

PUBLIC OUTREACH: Directors' Forum
San Francisco's Response to the Sustainable Communities Strategy
Wednesday July 6th, 11 am to 1 pm

Summary of Directors' Forum

On July 6, 2011 the Transportation Authority, Planning Department, and Department of the Environment hosted a Directors' Forum focused on San Francisco's response to ABAG and MTC's work on the Sustainable Communities Strategy. The goal of the meeting was to create a shared San Francisco message to the region, and to hone in on specific advocacy pieces – like the regional transportation investment policy or allocation of the regional housing need - that San Francisco can advocate for collectively to the region.

In their introductory remarks, the Directors' outlined the opportunities and constraints that the Sustainable Communities Strategy proposes for San Francisco. Later, city staff gave a brief summary of Senate Bill 375 (SB 375) and the Sustainable Communities Strategy, and identified the main issues that the city provided feedback on to date, namely: growth, transit needs, affordable housing, and equity. City staff also outlined the region's timeline, and highlighted the most effective times for the public to engage in the process.

Attendants at the forum discussed a wide range of topics related to sustainability and the Sustainable Communities Strategy. Concerns were expressed regarding the need to analyze displacement, equity, and affordable housing as it pertains to expected growth. Attendants discussed the interface between land use and transit, jobs and housing, and proposed an economic strategy to explore urban vs. suburban growth.

What follows summarizes the main discussion points made at the July 6th forum, as well as identifies the city's next steps in this regional planning effort.

I. Directors Introduction

John Rahaim, Planning Director, José Luis Moscovich, Director of the San Francisco Transportation Authority, and Melanie Nutter, Director of the Department of the Environment discussed San Francisco's regional responsibility to be a place for growth. Over the last ten years, San Francisco has planned for growth - up to 70,000 housing units, and 150 thousand jobs over the next 20 years. In this planning, the city recognizes the needs associated with this growth such as open space, child care, affordable housing, neighborhood services, and maintaining the city's diversity. The city has identified funding sources to meet these needs, such as the recently adopted infrastructure finance district, community benefits districts, and developer contributions.

The Directors' discussed that SB 375 presents an opportunity for San Francisco to secure more funding to support these needs. The city has greater transportation funding needs to maintain its system today, and recognizes that expanding the transportation network to accommodate growth and meet the imperatives of SB 375 will require the city to secure additional funding. The city must be grounded in managing our expectations however - funding shortfalls were created over decades and cannot be completely solved in one planning process.

Recently named the nation's greenest city, San Francisco has already developed a number of strategies to reduce our GHG emissions and meet the goals established by SB 375. The Directors' discussed San Francisco's unique place at the forefront of the region's efforts to link land use and transportation planning and to tie resources to the vision established in the Initial Vision Scenario, the precursor to the SCS. The SCS is an opportunity for San Francisco, and the region needs our help to lead.

II. Attendee Introductions

The forum attracted over 40 participants, such as representatives of local government including Supervisor Wiener and Sheila Chung Hagen of Supervisor Campos' office, Planning Commissioner Christina Olague, representatives from the Mayor's office, the Municipal Transportation Agency (MTA), the San Francisco County Transportation Authority (TA), the Planning Department, the Port of San Francisco (Port), and the Department of the Environment (DOE). Other attendants included members of community advisory committees (CAC), non-profit organizations representing affordable housing, transportation, environmental, equity, and other interests, private business, students, residents, and members of resident/neighborhood/business associations, and the press. Attendants expressed interest in issues surrounding adaptation, displacement, affordable housing, infrastructure improvement, land use compatibility, open space, finance, green building, how businesses fit into the SCS, and how the process in developing the sustainable community strategy works.

III. Brief Summary of SB375 and the SCS by City Staff

City staff presented the requirements of SB 375, namely, to reduce GHGs per capita by 15% by 2035, and to house the entire region's population by income level. The TA described the tools the region has to implement these requirements including the Regional Transportation Plan's (RTP) \$68 billion in discretionary funds that could support transportation projects that reduce GHGs, and the Regional Housing Needs Allocation (RHNA) that the region can use to require cities to zone to accommodate growth.

Staff highlighted the main issues that the city provided feedback on so far including:

1. **Amount of Growth:** The Initial Vision Scenario's (IVS) growth allocation for San Francisco is ambitious, and will require policy discussion as well as significant regional discretionary funding to realize.
2. **Distribution of Growth:** Equity outcomes should be advanced by increasing income diversity in all communities.
3. **Needs/ far outstrip demand:** Not just transportation funding that is governed by RTP, but also affordable housing and other complete community infrastructure without new regional dedicated to revenue source.
4. **RTP Funding should have nexus with:**
 - a. Transit system demand,
 - b. Scale and quality of priority development areas (PDAs), including supporting PDAs that are leveraging private money,
 - c. Affordable housing production,
 - d. Performance.
5. **We need to grow the pie:** Advocate for new revenues and legislative reforms. Given the city's oversubscribed transportation funds, we need to seek new funds for affordable housing/complete communities, not transportation sources.

IV. Critical Issues & Decision Points by City Staff

Staff identified the key points in the process where it will be critical to weigh in so that the city can work together on the issues at key points in the process. Staff highlighted immediate, mid-term, and long-term points in the SCS process, and provided a timeline of milestones (*Bay Area*

Regional Transportation Plan/ Sustainable Communities Strategy Timeline & Milestones, attached) that highlights when key participation points occur in the SCS process.

V. Discussion

Attendants at the forum exchanged ideas and expressed views regarding the IVS, and the SCS. What follows summarizes public comment at the forum. Please also refer to the attachment which helps describe how one may get involved based on these topics of discussion.

Transit:

- Transportation infrastructure: The city's transportation infrastructure should work toward a 'car-free' society in addition to supporting 'the commute', consider the existing transit infrastructure when planning for growth in areas with housing and jobs - ensure that an adequate transit infrastructure exists for all types of travel.
- Involve the MTA early in the SCS discussion to ensure that they are on board with the city's efforts to enhance public transit and alternatives modes of transportation in the city.
- MTA noted the biggest challenge they see is in providing the transit service necessary to accommodate mode shift – it is important that SF advocates for policies such as congestion pricing, that will improve sustainable transportation.

Housing:

- Displacement: Consider the impact of displacement when measuring GHG emissions associated with growth. Consider incorporating many of the city's existing anti-displacement policies into the SCS.
- Social equity: Providing affordable housing for low-income workers and their families and housing for people with disabilities near transit is essential to help meet GHG emissions reduction goals.
- Development: Consider linking the development of affordable housing with market rate housing.
- Acquisition and rehabilitation: Consider acquisition and rehabilitation when developing new housing in lieu of or in addition to new construction since it helps to strengthen the existing community fabric.
- Density: Clarify what the SCS means about density, bulk and height in our neighborhoods so we can understand the ramifications. Consider increasing density in our low density areas of the city.

Mapping:

- Consider mapping communities of concern with PDAs and job centers to create a 'map of inclusion'.

Economic Analysis:

- Consider studying the social economic characteristics of urban growth compared with suburban growth.

On Regional Process/Planning:

- San Francisco is a small voice within the regional process at MTC/ABAG; there is concern that it will be hard for us, even if we are all in agreement, to influence the process. Staff should leverage SF stakeholders to supplement staff and policy-maker voice; note, that we need to reach out to other Bay Area residents, who can in turn reach out to MTC/ABAG policy-makers who represent them.
- Attended MTC/ABAG meeting about SCS in SF, it felt as though the process was rigged to get useful information, city staff feel strongly that there is an opportunity to influence the process.
- It needs to be more difficult to build profitable sprawl development.
- Concern that the 90k in new housing growth assumed in the Initial Vision Scenario (IVS) for SF is unrealistic.

On Local SF Policies:

- There is a disconnect between what we're saying and doing, SF could do better in reducing GHGs locally; there are limitations to the City's recently adopted plans for new development.
- Supervisor Weiner noted that SF has to find a place to accommodate new housing which is more important than getting every single aspect of the development right. Melanie Nutter noted that Treasure Island is being evaluated through the Clinton Climate Initiative (CCI) as a climate-positive development, and suggested getting involved with CCI as an appropriate place to address concerns about construction/demolition aspects of new development.
- SF's own infrastructure planning is inefficient. The process to develop Van Ness and Geary BRT is taking a long time.
- SF's new developments are not having a positive impact on today's residents.
- We've been advocating at regional level to tie transportation funding to growth, but we don't do that at a local level.

VI. Conclusion/Next Steps

The Directors committed to posting continued information on the City's website to help interested parties understand how to get involved, including a summary of this outreach session. They expressed the goal of reconvening in late August or early September. Future meetings will likely focus on key issues that were identified in this forum, and on coordinating action steps towards a unified advocacy message to the region. Meeting details will be posted on-line.

Schedule of Milestones for the Regional Transportation Plan/Sustainable Communities Strategy/Regional Housing Needs Allocation Process

Time-frame	Actions	Notes
July 2011	<p>Release of Block Grant Proposal at MTC Planning/ABAG Administrative Committee, July 8, 2011</p> <p><u>Consideration of 6th Equity Scenario for the RTP/SCS, at MTC Commission/ABAG Administrative Committee meeting on July 27, 2011</u></p>	<p>MTC is considering adopting a new funding structure that will pass some funding currently programmed based on MTC discretion directly to Congestion Management Agencies (CMAs) to program, with the intent of incentivizing local jurisdictions' housing and other land use policies. This initiates the region's RTP funding policy discussion. Information, when first released at the July MTC Planning/ABAG Administrative Committee, will be posted at the MTC meetings page at http://mtc.ca.gov/meetings/schedule/</p> <p>In July, the MTC Commission and ABAG Administrative Committee will consider acting on a sixth RTP/SCS scenario concept, designed to maximize equity outcomes, pending staff responses on how the five scenarios that were adopted in June will incorporate equity points raised by advocates; the five scenarios adopted in June 2011 can be found at http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1687/ProposedAlternativeScenario_06.16.11_1.pdf</p>
August /Sept. 2011	Continued discussion of Block Grant	
Oct. 2011	<p><u>Adopt Block Grant</u></p> <p>Release of Project Performance Assessment</p>	<p>This analysis will inform the transportation investment policy discussion by identifying the relative performance of all projects seeking discretionary funding through the RTP/SCS. For projects that cost greater than \$50 million a quantitative analysis will be conducted; for less expensive projects, the analysis will be qualitative only. More information on project performance assessment approach at: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1660/03_SCS-RTP_Project_Performance_Assessment_Revised_Approach.pdf</p>

- Notes: 1) This schedule was developed by City and County of San Francisco agencies and provides an interpretation of the Public Process schedule developed by MTC/ABAG available at their Plan Bay Area website at http://www.onebayarea.org/plan_bay_area/process.htm. All dates are subject to change.
- 2) Red/Underline indicates more significant decision-making actions/milestones

Schedule of Milestones for the Regional Transportation Plan/Sustainable Communities Strategy/Regional Housing Needs Allocation Process

Time-frame	Actions	Notes
Oct 2011	Begin major discussion of Transportation Investment Policy	This policy will consider which of the projects submitted by CMAs, transit operators, Caltrans, and MTC will be incorporated into the financially constrained RTP/SCS. Based on draft revenue projections completed by MTC, there will be approximately \$244 billion available to the region in the next 25-years. The region has discretion over about \$68 billion of this amount. More information on financial projections at: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1680/3A_REV_PROJ.PDF
Nov 2011	Release of SCS Land Use Element Continued Discussion of Transportation Investment Policy Draft RHNA method released	The Land Use element identifies the distribution of housing and job growth throughout the region. It will directly inform the RHNA allocation. The RHNA Method is a formula that determines how the 8-year housing need by income level assigned to the Bay Area is assigned to Bay Area jurisdictions, who must then update their Housing Element to provide capacity for that housing need.
Dec 2011	Release of Preferred SCS/RTP scenario Continued discussion of Transportation Investment Policy Equity Analysis released	The Preferred SCS/RTP Scenario must be acted on well in advance of the adoption of the Draft and Final SCS/RTP to allow time for compliance with federal and state laws. This milestone is the staff release/presentation to MTC/ABAG with action scheduled for January. The Equity Analysis will identify how Alternative Scenarios compare in terms of equity outcomes. This analysis will inform Preferred RTP/SCS. More information at: http://www.onebayarea.org/plan_bay_area/equity.htm
January 2012	Continued discussion of Preferred SCS/RTP Scenario and Transportation Investment Policy	

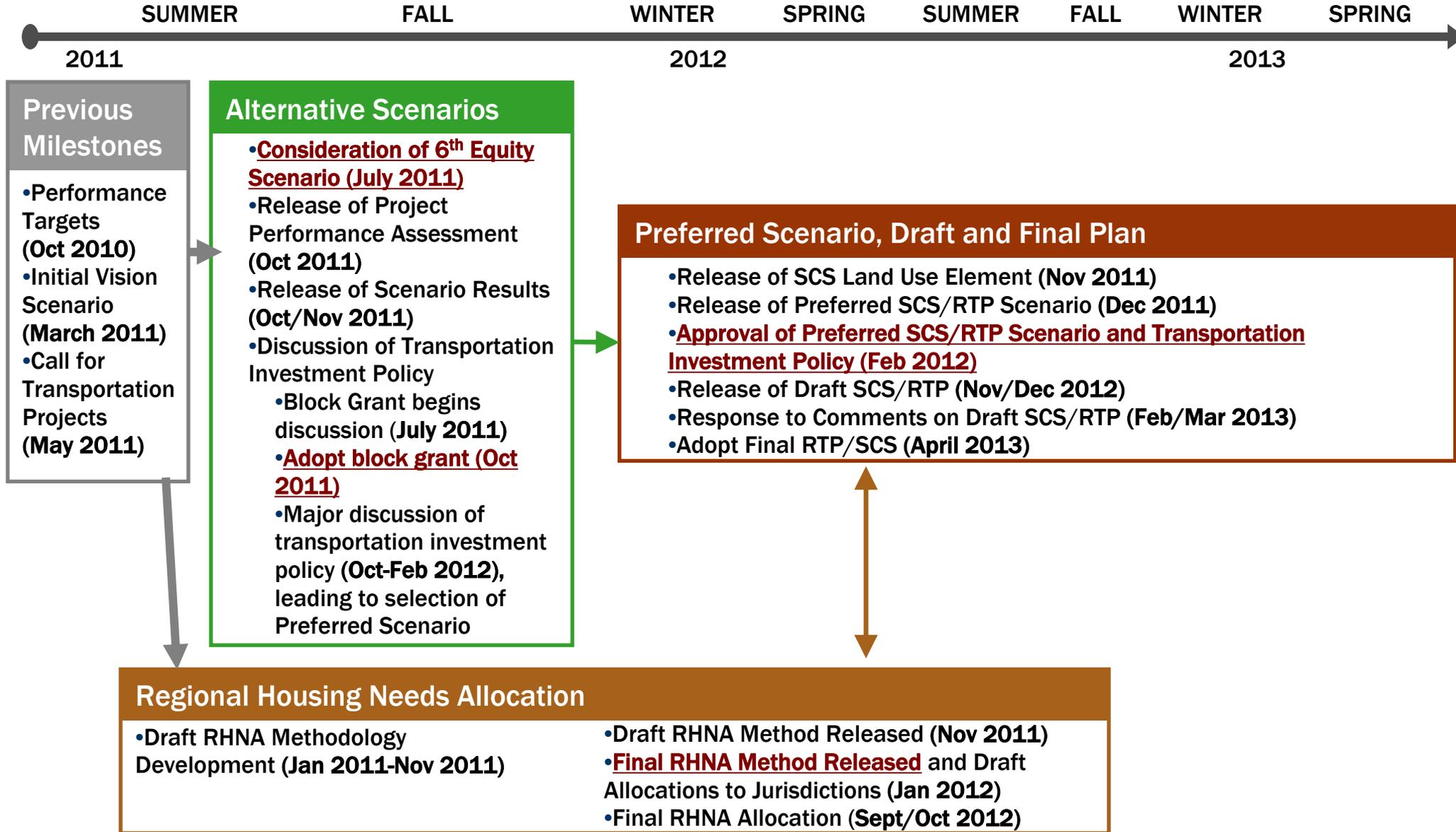
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Schedule of Milestones for the Regional Transportation Plan/Sustainable Communities Strategy/Regional Housing Needs Allocation Process

Time-frame	Actions	Notes
January 2012	<u>Final RHNA Method Released and Draft Allocations to Jurisdictions</u>	
Feb. 2012	<u>Approval of Preferred SCS/RTP Scenario and Transportation Investment Policy</u>	This is one of the most critical decision-making points, where the land use distribution and transportation investments for the RTP/SCS are acted on. After this action, changes may be made, but things become relatively “fixed”.
Mar-Aug 2012	MTC/ABAG staff analysis	MTC and ABAG staff will be developing draft documents and conducting environmental analysis during this time period. There may be occasional updates to the policy-makers, but expect less critical decision-making actions during this timeframe
Sept/Oct 2012	<u>Final RHNA Allocation</u>	Last chance for ABAG to make any changes to RHNA.
Nov/Dec 2012	Release of Draft RTP/SCS and Draft Environmental Impact Report (EIR) for 55-day review	MTC/ABAG will conduct public outreach after “release” of Draft RTP/SCS and collect feedback to incorporate into Final RTP/SCS
Jan 2013	Release Draft Conformity Analysis	This is a regulatory requirement to comply with the Clean Air Act
Feb / March 2013	<u>Response to Comments on Draft/SCS/RTPs</u>	MTC/ABAG may propose changes to incorporate public or agency feedback.
April 2013	<u>Adopt Final RTP/SCS, certify Final EIR, and approve conformity determination</u>	Last chance for any changes.

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Bay Area Regional Transportation Plan/Sustainable Communities Strategy Timeline and Milestones



Bold/Underline Indicates Significant Decision-Making Point – Discussion at Meetings Leading Up To Action Are Also Important

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Director's Forum, July 6th, 2011: How to Get Involved

Topic	How to Get Involved	Regional or Local	Where to go and when
San Francisco needs to do a better job improving its own transportation infrastructure to accommodate growth/to address greenhouse gas emissions (GHGs)	If you're interested in sending policy messages such as how the region should make decisions about how much funding San Francisco will get vs. the other 8 Bay Area counties, participate in the transportation investment policy discussion	Regional	Fall 2011 Next Local SCS meeting, date to be confirmed October 2011-February 2012 <ul style="list-style-type: none"> • MTC Planning Committee/ABAG Administrative Committee • MTC Commission • ABAG Executive Board
	If you're interested in how San Francisco can participate in regional advocacy to grow the pie of available streams of revenue within the region	Regional	Winter 2011/Spring 2012 Future Local SCS meeting, date TBD.
	If you're interested in how San Francisco will prioritize transportation investments, participate in the update to the San Francisco Transportation Plan , the countywide plan developed by the San Francisco County Transportation Authority	Local	Email movesmartsf@sfcta.org to get on the SFTP email list. Stay tuned for the 2 nd call for projects in August. Stay up to date at www.movesmartsf.com or call the SFTP hotline at 415.593.1670
San Francisco can do a better job with its land use planning to address GHGs/	If you want to be involved in local development plan decisions, participate in the development of Area Plans the San Francisco Planning Department is currently developing.	Local	Email Kate McGee at: Kate.McGee@sfplanning.org

Director's Forum, July 6th, 2011: How to Get Involved

affordable housing/equity			
San Francisco should cap development of high-income housing until lower-income targets are achieved	If you want to be involved in local development plan decisions, participate in the development of Area Plans the San Francisco Planning Department is currently developing.	Local	Email Kate McGee at: Kate.McGee@sfplanning.org
The region should require municipalities to adopt the same progressive policies that San Francisco already has	There is some potential for the region to condition future use/disbursement of funds on pursuit/implementation of policies, in particular through the block grant proposal currently under consideration (see: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1694/2a_OneBayArea_GrantProposal.pdf) participate in the transportation investment policy discussion	Regional	Fall 2011 Next SCS meeting, date to be confirmed October 2011-February 2012 MTC Planning Committee/ABAG Administrative Committee MTC Commission ABAG Executive Board
San Francisco needs to seek advocacy support from beyond just city stakeholders	This is something that would need to be bottoms-up SF stakeholder-led (as opposed to staff-led) process, but could be a potentially valuable contribution to the SCS process	Regional	Fall 2011 Next SCS meeting, date to be confirmed
The region needs to distribute the regional housing need equitably	Participate in the discussions related to the RHNA Methodology	Regional	Fall 2011 Next SCS meeting, date to be confirmed Stay up to date on this process at http://www.onebayarea.org/plan_bay_area/housing.htm .

Director's Forum, July 6th, 2011: How to Get Involved

			November 2011-January 2012 ABAG Administrative Committee/ABAG Executive Board
The region needs to identify funding for "complete community" infrastructure (infrastructure, social services, schools, affordable housing)	If you're interested in how San Francisco can participate in regional advocacy to grow the pie of available streams of revenue to support "complete communities	Regional	Winter 2011/Spring 2012 Future SCS meeting, date TBD.