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Transportation Sustainability Program

SFMTA Board of Directors | February 2012

Partnership of the San Francisco County Transportation Authority, San Francisco Planning Department, San Francisco Mayor's Office of Economic and Workforce Development and the San Francisco Municipal Transportation Authority

(Image of a moving Muni light rail vehicle in the Geneva Yard at night)

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Goals & Objectives

- Better align City practices with citywide policy goals
 - Harmonize California Environmental Quality Act (CEQA) analysis with City's 40-year-old Transit First policy
 - Integrate impact fees with CEQA process
 - Streamline CEQA review
 - Fund high-efficiency transportation system improvements that result in measurable mitigations on a citywide basis
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What It Does

- Changes transportation impact analysis methodology under CEQA
 - Establishes a citywide Transportation Sustainability Fee (TSF) that replaces Transit Impact Development Fee (TIDF) and extends fees to residential uses
 - Completes an EIR studying the cumulative transportation impacts of 20 years of projected development & transportation projects
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Program History

2003

- City desired alignment with Transit First policy
- SFCTA Board requested policy analysis of alternatives to auto Level Of Service (LOS)

2007

- SFCTA recommended eliminating LOS and replacing it with an auto trip generation measure & mitigation fee

2009

- Interagency committee initiated nexus study to determine relationship of projected development to transportation system impacts
- City staff worked with State Resources Agency to revise CEQA guidelines: New language allows LOS or “an alternative measure”

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Program History

2010

- City staff modeled the effects of 20 years of growth & various packages of improvements on citywide transportation system performance to identify cost-effective solution

2011

- Committee developed impact fee & expenditure plan to fund those improvements

2012

- Drafting ordinance to enable CEQA change and introduce citywide fee program

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Purpose

Together, change to CEQA transportation methodology & establishment of a Citywide transportation impact fee ensures that development’s cumulative impacts to the transportation system are offset by improvements to the transportation system as a whole, in line with City policies & priorities.

(Image of a Muni light rail vehicle on Third Street)

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Change to CEQA Methodology

- Transportation impact analysis focuses on transit system performance (delay, crowding)
 - Eliminates LOS as a CEQA metric
 - Mitigations provided under LOS are frequently contrary to City policy and priorities and often infeasible
 - By focusing on impacts to the Transportation System as a whole, mitigations can be more effectively applied
 - LOS may continue to be used as a planning tool for corridor and area-wide plan development
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Effect on Development Projects

- Many projects will no longer be required to conduct CEQA transportation studies = time and cost savings
 - Individual projects will be relieved of having to study cumulative transportation impacts because the TSP EIR will study those impacts
 - Project-specific Impacts will be limited to site design issues such as loading docks, curb cuts, and pedestrian and bicycle safetyeffect on DeveloPment ProjectS
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Effect on Development Projects

- All land use projects are required to pay the TSF commensurate with their net new impact on the transportation system
 - Payment of the TSF offsets cumulative transportation impacts on a citywide basis
 - All projects are relieved of cumulative transportation impact analysis
 - Project-specific analysis is limited to site-design issues
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Effect on Transportation Projects

- Most projects are not required to undergo transportation impact analysis under CEQA
- Analysis may be required in limited cases where there are corridor-level impacts resulting in a significant & sustained disruption to transit service
- Potential triggers include:
 - Reducing roadway capacity on a transit street
 - Creating operational conflicts with transit

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Transportation Sustainability Fee

- Replaces Transit Impact Development Fee (TIDF)
- Citywide impact fee on both residential & non-residential development
- Offsets the cumulative impact of 20 years of projected development on the citywide transportation system
- Charges a reasonable share to all land use projects
- Transit, bike, & ped projects are not subject to the fee
- Plan Area impact fees reduced to accommodate the TSF, as envisioned during adoption of the Area Plans
 - The portion of the plan area impact fee directed to transportation improvements now collected under the TSF & allocated to TSF expenditure priorities

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TIDF Ordinance Update

- Proposed for adoption in Spring 2012 and will stay in effect until the new TSF is authorized for collection
- Legal requirement to update nexus every 5 years (Completed February 2011)
- New TIDF nexus study improved 2004 nexus methodology, consistent with TSF study
- New ordinance will simplify collection process and create consistency with other Article 4 impact fees
- Fee levels are significantly below the allowable nexus levels last established in 2004
- Minor increase in most TIDF rates were analyzed for effect on financial feasibility
- TIDF will not be extended to residential uses
- TIDF will extend to non-profit and institutional uses

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TSF & Expenditure Plan

- Generates approx. \$630 M over 20 years
 - TSF revenue will leverage an additional \$690 M in other transportation revenues
 - Together, they fund a comprehensive & strictly regulated \$1.4 B plan targeted at highly-efficient transportation system improvements
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Expenditure Plan

Project Category	Share
A. Transit Headway Improvements and Service Expansions	65%
B. Transit Reliability Improvements	29%
C. Regional Transit Improvements	2%
D. Demand Management Transportation Services	4%
TSF Program Implementation	0%
Total	100%

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Expenditure Plan

Transit Service Expansion

- Frequency increases to 14 lines
- Frequency and vehicle size changes to 8 lines
- Two routes created out of 5 Fulton
- Purchase 87 new vehicles
- Preventive maintenance to support service expansion

Transit Facilities Expansion

- Accommodate rolling stock expansion
- Preventive maintenance to support facilities expansion

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Expenditure Plan

Transit Reliability Improvements

- Rapid Network Travel Time Improvements
 - As identified in the TEP Implementation Strategy Draft
- Geary Bus Rapid Transit

- Gough to 33rd Avenue. Includes TPS treatments east of Van Ness. Excludes \$50M in grade separations.

 - Van Ness Bus Rapid Transit
 - Mission to Lombard

 - Market Street Redesign - Transportation Components
 - Anticipated to result in minimum 15% travel time improvement
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Expenditure Plan

Regional Transit Improvements*

- BART Car Renovation
 - Replace with new cars designed to accommodate 10 - 20% more peak hour passengers

- Caltrain Electrification
 - Replace existing diesel service with fully electrified service. From 4th & King Station to Tamian Station.

* funds a portion of San Francisco's share

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Expenditure Plan

Demand Management Transportation Services (incl. Bike & Ped Facilities)

- Bike & Pedestrian Programs
 - Programs to shift mode share

- Travel Demand Management
 - Travel choice marketing to shift mode share

- Parking Demand & Pricing
 - Manage parking demand through deployment of new meters and related equipment

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Expenditure Plan

- Mitigation Fee Project Environmental Review
 - Recovers City's costs associated with the TSP EIR

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Transportation Sustainability Fee

Economic Activity Category	TSF per Sq. Ft.
Residential	\$5.53
Nonresidential	
Management, Information and Professional Services	\$12.64
Retail / Entertainment	\$13.30
Production, Distribution, Repair	\$6.80
Cultural / Institution / Education	\$13.30
Medical and Health Services	\$13.30
Visitor Services	\$12.64

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TSF Potential Discounts

- Graduated fee discounts (up to 100%) for projects which build less than the maximum allowed parking
 - 100% fee waivers for small businesses using existing vacant space < 5,000 sq. ft.
 - 100% fee waivers for affordable housing
 - Maximum \$40 M in discounts available over 20-year life of program
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Financial Feasibility

- Consultant prepared a draft financial feasibility/impact analysis of extending TSF to residential uses
 - Goal of setting TSF at levels that sustain residual land values
 - Study assumptions to be reviewed by a Technical Advisory Group by 2013
 - Projected \$630 M in TSF revenues could be partially offset by other new revenue sources
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Implementation

- City will program TSF-funded projects every two years
 - Projects will be included in the City's Capital Plan, with review and approval by the relevant policy bodies & Board of Supervisors
 - Projects must:
 - Offset potential CEQA cumulative transportation impacts generated from 20 years of citywide development and
 - Be consistent with and meet performance criteria of nexus analysis
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Transition Period

- After ordinance is introduced, projects may:
 - Proceed under LOS and pay TIDF or
 - Proceed under new rules and pay TSF

- After ordinance is adopted, all projects will be subject to the new rules and the TSF

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TIMELINE

What	When
Initiate Stakeholder Outreach	November 2011
Policy Body Presentations	January 2012
Ordinance Introduction	February 2012
Environmental Review Begins	February 2012
Ongoing Stakeholder Updates	2012 – 2013
Environmental Review Ends	Summer 2013
Legislation Heard and Adopted	Fall 2013

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Questions?