



Transportation Sustainability Program



SFMTA BOARD OF DIRECTORS | FEBRUARY 2012



SAN FRANCISCO
PLANNING DEPARTMENT



SAN FRANCISCO
Office of Economic and Workforce Development

SFMTA

Municipal Transportation Agency

Transportation Sustainability Program

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

Transportation Sustainability Program

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

2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012

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

2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012

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.

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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 ANALYSIS WILL BE LIMITED TO SITE DESIGN ISSUES SUCH AS LOADING DOCKS, CURB CUTS, AND PEDESTRIAN AND BICYCLE SAFETY

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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 **\$820 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

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▶ 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

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▶ 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

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▶ 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

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D. Demand Management Transportation Services (incl. Bike & Ped Facilities)	4%
TSF Program Implementation	0%
Total	100%

▶ 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

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▶ 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 IN 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 ANY POTENTIAL CEQA CUMULATIVE TRANSPORTATION IMPACTS GENERATED FROM NEXT 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

Questions?

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