

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

Agenda Item #6



Plans and Programs Committee
April 19, 2011

Amount of Growth

San Francisco growth is a stretch. We can support PROJECTED levels but

- ▶ **Requires a bigger share of discretionary transportation dollars and new non-transportation funding sources to achieve**
 - ▶ **Maintain existing infrastructure**
 - ▶ **Increase capacity to address projected growth**
- ▶ **Funding principles/advocacy discussion should begin immediately**



Distribution of Housing Growth

Housing distribution places 70% of growth in PDAs and Growth Opportunity Areas (GOAs), versus 100% in San Francisco

- ▶ **Region should improve on 70%**
- ▶ **Region should identify areas that did not volunteer as PDAs or GOAs**
- ▶ **Distribution should reflect opportunity areas that are desirable because of transit accessibility and “complete community” amenities**

Growth is more distributed than 2007-2014 RHNA

- ▶ **Maintain this trend in RHNA methodology**
- ▶ **Increase income diversity in other place types**
- ▶ **Use Federal Reserve Bank equity analysis to improve equity impacts in Alt. Scenarios**



Distribution of Jobs

The region should tighten jobs distribution within region's core and around regional transit:

- ▶ **Transit-oriented employment should be paired with parking pricing, shuttles and other workplace TDM measures**
- ▶ **Moving jobs closer to housing will result in leapfrog development unless paired with transportation pricing policies**



Transportation Network

IVS Transportation network assumes:

- ▶ **Transportation 2035 Plan investments**
- ▶ **Smaller HOT network**
- ▶ **More bus lanes**
- ▶ **Increased transit frequencies**

Transit networks for Alternative Scenarios to be developed through the Transit Sustainability Project

- ▶ **Transit assumptions need to be vetted in an open and INCLUSIVE process**
- ▶ **Transportation assumptions should utilize call for projects submittals and findings of project-level performance assessment**



Funding Policy Principles

- 1. Stronger nexus with transit system demand for distribution of maintenance funding**
 - ▶ SF received 9% of local streets and roads maintenance and 50% of transit capital maintenance discretionary funding in T2035, versus, 14% of trip ends, and 61% of transit trip ends in 2010
- 2. Nexus with PDAs – Not all PDA’s are created equal**
 - ▶ Amount of growth
 - ▶ Amount of affordable housing
 - ▶ Completeness - Level of transportation/transit development, services
 - ▶ Local contribution – e.g. local and private matching investment
- 3. Nexus with affordable housing production**
- 4. Nexus with performance**



Regional Advocacy

1. **New regional transportation sources of funding for transportation infrastructure: focus on state of good repair, transit operating**
2. **Support self-help: user fees, congestion pricing**
3. **Non-transportation sources for non-transportation infrastructure**
 - ▶ Affordable housing
 - ▶ Complete communities amenities (schools, access to fresh groceries)
4. **Legislation**
 - ▶ Transit villages (Ma)
 - ▶ Preserve and reform redevelopment
 - ▶ Support public/private partnerships
5. **Harmonization with other regional initiatives**
 - ▶ Air quality/CEQA regulation
 - ▶ Sea level rise/adaptation

We encourage the region to develop a regional vision element.



Next Steps

Public Workshop

- ▶ **Monday, April 25, 5:30-8:30pm, Milton Marks Conference Center**
- ▶ **MTC/ABAG workshop about the IVS**

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**



Thank you!

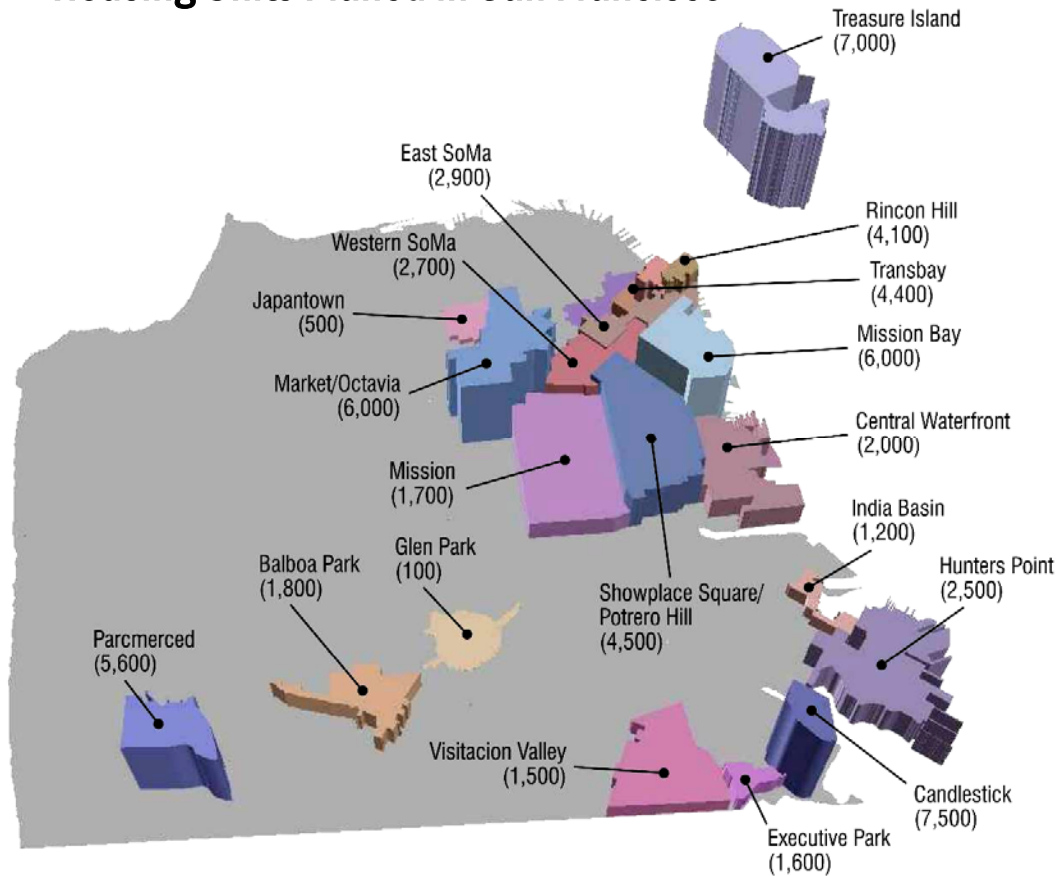


SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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



Comparison of Housing Production to RHNA Production Targets, 1999-2009

County	Household Income Category			Market Rate	Total	% of Affordable Targets Met
	Very Low	Low	Moderate			
Alameda	26%	47%	26%	132%	72%	25%
Contra Costa	44%	93%	83%	217%	138%	28%
Marin	43%	122%	60%	118%	89%	40%
Napa	23%	47%	42%	130%	74%	30%
San Francisco	80%	52%	12%	156%	86%	34%
San Mateo	20%	52%	8%	117%	63%	18%
Santa Clara	57%	108%	23%	143%	90%	30%
Solano	15%	53%	49%	189%	99%	23%
Sonoma	52%	92%	63%	135%	94%	42%
Bay Area Total	44%	75%	37%	153%	92%	47%

Source: ABAG

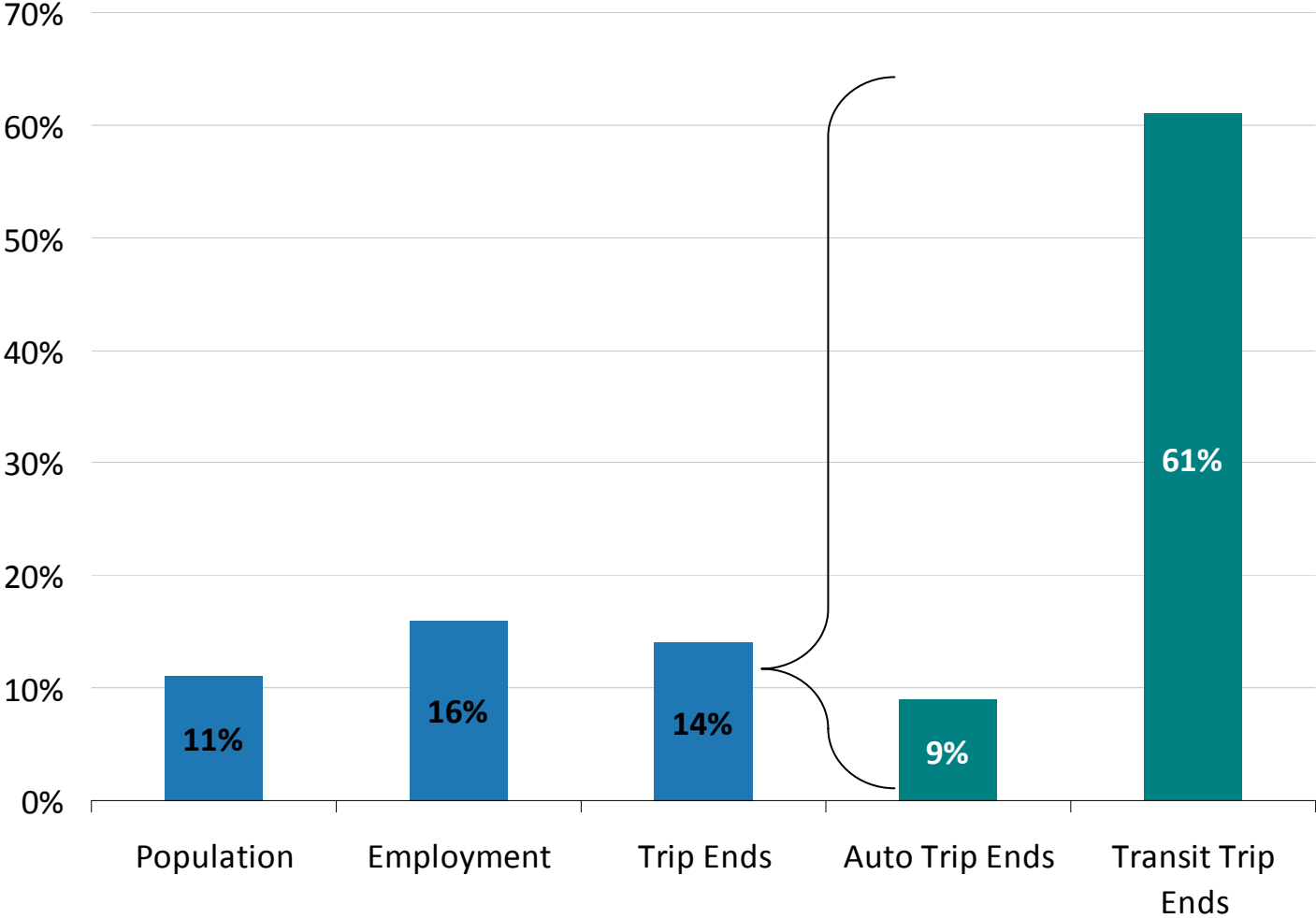


Initial Vision Scenario: San Francisco Housing Distribution

Priority Development Area	Place Type	2010 Households	2035 Households	2010-2035 Growth	% Change
<i>San Francisco Total</i>		<i>346,680</i>	<i>436,794</i>	<i>90,114</i>	<i>26.0%</i>
19th Avenue	Transit Town Center	5,795	8,015	2,220	38%
Balboa Park	Transit Neighborhood	1,461	3,286	1,826	125%
Bayview/Hunters Point Shipyard/Candlestick Point	Urban Neighborhood	10,036	21,265	11,230	112%
Downtown-Van Ness-Geary	Regional Center	89,975	109,031	19,056	21%
Eastern Neighborhoods	Urban Neighborhood	29,030	34,386	5,356	18%
Market & Octavia	Urban Neighborhood	10,932	16,605	5,672	52%
Mission Bay	Urban Neighborhood	365	5,997	5,632	1543%
Mission-San Jose Corridor	Mixed-Use Corridor	29,088	30,611	1,523	5%
Port of San Francisco	Mixed-Use Corridor	611	2,904	2,293	375%
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Transit Neighborhood	1,569	8,127	6,558	418%
Transbay Terminal	Regional Center	509	4,637	4,128	810%
Treasure Island	Transit Town Center	460	7,704	7,244	1575%
<i>Citywide Scattered Infill</i>		<i>166,849</i>	<i>184,225</i>	<i>17,376</i>	<i>10%</i>



SF's share of regional population, employment, and trip ends (2010)



Source: ABAG and SF-CHAMP, 2010

