



GRANT
O'FARRELL



5
FULTON
Sixth Av.

F MARKET & WHARVES CASTRO



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

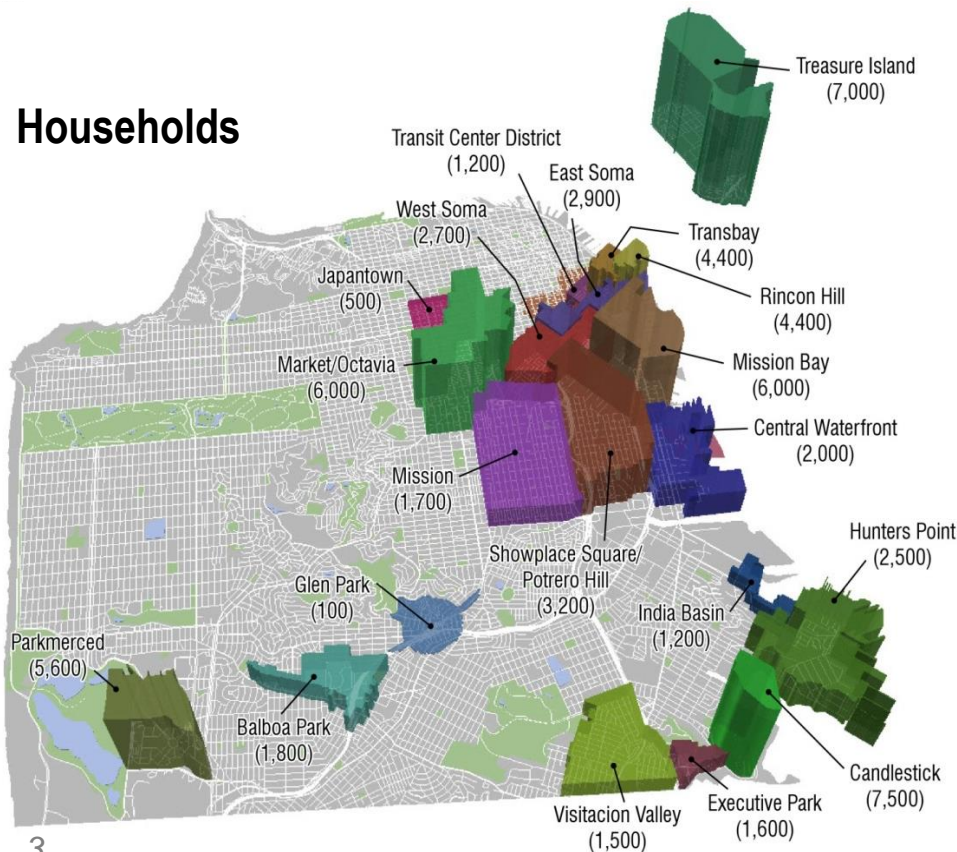


HOW DO WE GROW SUSTAINABLY?

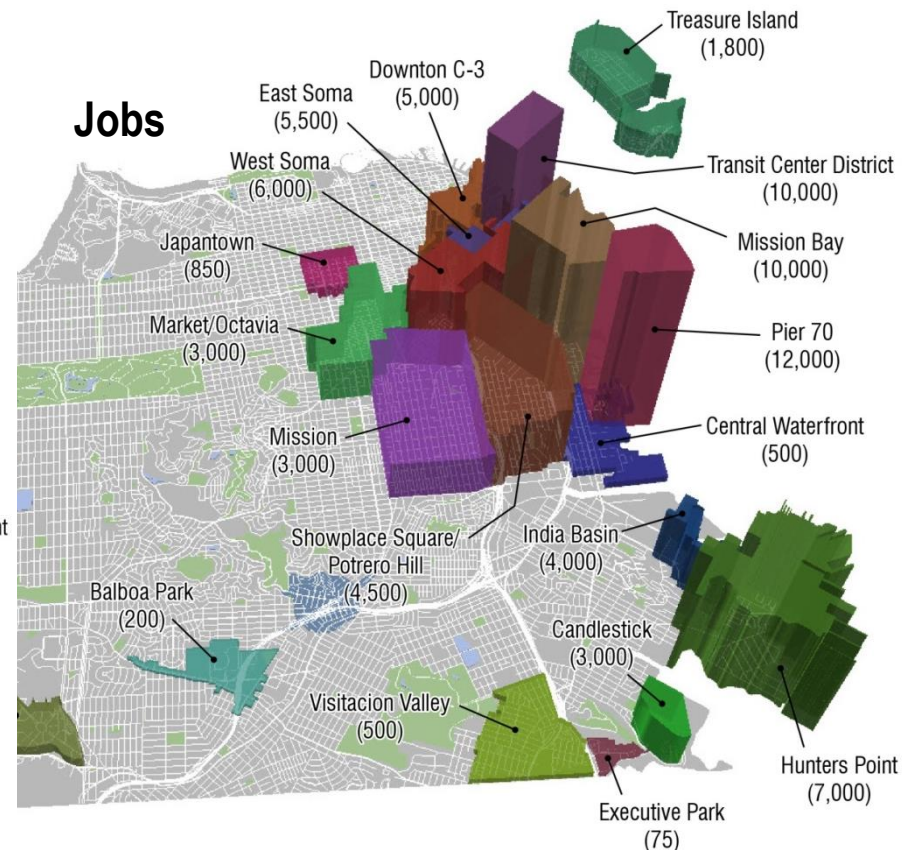
By 2040: **100,000+** new households
190,000+ new jobs

40% of housing projections already in pipeline

Households



Jobs



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



TSP

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



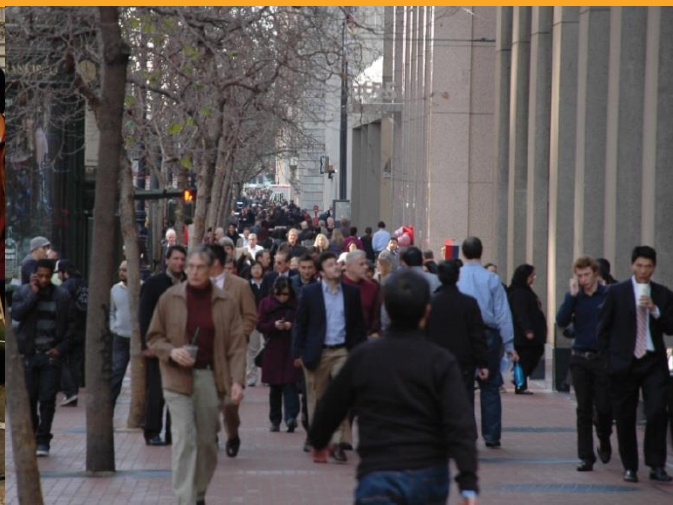
TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving
as our city grows*



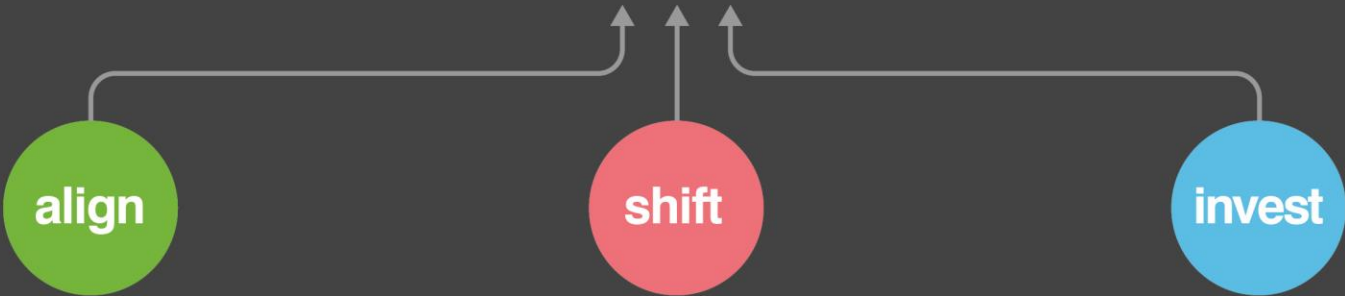
Mark Dracner



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

F MARKET & WHARVES CASTRO



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

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VEHICLE MILES TRAVELED (VMT)

HIGH
VMT



LOW
VMT



HOW DO
YOU
TRAVEL?

HOW FAR
DO YOU
TRAVEL?

WHO DO
YOU TRAVEL
WITH?

AIR POLLUTION,
GREENHOUSE
GASES, ENERGY

RESIDENTIAL VEHICLE MILES TRAVELED



COUNTY OF RESIDENCE

	San Francisco	San Mateo	Santa Clara	Alamed	Contra	Solano	Napa	Sonoma	Marin	ALL COUNTIE
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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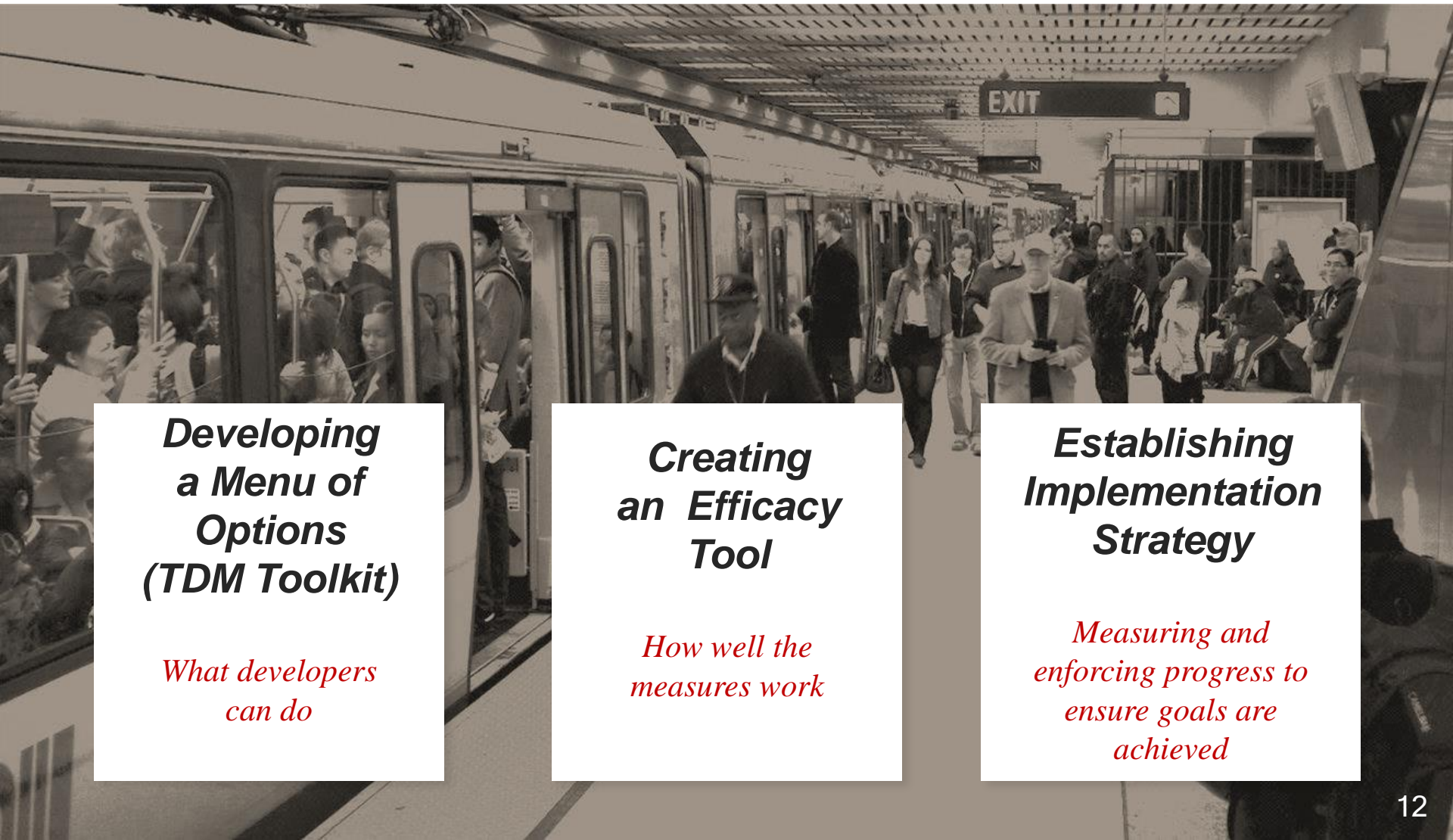
SAN FRANCISCO

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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

F MARKET & WHARVES CASTRO

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

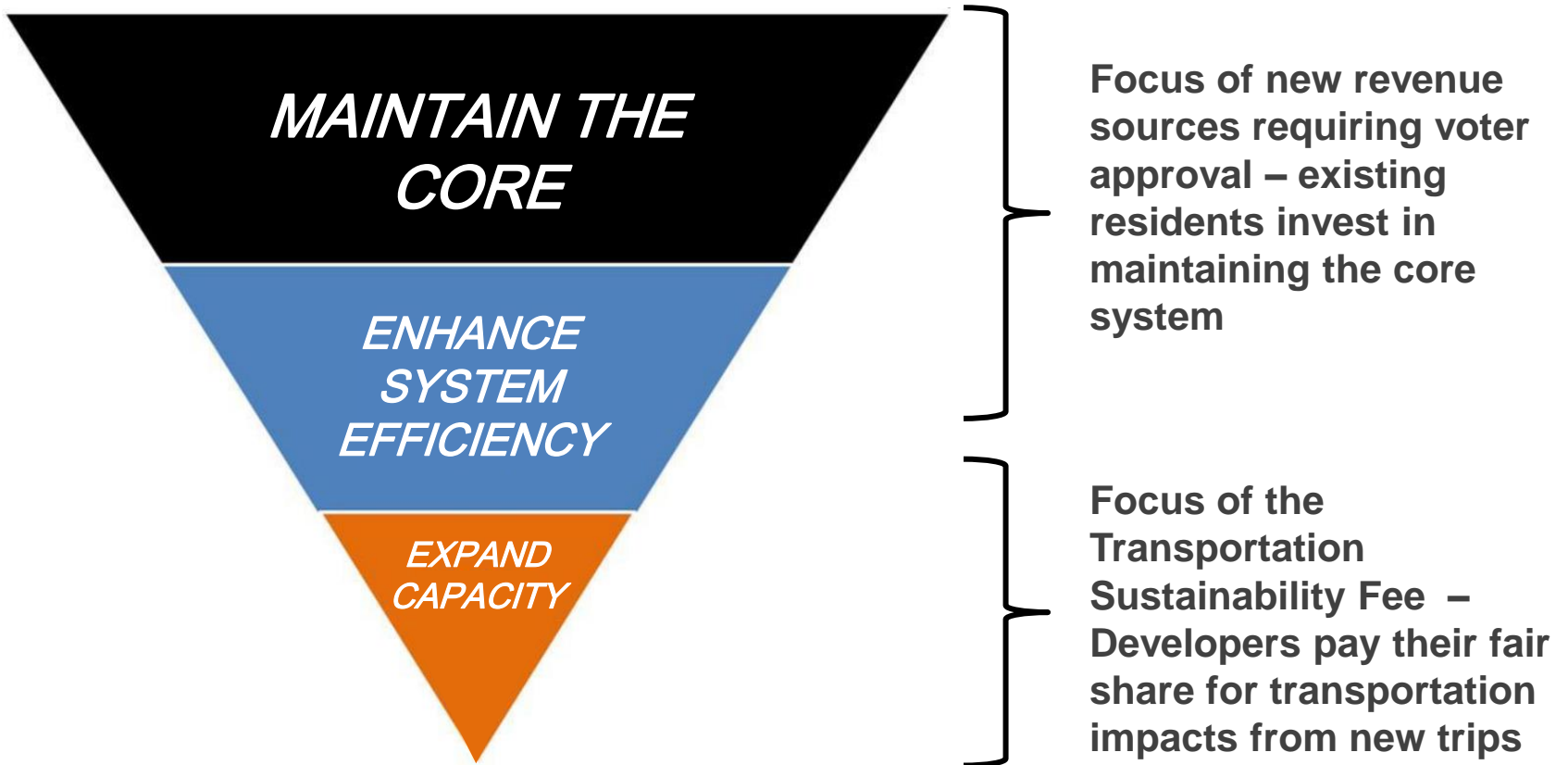
\$3 BILLION IN TTF FUNDING

\$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
- Replaces *existing* citywide Transit Impact Development Fee (TIDF) and expands applicability to include market-rate residential development and certain large institutions*
- No change to status quo for nonprofits
- Nexus and feasibility studies completed

*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 some Area Plans would receive a fee reduction in the amount of the transportation portion of the Area Plan fee, up to the amount of TSF

PROPOSED FEE APPLICABILITY



Applies to:

- Most non-residential development (generally same as existing Transit Impact Development Fee)
- Market-rate residential development creating 21 or more units
- Large non-profit private universities with Institutional Master Plan

PROPOSED FEE APPLICABILITY



Does not apply to:

- Deed-restricted affordable & middle-income housing (except required inclusionary units)
- Residential development creating 20 or fewer units
- Small businesses (< 5,000 sf), except formula retail
- Nonprofits (same rules as existing TIDF, except for large non-profit universities)
 - » Nonprofit hospitals continue to be exempt. The Board of Supervisors may vote to apply TSF when California's Seismic Safety Law requirements are exhausted (currently 2030).



WHEN DOES THE FEE APPLY?

Triggers (same as existing TIDF)

- New construction (>800 sf)
- Expansion or addition of building (>800 sf)
- Change of use to higher impact fee category (PDR → Residential → Non-residential)
 - Non-residential includes retail, office, institutional, etc.

PROJECTS IN THE PIPELINE – PROPOSED



- **Projects with Planning entitlements:** would not pay TSF, but would pay existing TIDF (which does not apply to residential)
- **Residential projects with development applications submitted:** would pay 50% of TSF
- **Non-residential projects with development applications submitted:** would pay existing TIDF rates

EXPENDITURE PLAN: OUTCOMES



Over \$400mn 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



UPCOMING PUBLIC HEARINGS



- September 1 – SFMTA Board
- September 10 – Planning Commission – Action item
- September 14 – Capital Planning Committee
- TBD – Board of Supervisors hearings

TSP TIMELINE

2015

SPRING

SUMMER

FALL

WINTER

Public Outreach

Complete Technical Work



PUBLIC HEARING
*TSF Fee Ordinance
Reintroduced /
Adopted*



PUBLIC HEARING
*Sustainable Travel
Legislation
Introduced /
Adopted*



**State
Upgrades**
*Environmental
Review
Standard*

THANK YOU

**TRANSPORTATION
SUSTAINABILITY PROGRAM**



*Keeping people moving
as our city grows*

<http://tsp.sfplanning.org>

