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)

- **Federal** $598,797 (26%)
- **State** $155,663 (7%)
- **Farebox** $732,004 (32%)
- **Local** $813,469 (35%)
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.

![Bar chart showing projected deficits](chart.png)
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

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Potential Regional Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fringe Benefits</td>
<td>$65 million</td>
</tr>
<tr>
<td>Work Rules and Business Model</td>
<td>$80 million</td>
</tr>
<tr>
<td>Administrative Staff Costs</td>
<td>$90 million*</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$235 million</strong></td>
</tr>
</tbody>
</table>

*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

<table>
<thead>
<tr>
<th></th>
<th>BART</th>
<th>Light Rail</th>
<th>Bus Rapid Transit</th>
<th>Commuter Rail</th>
<th>Ferry</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current + Future Housing Units within half-mile of station 500 acres</td>
<td>3,850</td>
<td>3,300</td>
<td>2,750</td>
<td>2,200</td>
<td>2,500</td>
</tr>
</tbody>
</table>

**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