



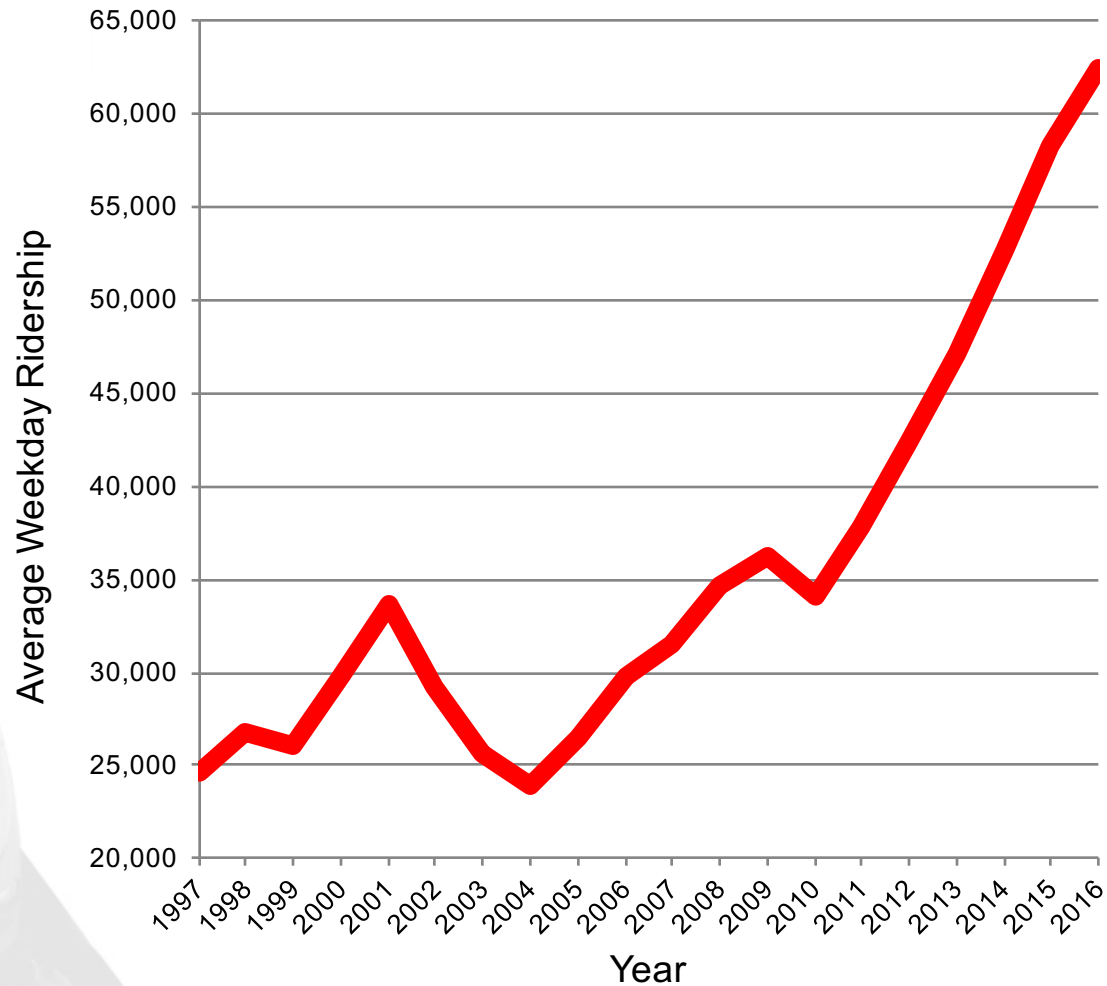
Good TOD

July 7, 2016
SPUR

Caltrain TOD Context: Growing Demand For Service

- Extraordinary Ridership Growth
- Projected Continued Growth
- High Speed Rail Service on the Peninsula
- Increasing Land Use Intensities

Ridership (Daily)



2016 Top Trains (Northbound)

Train No.	Depart SJ	Max Load	Train Seating Capacity	Percent of Seated Capacity
319	7:03 AM	951	762	125%
323	7:45 AM	950	762	125%
329	8:03 AM	882	762	116%
375	5:23 PM	841	762	110%
217	6:57 AM	818	650	126%
225	7:50 AM	764	762	100%
269	4:39 PM	756	762	99%
313	6:45 AM	747	762	98%
233	8:40 AM	722	650	111%
215	6:50 AM	719	650	111%

Bi-directional commute with riders standing on trains going southbound and northbound. Stats from low ridership month.

At Capacity



Balance of Transit and Development

- Ensure transit goals are identified and planned for in and around stations
- Often developers' goals are in conflict with transit goals
- Planning for future growth to allow transit systems and stations to realize their full ridership potential

Future Transit Growth and TOD

- Station Access Planning
- Right of Way Preservation
- Caltrain TOD Projects in the Pipeline

Station Access Planning

- Should happen early to influence and inform site development
- Access Planning Components:
 - Horizon planning date
 - Ridership demand and target mode split
 - Sizing multimodal access facilities appropriately
 - CIP linked to implementation and funding of access improvements to phasing of developments

Right of Way Preservation

- Ensure development is compatible with future transit needs
- Neighbor requests (with political support) might conflict with long range right of way needs
- Good stewards of land designated for purposes of public transit

Planning Tools in Development

- Station Management Tool Box to plan for TOD and multi-modal access improvements
 - Create a framework to help guide decisions about how limited space should be allocated
- Right of Way Preservation Policy
 - Establish a policy framework around when and how it makes sense for the agency to set aside or develop property

Current Caltrain TOD Efforts

- Identified station sites that have sufficient room for more track infrastructure and TOD
- Working with cities that have supportive land use policies: station area plans, TOD zoning
- San Carlos: 200 units
- Hayward Park: 100-150 units

In Closing... Good TOD?

- Development which supports multi-modal access to facilitate long term growth
- Achieved through good transportation planning + supportive land use policies
- Continuous city collaboration to identify and implement shared transportation goals to create a supportive urban form

Questions:

Jill Gibson, Principal Planner

Email: gibsonj@samtrans.com

VTA Joint Development

SPUR

July 2016



VTA's Approach

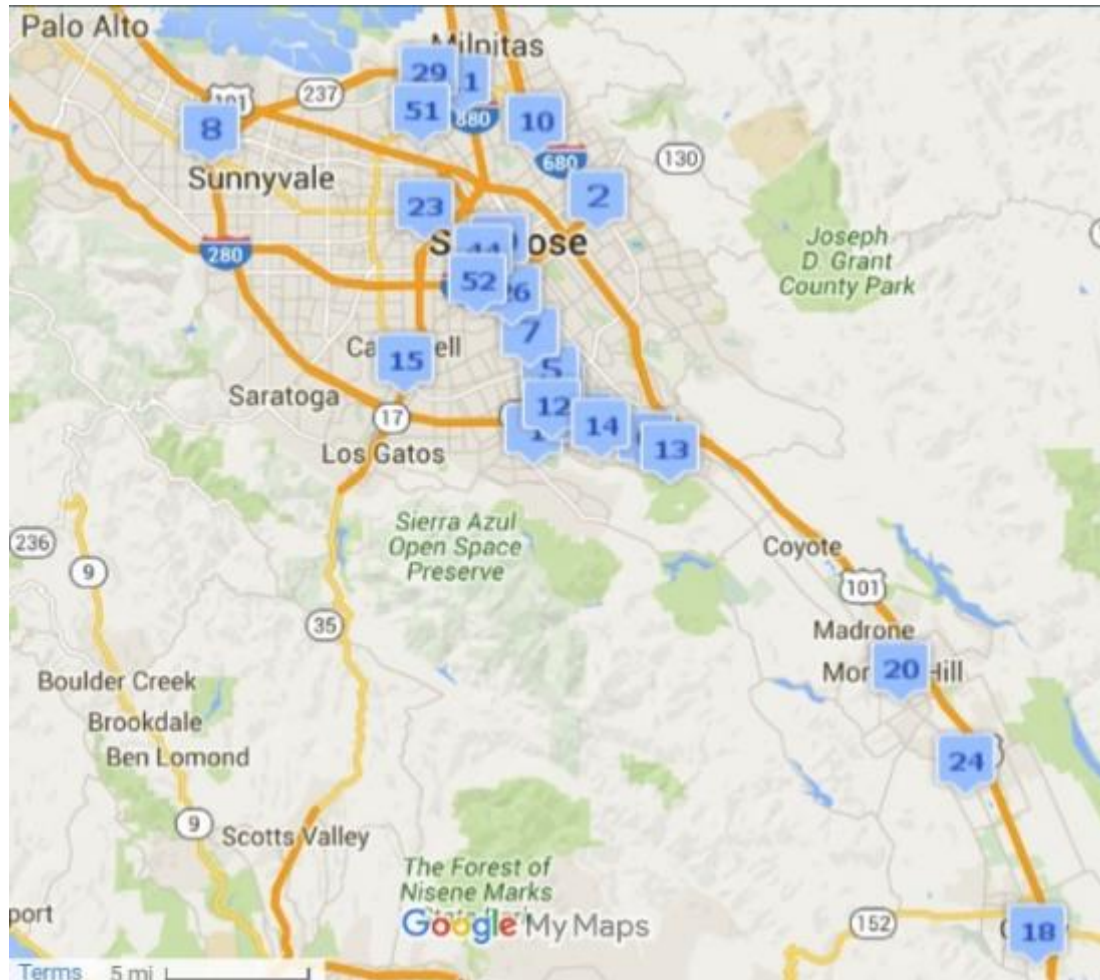


- Development via long-term ground leases on VTA-owned sites next to transit facilities
- Identify new sites when planning for new transit – BART Phase 2, LRT, BRT
- Create incentives to intensify land use around stations, grow transit communities



The Sites

- www.vta.org/realestate/jointdevelopmentportfolio



- 23 sites
- 200 acres
- Mostly park and ride lots
- More to come

VTA Objectives



- VTA seeks to create mixed-use, mixed-income TOD:
 - Generate revenues for transit and other investment
 - Increase transit ridership
 - Create neighborhood amenities that enhances transit
- Address critical community needs:
 - Below-market rate housing – 35% of total residential
 - Community workforce opportunities



Opportunities and Challenges

- VTA Board and management is focused on the potential of joint development
- Entitlements a key challenge
 - 17 sites in City of San Jose
 - Mountain View Evelyn lot
- Collaboration with local government
- Need a smarter approach on replacement parking





Next Stop: Good TOD



San Jose Spur Forum— Thursday, July 7, 2016



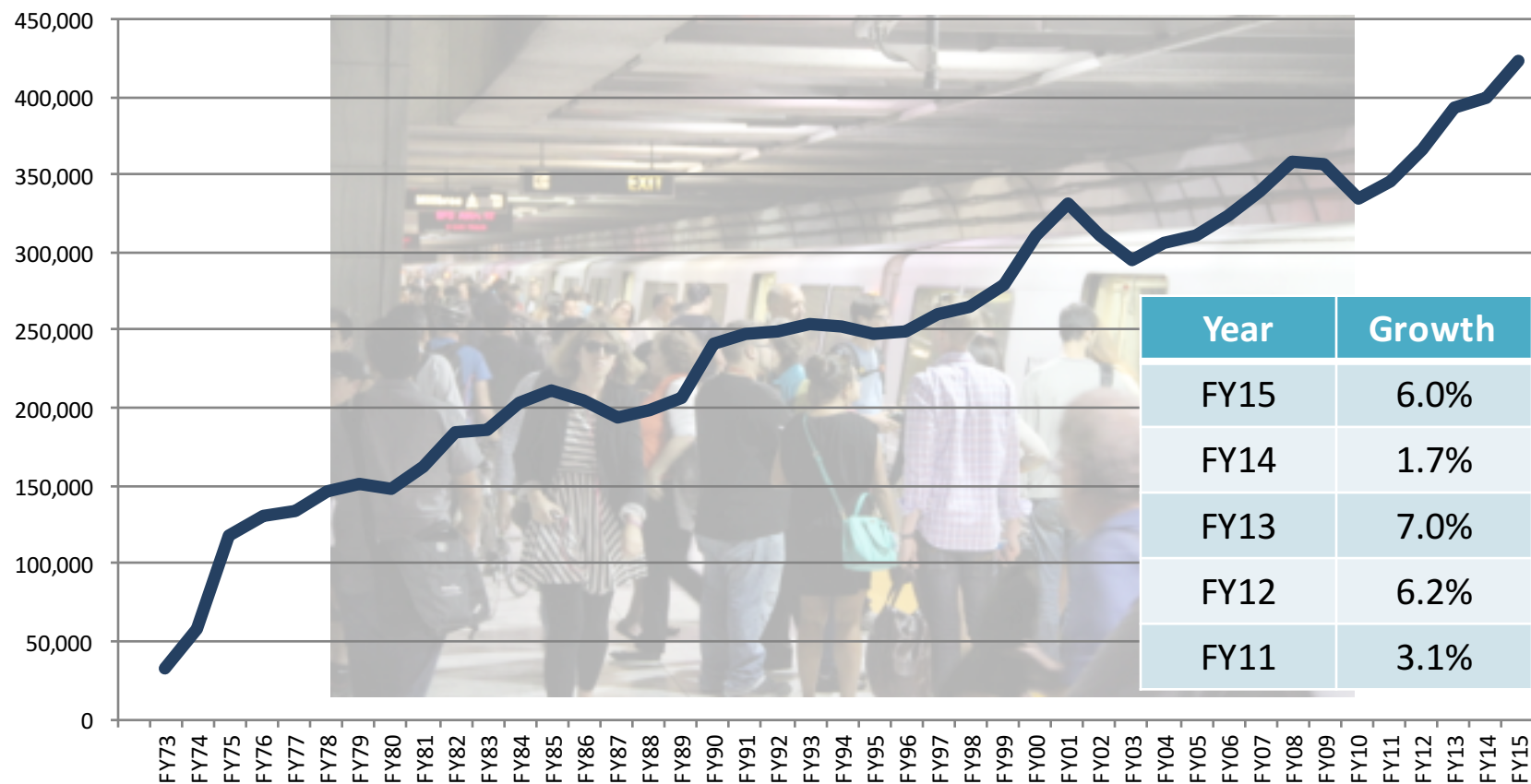
Agenda

- Ridership Growth
- Transit Access
- Plan Bay Area
- TOD Partnerships
- Reverse Job Commutes
- Capitalize on Larger Station Area



Next Stop: Good TOD

Ridership Growth (FY73 – FY15)





Next Stop: Good TOD

Context

- Changes in BART system (spring 2008 – spring 2015) include:
 - Two new stations: West Dublin/Pleasanton (February 2011) and Oakland International Airport (November 2014)
 - Average weekday ridership up 19% between the two survey periods (+69,300 trips/day)
 - Introduction of demand-based parking fee increases
 - Fewer restrictions on bicycles onboard during commute hours; increased bicycle parking
 - Implementation of Clipper and rapid growth in use

PRELIMINARY RESULTS

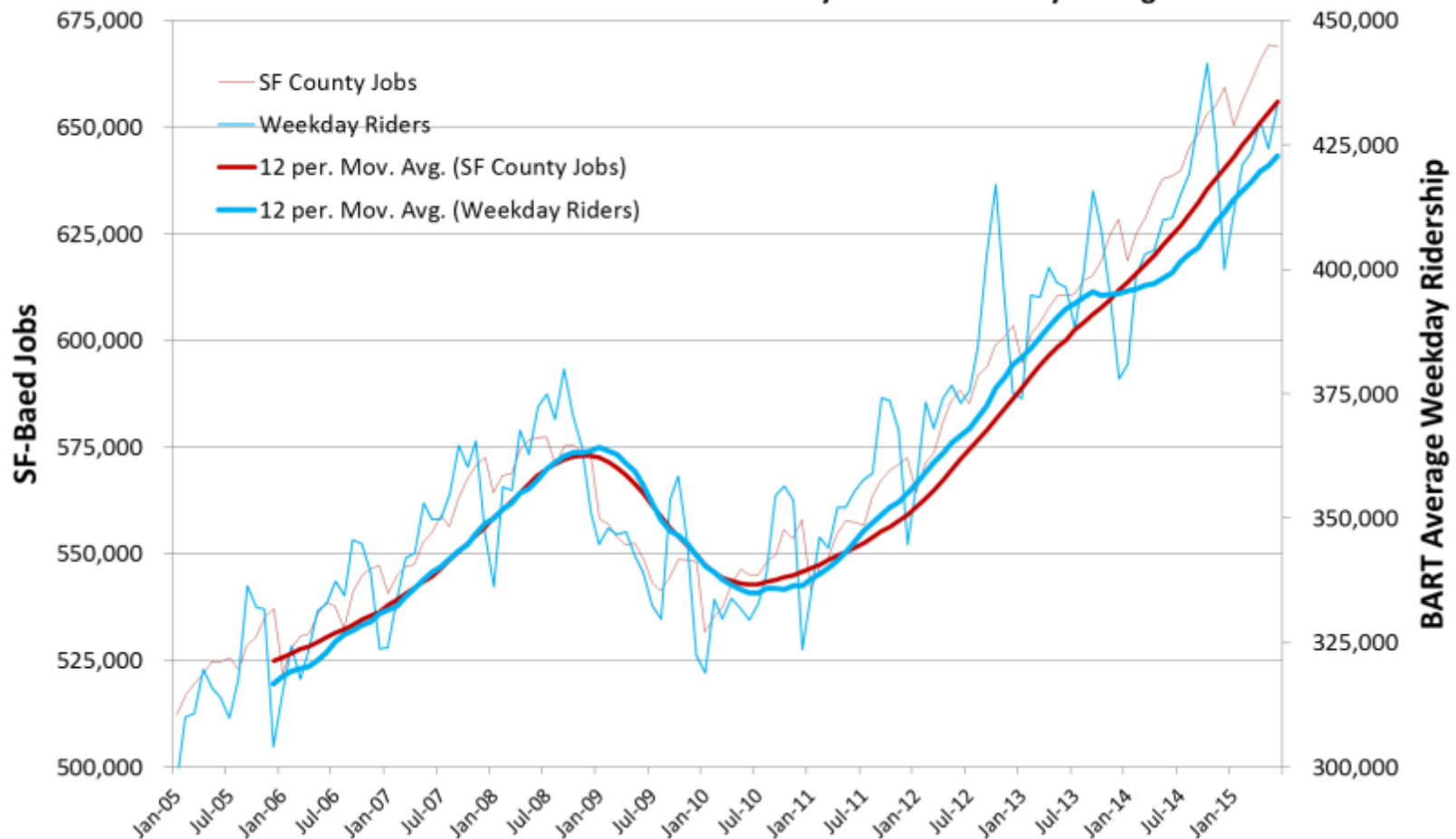


Next Stop: Good TOD

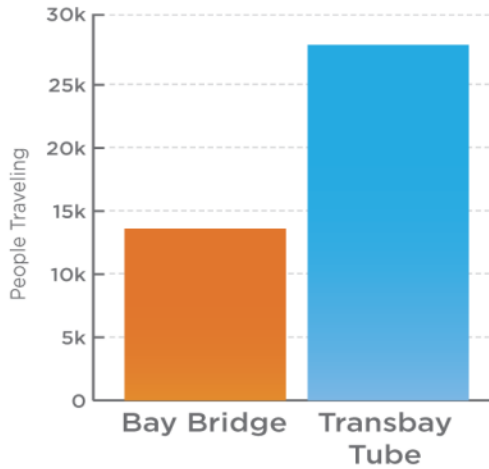
BART Ridership Linked to SF Jobs

BART Ridership vs San Francisco County Jobs by Location

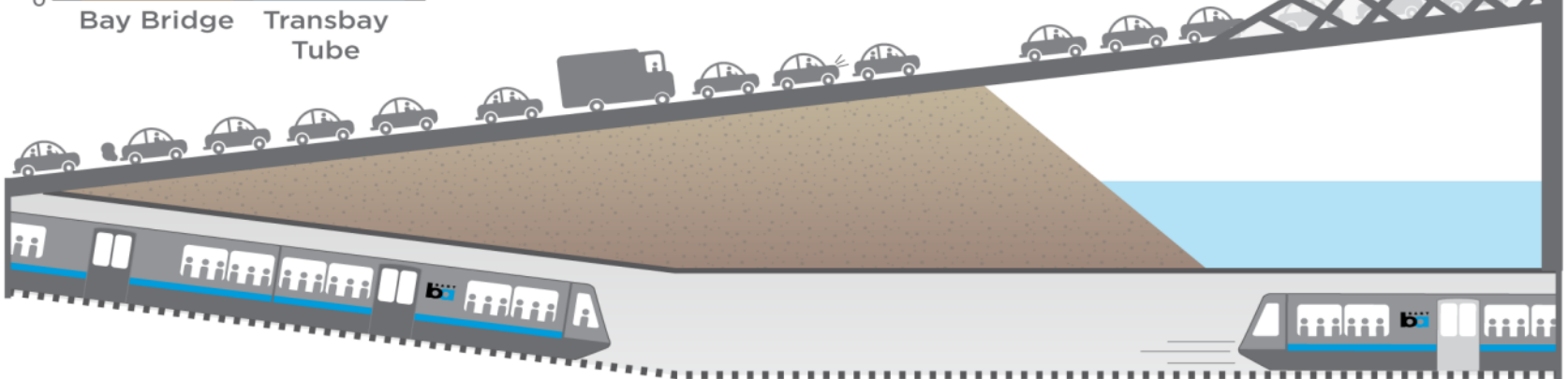
Correlation with San Francisco County Jobs is Extremely Strong



AM PEAK HOUR TRAFFIC (WESTBOUND)



14,200
people in cars* per hour
move over the Bay
at rush hour



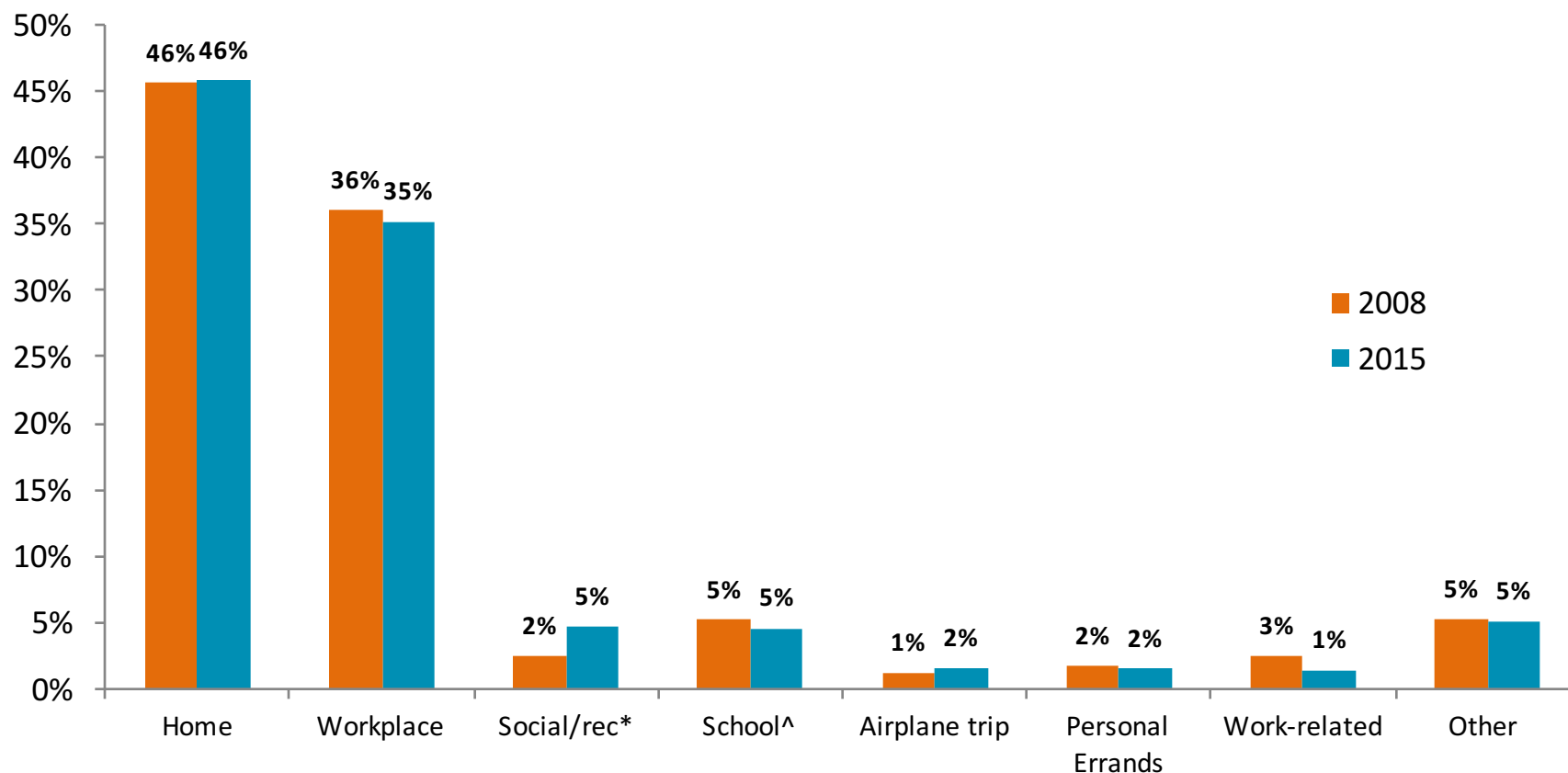
27,000
people per hour
move under the Bay
at rush hour

*Assumes average of 1.7 persons per vehicle (Caltrans)



Next Stop: Good TOD

Origin Type



Q: Where are you coming from (the starting place for this one-way trip)?

Base: weekday trips

PRELIMINARY RESULTS

*"Social/recreational" category added for 2015 survey; comparable 2008 categories were combined.

^2015 categories included in "School:" college student, K-12 student, school-related activity



Thinking Big, Transforming Regions

Top Home-based Ridership Changes: Spring 2008 - 2015

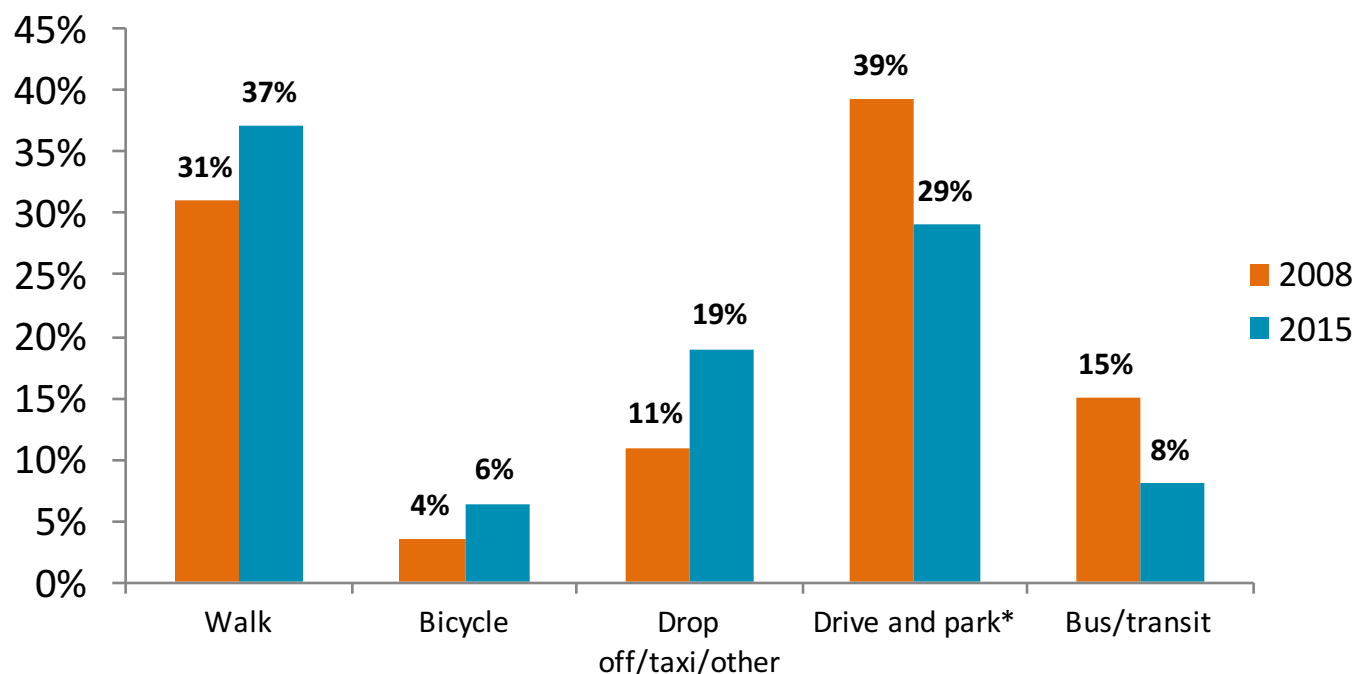
Station	Change in Home-Based Entries	% Chg
West Dublin/Pleasanton	2,712	NA
19th St. Oakland	2,126	86%
Millbrae	1,834	62%
Coliseum	1,670	65%
West Oakland	1,631	39%
Fruitvale	1,490	27%
Fremont	1,284	24%
Lake Merritt	1,268	42%
MacArthur	1,261	29%
Pittsburg/Bay Point	1,191	25%

PRELIMINARY RESULTS



Beyond BART Property: Access from Home to BART

- With BART's parking supply approximately flat since 2008, ridership growth has been accommodated by walking, cycling or getting dropped off at stations. Fewer are driving or taking transit.



Q: How did you get from (origin trip purpose) to the (entry station) for this trip?

Base: weekday trips with home origins

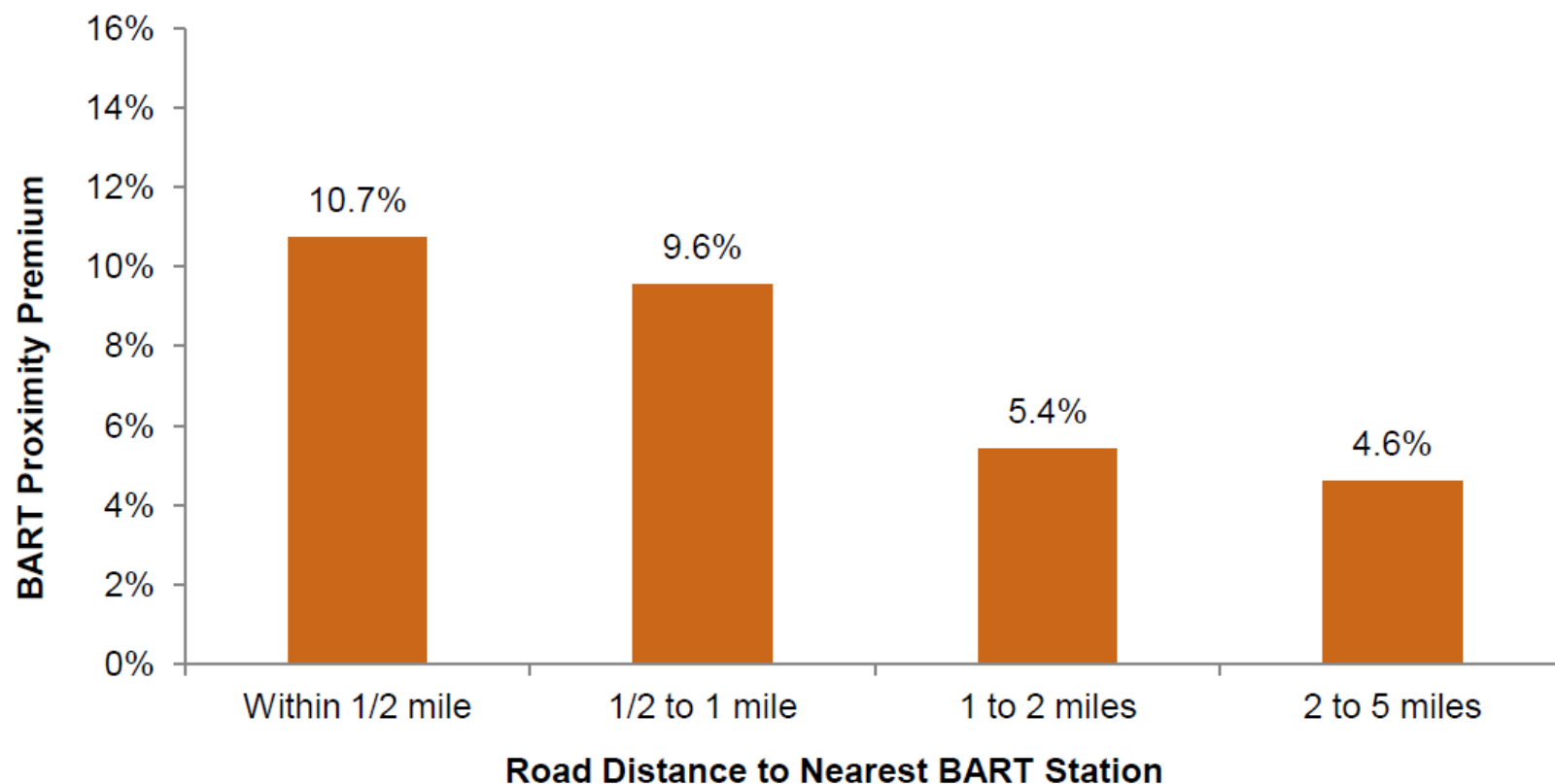
PRELIMINARY RESULTS FROM 2015 STATION PROFILE SURVEY

*Includes motorcycle/motorized scooter and carpool



The “BART Premium”

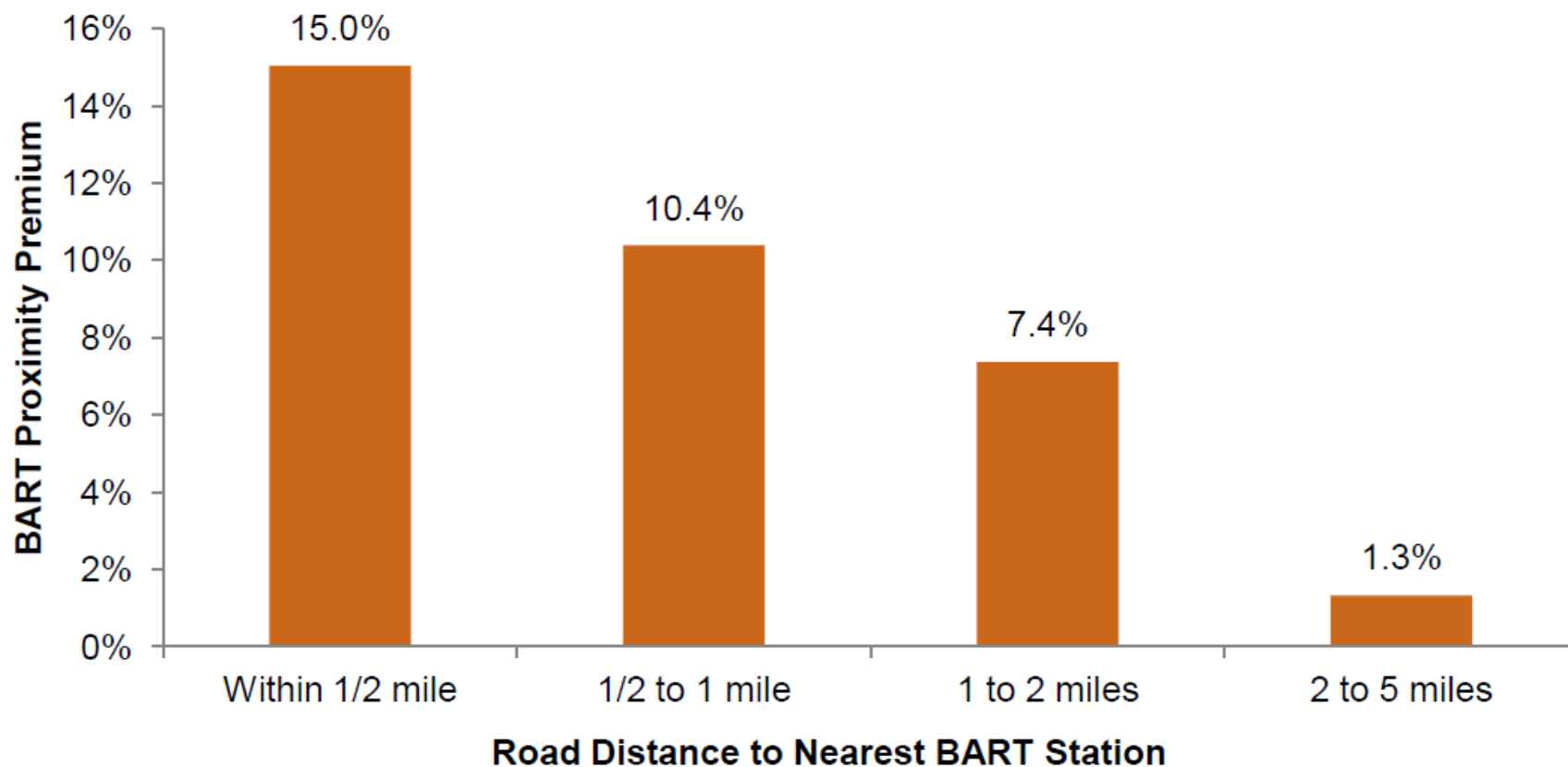
Property Value Premiums – Single Family Homes





The “BART Premium”

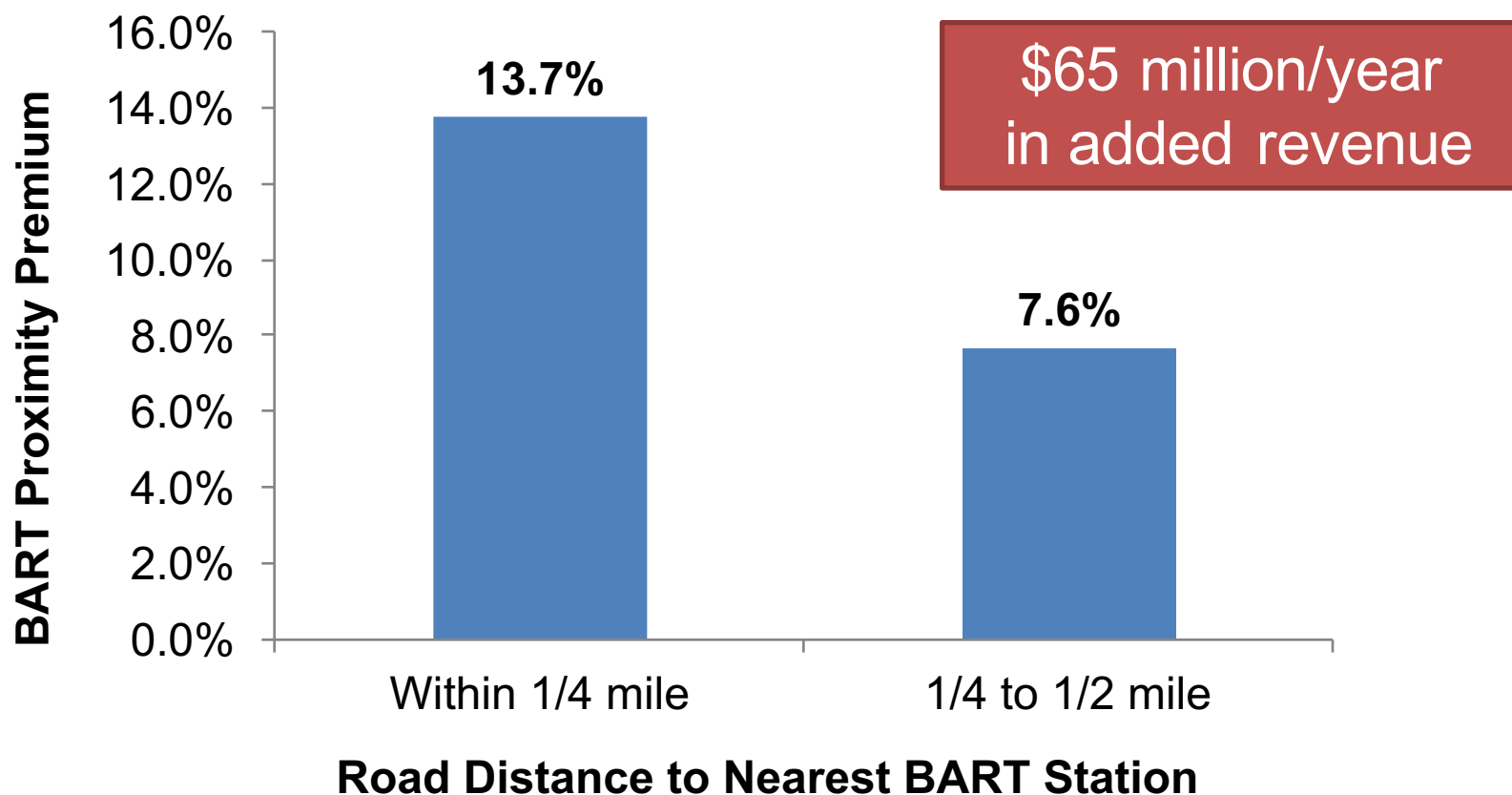
Property Value Premiums - Condos





The “BART Premium”

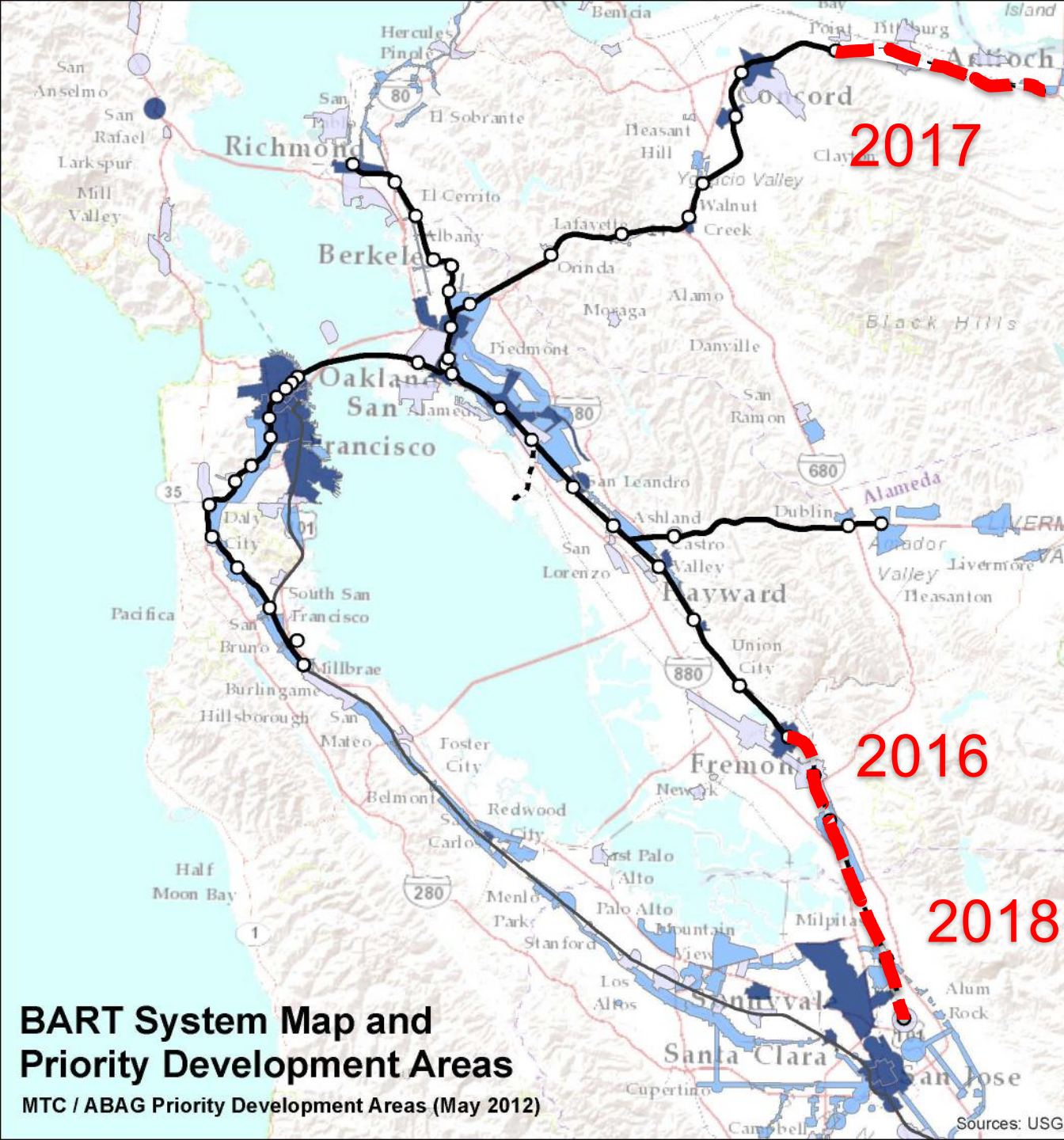
Office in East Bay and N. San Mateo County, vs. outside 1/2 Mile





Transit-Oriented Development Policy

- A. Complete Communities.** Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses.
- B. Sustainable Communities Strategy.** Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.
- C. Ridership.** Increase BART ridership, particularly in locations and times when the system has capacity to grow.
- D. Value Creation and Value Capture.** Enhance the stability of BART's financial base by capturing the value of transit, and reinvesting in the program to maximize TOD goals.
- E. Transportation Choice.** Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity.
- F. Affordability.** Serve households of all income levels by linking housing affordability with access to opportunity.



Three BART District Counties for 2040

Job Growth

- 565,000
- 50% of growth near BART

Household Growth

- | | |
|-----------------|---------|
| • San Francisco | 100,000 |
| • Alameda | 160,000 |
| • Contra Costa | 90,000 |
| • Total | 350,000 |
- Over 40% of growth near BART

Five Counties

(includes San Mateo and Santa Clara)

Job Growth

- ~ 1,000,000
- nearly 40% near BART

Household Growth

- 625,000, over 30% near BART

Legend

○ BART Stations

BART System

— Current BART System

- - - Extension Under Construction

— Caltrain Line

Priority Development Areas

■ High Intensity

■ Medium Intensity

■ Moderate Intensity

**BART System Map and
Priority Development Areas**
MTC / ABAG Priority Development Areas (May 2012)



What's Changed since 2005?

1. Plan Bay Area

- Calls for 660,000 new housing units 2010-2040, above past pace and “PDA readiness” estimates
- BART counties achieving 44% – 64% of what they need

County	2007-2014 Housing Need (and Affordable) (RHNA)	Permits Issued (and affordable permits issued)	Percent of RHNA Met (and percent affordable RHNA met)
Alameda	44,937 (17,633)	19,615 (4,794)	44% (27%)
Contra Costa	27,072 (10,837)	16,800 (2,388)	62% (22%)
San Francisco	20,103 (12,124)	20,103 (5,401)	64% (44%)
San Mateo	8,169 (6,169)	8,169 (1,343)	52% (22%)
Total	100,281 (46,763)	64,687 (13,926)	65% (30%)



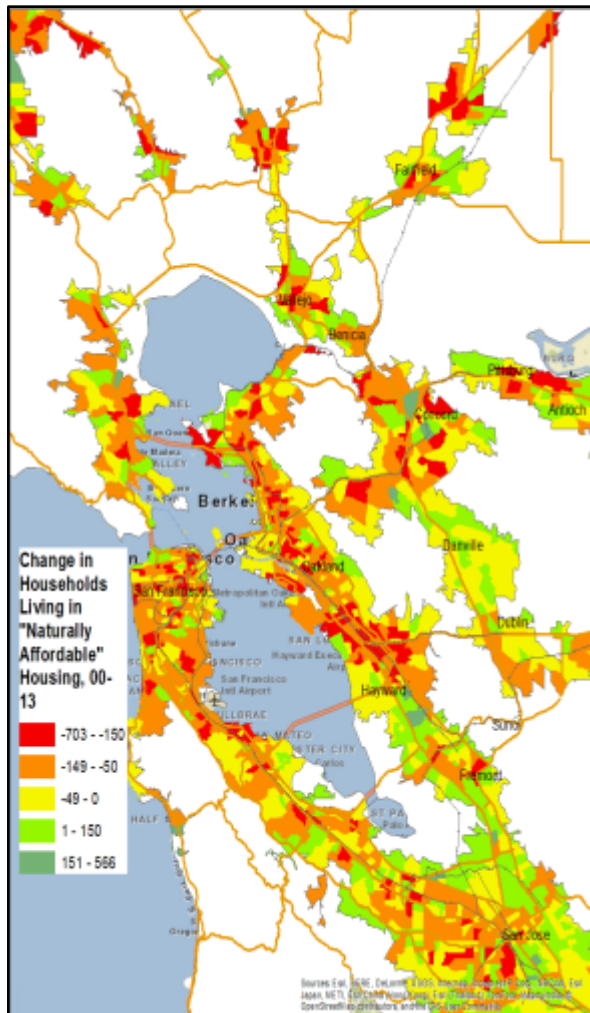
What's Changed since 2005?

2. Ridership

- Correlation of BART ridership to San Francisco job growth continues
- Exacerbated by jobs-housing imbalance



What's Changed since 2005?



Sources: Urban Displacement Project, University of California at Berkeley
Low Income Investment Fund, Naturally Occurring Affordable Housing Study

3. Market Strength and Housing Affordability

- **2000:** 223,000 low income households lived in naturally affordable housing
- **2013:** 117,000 low income households lived in naturally affordable housing
- **Loss** of 47% of naturally affordable units while the number of low-income households **grew** by 10%
- More than **250,000** very low income households do not have access to an affordable home in the Bay Area.



Array of Placemaking Tools

- Station Modernization Program
- Transit-Oriented Development
- Affordable Housing
- Pedestrian, Bicycle, Transit Access Improvements
- Public Art



Array of Placemaking Tools

- Station Modernization Program
- Transit-Oriented Development
 - ✓ *On BART Property*
- Affordable Housing
 - Beyond BART Property?*
- Pedestrian, Bicycle, Transit Access Improvements
- Public Art



Transit-Oriented Development

- Joint Development – Marea Alta w/ Bridge Housing
- Partnerships – Proposition 1C, Cap & Trade AHSC Applications
 - Evolution of San Leandro Tech Campus
- Planning – Support Station Area Plans
- Should we be doing more?





Access Improvements Funded by Value Capture

Transit Benefit Assessment Districts:

Special vs. General Benefit



“Special:” Property owners directly gain more than everyone else

“General:” Everyone gains equally

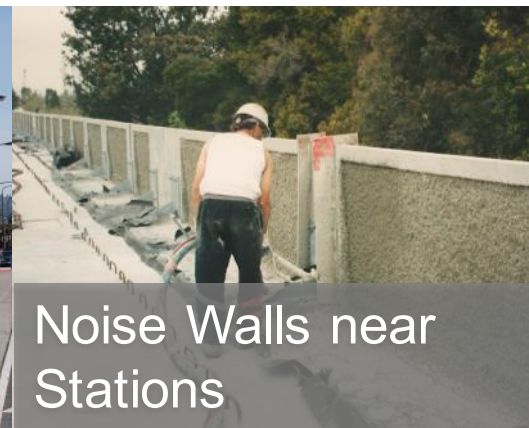
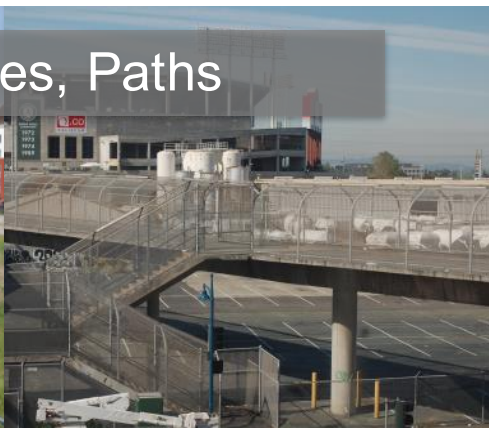


Next Stop: Good TOD

Transit Benefit Assessment Districts (TBADs)

Likely Candidates

Pedestrian Bridges, Paths

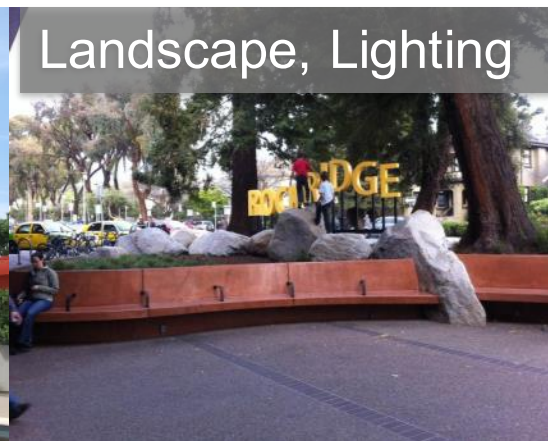


Noise Walls near Stations

Demand Management Programs, Infrastructure



Landscape, Lighting

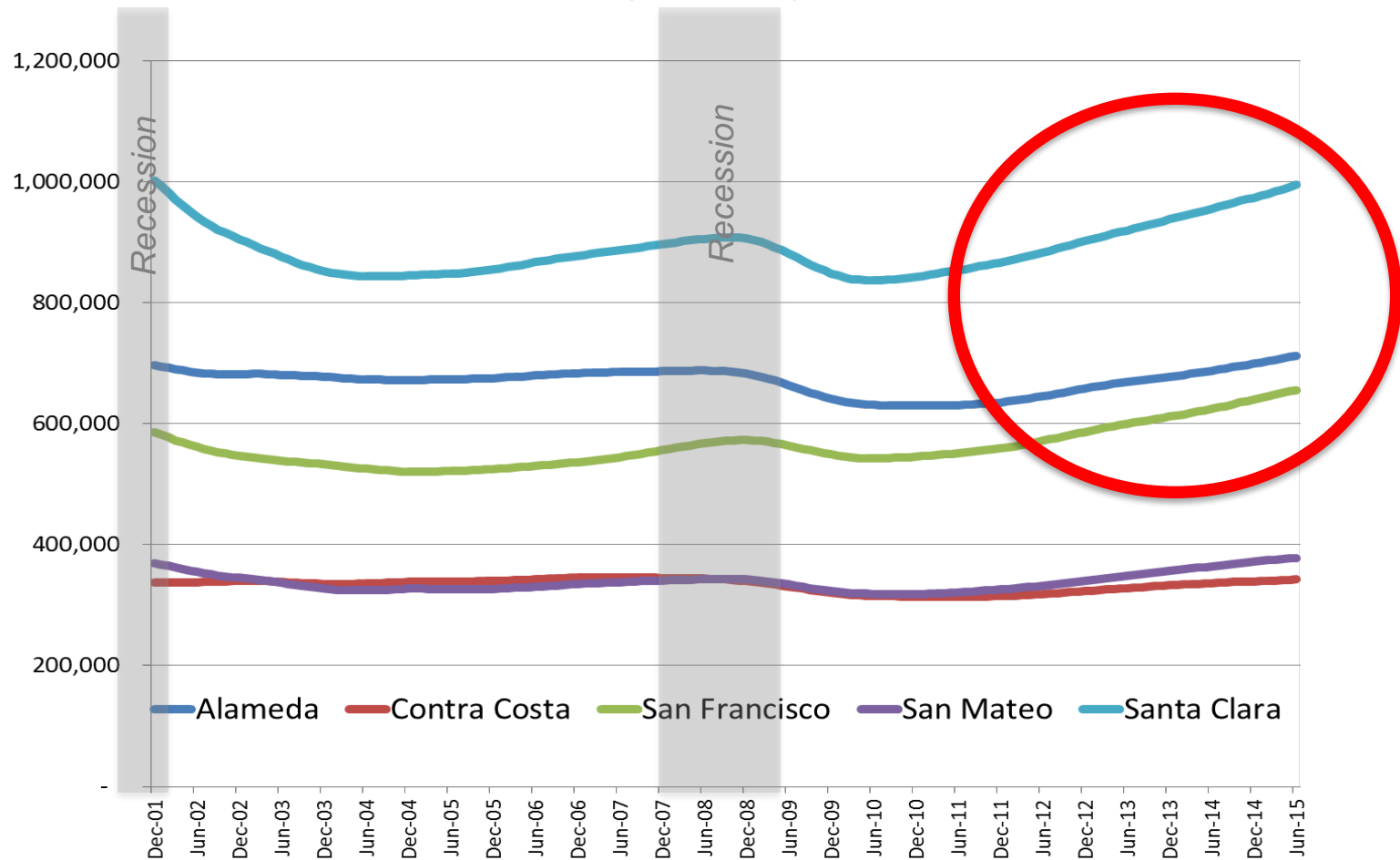




Next Stop: Good TOD

Strong Job Growth in West Bay

Total Jobs by County, 2001-2015





Next Stop: Good TOD

Job Centers – Spread Demand

East to West Bay commute challenge

What about transit demand?

“Reverse commute” job centers

- To where transit has capacity
- Public investments to tip market

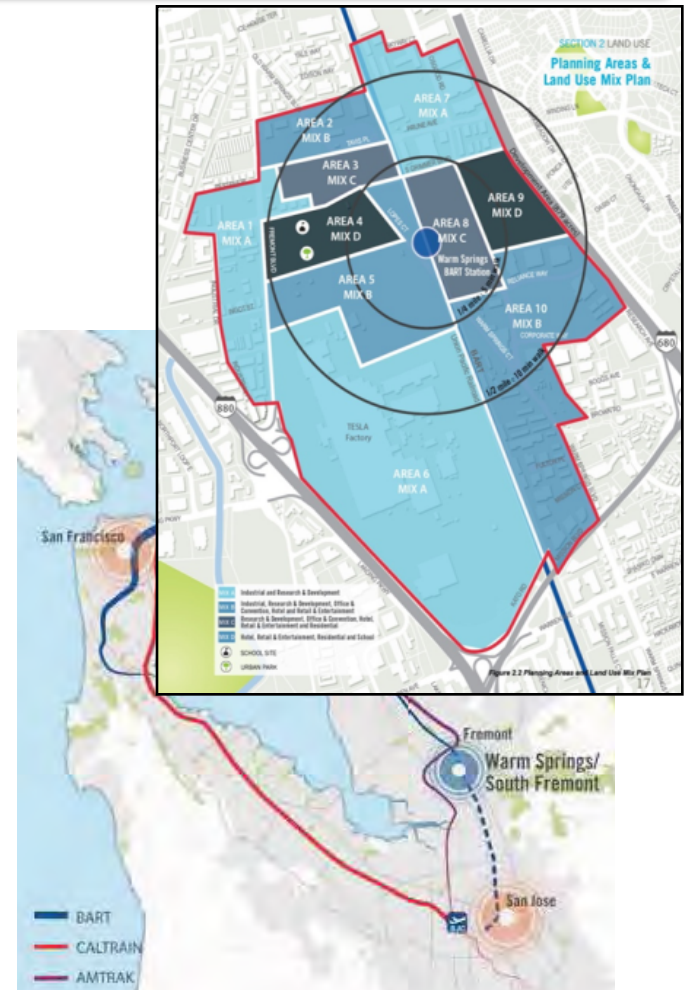




Next Stop: Good TOD

Warm Springs Innovation District

- City of Fremont and BART
- Total Site Area: 879 Acres
- Total Housing Units: 4,000
 - 50 du/ac Min for 1/4-Mile of Transit
 - 30 du/ac Min beyond
- Commercial/Industrial: 11.6 MSF
- Total Jobs: 20,000
- Pedestrian/Bicycle Master Plan
- TDM Program for Area (Mid-2016)
- West Side Bridge Plaza





Conclusions

- Station area is critical, and BART has vested interest
- Placemaking requires proactive rather than responsive approach
- Establish the vision and need, then seek \$\$\$
- Partnerships are key, but take staff time to build!
- Invest and Manage TOD's