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SAN FRANCISCO

5 FULTON  
sixth av.

F MARKET & WHARVES CASTRO

TSP

# Transportation Sustainability Program

SFMTA Policy and Governance Committee | April 17, 2015

Photo: Sergio Ruiz





## OVERVIEW

### Transportation Sustainability Program Overview

- CEQA/Level Of Service Reform
- Transportation Demand Management
- Transportation Sustainability Fee

### Next Steps

# 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

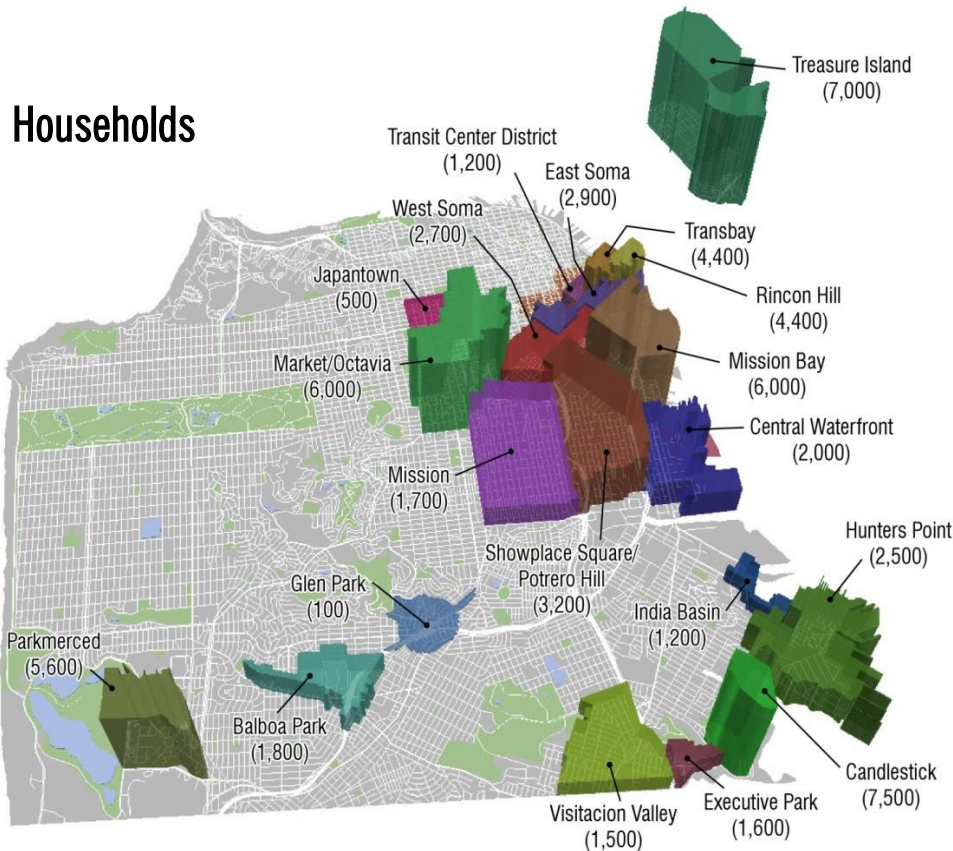


# HOW DO WE GROW SUSTAINABLY?

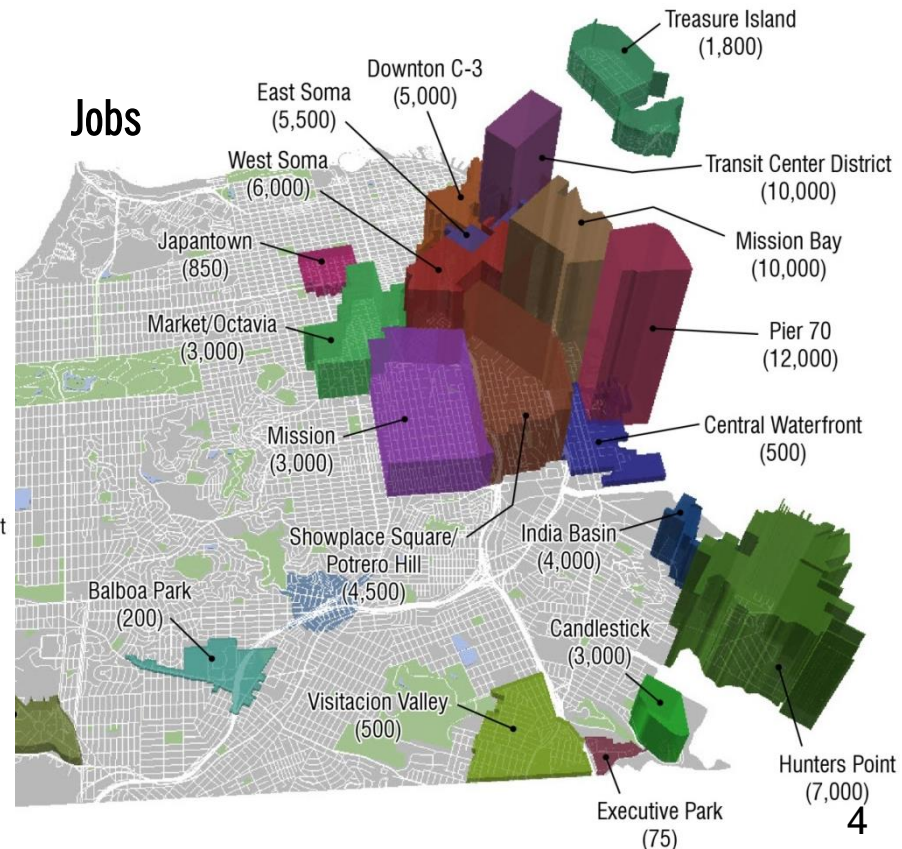
By 2040: **100,000+** new households  
**190,000+** new jobs

**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 sustainably  
as our city grows*



# GOALS

**1**

*Align CEQA review with Citywide transportation goals and policies*

**3**

*Preserve mobility and meet environmental standards by shifting travel to more efficient and sustainable modes*

**TSP**

**2**

*Minimize impact of new development on the transportation system*

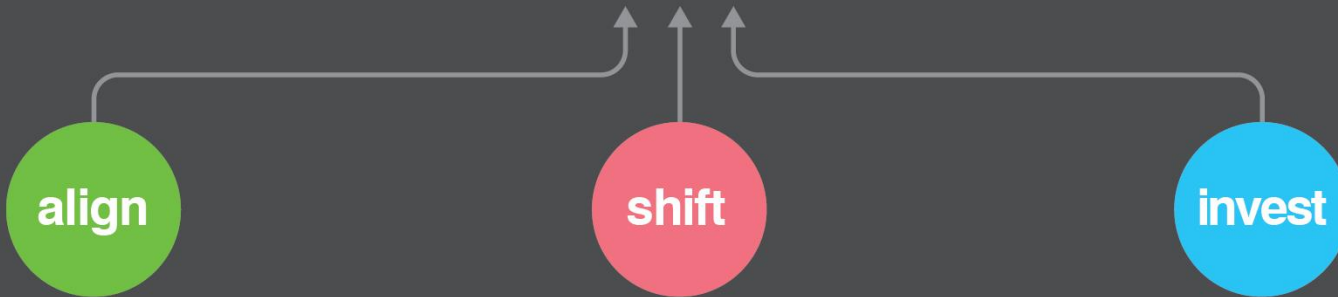
**4**

*Fund citywide transportation improvements to substantially offset the impact of new development*

# TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving sustainably as our city grows*



**CEQA / LEVEL OF SERVICE REFORM**



*More meaningful transportation analysis that better captures environmental effects*

**TRANSPORTATION DEMAND MANAGEMENT**



*On-site transportation amenities that reduce reliance on driving*

**TRANSPORTATION SUSTAINABILITY FEE**



*Development fee to help fund transit and safer streets*



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align



**CEQA / LEVEL OF  
SERVICE REFORM**

## THE WAY IT IS



**STATE**  
*sets standard*

*Auto-centric  
review standard*



**CITY**  
*develops  
threshold  
(metric)*

*Multi-modal review standard  
with a focus on vehicle level of  
service (LOS)*



## ***THE WAY IT WOULD BE***

*Multi-modal  
review standard*



*Multi-modal review  
standard that promotes  
mobility and access*



# CHALLENGES WITH LEVEL OF SERVICE



- Does not produce meaningful information in terms of being able to mitigate/address transportation problems created by new development
- Triggers a high level of environmental review = time and \$\$\$ and uncertainty
- Level Of Service analysis required for transportation projects

# SUMMARY OF PROPOSED STATE GUIDELINES



- Land Use Projects
  - Vehicles Miles Traveled (VMT) ratio > regional average = impact
  - Consistency with City Policies
- Transportation Projects
  - Improve safety/operations, including transit operations = no impact
  - Pedestrian, bicycle and transit projects that lead to a net decrease in VMT = no impact (even if they require reallocation or removal of vehicle lanes)
- Safety
- Mitigation and Alternatives
  - Transportation Demand Management (TDM) measures

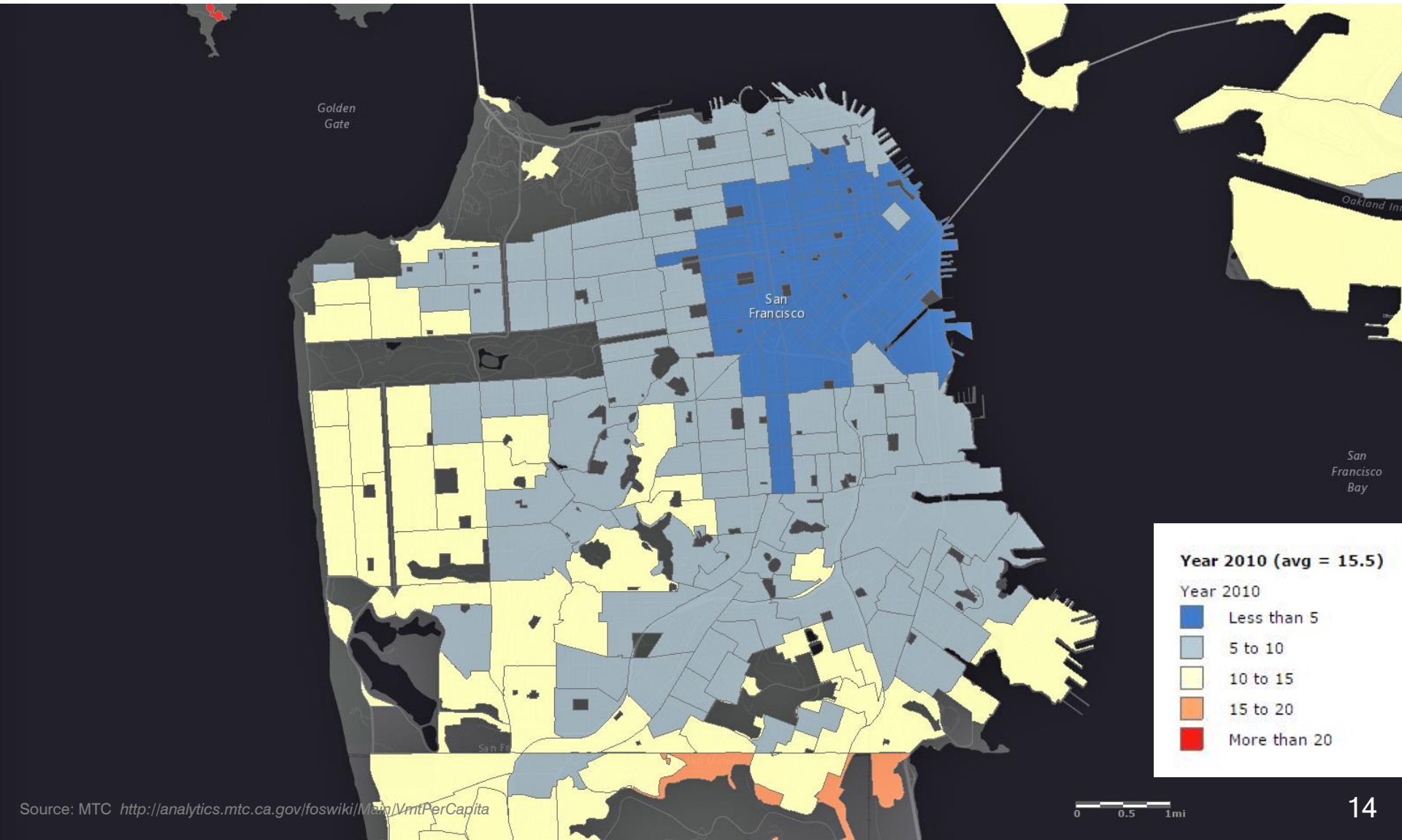
# RESIDENTIAL VEHICLE MILES TRAVELED



	COUNTY OF RESIDENCE									
	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

# VMT PER CAPITA BY PLACE OF RESIDENCE

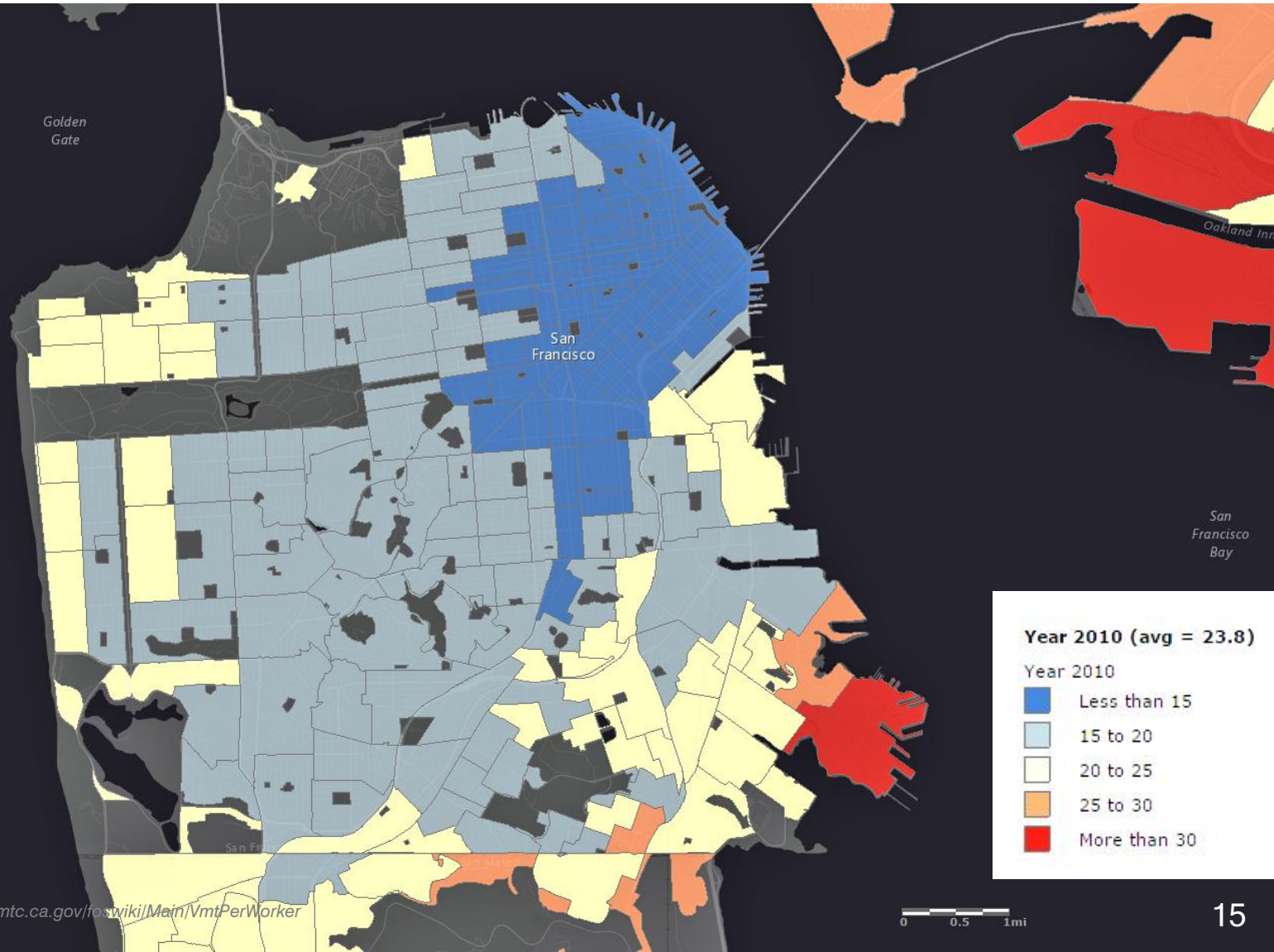


Year 2010 (avg = 15.5)

Year 2010

- Less than 5
- 5 to 10
- 10 to 15
- 15 to 20
- More than 20

# VMT PER WORKER BY PLACE OF EMPLOYMENT



# OUTCOMES OF CEQA REFORM

*Goodbye Level Of Service...Hello Vehicle Miles Traveled!*



## LAND USE PROJECTS

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



## TRANSPORTATION PROJECTS

- Faster delivery of many transportation projects





# CEQA REVIEW OF FUTURE PROJECTS

## *Transportation projects*



**TRANSIT**



**STREETScape/VISION ZERO**

# CEQA REVIEW OF A TRANSPORTATION PROJECT : MUNI FORWARD



## THE WAY IT IS – Level Of Service

70 Study Intersections (PM and AM)  
for Existing and Cumulative (2035)

Impacts at intersections that could  
not be mitigated

Estimated Cost = \$110K  
Estimated Time = many months!

## THE WAY IT WILL BE – Vehicle Miles Traveled

SFCHAMP analysis

Total *daily* VMT decrease by 26,980 to 40,424  
Total *annual* VMT decrease of 9.4M to 14M

Estimated Cost = \$10-15K  
Estimated Time = 12 weeks



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shift



# TRANSPORTATION DEMAND MANAGEMENT

# SAN FRANCISCO TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM



***Developing  
a consolidated  
TDM Toolkit***

*What can  
developers do*

***Creating  
a SF TDM  
Efficacy Tool***

*How well do the  
measures work*

***Establishing  
Implementation  
Strategy***

*Measuring and  
enforcing progress to  
ensure goals are  
achieved*



# SAN FRANCISCO TDM PROGRAM

- Vehicle Miles Traveled ratio reduction goal
- Developers select from a menu of TDMs
  - Flexibility
  - Consistency
  - Predictability during the entitlement process
- The City provides technical advisories to guide the TDM selection process

# 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



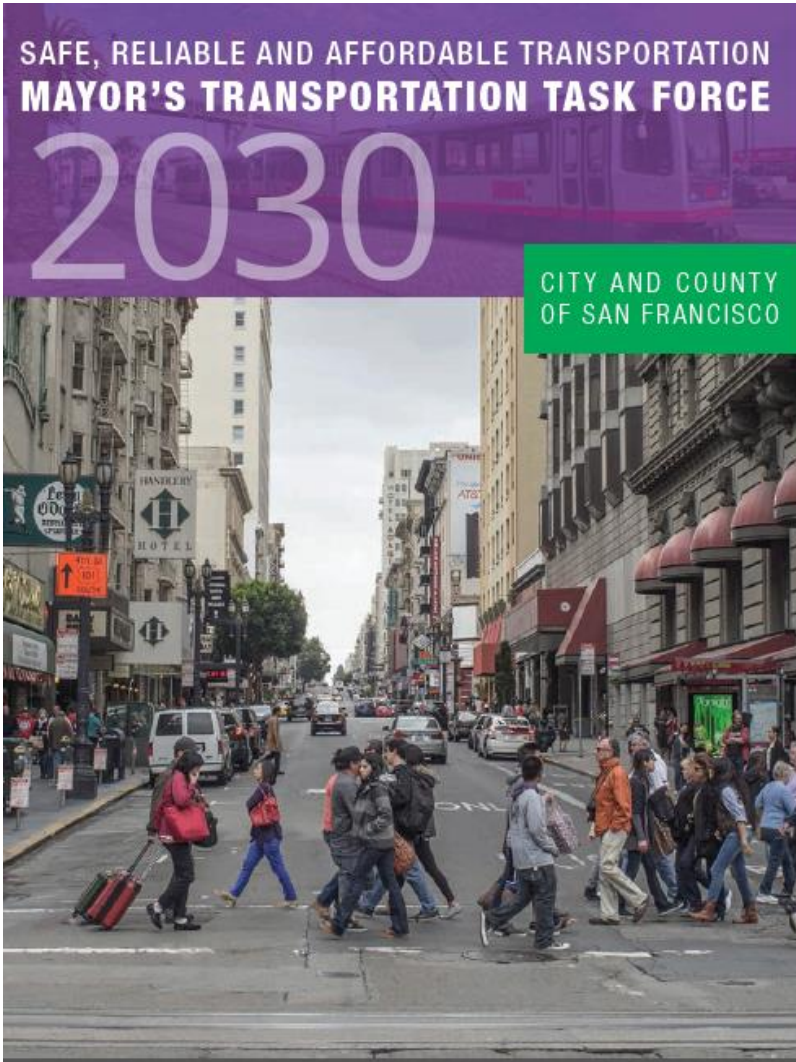


**invest**



**TRANSPORTATION  
SUSTAINABILITY FEE**

# TRANSPORTATION TASK FORCE 2030





# URGENT FUNDING NEED



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

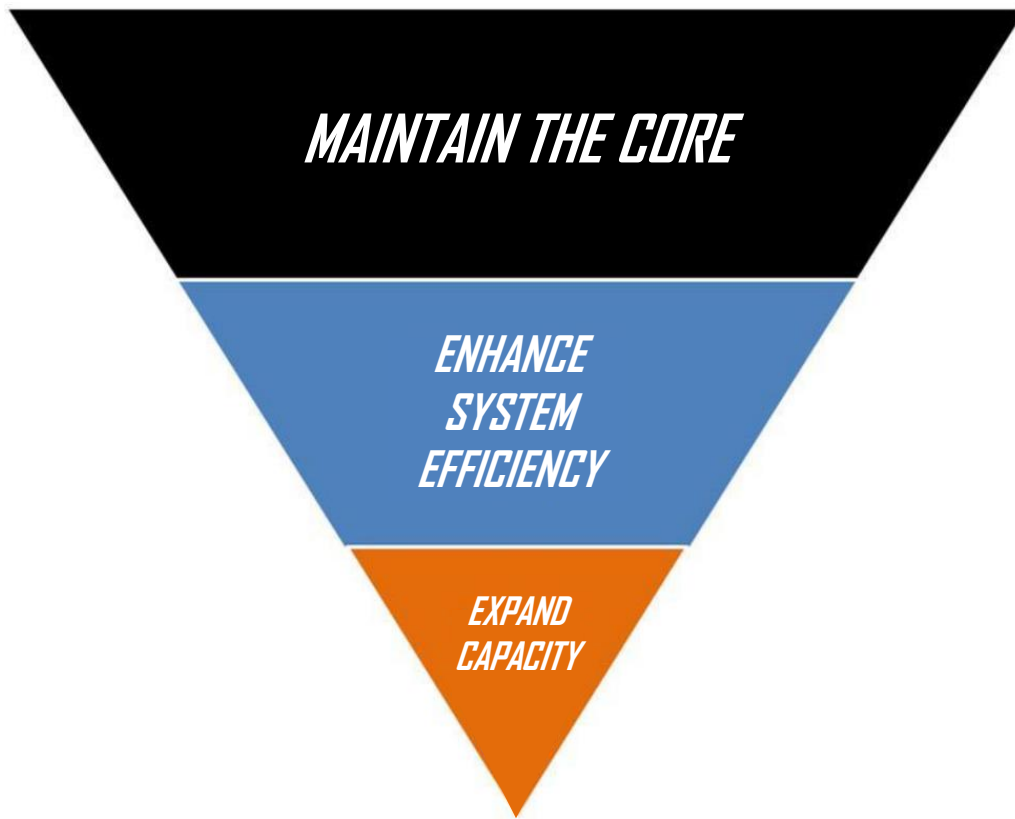
# FILLING THE GAP



\$3 billion from 4 funding sources requiring voter approval:

1. \$500 million General Obligation Bond (passed by voters – 2014)
2. Restore the state Vehicle License Fee (VLF) to 2% for vehicles registered to San Francisco addresses (2016)
3. A half-cent sales tax dedicated to transportation infrastructure projects
4. A second General Obligation Bond with no increase in local property tax rates

# INVESTMENT PRIORITIES



*Funded by new revenue sources requiring voter approval* (Existing residents invest in maintaining the core system) and existing and possibly future state/federal \$.

*Transportation Sustainability Fee* (Developers pay their fair share for transportation impacts from new residents and workers).

# TRANSPORTATION SUSTAINABILITY FEE



- Citywide transportation fee to ensure that new development pays its fair share for impacts on the transit system
- Replaces existing TIDF and expands applicability to include market-rate residential development and major institutions

# EXPENDITURE PLAN: OUTCOMES



- More Muni buses and trains
- Faster and more reliable local transit
- Roomier and faster regional transit (e.g. BART)
- More bike sharing and safer walking/bicycling



# NEXT STEPS

- Complete the TDM Program work
- Complete the Nexus Study
- Complete the Feasibility Study

# TSP TIMELINE

2015

SPRING

SUMMER

FALL

WINTER

*Public Outreach*

*Complete Technical Work*



**PUBLIC HEARING**  
*Fee Ordinance  
Reintroduced / Adopted*



**PUBLIC HEARING**  
*TDM Legislation  
Introduced / Adopted*



*State CEQA/LOS  
Reform Adopted*

*THANK YOU*

**TRANSPORTATION  
SUSTAINABILITY PROGRAM**



*Keeping people moving sustainably  
as our city grows*

*<http://tsp.sfplanning.org>*