

San Francisco Leadership Roundtable #3

Regional Transportation Plan/ Sustainable
Communities Strategy

May 5, 2011



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

San Francisco SCS Input/Public Involvement to Date

Leadership Roundtable 1: October, 2010

- ▶ Raised awareness about SCS/RTP/RHNA process
- ▶ Established SF coordination structure

Leadership Roundtable 2: December, 2010

- ▶ Provided input to Initial Vision Scenario
- ▶ Articulated “what it will take to achieve our vision”

PDA Assessment – Submittals in 2010-11

RTP Call for Projects – February 18-March 24

Leadership Roundtable 3: May 2011

- ▶ Convey input on Initial Vision Scenario, financially constrained Alternative Scenarios
- ▶ Provide input on regional SCS/RTP funding policies and advocacy



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



Initial Vision Scenario (IVS) is start of SCS process

SB 375

requirements:

▶ 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		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
<i>IVS change relative to Current Regional Plans 2035</i>	+269,000	+19,000	+93,000	+16,000



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
- ▶ Identify appropriate growth areas that could take more housing, affordable housing

3. Begin discussion of RTP investment policy principles and housing distribution by income level concurrent with Alternative Scenario development

4. Regional Advocacy – SF wishes to partner with the region



Funding Principles to Support Regional RTP/SCS Advocacy

- 1. Regional investment should have a stronger nexus with:**
 - ▶ Transit system demand
 - ▶ PDAs (scale, quality)
 - ▶ Affordable housing production
- 2. Seriously consider project performance in regional investment decision**
- 3. RTP/SCS should include advocacy for new revenue opportunities**
 - ▶ New transportation sources
 - ▶ New non-transportation revenue sources



Alternative Scenarios

1. PDA and Growth Opportunity Area Pattern

- ▶ Housing/employment growth among all PDAs/GOAs
- ▶ IVS with consideration for job location/intensity, financial constraints and local input
- ▶ Most efficient use of existing transportation system; limited transit/road expansion

2. Maximizing Growth in Transit Corridors around the Bay

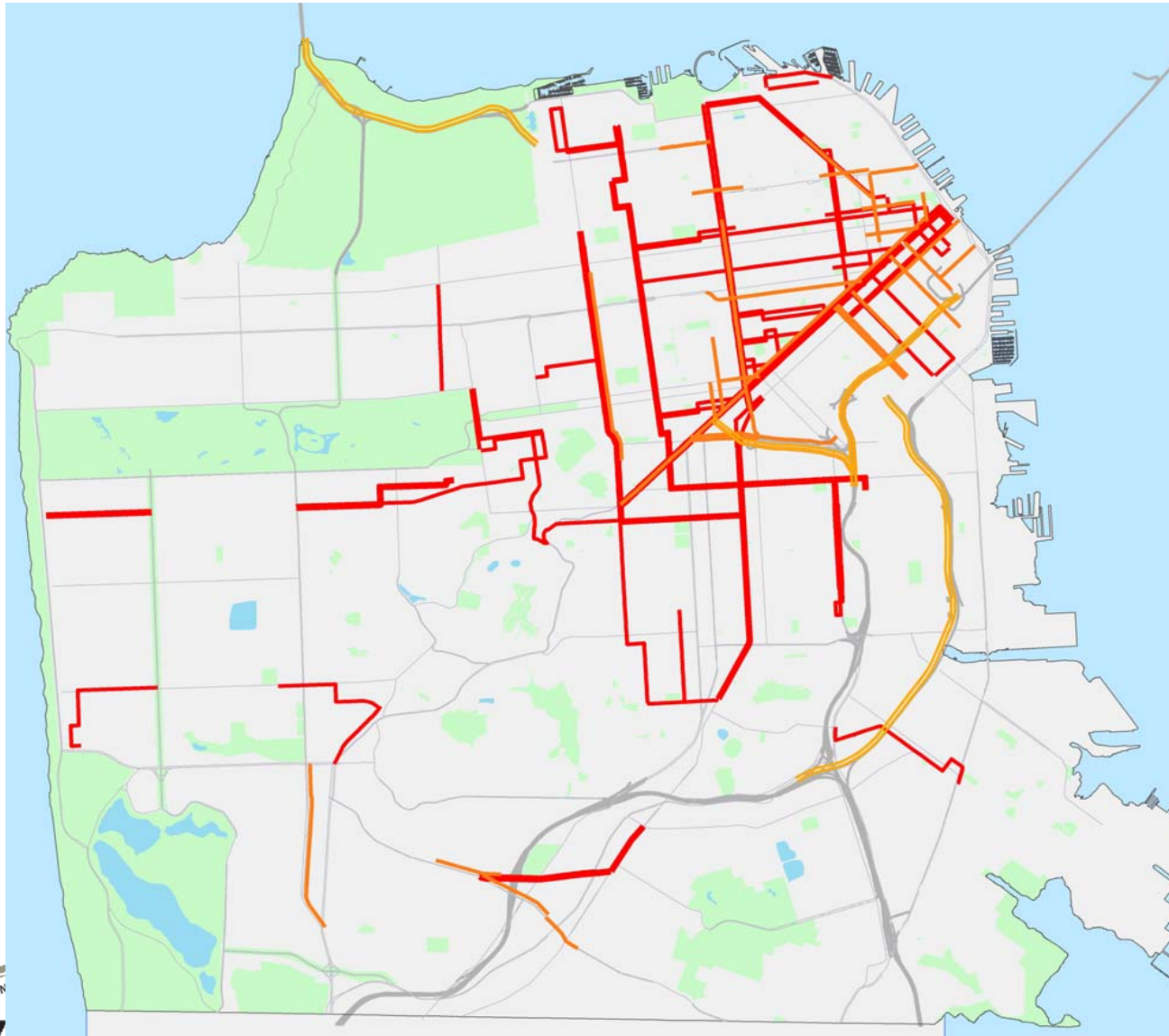
- ▶ Focuses housing/employment growth inward, close to the Bay and existing transit and road infrastructure
- ▶ Focuses on existing/emerging employment centers in established communities
- ▶ Growth in areas with effective transit; increases funding for increased transit service levels, expansion in strategic locations

3. Increase growth in the Urban Periphery

- ▶ Focuses housing/employment growth in PDAs and other areas w/ some transit access and existing roadway infrastructure to shorten job-related trip lengths
- ▶ Focuses job growth in communities with significant housing supply
- ▶ IDs constraints and subsidies needed to locate employment in the outer Bay Area



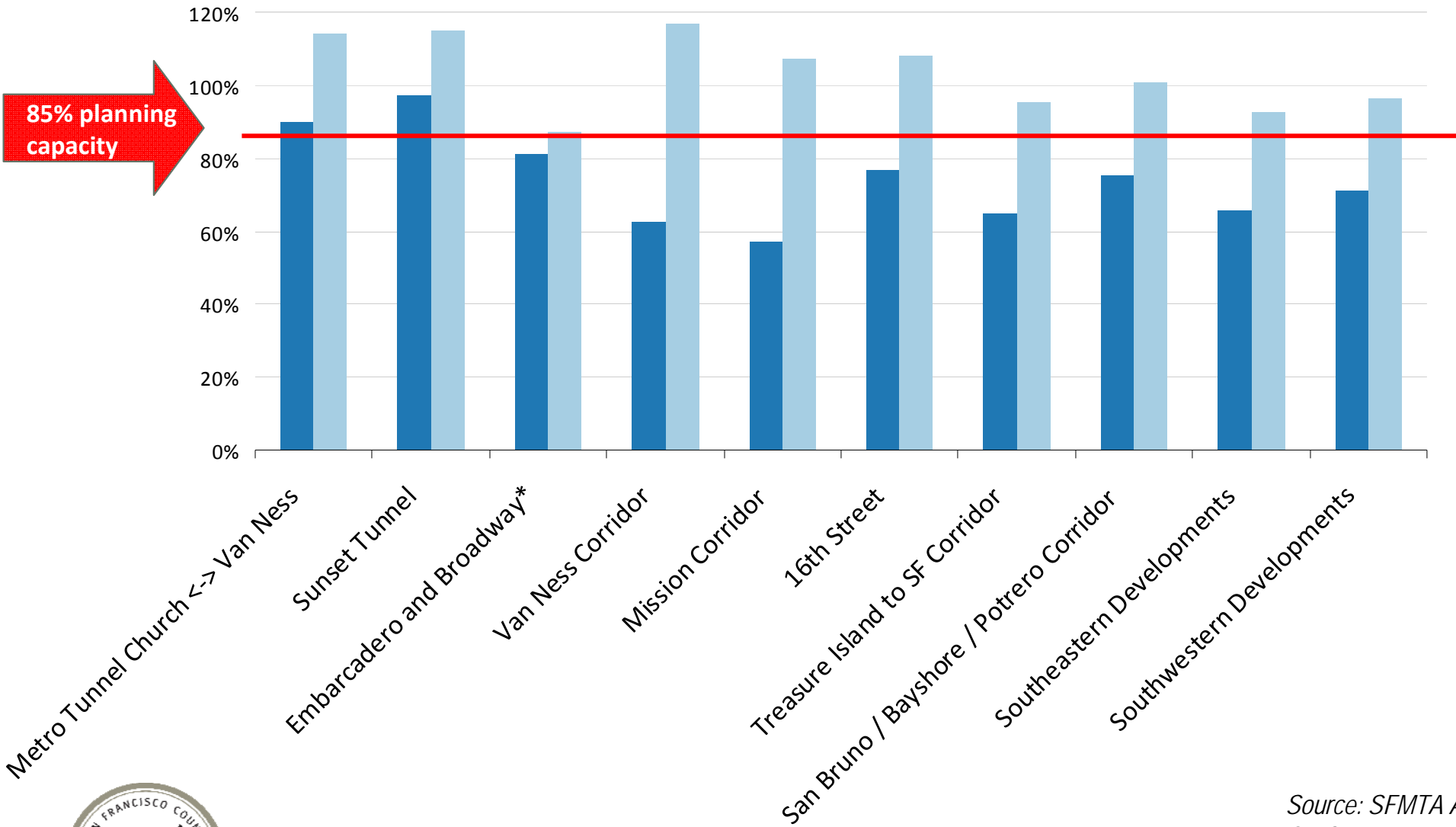
Auto and Transit Speeds



- Transit speed below 8 mph
- Auto speed below 10 mph
Highway speed below 30 mph



Preliminary Estimate - Potential Future Transit Crowding Points by 2035 - AM Peak



Source: SFMTA APC, 2010, SF-CHAMP, 2011

Regional Advocacy

1. **Support self-help: user fees, congestion pricing**
2. **Legislation**
 - ▶ Preserve and reform redevelopment
 - ▶ Develop new tools, e.g. Infrastructure Finance Districts
 - ▶ Support public/private partnerships
3. **Harmonization with other regional initiatives**
 - ▶ Air quality/CEQA regulation
 - ▶ Sea level rise/adaptation

We encourage the region to develop a regional vision element.



Local Outreach Strategy

Event with local stakeholders

- ▶ Transportation
- ▶ Affordable housing
- ▶ Public health

Share SF messages

- ▶ Level and Distribution of Growth
- ▶ Funding Policy Principles
- ▶ Regional Advocacy



Regional Outreach Strategy

Reach out to Oakland, San Jose, and other inner Bay Area cities, and their regional representatives

Potential joint advocacy areas include

- ▶ **Legislative reforms: Redevelopment, Transit Villages**
- ▶ **Funding: regional transit operating, SOGR revenues, Strategic Growth Council (Prop 84)**
- ▶ **Corridor projects/management strategies**
 - **Peninsula: Caltrain electrification, Caltrain downtown extension, US 101/I-280 HOV**
 - **Bay Bridge: AC Transit, Muni, BART capacity improvements, pricing**
- ▶ **RTP funding policies (e.g. shaping any future Block Grant program)**



Thank you!



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY