

## Planning Advisory Committee

### AGENDA

#### Directors

**Paul Kelley, Chair**  
Sonoma County

**Robert Jehn, V. Chair**  
Cloverdale

**Steve Allen**  
Windsor

**Bob Blanchard**  
Santa Rosa

**Stanley Cohen**  
Sonoma

**Patricia Gilardi**  
Cotati

**Mike Healy**  
Petaluma

**Linda Kelley**  
Sebastopol

**Mike Kerns**  
Sonoma County

**Jake Mackenzie**  
Rohnert Park

**Lisa Schaffner**  
Healdsburg

**Tim Smith**  
Sonoma County

**Thursday July 28, 2005**  
**9:00am – 11:00 am**

**SCTA conference room**  
**520 Mendocino Avenue, Santa Rosa**

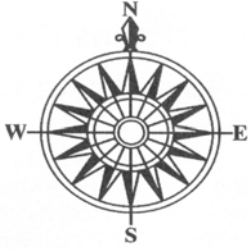
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- I. Introductions and public comment on items not on agenda
  - II. Reports – INFORMATION/DISCUSSION
    - A. Announcements, information sharing
    - B. SCTA update
      1. Measure M – Strategic Plan is available online at [www.sctainfo.org](http://www.sctainfo.org)
      2. SCTA
  - III. MTC's TOD policy development- discussion of final SMART Corridor TOD policy – attachments at end of packet - INFORMATION
  - IV. Station Area Planning Program (MTC) - INFORMATION
    - A. Santa Rosa grant – Santa Rosa received a \$450,000 grant from MTC for Station Area planning in the ½ mile radius around the Railroad Square Station site.
    - B. SMART Corridor grant - an additional \$100,000 will be available to assist corridor planning efforts along the SMART corridor
  - V. Local Smart Growth Policy – next steps for public outreach and integration with TPLUS citizens committee – does PAC want to form an ad hoc subcommittee to study this issue?
  - VI. Travel Demand Modeling Program Update – attachment – does PAC want to form a subcommittee to handle ongoing modeling issues?
  - VII. Adjourn – ACTION
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**Suzanne Wilford**  
Executive Director

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**DISABLED ACCOMMODATION:** If you have a disability that requires the agenda materials to be in an alternative format or that requires an interpreter or other person to assist you while attending this meeting, please contact the SCTA at least 72 hours prior to the meeting, to ensure arrangements for accommodation.



## Staff Report

**To:** Planning Advisory Committee

**From:** Janet Spilman

**Re:** SCTA TOD Policy

**Date:** July 28, 2005

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**Issue:**

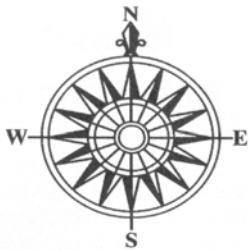
What public outreach is necessary for the next phase of policy development?

**Background:**

SCTA has convened a TPLUS committee to develop a policy for smart growth and transit oriented development. In April the PAC approved a draft policy outline. Staff now requests the PAC create a subcommittee to help plan the outreach phase.

**Staff Recommendation:**

Create a subcommittee for the purpose of public outreach.



## Staff Report

**To:** Sonoma County Transportation Authority  
**From:** Elijah Henley, Senior Transportation Planner  
**Re:** Travel Demand Modeling Program Update  
**Date:** July 28, 2005

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### **Issues:**

1. Review of Rohnert Park modeling project
2. Overview of new Santa Rosa modeling project
3. Development of administrative guidelines for program operations

### **Rohnert Park Modeling Project:**

Since the last modeling program update provided to the SCTA in February, SCTA staff has been working closely with staff and consultants in Rohnert Park to analyze specific projects in relation to the cumulative development anticipated for the city in 2020. In the process, both the county model and city model were used, and all updated land use assumptions compiled by the city were loaded into the newly created TransLand (transportation – land use) database. Once the updates were imported into TransLand, the data were then aggregated and added to the appropriate county modeling tables. Additionally, SCTA staff developed separate land use scenarios for each specific area plan currently in the planning process (at varying stages) throughout the city.

From a program development standpoint, the main purpose of this exercise was to validate the use of the new modeling system in multiple configurations. When the project was initiated, SCTA staff hoped to show that the current development model outputs (specific area planning scenarios) would be consistent with the general plan model outputs produced by both the county and city. Additionally, staff hoped to demonstrate how the new modeling system could be used to more accurately estimate the proportional impact of any given proposed project in relation to the cumulative impact of all planned development anticipated to be on the ground in 2020.

### **Project Results:**

Overall, the project was successful in meeting the goals set by SCTA staff. Using the automated features built into TransLand, SCTA staff was able to prepare modeling scenarios to run the city and county model interchangeably without any manual tabulation of land use data. Additionally, the current development model outputs proved to be consistent with the general plan model outputs of both the county and city. Staff was also able to use a set of post-modeling analytical functions built into the modeling software to estimate the proportional impact of any given project in relation to the total impact of all development anticipated in 2020. The only unfavorable performance issue was some inconsistency between observed traffic counts and base year model volumes at certain locations. Moving onto the next big modeling project, SCTA staff has made addressing this deficiency a top priority.

### **Santa Rosa Modeling Project:**

The Santa Rosa Public Works Department is in the initial stages of conducting an update and re-calibration<sup>1</sup> of their city model. Similar to how the Rohnert Park city model is configured, the Santa Rosa city model also nests within the county model's Traffic Analysis Zone (TAZ) configuration. Thus, SCTA staff is partnering with city staff to update and re-calibrate the county model in coordination with the city model update. The inaccuracies identified in the previous modeling project will be addressed in the re-calibration process.

The updating process will focus primarily on assembling the land use changes that have occurred in the city since 1999. Fortunately, the city's Community Development Department has developed a set of land use databases that are updated frequently, and these data are made available to SCTA staff. In exchange for receiving these data, SCTA staff has agreed to integrate the city model in the county modeling system and maintain it as new land use updates are made throughout the county. Staffs from the city and SCTA are in agreement that this project is a tremendous opportunity for all agencies involved to pool resources and set up an automated process for maintaining both models in an integrated countywide modeling system.

### **Establishing Operational Guidelines:**

Since taking over management of the county model, SCTA staff has become increasingly more occupied responding to data requests from cities and consultants actively conducting traffic studies related to pending development projects. Because this is an entirely new program function for the SCTA, there are currently no operational guidelines that set the parameters for when and how the model could or should be used. SCTA staff needs to draft an administrative document that will address the operational questions listed below for the Boards consideration.

#### **1. What Type of Land Use Updating Schedules Should be Established?**

Probably the most challenging aspect of managing the new modeling program is keeping track of changes to land use as they occur throughout the county. Although the creation of the TransLand database greatly improves SCTA staff's ability to load, archive, modify, and disseminate land use data once new data become available, there currently aren't regularly scheduled land use updates in place for most jurisdictions throughout the county. Where there are regularly scheduled updates (in Santa Rosa and Petaluma), SCTA staff has successfully negotiated informal data sharing arrangements that allow for the cities' updates to be incorporated in the new modeling system when they occur. In order to ensure the greatest level of model accuracy, it is critically important that all jurisdictions working through SCTA's Planning Advisory Committee (PAC) and Technical Advisory Committee (TAC) establish a set of land use updating schedules that take into account the varying levels of agency resources and staff time available to support this effort. Ideally, SCTA staff would like to have a complete countywide land use update every three years to coincide with the Comprehensive Transportation Plan (CTP) update schedule. These system wide updates would then be supplemented by intermittent updates from jurisdictions that update their land use more frequently.

#### **2. What Types of Data Products and Services Should the SCTA Provide?**

The main challenge now facing SCTA staff is making the determination which data requests should be filled and what requests exceed the work scope of the new modeling program. In the process of continually adding land use updates, SCTA will be producing updated model outputs for continually shifting base years and horizon years. As new data is processed, SCTA staff intends to make these updates readily available to the jurisdictions or consultants who might request them, and these model updates will be made available in multiple formats depending on varying need and/or preference. Because these periodic updates are necessary to better support SCTA's countywide transportation planning function, the dissemination of the data

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<sup>1</sup> Model calibration is the process of making mathematical adjustments to the model in order to better align outputs to existing traffic counts and observed travel behavior.

clearly falls within the work scope of the program. However, these basic updates are typically only the starting point of any specific area traffic studies, and SCTA staff very well might be asked to make modifications to these baseline data to better isolate the anticipated impacts of the development project being analyzed. In these cases, procedural guidelines need to be established that clearly delineate what products and services the SCTA will and won't readily make available.

### **3. What Type of New Cooperative Agreements Need to be Establish?**

In situations where the determination is made that a data request exceeds the day-to-day operations of the SCTA modeling program, supplemental service fees could be implemented. Extensive post-modeling computation applied to the baseline data would be such a situation. In cases that do entail extensive scenario planning for a particular project, SCTA staff would make the baseline data available and work with the jurisdiction and their consultants to develop the scenarios. The new data produced in the process would then to be made available to the SCTA for possible incorporation in the countywide system.

In order to ensure that the modeling needs of each jurisdiction are addressed, formalized cooperative agreements most likely need to be included in the program guidelines. As SCTA staff works with their counterparts throughout the county, any initial model re-configuration needed to better address the particular needs of any given jurisdiction would be provided by SCTA as part of it's program work scope.

### **Fiscal Impacts:**

In FY03/04 and FY04/05, SCTA staff spent \$28,400 in consulting fees and an additional \$7,700 on software. For FY05/06, staff has requested \$22,000 to cover anticipated consultant costs and necessary software maintenance fees and upgrades.

### **Staff Recommendation:**

In order to adequately address the operational challenges outlined in this report, SCTA staff recommends that the SCTA direct the PAC and TAC to draft a cooperative work agreement that includes provisions responsive to the following operational areas:

1. Developing a more clearly defined work scope for SCTA's new modeling program,
2. Establishing land use updating schedules,
3. Developing a list of data products and services that should be provided by SCTA, and
4. Developing supplemental service fees to compensate SCTA for work that falls outside its defined work scope.

Date: July 27, 2005

W.I.: 12110  
Referred by: POC

## **MTC RESOLUTION 3434 TOD POLICY FOR REGIONAL TRANSIT EXPANSION PROJECTS**

### **1. Purpose**

The San Francisco Bay Area—widely recognized for its beauty and innovation—is projected to grow by almost two million people and one and a half million jobs by 2030. This presents a daunting challenge to the sustainability and the quality of life in the region. Where and how we accommodate this future growth, in particular where people live and work, will help determine how effectively the transportation system can handle this growth.

The more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. The policy also provides support for a growing market demand for more vibrant, walkable and transit convenient lifestyles by stimulating the construction of at least 42,000 new housing units along the region's major new transit corridors and will help to contribute to a forecasted 59% increase in transit ridership by the year 2030.

This TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD policy:

- (a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- (b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and
- (c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

### **2. TOD Policy Application**

The TOD policy only applies to physical transit extensions funded in Resolution 3434 (see Table 1). The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments that only entail level of service improvements or other enhancements without physically extending the system are not subject to

**TABLE 1  
Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds**

Project	Sponsor	Type	Threshold is met with current development?
BART East Contra Costa Rail Extension	BART/CCTA	Commuter Rail	No
BART – Downtown Fremont to San Jose / Santa Clara  (a) Fremont to Warm Springs (b) Warm Springs to San Jose/Santa Clara	(a) BART (b) VTA	BART extension	No
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	Bus Rapid Transit	Yes
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	Commuter Rail	Yes
MUNI Third Street LRT Project Phase 2 – New Central Subway	MUNI	Light Rail	Yes
Sonoma-Marin Rail	SMART	Commuter Rail	No
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	Commuter Rail	No
Expanded Ferry Service Phase 1: Berkeley, Alameda/Oakland/Harbor Bay, and South San Francisco to SF <i>(Note 1)</i>	WTA	Ferry	No
Expanded Ferry Service Phase 2: Alameda to South San Francisco, and Hercules, Antioch, Treasure Island, Redwood City and Richmond to SF. <i>(Note 1)</i>	WTA	Ferry	No

Note 1: The WTA Ferry Expansion "Corridor" for the purposes of the TOD policy consists of all new terminals planned in Phase 1 and Phase 2.

the TOD policy requirements. Single station extensions to international airports are not subject to the TOD policy due to the infeasibility of housing development.

### 3. Definitions and Conditions of Funding

For purposes of this policy “regional discretionary funding” consists of the following sources identified in the Resolution 3434 funding plan:

- FTA Section 5309- New Starts
- FTA Section 5309- Bus and Bus Facilities Discretionary
- FTA Section 5309- Rail Modernization
- Regional Measure 1- Rail (bridge tolls)
- Regional Measure 2 (bridge tolls)
- Interregional Transportation Improvement Program
- Interregional Transportation Improvement Program-Intercity rail
- Federal Ferryboat Discretionary
- AB 1171 (bridge tolls)
- CARB-Carl Moyer/AB434 (Bay Area Air Quality Management District) <sup>2</sup>

These regional funds may be programmed and allocated for environmental and design related work, in preparation for addressing the requirements of the TOD policy. Regional funds may be programmed and allocated for right-of-way acquisition in advance of meeting all requirements in the policy, if land preservation for TOD purposes is essential. No regional funds will be programmed and allocated for construction until the requirements of this policy have been satisfied. See Table 2 for a more detailed overview of the planning process.

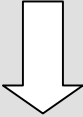

### 4. Corridor-Level Thresholds

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These corridor-level thresholds vary by mode of transit, with more capital-intensive modes requiring higher numbers of housing units (see Table 3). The corridor thresholds have been developed based on potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for TOD-oriented housing in each county, and an independent analysis of feasible development potential in each transit corridor.

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<sup>2</sup> The Carl Moyer funds and AB 434 funds are controlled directly by the California Air Resources Board and Bay Area Air Management District. Res. 3434 identifies these funds for the Caltrain electrification project, which is not subject to the TOD policy.

**TABLE 2  
REGIONAL TOD POLICY IMPLEMENTATION PROCESS  
FOR TRANSIT EXTENSION PROJECTS**

Transit Agency Action	City Action	MTC/CMA/ABAG Action
<p><i>All parties in corridors that do not currently meet thresholds (see Table 1) establish Corridor Working Group to address corridor threshold. Conduct initial corridor performance evaluation, initiate station area planning.</i></p> <p align="center"></p>		
<p><b>Environmental Review/ Preliminary Engineering /Right-of-Way</b></p>	<p>Conduct Station Area Plans</p>	<p>Coordination of corridor working group, funding of station area plans</p>
<p align="center"><i>Step 1 Threshold Check: the combination of new Station Area Plans and existing development patterns exceeds corridor housing thresholds .</i></p>		
<p><b>Final Design</b></p>	<p>Adopt Station Area Plans. Revise general plan policies and zoning, environmental reviews</p>	<p>Regional and county agencies assist local jurisdictions in implementing station area plans</p>
<p align="center"><i>Step 2 Threshold Check: (a) local policies adopted for station areas; (b) implementation mechanisms in place per adopted Station Area Plan by the time Final Design is completed.</i></p> <p align="center"></p>		
<p>Construction</p>	<p>Implementation (financing, MOUs) Solicit development</p>	<p>TLC planning and capital funding, HIP funding</p>

**TABLE 3: CORRIDOR THRESHOLDS  
HOUSING UNITS – AVERAGE PER STATION AREA**

Project Type \ Threshold	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	750

*Each corridor is evaluated for the Housing Threshold. For example, a four station commuter rail extension (including the existing end-of-the-line station) would be required to meet a corridor-level threshold of 8,800 housing units.*

*Threshold figures above are an average per station area based on both existing land uses and planned development within a half mile of all stations. New below market rate housing is provided a 50% bonus towards meeting housing unit threshold.*

- Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing (listed in Table 3);
- Physical transit extension projects that do not currently meet the corridor thresholds with development that is already built will receive the highest priority for the award of MTC's Station Area Planning Grants.
- To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. General plan language alone without supportive implementation policies, such as zoning, is not sufficient for the purposes of this policy. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.
- An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.
- New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of the Resolution 3434 TOD policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units);
- The local jurisdictions in each corridor will determine job and housing placement, type, density, and design.
- The Corridor Working Groups are encouraged to plan for a level of housing that will significantly exceed the housing unit thresholds stated here during the planning process.

This will ensure that the Housing Unit Threshold is exceeded corridor-wide and that the ridership potential from TOD is maximized.

## 5. Station Area Plans

Each proposed physical transit extension project seeking funding through Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold. This requirement may be met by existing station area plans accompanied by appropriate zoning and implementation mechanisms. If new station area plans are needed to meet the corridor threshold, MTC will assist in funding the plans. The Station Area Plans shall be conducted by local governments in coordination with transit agencies, Association of Bay Area Governments (ABAG), MTC and the Congestion Management Agencies (CMAs).

Station Area Plans are opportunities to define vibrant mixed use, accessible transit villages and quality transit-oriented development – places where people will want to live, work, shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood serving retail, employment, schools, day care centers, parks and other amenities to serve the local community.

At a minimum, Station Area Plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the ½ mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.
- Estimates of transit riders walking from the half mile station area to the transit station to use transit;
- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;
- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.

The Station Area Plans shall be conducted using existing TOD design guidelines that have already been developed by ABAG, local jurisdictions, transit agencies, the CMAs and others. MTC will work with ABAG to provide more specific guidance on the issues listed above that must be addressed in the station area plans and references and information to support this effort. MTC is conducting an analysis of parking policies that will be made available when complete, and shall be considered in developing local parking policies for TODs.

## 6. Corridor Working Groups

The goal of the Corridor Working Groups is create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. Each of the transit extensions subject to the corridor threshold process, as identified in Table 1, will need a Corridor Working Group, unless the current level of development already meets the corridor threshold. Many of the corridors already have a transit project working group that may be adjusted to take on this role. The Corridor Working Group shall be coordinated by the relevant CMAs, and will include the sponsoring transit agency, the local jurisdictions in the corridor, and representatives from ABAG, MTC, and other parties as appropriate.

The Corridor Working Group will assess whether the planned level of development satisfies the corridor threshold as defined for the mode, and assist in addressing any deficit in meeting the threshold by working to identify opportunities and strategies at the local level. This will include the key task of distributing the required housing units to each of the affected station sites within the defined corridor. The Corridor Working Group will continue with corridor evaluation, station area planning, and any necessary refinements to station locations until the corridor threshold is met and supporting Station Area Plans are adopted by the local jurisdictions.

MTC will confirm that each corridor meets the housing threshold prior to the release of regional discretionary funds for construction of the transit project.

#### 7. Review of the TOD Policy

MTC staff will conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 18 months of the adoption of the TOD policy.



METROPOLITAN  
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## Memorandum

TO: Planning and Operations Committee

DATE: December 7, 2001

FR: Executive Director

W.I.:

RE: Resolution No. 3434: Regional Transit Expansion Program of Projects

*Resolution No. 3434 presents the recommended final Regional Transit Expansion program of projects, developed under the policy guidance of Resolution No. 3357. The draft recommended program was presented to the Planning and Operations Committee on November 9, 2001, and was released for public review and comment. Resolution No. 3434 presents the final program through four attachments, as follows:*

Attachment A: Criteria Evaluation: presents a summary assessment of the recommended projects against the financial and performance criteria established under Resolution No. 3357.

Attachment B: Program of Projects: presents the final recommended listing of projects, including maps.

Attachment C: Funding Strategy: details the financial strategy for the individual projects.

Attachment D: Terms and Conditions: stipulates requirements for regional discretionary funding, attached to both revenue sources and individual projects.

The remainder of this memorandum outlines the key features of the overall program; discusses specifics related to the Resolution No. 3434 Attachments, highlighting changes made from the draft recommendations in November; and outlines important next steps related to the program.

### Program of Projects: Summary

The proposed final program of projects represents the next generation of major regional transit expansions since the adoption of Resolution No. 1876—the Bay Area’s Regional Rail Agreement of 1988. Like Resolution No. 1876, Resolution No. 3434 is dominated by funding commitments from state, regional and local sources. This program has a broader reach, however, encompassing nine new rail extensions, a comprehensive regional express bus program, and eight enhancement programs to existing rail and bus services. Taken collectively, the recommended program of projects is distinguished by the following factors:

#### Financial Characteristics

- Total capital cost: \$10.5 billion (2001 \$)
- Percent representing fully funded projects: 84%
- Federal/non-federal shares of fully funded program: 21% :79%
- Percent overall identified funding from local and regional sources: 60%
- Committed/advocacy-based shares of identified funding: 80%: 20%

### Service Characteristics

- 140 new route miles of rail
- 600 new route miles of express bus
- 58% average increase in service levels for existing corridors
- 38.6 million new riders per year (estimated for fully funded projects)
- Average cost effectiveness of \$20.35 per new rider (estimated for fully funded projects)

Several other observations are worth noting. The program of projects closes some key gaps in the transit network, most notably extending BART from its existing southern terminus at Fremont south to Santa Clara county to connect with the Valley Transportation Authority light rail system and the Caltrain system. The Dumbarton rail project would provide a new southern transbay rail link, while the BART Oakland Airport connector provides a key rail to air connection with the second busiest airport in the Bay Area. New rail service is proposed in several other sections of the region with the Sonoma-Marín rail project, and the BART/rail connections in the Eastern Contra Costa and Tri-Valley corridors. And the Transbay Terminal/Caltrain Downtown Extension project in San Francisco significantly enhances the densest confluence of transit connections in the Bay Area.

As indicated above, increased service levels in existing transit corridors are a hallmark of this plan, illustrating the region's commitment to build on its strong foundations in addition to new service extensions. The Caltrain Express Phase 1 project is expected to increase the number of trains in the corridor by 50% (80 to 120 trains per day); implementation of Phase 2 would increase service levels by another 42% (120 to 170 trains). The Capitol Corridor Expansion: Phase 1 would increase daily trains by 60% (10 to 16 trains); Phase 2 will make ancillary improvements to increase overall service reliability and efficiency. The recommended Altamont Commuter Express service increase would double the number of trains from 4 to 8 per day. Frequency improvements in the AC Transit recommended Enhanced Bus corridors would improve 33-50%.

Much comment has been directed at concerns that the regional transit expansion program should contribute to improved transit oriented land uses, and serve transit dependent populations as well as individuals with auto options. Using a recent study by Professors Onesimo and Landis at the University of California, Berkeley, we estimate that 12.2 square miles of vacant land exists within two miles of the 100 station sites in the overall program. The study suggests that an additional 43.5 square miles could be "re-cyclable" for other purposes. While any land development would need to be closely coordinated with the relevant city and county general plans, these findings indicate a significant opportunity for transit-oriented development related to the implementation of these projects.

With respect to access for transit dependent persons, the proposed network of rail and bus lines would provide either new or enhanced service to areas where there are a high concentration of CalWORKs clients, based on MTC's evaluation of Lifeline Transit needs. In particular, AC Transit's Enhanced Bus project serves a densely populated corridor in the East Bay with a high percentage of low-income and minority persons, as does Muni's Central Subway extension.

### Final Program: Key Changes

The most significant change incorporated since the November 9th draft is the removal of the "Track 1" and "Blueprint" distinctions for purposes of the overall program of projects. Although the requirement still remains that only fully funded projects can be included in the Regional Transportation Program (RTP) under federal law, Resolution No. 3434 confers a separate Commission endorsement regarding long range policy and financial commitments to its projects. That is, the financial commitments of regional discretionary funds outlined in Attachment C-Funding Strategy are equally firm, whether the project is fully or partially funded. As projects secure full resource commitments, they can advance into the RTP.

Other key changes are indicated below:

Attachment A: The summary table has been augmented with definitions of the quantitative measures used to assign indicated rankings. Supporting calculated values for all projects are available from MTC staff. These numbers may be updated as related project studies are completed and refined information is made available. At the November 9<sup>th</sup> meeting of the Planning and Operations Committee, staff indicated that not all project sponsors had been able to provide the detailed data necessary to permit a complete evaluation of their financial capacity to operate and maintain the extension over the short and long term, based on one of the criteria in Resolution No. 3357. General Managers of agencies sponsoring projects with identified shortfalls were asked to submit further information in writing detailing the actions they would consider to close any anticipated shortfalls, and a timeline for doing so. Based on letters received to date, we have confirmed that the projects slated for inclusion in the 2001 RTP meet this criterion.

Attachment B: The table and accompanying maps list the entire list of projects; fully funded projects are indicated as eligible for inclusion in the 2001 RTP.

Attachment C: The program of projects has updated cost information and revenue assignments for the Downtown East Valley, BART/East Contra Costa Rail and BART/Tri-Valley Rail, and Capitol Corridor Phase 2 projects. The Caltrain Express Phase 2 project has been added, given recent assurances of local funding commitments to a defined phase.

Attachment D: Terms and Conditions have been further refined, the most important of which are to:

- Add new language clarifying the on-going determinations needed to ensure adherence to the Commission's criterion under Resolution No. 3357 for financial operating and maintenance capacity; and the determination that new transit expansions not adversely affect core bus services.
- Add a condition requiring bicycle and pedestrian access planning at station sites for projects supported by Resolution No. 3434 investments.
- Add new language related to the BART-Warm Springs to San Jose extension segment to incorporate key elements of the BART-VTA negotiated agreement, including the potential "lien" on VTA's TDA revenue to pay operating expenses of the BART extension.
- Further stipulate funding priorities for projected AB 1171 funds, made available by the extension of the \$1 seismic surcharge on the state-owned toll bridges.
- Make funding committed to the BART/East Contra Costa Rail and BART/Tri-Valley Rail projects eligible for access improvements to existing BART stations in the respective corridors.

#### Continuing Work

Should the Commission approve this program, it will become the basis for significant advocacy efforts in both Washington and Sacramento. As reauthorization of TEA-21 approaches, the region must position its recommended candidates to compete well for federal 5309 New Starts and Bus Discretionary programs, and advocate for overall program funding that will support them. In Sacramento, the placement of Proposition 42 on the March 2002 ballot creates particular urgency to advocate for Regional Transit Expansion Projects with current shortfalls, as examples of critical new investments that could benefit from the proposition's passage. On a longer time frame, new county

sales tax measures and renewals of existing taxes present other local opportunities to secure funding needed to deliver the entire program as envisioned in Resolution No. 3434.

Finally, it is important to recognize that several on-going studies may soon provide updated information that will further refine the scope for some of the recommended expansion projects. The Resolution explicitly makes provisions to amend the program, as new information warrants.

**Recommendation**

Staff recommends that the Planning and Operations Committee approve Resolution No. 3434, and forward it to the Commission for adoption.

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Steve Heminger

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