

Development of the Bay Area's First Sustainable Communities Strategy & San Francisco's Input



**Citizens Advisory Committee
April 19, 2011**

What is the Regional Transportation Plan (RTP)?



- ▶ Long-range investment plan for the region
- ▶ Plan developed by MTC (regional 9 county Bay Area planning agency)
- ▶ ~\$40-60 billion (expected) in federal/state/regional discretionary money available by 2040
- ▶ It's about Policy, it's about Priorities

Policy

- ▶ How can we advance policy mandates, such as greenhouse gas reduction, through funding decisions/regional initiatives?

Priorities

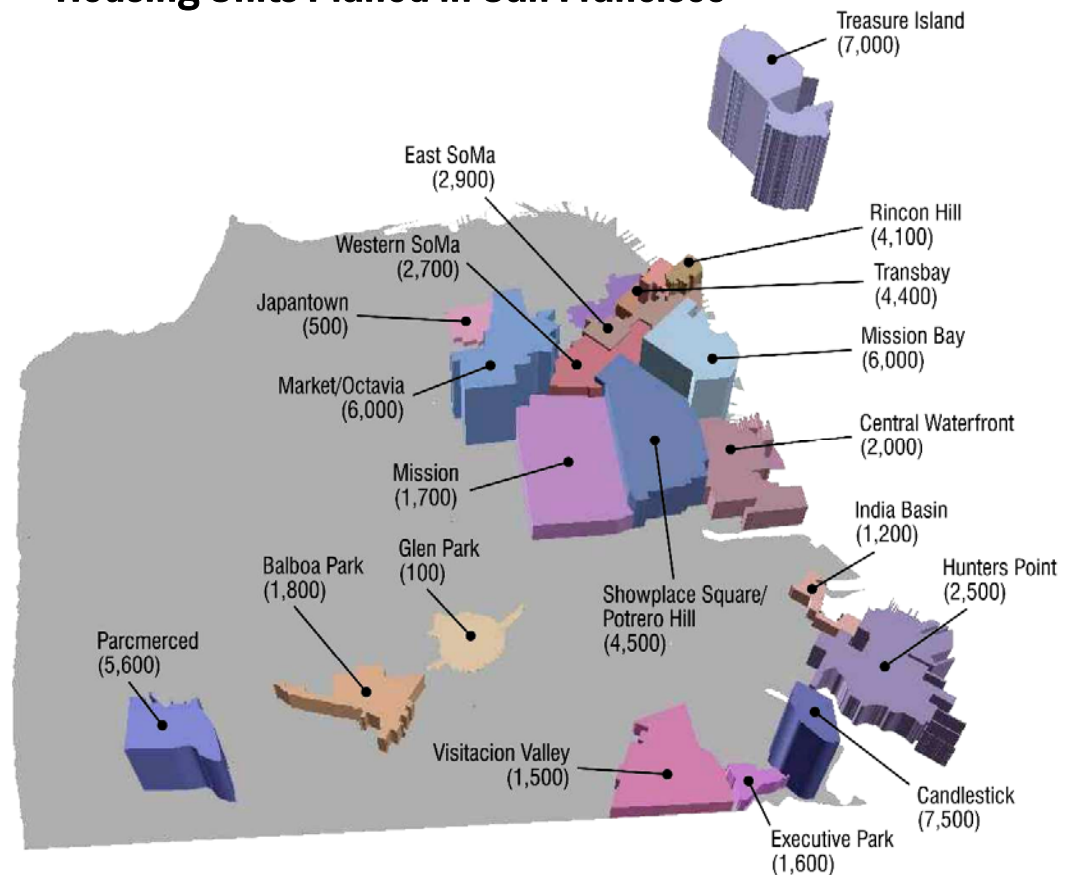
- ▶ When transportation funding becomes available, what should we invest in?
- ▶ How can we divide the pie to best advance our sometimes competing goals? E.g. expansion vs. maintenance



New SCS context: addressing climate change/ affordable housing through RTP

- **SB 375, landmark legislation for California on land use, transportation and environmental planning passed in 2008**
- **Requires each region to add a new element to its RTP called a Sustainable Communities Strategy (SCS) which must:**
 - ▶ **Reduce greenhouse gas (GHG) emissions from driving in the Bay Area by 15% per capita by 2035.**
 - ▶ **Identify a strategy to house the region's population at all income levels**

Housing Units Planned in San Francisco



Source: SF Planning Dept.

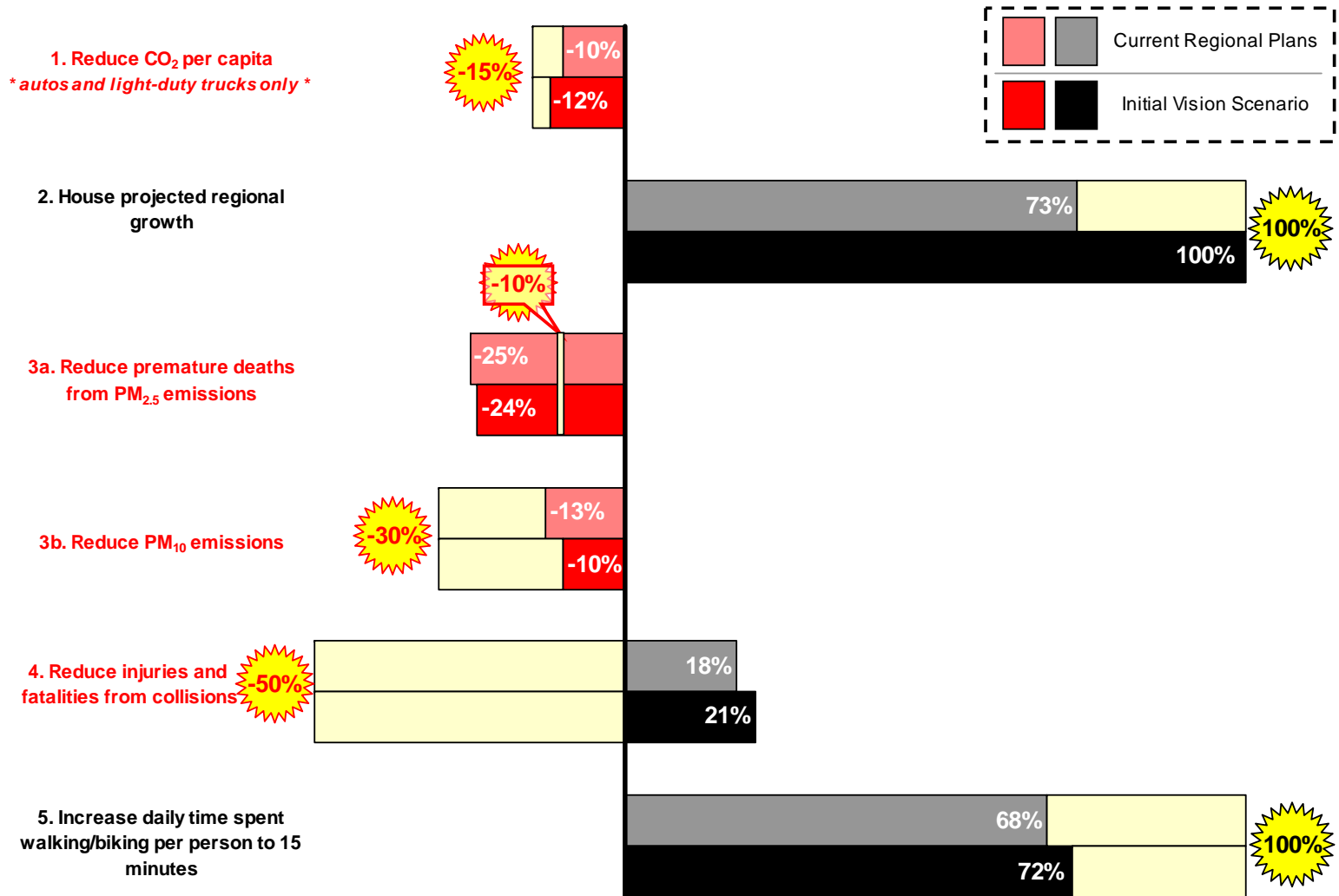


Initial Vision Scenario (IVS) is start of SCS process

	Housing Units		Jobs	
	Region	San Francisco	Region	San Francisco
2010	2,670,000	347,000	3,271,000	545,000
<i>Increase by 2035 - Current Regional Plans</i>	+634,000	+71,000	+1,129,000	+154,000
Total in 2035 - Current Regional Plans	3,304,000	418,000	4,400,000	698,000
<i>Increase by 2035 - Initial Vision Scenario</i>	+903,000	+90,000	+1,222,000	+169,000
Total in 2035 - Initial Vision Scenario	3,572,000	437,000	4,493,000	714,000
IVS change relative to Current Regional Plans 2035	+269,000	+19,000	+93,000	+16,000



Performance Target Results

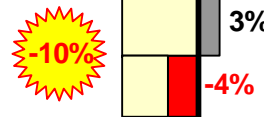


Performance Target Results

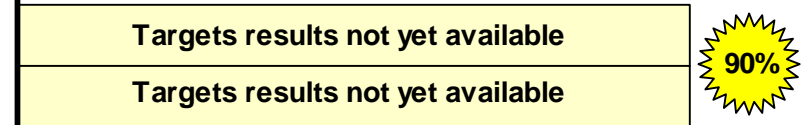
6. Direct new non-agricultural development within urban footprint
** measured in housing units **



7. Reduce housing + transportation costs as share of low-income households' budgets



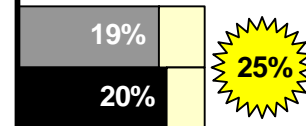
8. Increase gross regional product [GRP]



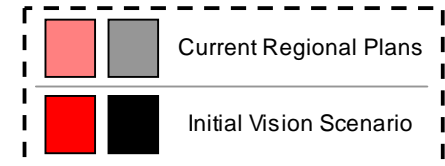
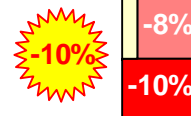
9a. Reduce per-trip travel time for non-auto trips



9a. Increase non-auto mode share (alternative target)



9b. Reduce VMT per capita



San Francisco Response

1. Level and Quality of Growth

- ▶ SF needs greater share of discretionary resources to implement

2. Distribution of Growth

- ▶ More compact growth
- ▶ More income diversity in complete communities

3. Begin discussion of RTP Investment Policy

4. Regional Advocacy



Next Steps

Leadership Roundtable #3

- ▶ MTC/ABAG staff, SF representatives members who serve on regional agencies, SF Department Directors

Letter to MTC/ABAG formalizing San Francisco input

- ▶ Mid-May



MTC/ABAG will use input on IVS to inform “Alternative Scenarios”

Initial Vision Scenario

- ▶ **December 2010-April 2011**

Alternative Scenarios

- ▶ **Development: April-June 2011**
- ▶ **Selection: July 2011**
- ▶ **Technical Analysis: August-September 2011**
- ▶ **Results: October-November 2011**

Preferred RTP/SCS Scenario

- ▶ **Selected: February 2012**
- ▶ **Environmental review: February 2012-March 2013**
- ▶ **RTP/SCS Adoption: April 2013**



Thank you!



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY