

# SAN FRANCISCO TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving  
as our city grows*

**align**

**shift**

**invest**

**MODERNIZE  
ENVIRONMENTAL REVIEW**

**ENCOURAGE  
SUSTAINABLE TRAVEL**

**ENHANCE TRANSPORTATION  
TO SUPPORT GROWTH**



*More meaningful  
transportation analysis that  
better captures  
environmental effects*

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

*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





shift



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*



# 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

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## 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)

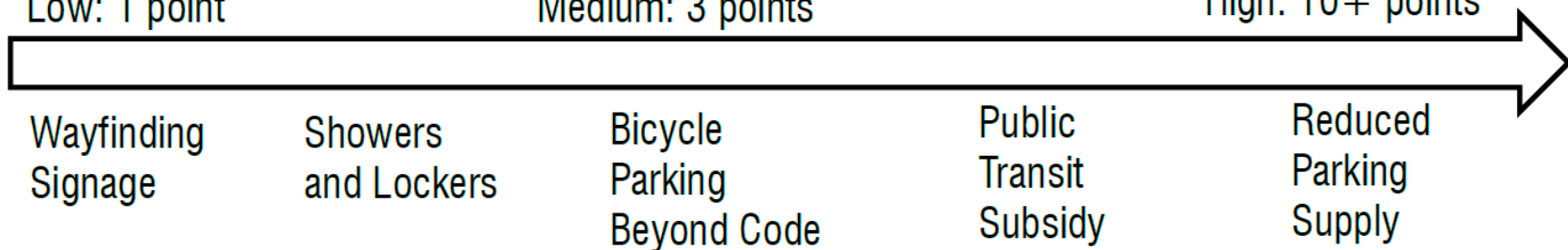
- Active Transportation Related (10)
- High Occupancy Vehicle (5)
- Parking (4)
- Design (3)
- Car-Share (3)
- Family (2)
- Land Use (2)
- Management (1)

## Range of Effectiveness

Low: 1 point

Medium: 3 points

High: 10+ points







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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	
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

# 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

# NEXUS & ECONOMIC FEASIBILITY STUDIES



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



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

# PROJECTED REVENUE



EXPENDITURE PLAN CATEGORY	ANNUAL REVENUE (2015 \$)	30-YEAR REVENUE (2015 \$)
<b>TSF</b>	<b>\$45,700,000</b>	<b>\$1,370,000,000</b>
<b>Less: TIDF (existing)</b>	<b>(\$24,000,000)</b>	<b>(\$719,400,000)</b>
<b>Less: Exemptions &amp; Grandfathering</b>	<b>(\$7,700,000)</b>	<b>(\$230,000,000)</b>
<b>NET NEW REVENUE UNDER TSF</b>	<b>\$14MN</b>	<b>\$420MN</b>
<b>TOTAL TSF</b>	<b>\$38MN</b>	<b>\$1.2BN</b>

# EXPENDITURE PLAN



EXPENDITURE PLAN CATEGORY	FUNDING (2015 \$)	SHARE OF TOTAL TSF	SHARE OF NET NEW TSF
Transit Reliability (existing TIDF)	\$707,000,000	61%	n/a
SFMTA Transit Capacity Expansion	\$380,000,000	32%	82%
Regional Transit Capacity Expansion	\$23,500,000	2%	5%
Complete Streets (Bicycle and Pedestrian)	\$38,000,000	3%	8%
Program Administration	\$23,000,000	2%	5%
TOTAL	\$1.2BN		



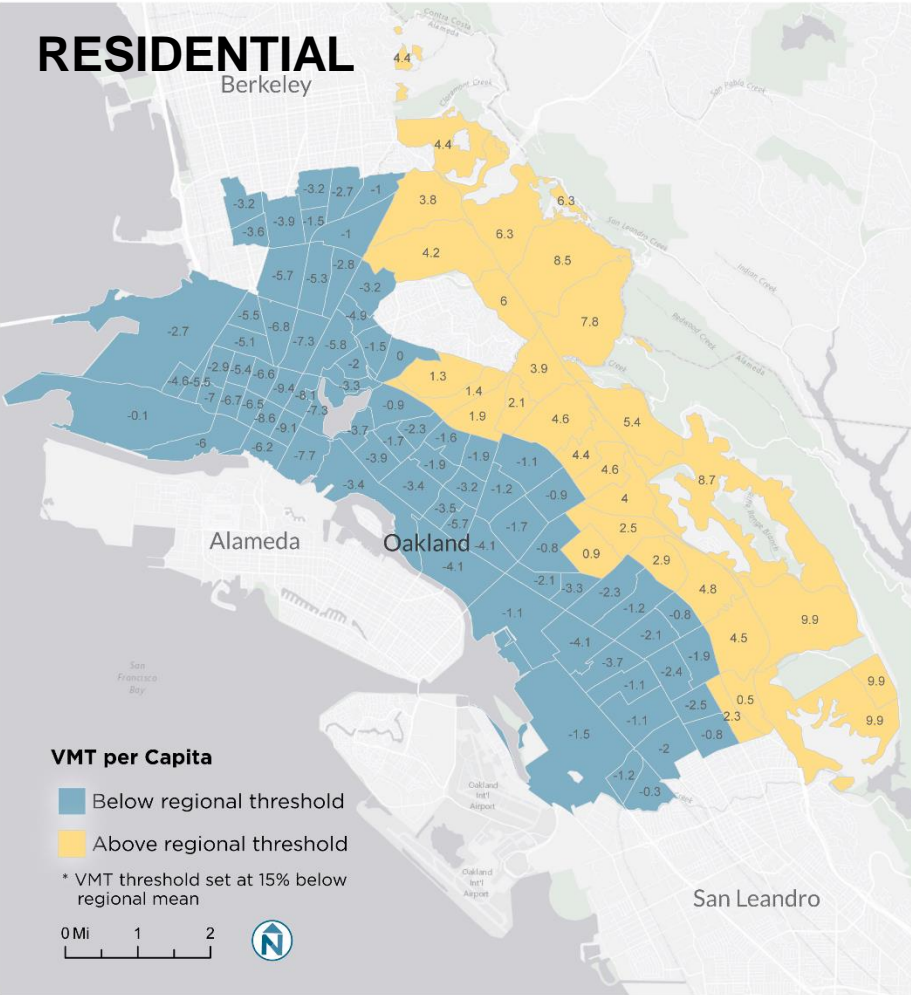


# Oakland's Approach to SB743 Implementation

**Sarah Fine, Senior Transportation Planner**  
Oakland Department of Transportation



# SAMPLE "MAP CHECK" PROPOSED BY OPR



## ***SB743 Implementation***

	CEQA	Non-CEQA
Land Use Development Projects	X	X
Land Use Plans	X	
Transportation Plans	X	
Transportation Projects	X	

***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**

**Improve bicyclist  
and pedestrian  
comfort**

**Support health  
and equity**

**Maintain and  
improve transit  
performance**

**Prioritize  
sustainable  
transportation  
options**

# 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.



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