

Transit is “Clean” but needs more “Green”

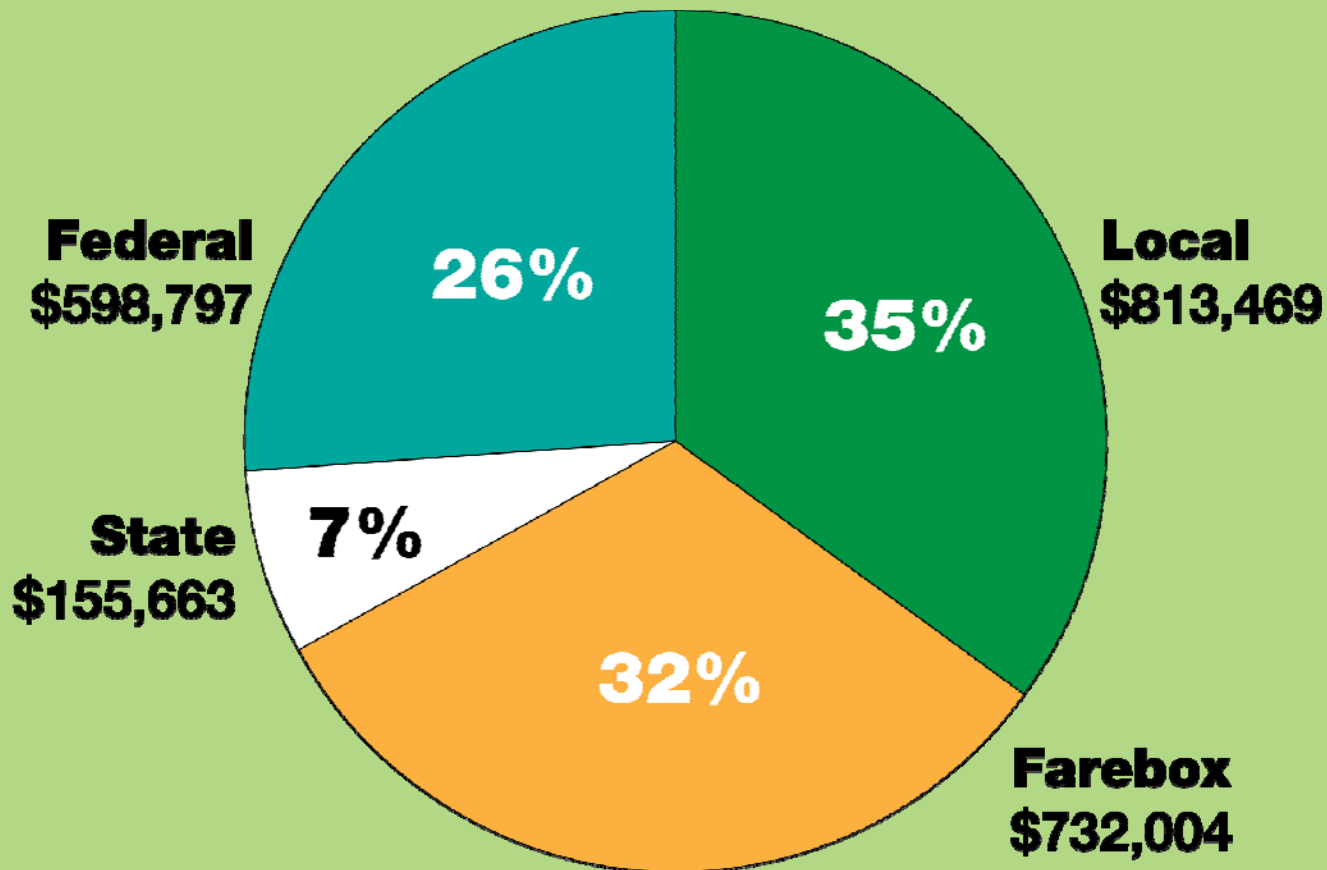
Local Clean and Green
Conference

Marin County Supervisor
Steve Kinsey

December 2, 2011



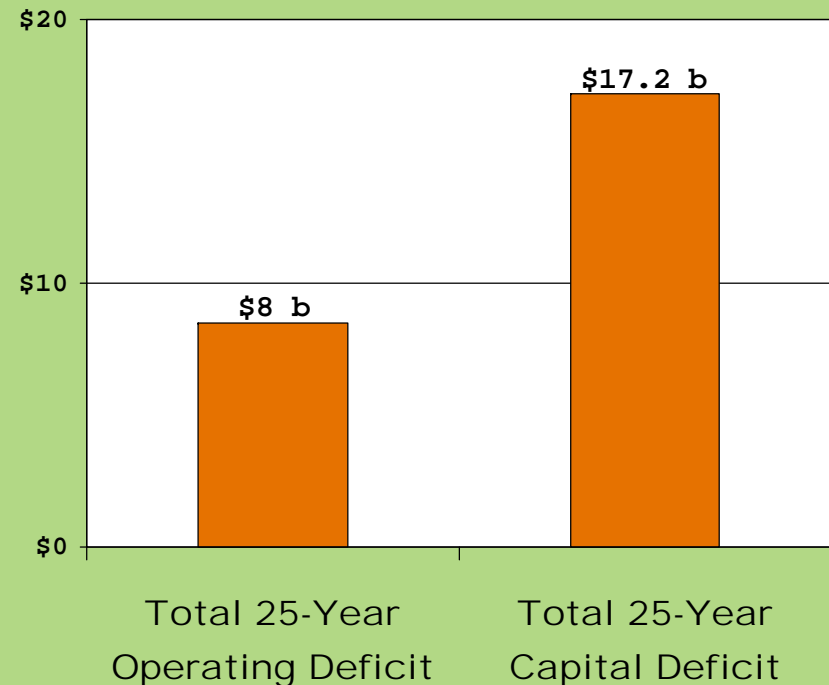
Annual Bay Area Transit Funding By Source (FY 2009-10)



The Bay Area Transit Dilemma

- Severe budget shortfalls in the short term.
- Service cuts are degrading the system.
- Long term viability of the existing system is at risk, let alone the ability to provide service expansion.
- Need to provide a customer-focused system that more people will use.
- A robust transit system is fundamental to achieve the Bay Area's greenhouse gas reduction objectives.

Transportation 2035 Projected Deficits



MTC Transit Sustainability Project

Project Goal: To identify the major challenges facing transit, confront them directly, and identify a path toward an efficient, affordable, well-funded transit system that more people will use.



Cost Containment Strategies Summary

- Potential annual regional savings if cost containment strategies applied regionally: approximately \$235 million
- Represents approximately 10% of annual operating costs

Cost Category	Potential Regional Savings
Fringe Benefits	\$65 million
Work Rules and Business Model	\$80 million
Administrative Staff Costs	\$90 million*
Total	\$235 million

* More detailed analysis currently underway; estimated savings will be updated as information is available.

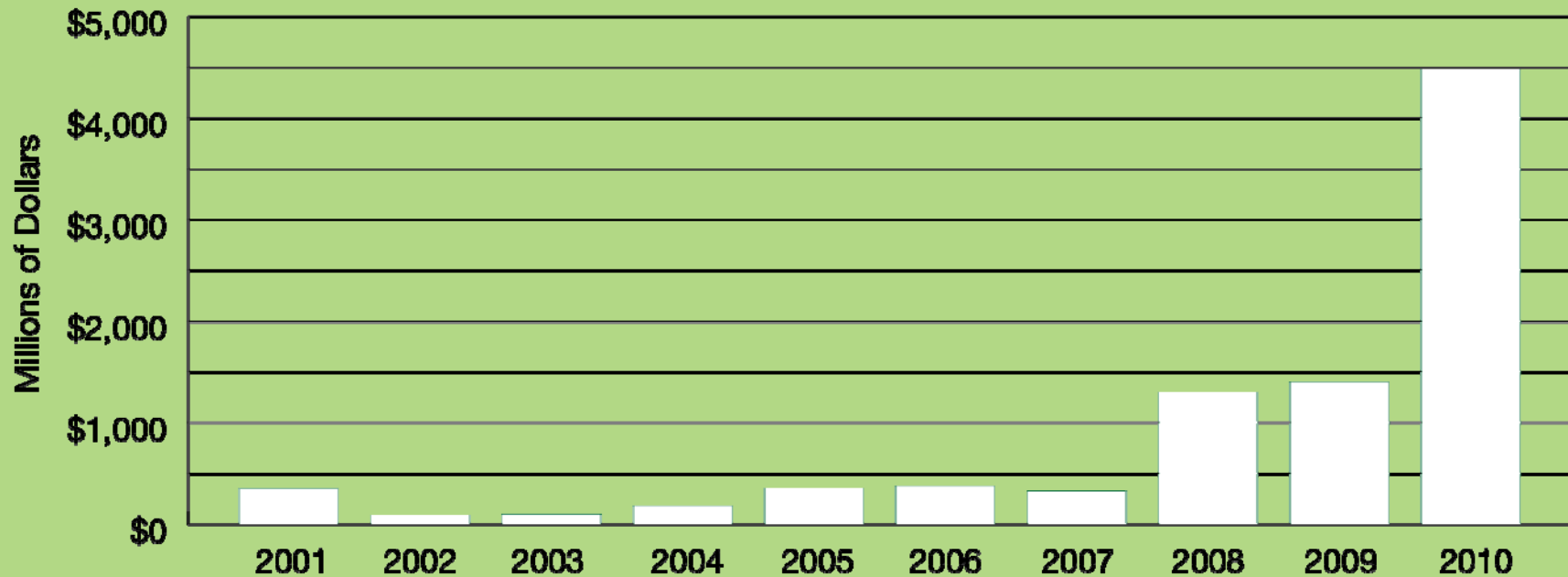
Transit Performance Initiative

- Transit initiative for low-cost capital investments that improve operations and customer experience
 - Transit signal prioritization
 - Passenger circulation improvements at major hubs
 - Boarding improvements — e.g. level boarding, fare collection, new curbside infrastructure, etc.
 - Stop improvements — e.g. real-time information, shelters, lighting, etc.
- Would build off of recommendations from agency initiatives already underway
- \$30 million in near term for pilot, Plan Bay Area to consider additional investments

Where will the “Green” come from?

- Uncertainty of federal funds
- Past diversion of state funds to reduce deficit
- Potential regional gas tax measure in November 2012

State Budget Diversion of Public Transit Funds



Source: California Transit Association

MTC's TOD Policy

	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Current + Future Housing Units <i>within <u>half-mile of station</u></i> 500 acres	3,850	3,300	2,750	2,200	2,500

Affordable Housing Units = 50% Bonus

MTC Programs to Support Transit Oriented Development

- **One Bay Area Grant Program**
 - Over \$200 million regionwide to support smart growth transportation project in the next 3 years
- **Station Area Planning Grants**
 - Annual grant program up to \$750,000 for cities to do land use and community planning near transit nodes
- **Technical Assistance**
 - Targeted grants up to \$60,000 to support cities with adopted TOD plans to implement them to tackle critical issues

Transit for Special Needs

Proposed Top-Tier Strategies:

1. Shift more trips from paratransit
 - Improvements to fixed-route transit
 - Travel training and promotion of transit
 - Walkable communities, complete streets, and land use planning
2. Manage demand more effectively
 - Improve ADA paratransit certification process
 - Implementing conditional (trip by trip) eligibility
 - Premium charges for service beyond ADA requirements
3. Create mobility managers in one or more subregional areas to better coordinate resources and serve customers



METROPOLITAN TRANSPORTATION COMMISSION

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