



GRANT
O'FARRELL



SAN FRANCISCO

F MARKET & WHARVES **CASTRO**

5 FULTON
Sixth Av.

1061

TSP

Transportation Sustainability Program

Photo: Sergio Ruiz



San Francisco is a popular place to work, live and visit, straining the existing transportation network



- Roads and transit vehicles nearing capacity in some areas
- Lifestyle preferences and new infrastructure have contributed to increases in cycling and walking, even in less-than-ideal conditions

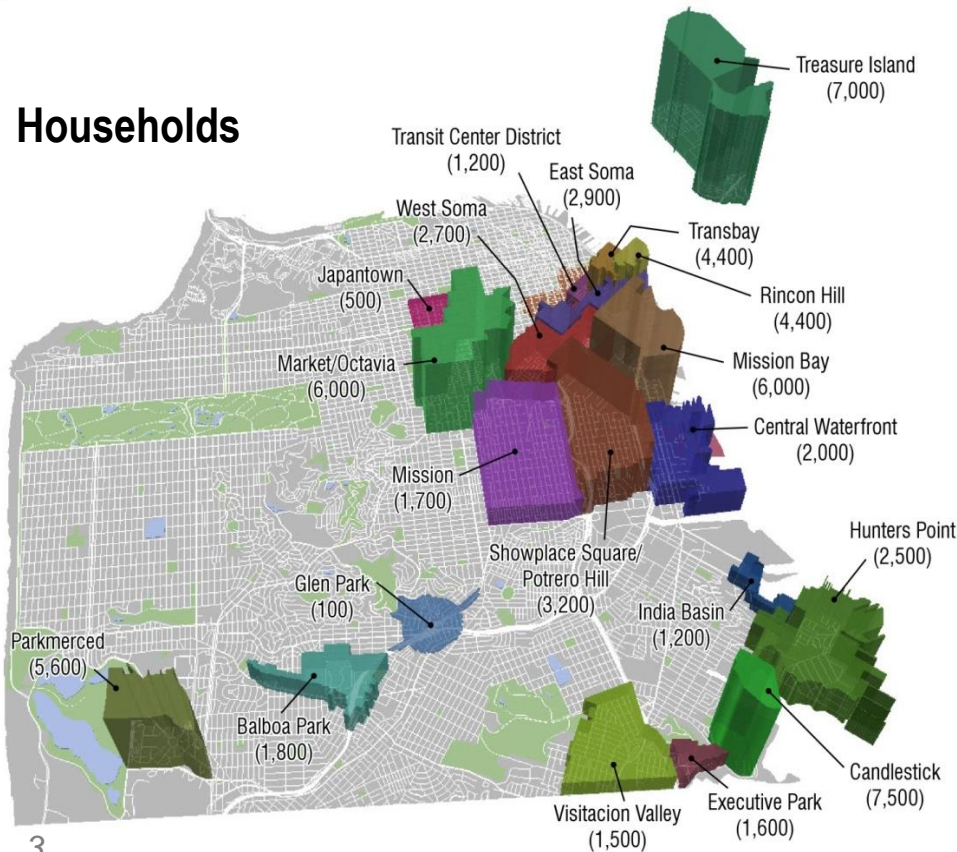
HOW DO WE GROW SUSTAINABLY?

By 2040: **100,000+** new households

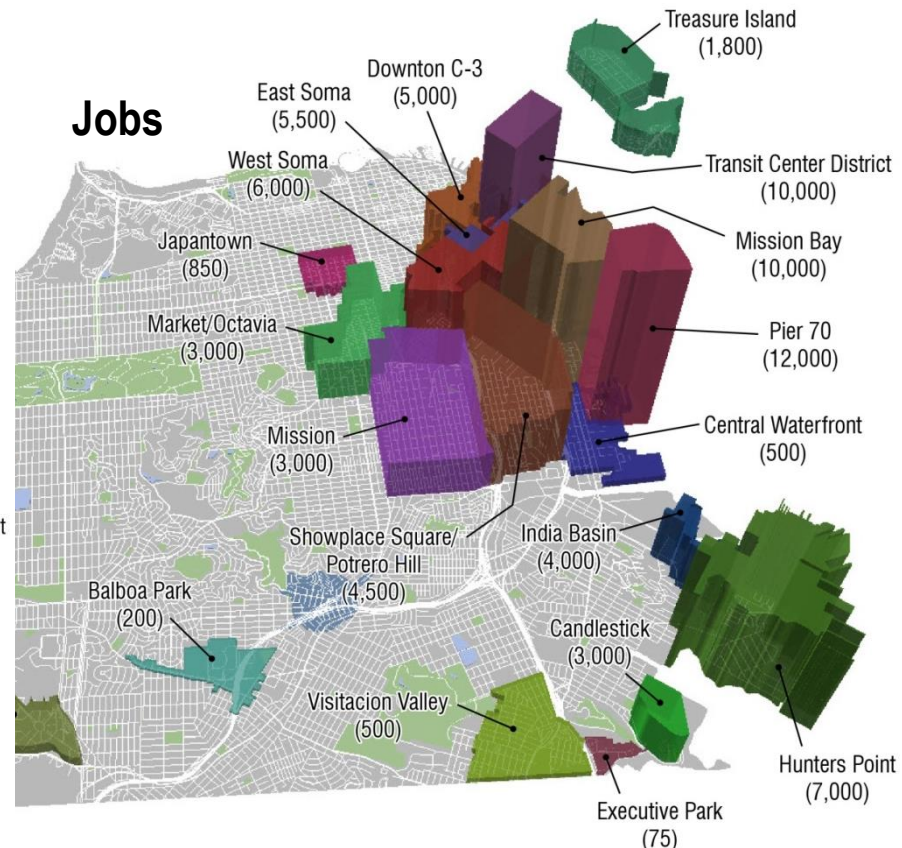
190,000+ new jobs

40% of housing projections already in pipeline

Households



Jobs



WE NEED A COMPREHENSIVE APPROACH TO ADDRESS THESE CHALLENGES...



Public investment for existing and future population underway

- Transit capital and operational investments (Central Subway, Muni Forward, BRT, DTX, etc.)
- Bicycle infrastructure (protected lanes, parking, etc.)
- Pedestrian safety (Vision Zero, Walk First, etc.)
- Demand Management (bike sharing, shuttles, citywide TDM, etc.)

New development contribution

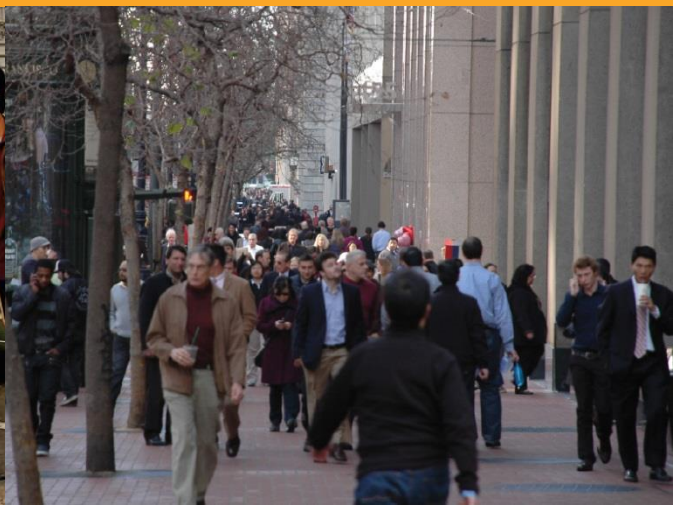
- Transportation Sustainability Program



TRANSPORTATION SUSTAINABILITY PROGRAM



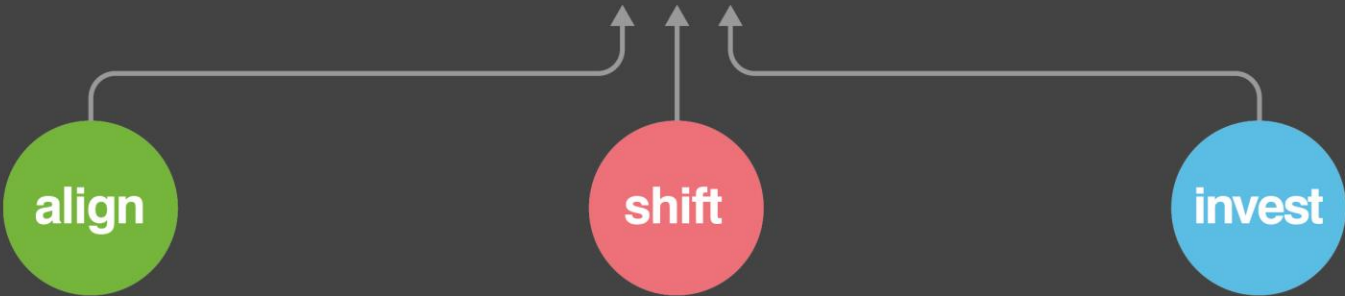
*Keeping people moving
as our city grows*



TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving
as our city grows*



MODERNIZE ENVIRONMENTAL REVIEW



More meaningful transportation analysis that better captures environmental effects

ENCOURAGE SUSTAINABLE TRAVEL



On-site transportation amenities that reduce reliance on driving

ENHANCE TRANSPORTATION TO SUPPORT GROWTH



Development fee to help fund transit and safer streets

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MODERNIZE ENVIRONMENTAL REVIEW



OUTCOMES OF CEQA REFORM

Goodbye LOS...Hello VMT!



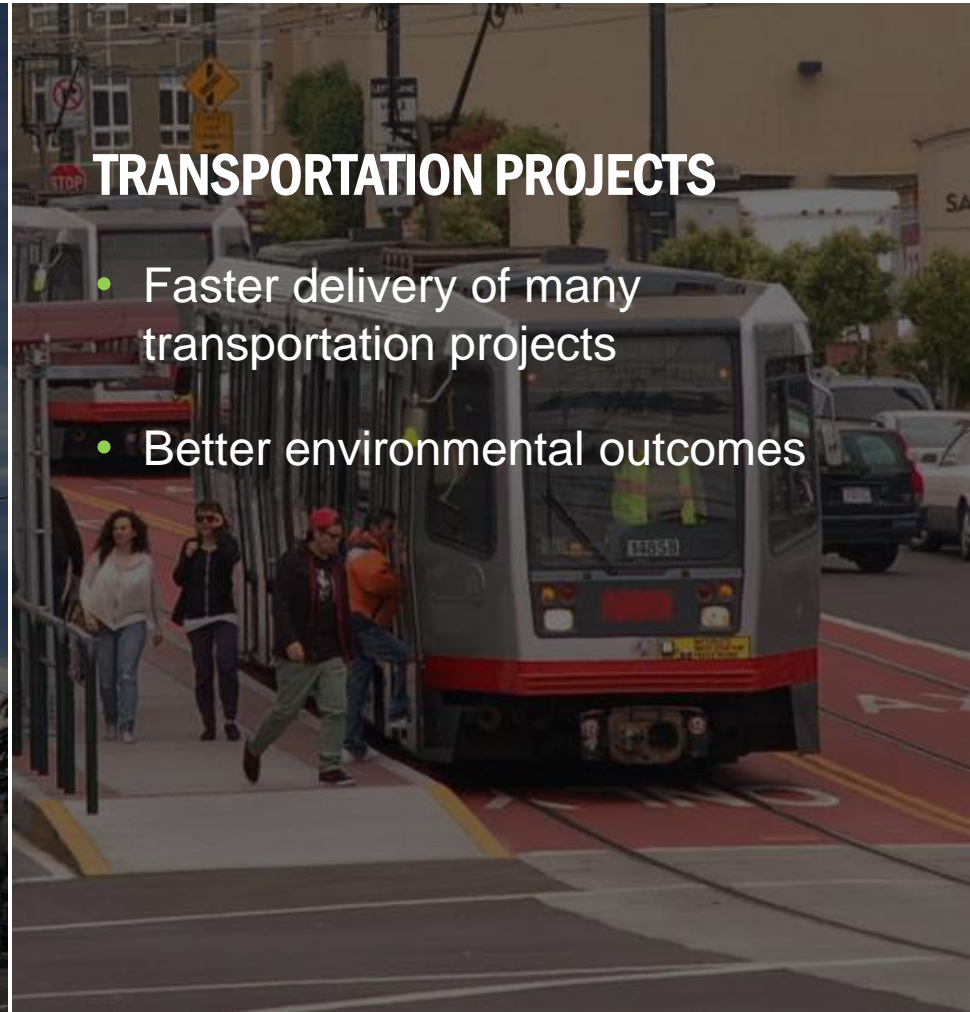
LAND USE PROJECTS

- More certainty during environmental review
- Reduced time & cost of technical studies
- Better environmental outcomes



TRANSPORTATION PROJECTS

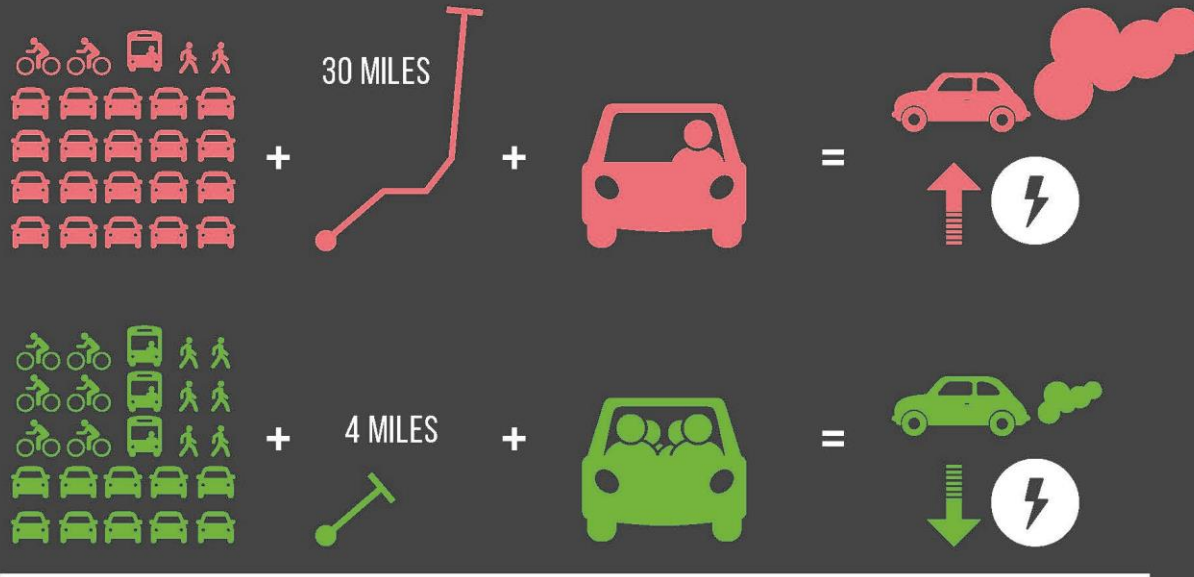
- Faster delivery of many transportation projects
- Better environmental outcomes



SUMMARY OF PROPOSED OPR GUIDELINES



VEHICLE MILES TRAVELED (VMT)



HOW DO YOU TRAVEL?

HOW FAR DO YOU TRAVEL?

WHO DO YOU TRAVEL WITH?

AIR POLLUTION, GREENHOUSE GASES, ENERGY

RESIDENTIAL VEHICLE MILES TRAVELED



	<i>COUNTY OF RESIDENCE</i>									
	San Francisco	San Mateo	Santa Clara	Alameda	Contra Costa	Solano	Napa	Sonoma	Marin	ALL COUNTIES
2010	7.4	16.7	15.4	15.4	18.8	16.4	17.6	18.9	18.5	15.6
2040	6.1	14.8	14.1	13.7	16.4	15.3	15.2	15.8	18.4	13.8

Source: Metropolitan Transportation Commission

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shift

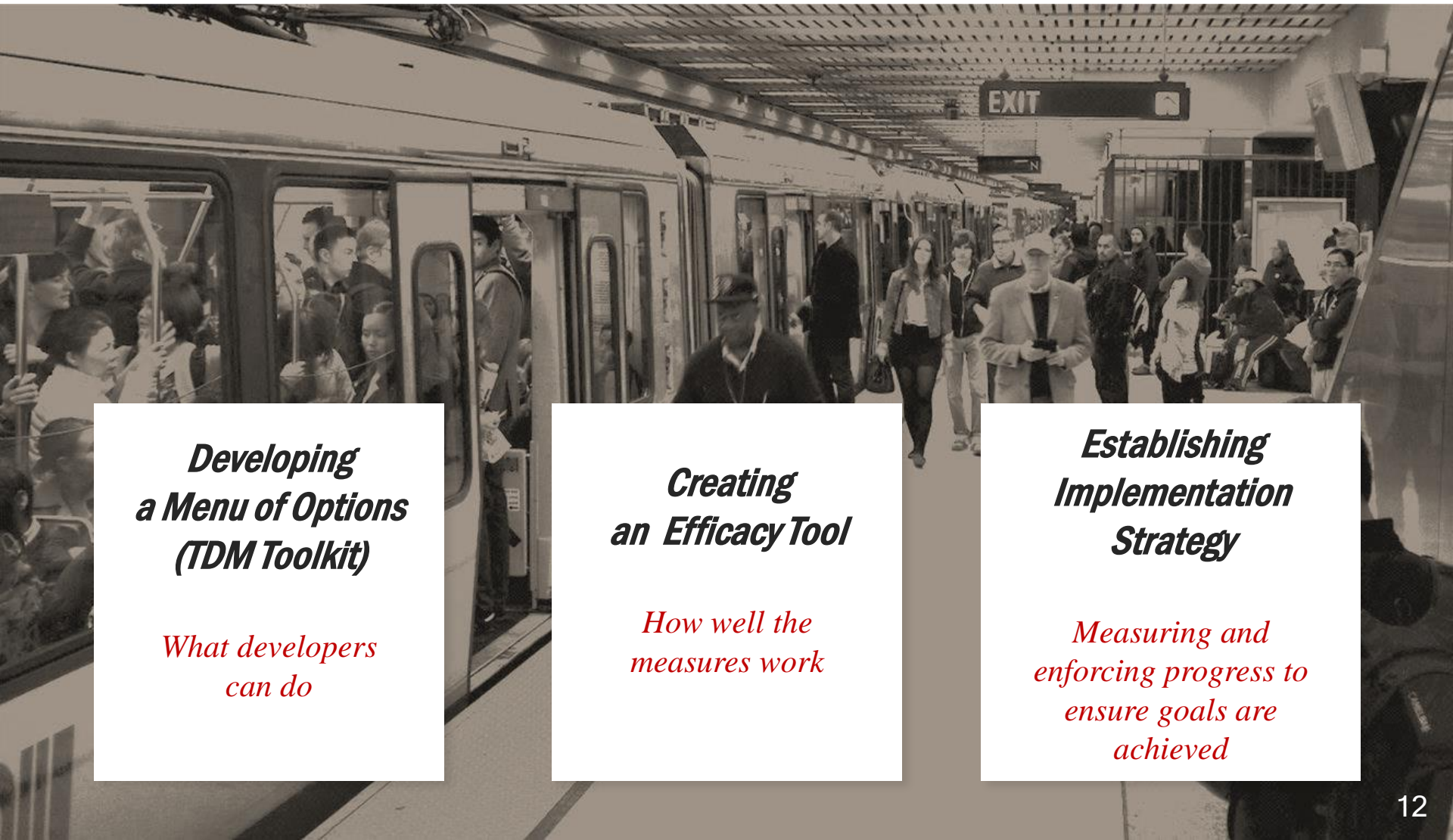


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1061

ENCOURAGE SUSTAINABLE TRAVEL

SAN FRANCISCO TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM



Developing a Menu of Options (TDM Toolkit)

*What developers
can do*

Creating an Efficacy Tool

*How well the
measures work*

Establishing Implementation Strategy

*Measuring and
enforcing progress to
ensure goals are
achieved*

EXAMPLE OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MENU



- Subsidize Transit Passes
- Subsidize Bike Share or Car Share Membership
- Hire TDM Coordinator
- Shuttle or Vanpool Service
- Reduce On-site Parking Supply
- Provide Delivery Service
- Sponsor Bike-share Stations
- Commute Reduction Programs
- Charge for Parking/Parking Pricing



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**ENHANCE TRANSPORTATION
TO SUPPORT GROWTH**

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1061



URGENT FUNDING NEED



TRANSPORTATION TASK FORCE 2030

EXISTING PLANS/
PROJECTS/POLICIES

Facilities Vision	Bicycle Strategy	SF Area Plans	SF County Transportation Plan
Ped Strategy	Muni Fleet Plan	SF Capital Plan	
MTA Capital Plan	MTA Strategic Plan	Regional Transportation Growth	
ADA Plan	TEP	Neighborhood Transportation Plans	

\$10 BILLION TRANSPORTATION FUNDING NEED TO 2030

\$3.7 BILLION IN
EXISTING FUNDING

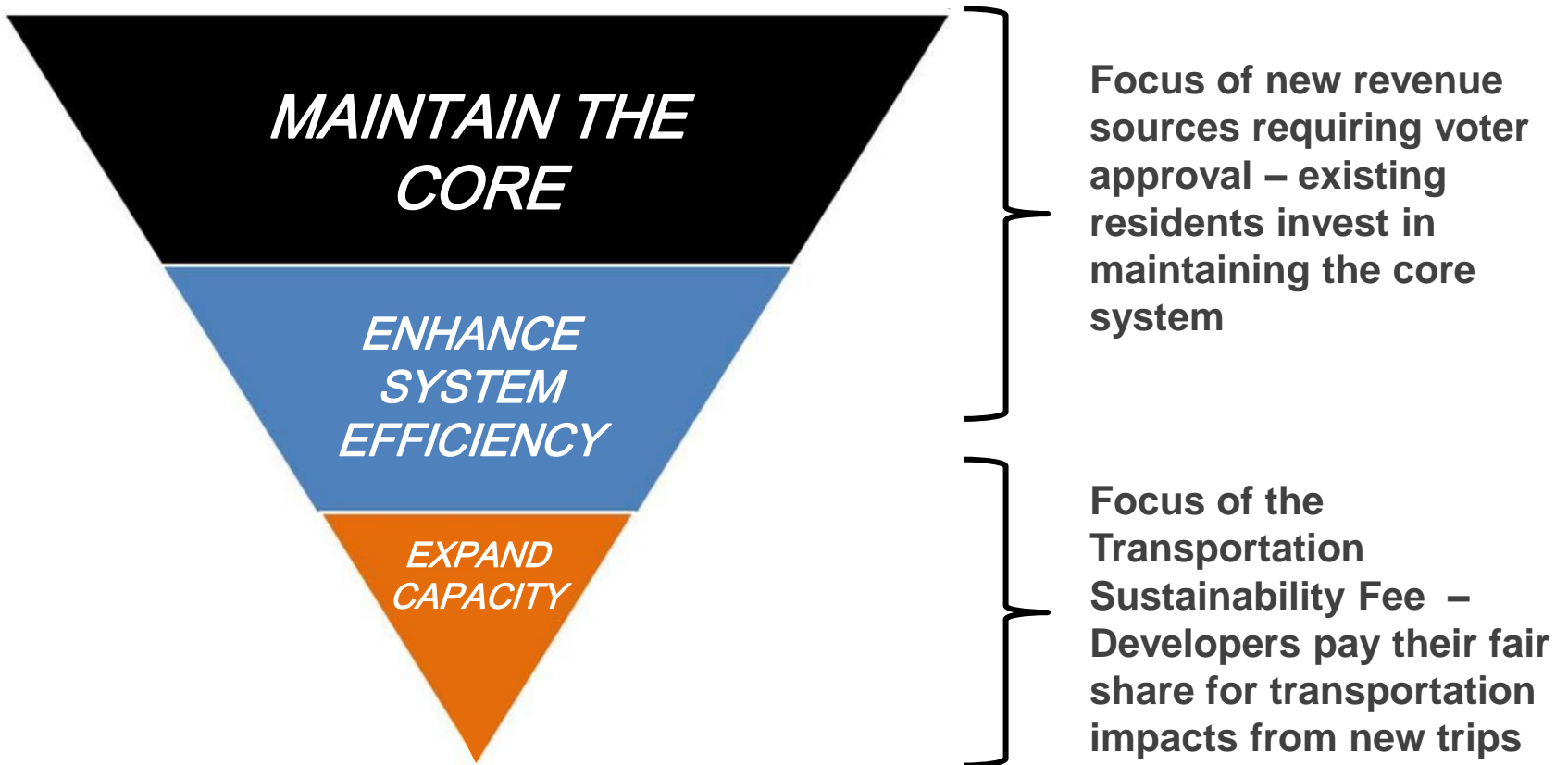
\$3 BILLION IN TTF FUNDING

\$3.3 BILLION
UNFUNDED

INVESTMENT PRIORITIES



TRANSPORTATION TASK FORCE 2030





PROPOSED TRANSPORTATION SUSTAINABILITY FEE

- Citywide transportation fee to ensure that new development pays its fair share for impacts on the transportation system
- Update to existing TIDF – expands applicability to include market-rate residential development and certain large institutions*
- No change to status quo for nonprofits
- Nexus and Feasibility Studies completed – available on TSP website

*Exemptions apply

PROPOSED FEE RATES



LAND USE CATEGORY	EXISTING TIDF RATES	TSF PER GROSS SQ. FT. OF NEW DEVELOPMENT
RESIDENTIAL	N/A	\$ 7.74
NON-RESIDENTIAL	\$ 13.87 – \$ 14.59	\$ 18.04
PDR	\$ 7.46	\$ 7.61

** Exemptions would apply for certain types of development projects*

Residential projects in Area Plans would receive a fee reduction in the amount of the transportation portion of the Area Plan fee



PROPOSED FEE APPLICABILITY

Applies to:

- Most non-residential development (generally same as TIDF)
- Market-rate residential development with 21 units or more
- Universities and Hospitals (subject to Institutional Master Plan)
 - Hospitals would be exempt from paying the fee until California's Seismic Safety Law requirements are exhausted (currently 2030), subject to affirmative vote by Board of Supervisors

Does not apply to:

- Deed-restricted affordable and middle-income housing (except required inclusionary units)
- Residential development with 20 units or less
- Small businesses (< 5,000 sf)
- Nonprofits (same rules as existing TIDF)

PROJECTS IN THE PIPELINE – PROPOSED



- Projects with Planning approvals would not pay TSF
- Residential projects that have submitted development applications would pay 50% of TSF
- Non-residential projects that have submitted development applications would pay existing TIDF rates

* Note: All projects would pay any currently applicable impact fees

EXPENDITURE PLAN: OUTCOMES



\$430M in NEW transportation funding over 30 years

- More Muni buses and trains
- Faster and more reliable local transit
- Roomier and faster regional transit (e.g. BART, Caltrain)
- Safer walking and bicycling



EXPENDITURE PLAN: CATEGORIES



EXPENDITURE PLAN CATEGORY	% OF TOTAL REVENUE	% OF NEW REVENUE
Transit reliability (existing TIDF program)	65%	N/A
SFTMA Transit capacity expansion	27%	81%
Regional Transit Capacity Expansion	2%	5%
Complete Streets	3%	9%

NEXT STEPS FOR TSF

- Stakeholder outreach
- Refine proposal
- Legislation approval process

TSP TIMELINE

2015

SPRING

SUMMER

FALL

WINTER

Public Outreach

Complete Technical Work



PUBLIC HEARING
*Fee Ordinance
Reintroduced / Adopted*



PUBLIC HEARING
*Sustainable Travel
Legislation
Introduced / Adopted*



*State Implements
Revised
Environmental
Review Standard*

THANK YOU

TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving
as our city grows*

<http://tsp.sfplanning.org>

