SAN FRANCISCO
TRANSPORTATION SUSTAINABILITY PROGRAM

Keeping people moving as our city grows

**TSP**

**align**
MODERNIZE ENVIRONMENTAL REVIEW

More meaningful transportation analysis that better captures environmental effects

**shift**
ENCOURAGE SUSTAINABLE TRAVEL

On-site transportation amenities that reduce reliance on driving

**invest**
ENHANCE TRANSPORTATION TO SUPPORT GROWTH

Development fee to help fund transit and safer streets

Thanks to Viktoriya Wise, SFMTA
MODERNIZE ENVIRONMENTAL REVIEW

Thanks to Viktorya Wise, SFMTA
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

Thanks to Viktoria Wise, SFMTA
ENCOURAGE SUSTAINABLE TRAVEL
SAN FRANCISCO TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

Menu of Options (TDM Toolkit)

What developers can do

Efficacy Tool

How well the measures work

Implementation Strategy

Measuring and enforcing progress to ensure goals are achieved

Thanks to Viktorya Wise, SFMTA
TDM Ordinance Targets

Based on # off-street vehicular parking spaces

Residential and Office Projects
- 0 to 20 spaces = 13 points
- Every additional 10 spaces = 1 point

Retail
- 0 to 4 spaces = 9 points
- Every additional 2 spaces = 1 point

Other Land Uses
- To be determined, but similar in concept

Proposed Exemptions*
- Residential:
  - 100% Affordable Housing
  - < 10 dwelling units
- Non-Residential:
  - <10,000 sf

*Only if the projects do not exceed required or allowable amount of off-street vehicular parking.

Grandfathering
- No building permit sign-off from Planning = subject to Ordinance
TDM Tool

Menu of 30 Measures:
Under the control of the developer or tenant
All reduce single occupancy vehicle trips and vehicle miles traveled (VMT)

- Active Transportation Related (10)
- High Occupancy Vehicle (5)
- Parking (4)
- Design (3)
- Car-Share (3)
- Family (2)
- Land Use (2)
- Management (1)

Range of Effectiveness

Low: 1 point
- Wayfinding Signage
- Showers and Lockers

Medium: 3 points
- Bicycle Parking Beyond Code
- Public Transit Subsidy

High: 10+ points
- Reduced Parking Supply
ENHANCE TRANSPORTATION TO SUPPORT GROWTH
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
- Regional Transportation Growth
- MTA Capital Plan
- MTA Strategic Plan
- TEP
- Neighborhood Transportation Plans
- ADA Plan

$10 BILLION TRANSPORTATION FUNDING NEED TO 2030

$3.7 BILLION IN EXISTING FUNDING

$3 BILLION IN TTF FUNDING

$3.3 BILLION UNFUNDED

Transportation Sustainability Program
Thanks to Viktoria Wise, SFMTA
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
The fee proposal was crafted to strike a balance between two technical studies:

- **TSF Nexus Study**: Analyzed the total cost to the City of providing transportation infrastructure to serve the demand generated by new growth.

- **TSF Economic Feasibility Study**: Evaluated how high fees could be set without making new development projects too costly to build.
### FEE RATES

<table>
<thead>
<tr>
<th>LAND USE CATEGORY</th>
<th>EXISTING TIDF RATES</th>
<th>TSF PER GROSS SQ. FT. OF NEW DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>N/A</td>
<td>$ 7.74</td>
</tr>
<tr>
<td>NON-RESIDENTIAL</td>
<td>$ 13.87 – $ 14.59</td>
<td>$ 18.04</td>
</tr>
<tr>
<td>PDR</td>
<td>$ 7.46</td>
<td>$ 7.61</td>
</tr>
</tbody>
</table>

* 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

Thanks to Viktoriya Wise, SFMTA
## PROJECTED REVENUE

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TSF</td>
<td>$45,700,000</td>
<td>$1,370,000,000</td>
</tr>
<tr>
<td>Less: TIDF (existing)</td>
<td>($24,000,000)</td>
<td>($719,400,000)</td>
</tr>
<tr>
<td>Less: Exemptions &amp; Grandfathering</td>
<td>($7,700,000)</td>
<td>($230,000,000)</td>
</tr>
<tr>
<td><strong>NET NEW REVENUE UNDER TSF</strong></td>
<td><strong>$14MN</strong></td>
<td><strong>$420MN</strong></td>
</tr>
<tr>
<td><strong>TOTAL TSF</strong></td>
<td><strong>$38MN</strong></td>
<td><strong>$1.2BN</strong></td>
</tr>
</tbody>
</table>
## EXPENDITURE PLAN

<table>
<thead>
<tr>
<th>EXPENDITURE PLAN CATEGORY</th>
<th>FUNDING (2015 $)</th>
<th>SHARE OF TOTAL TSF</th>
<th>SHARE OF NET NEW TSF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Reliability (existing TIDF)</td>
<td>$707,000,000</td>
<td>61%</td>
<td>n/a</td>
</tr>
<tr>
<td>SFMTA Transit Capacity Expansion</td>
<td>$380,000,000</td>
<td>32%</td>
<td>82%</td>
</tr>
<tr>
<td>Regional Transit Capacity Expansion</td>
<td>$23,500,000</td>
<td>2%</td>
<td>5%</td>
</tr>
<tr>
<td>Complete Streets (Bicycle and Pedestrian)</td>
<td>$38,000,000</td>
<td>3%</td>
<td>8%</td>
</tr>
<tr>
<td>Program Administration</td>
<td>$23,000,000</td>
<td>2%</td>
<td>5%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1.2BN</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Oakland’s Approach to SB743 Implementation

Sarah Fine, Senior Transportation Planner
Oakland Department of Transportation
SAMPLE “MAP CHECK” PROPOSED BY OPR

RESIDENTIAL

EMPLOYMENT

VMT per Capita
- Below regional threshold
- Above regional threshold

VMT per Worker
- Below regional threshold
- Above regional threshold

* VMT threshold set at 15% below regional mean
## SB743 Implementation

<table>
<thead>
<tr>
<th></th>
<th>CEQA</th>
<th>Non-CEQA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use Development Projects</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Land Use Plans</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Transportation Plans</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Transportation Projects</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

- **City of Oakland CEQA Guidance**
- **Revised TIS Guidelines and Conditions of Approval**
SETTING NEW HIGH-LEVEL GOALS

- Improve access to jobs, schools, healthcare
- Maintain livability of residential streets
- Support investment in Oakland’s transportation system
- Support health and equity
- Prioritize sustainable transportation options
- Improve bicyclist and pedestrian comfort
- Maintain and improve transit performance

SETTING NEW HIGH-LEVEL GOALS
Conclusions for Fresno COG

• CEQA is a poor exactions tool. Use impact fees instead.
• CEQA is a poor tool for better project design. Use codes instead.
• Developers value a simple, predictable, fast approvals process.
• VMT is a good metric for promoting small town main streets and downtowns, and protecting ag land.
• Avoid creating obstacles for agricultural and extraction industry development.
• Existing farmworker mobility programs offer multiple benefits plus rural VMT reduction.