local streets and roads projects with emphasis on geographic equity
- Now, emphasis on multimodal transportation investments in areas that are willing to absorb housing and job growth
OBAG Implementation in Alameda County

- Alameda County share: $63 million
- Safe Routes to Schools part of regional program: $4.3 million direct allocation to Alameda County
- Policy Objectives and Implementation Requirements to receive OBAG funding:
  - Complete Streets policy adopted by January 2013
  - Priority Development Area (PDA) Investment and Growth Strategy adopted and submitted to MTC by May 2013
  - Other programming and project eligibility requirements
By May 1, 2013 Alameda CTC must adopt a *PDA Investment and Growth Strategy* (PDA I&GS) to guide selection of transportation projects to be funded through OBAG

- Must expand beyond traditional project selection criteria
- Program 70% of funds to support transportation projects that support PDAs
- Include factors that will help the Alameda CTC determine which transportation projects will best encourage land use development in our PDAs toward realization of the regional vision for sustainable growth patterns
- Exact parameters of PDA I&GS are still being developed between regional agencies and CMAs
What is a PDA?

- Term originally came from “FOCUS” program:
  - A regional growth strategy to promote infill development and protect greenbelt (adopted 2007)
- Priority Development Areas (PDAs) – nominated voluntarily by local jurisdictions as appropriate areas for development
- Three characteristics:
  - In existing communities
  - Near transit
  - Planned for more housing
- 43 designated PDAs in Alameda County
PDA Strategic Plan

- Key component of the Alameda CTC’s PDA I&GS is a “PDA Strategic Plan”
  - Acknowledge diversity of PDAs
  - Acknowledge different levels of PDA “readiness” e.g.:
    - In planning – PDA still needs plans, zoning updates to accommodate level of envisioned growth
    - Ready – planning complete, need catalyst for market support
    - Active – development activity underway
  - Different types of funding are appropriate to help move PDAs “up” the spectrum towards readiness
  - Identify other types of activities/actions Alameda CTC and cities can take to get their PDAs “ready”
  - Help integrate jobs centers into this process
Programming OBAG funds to projects

- These funding sources are constrained by a number of requirements
  - OBAG requirements: emphasis factors, proximate access or in PDA
  - Eligibility and grant size: transportation project types eligible for STP/CMAQ
  - Readiness: Construction projects must be under contract by January 2017
  - Other Alameda CTC: SCS/multi-modal context, transportation need, maximizing fund sources, equity
Implementation Schedule

Fall:
- Complete PDA Inventory & list OBAG eligible projects
- Draft PDA Strategic Plan
- Draft Programming Guidelines

Winter:
- Initiate project and program selection
- Draft PDA Investment & Growth Strategy
- Update on meeting Complete Streets Requirements

Spring:
- Final PDA Investment & Growth Strategy
- Adoption of Programming recommendation

May-June 2013:
- Submit PDA Investment & Growth Strategy and final OBAG programming list to MTC
Cities and Counties
City of Berkeley
Sustainable Transportation at the Municipal Level

- Land Use
- Bicycle Plan
- Pedestrian Plan
- Transit
- Carsharing
- Parking Management
- Transit Oriented Development
- Transportation Demand Management
- Alternative Fuels and Vehicles
Carshare Parking Reqs.

Downtown Area Plan carsharing parking req.:

- 1: 11 – 30 parking spaces
- 2: 30 – 60
- 3: 61 or more
- +1: every additional 60
Transit Passes

Berkeley Downtown Area Plan:

Property owner shall provide at least one of the following transportation benefits at no cost to every employee and residential unit:

1. A pass for unlimited local bus transit service; or
2. A functionally equivalent transit benefit in an amount at least equal to the price of a non-discounted unlimited monthly local bus pass.
Unbundled Parking

Berkeley Downtown Area Plan:

For any new building with residential units or structures converted to a residential use, required parking spaces shall be leased or sold separate from the rental or purchase of dwelling units for the life of the dwelling unit.
Parking/Transportation Demand Management Plans

- Property owner shall submit a Parking and Transportation Demand Management (PTDM) compliance report on an annual basis.

- Examples:
  - Provide carshare membership fees for each unit
  - Discounted carshare fees for low-income tenants
  - Mobility Information provided to tenants
Transit Oriented Development

Ed Roberts Campus at Ashby BART

- $20,000,000+ in transportation-related funds
- Bike/Ped access improvements
- Trip and VMT reduction
Other important topics

- Priority Development Areas—investments zoning for focused growth, CEQA
- One Bay Area Grant
- PTDM as Property Management task
City of Union City
UNION CITY STATION DISTRICT

East Bay Housing Organizations
Transportation and Housing
Where We Started in year 2000
LOOKING SOUTHEAST
Union City Station District Plan
ABAG Priority Development Area
BART Phase 1
Public Investment

BEFORE: BART, 2000
East View

Funders:
RDA
ACTIA
FTA
MTC TLC
California STIP and Governor

AFTER: BART, 2012
East View
11th Street Enhancements

Funders:

ACTIA Bike/Ped Funds
RDA
Union City Station District Infrastructure

BEFORE: Station District, 2000

**Funders:**
- Proposition 1C
- TOD
- Proposition 1C IIG
- MTC TLC
- FTA
- RDA

AFTER: Station District, 2000
Station Center 9% Tax Credits – Proximity to Transit, BDA Support
FUTURE PASSENGER RAIL CONNECTIONS:
Regional Measure 2 and Measure B1, 2012
East-West Connector
Measure B: 1986, 2012 and RDA
UNION CITY STATION DISTRICT PUBLIC INVESTMENT:
RDA: 83.5 million, Leveraged Grants: $74 million
Get Involved

- **MTC**
  - **December 2012** – Comment on Draft Plan & Draft EIR
  - **Ongoing** – Planning in your community
    - Fremont City Center, Fremont Warm Springs, Alameda County (E. 14th), Alameda, Oakland Lake Merritt, Oakland Broadway/Valdez

- **Alameda CTC**: see previous slide for schedule

- **Transform**
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