



Memorandum

Date: 04.21.11 **RE:** Citizens Advisory Committee
April 27, 2011

To: Citizens Advisory Committee

From: Tilly Chang – Deputy Director for Planning *TJC*
Maria Lombardo – Chief Deputy Director for Policy and Programming *mel*

Subject: **INFORMATION** – Update on Initial Vision Scenario of the Bay Area’s Sustainable Communities Strategy

Summary

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are developing the Bay Area’s first Sustainable Communities Strategy (SCS) an integrated transportation, housing, and land use plan that will form the basis for the 2013 Regional Transportation Plan (RTP) and Regional Housing Needs Allocation process. In March 2011, MTC and ABAG released the Initial Vision Scenario (IVS) for the RTP/SCS, which responds to requirements that the SCS must identify a strategy to accommodate the region’s entire housing need by income level. In April and May, MTC and ABAG will seek input from San Francisco stakeholders. This input will be used to develop multiple Alternative Scenarios (varying transportation and land use assumptions) that will build on the IVS. While the IVS does not assume any funding constraints and represents an aspirational goal for how the region would ideally develop, the Alternative Scenarios must be financially constrained as required by Federal air quality conformity rules. Refinement of the Alternative Scenarios will lead to the selection of a preferred RTP/SCS scenario in late 2011. We have been leading coordination among City agencies to develop a unified set of San Francisco messages about the IVS. Our initial staff reaction to the IVS, informed by input from other San Francisco agency staff, is detailed in this memorandum. Two of the key messages include: 1) the amount of growth targeted for San Francisco, while consistent with San Francisco’s own vision, should not be taken for granted and will require significant policy and funding support from the region to achieve; and 2) development of the Alternative Scenarios should be accompanied by an accelerated discussion of regional discretionary transportation policy to clarify the link between regional transportation and land use policy and provide incentives for achieving SCS housing and carbon reduction goals. **This is an information item. We are seeking input and guidance from the Citizens Advisory Committee.**

BACKGROUND

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are developing the Bay Area’s first Sustainable Communities Strategy (SCS) an integrated transportation, housing, and land use plan that will form the basis for the 2013 Regional Transportation Plan (RTP) and Regional Housing Needs Allocation (RHNA) process. The SCS is required by Senate Bill 375 (Steinberg) which became law in 2008 and must meet two basic requirements: 1) achieve a greenhouse gas emission reduction target set by the California Air Resources Board by reducing vehicle travel and 2) identify a strategy to house the region’s entire housing need by income level. The SCS has the potential to transform the distribution of funding in the RTP (total funding in the 2009 plan was \$218 billion over 25 years), as well as develop new policies and incentives to support the implementation of RTP/SCS goals including the realization of Priority Development Areas (PDAs) in San Francisco.

As congestion management agency (CMA) for San Francisco, the Authority is leading the coordination of San Francisco’s input into the process. Since January 2011, we have been providing frequent updates

on the SCS process to the Authority's Plans and Programs Committee and Citizens Advisory Committee, and presented jointly with Planning Department staff to the Planning Commission in February 2011. Chair Mirkarimi also hosted two Leadership Roundtable events with San Francisco elected officials, department directors and regional agency staff in September and December of 2010.

To date, our comments to the region in various forums have outlined what it will take to realize San Francisco's growth plans, emphasizing the critical need for discretionary regional funding to support jurisdictions such as San Francisco that are already planning for growth and developing sustainable and cost-effective projects. For example, in Winter 2010, San Francisco conveyed to MTC/ABAG in a letter dated December 20, 2010 (see Attachment 1: San Francisco Initial Vision Scenario Input Letter) the City's plans to accommodate 63,000 housing units within PDAs and the potential for an additional 17,000 housing units to be accommodated at smaller infill sites along transit corridors throughout the city, but emphasized that achieving these goals would require strong regional support and policy incentives.

The purpose of this memo is to describe the Initial Vision Scenario (IVS) and share preliminary City perspectives on how the IVS should be revised for the purposes of analyzing a set of financially-constrained alternative scenarios, as well as to solicit Citizen Advisory Committee (CAC) input on San Francisco's feedback regarding the IVS and subsequent RTP/SCS scenario development process.

DISCUSSION

Last month, MTC and ABAG released the IVS as a starting point for the development of the SCS. The IVS responds to the SB 375 requirement that the SCS house the region's entire housing need by income level. As such, ABAG has developed a housing target of 270,000 more housing units by 2035, over and above the 634,000 new housing units forecast by 2035 as a part of current regional plans. The housing target represents the increase in Bay Area housing supply that would be necessary to provide housing units for: 1) workers who would otherwise in-commute from neighboring regions, and 2) multiple households which would otherwise share one housing unit. We are working with regional staff to review key demographic assumptions that may reduce the needed housing units.

The IVS (see enclosure: Plan Bay Area: Initial Vision Scenario for Public Discussion) distributes 903,000 units of housing and 1.2 million jobs throughout the region to PDAs and other growth areas, called Growth Opportunity Areas (GOAs) identified by local jurisdictions. In whole, 70% of new housing units are accommodated in PDAs or GOAs. The IVS does not assume any funding constraints and represents an aspirational goal for how the region would ideally develop.

Table 1, below, shows the amount of housing and job growth assumed in the region and in San Francisco in the IVS, and how these numbers compare to the amount of growth projected in a business-as-usual future, referred to as "current regional plans." While the IVS assumes 90,000 housing units in San Francisco, 17,000 more than what is assumed in current regional plans, the total expected population is consistent with the Planning Department's growth plans over the same period. The IVS also assumes additional transportation investments to support that growth. Of relevance to San Francisco is the assumption of more frequent service on Bay Area Rapid Transit (BART), Caltrain, and Muni Metro, as well as additional dedicated bus lanes. These land use and transportation network assumptions were analyzed using MTC's travel demand forecasting tool to estimate the performance of the IVS against performance targets adopted by MTC and ABAG. Performance is mixed among the targets (see Attachment 2: Initial Vision Scenario and Current Regional Plan Performance Target Results). In particular, while an improvement over current regional plans, the IVS does not achieve the greenhouse gas emission reduction target as set for the Bay Area by the Air Resources Board. MTC and

ABAG have indicated that as they create several Alternative Scenarios, one area of focus to improve greenhouse gas reduction performance will be to explore transit-oriented employment distributions throughout the region to address job sprawl.

Table 1: Regional and San Francisco Growth: Current Regional Plans vs. Initial Vision Scenario

	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>	<i>+634,000</i>	<i>+71,000</i>	<i>+1,129,000</i>	<i>+154,000</i>
Total in 2035 – Current Regional Plans	3,304,000	418,000	4,400,000	698,000
<i>Increase by 2035 – Initial Vision Scenario</i>	<i>+903,000</i>	<i>+90,000</i>	<i>+1,222,000</i>	<i>+169,000</i>
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>	<i>+269,000</i>	<i>+19,000</i>	<i>+93,000</i>	<i>+16,000</i>

San Francisco Response: We have been leading coordination among City agencies to develop a unified set of San Francisco messages about the IVS which will be subsequently discussed at the third Leadership Roundtable meeting with MTC and ABAG staff. These messages include the following:

1. **Level and Quality of Growth.** While San Francisco is supportive of this pioneering and ambitious regional planning effort, the region should not take for granted the significant level of growth that is planned for San Francisco. San Francisco needs a greater share of regional discretionary funding than we have received historically, even to produce the 71,000 households and 154,000 jobs assumed in current regional plans. Our ability to accommodate more growth depends heavily on the support that the region provides through the RTP. Anticipating that regional policymakers will be interested in the quality of growth plans, and not just the quantity, we urge MTC and ABAG to collaboratively complete ABAG’s PDA Assessment work which evaluated the completeness and readiness of PDA growth plans around the region.
2. **Distribution of growth.**
 - **More compact growth.** By accommodating 70% of growth in PDAs or GOAs, the IVS represents a more compact footprint than what is assumed under current regional plans; however, the region should focus on making that footprint even more compact in the Alternative Scenarios. A full 100% of San Francisco’s growth in the IVS is located in PDAs or GOAs. Although a bottoms-up approach was taken during the IVS to identify additional areas for growth, the region should now take a top-down look at areas that have not yet identified GOAs or PDAs, but may still be suitable for growth, with a focus on locating more employment near transit and affordable housing in transit-oriented complete communities.
 - **More income diversity in complete communities.** In comparison to the 2007-2014 RHNA, it appears that the IVS represents a more evenly distributed development pattern within the region (we have requested summary analysis at the local jurisdiction level to confirm this). That is, less of the growth is concentrated in the cities of San Francisco, Oakland, and San Jose. The region should adopt a RHNA Methodology that results in a comparable outcome by prioritizing a housing distribution that results in increased income diversity among multiple Bay Area place types.
3. **We urge MTC and ABAG to advance the discussion of regional transportation**

investment policy such as by establishing high-level principles, in order to clarify the link between RTP funding policy and regional land use growth plans and policy. San Francisco and other jurisdictions can provide a more informed response to MTC and ABAG on how the region should transition from the IVS to the Alternative Scenarios with a better understanding of the policies that will be available to support the local growth plans. Currently, the RTP/SCS schedule calls for development of the Alternative Scenarios starting this month, but the transportation investment strategy discussion is not scheduled to start until October 2011.

San Francisco's proposed input to MTC and ABAG regarding the RTP/SCS transportation investment discussion is described in a parallel agenda item on the RTP/SCS call for projects on the April 27 CAC agenda. That agenda item calls for adoption of a set of RTP/SCS funding principles that reflects the new requirements in SB375. For instance, we would support a regional investment policy for the RTP/SCS that includes a stronger nexus with PDAs and recognizes that "not all PDAs are created equal." We would also support a nexus with affordable housing production to send a strong message about the relationship between the RTP/SCS and RHNA.

4. **Regional Advocacy.** Finally, we encourage MTC and ABAG to use the RTP/SCS to advocate for new revenue opportunities, as well as advance robust funding strategies, including road user fees. Advocacy for new regional revenues sources should include development of new regional transportation revenue sources to fund transportation needs, in particular to address chronic transit operating and infrastructure State of Good Repair (SOGR) shortfalls (e.g., the San Francisco Municipal Transportation Agency's SOGR needs are estimated at more than \$10 billion). In addition, in order to achieve the SCS goal to accommodate the region's entire housing need, new non-transportation revenue sources are needed to provide non-transportation infrastructure needs including affordable housing production and complete communities amenities such as high-quality schools, access to groceries, and others.

We also encourage the region to champion legislative changes that will facilitate implementation of the SCS, such as preserving and reforming local jurisdiction redevelopment infrastructure financing tools, reducing barriers to affordable housing and transit oriented development projects, and expanding use of public-private partnerships. Of particular importance is the need to harmonize regional initiatives such as the Bay Area Air Quality Management District's CEQA thresholds, and the Bay Conservation and Development Commission's adaptation planning efforts, with the SCS/RTP.

Next Steps: MTC and ABAG are seeking input on the IVS from local jurisdictions, CMAs, transit operators, advocates, members of the public, and other stakeholders in April and May. Additional San Francisco outreach includes:

- A public workshop, on April 25, 5:30 to 8:30 p.m. at Milton Marks Conference Center, 455 Golden Gate Avenue. This will be a public workshop hosted by MTC and ABAG to get the public's input on regional growth and transportation priorities. A similar workshop is planned in each of the other eight Bay Area counties.
- A third Leadership Roundtable meeting, in early May, with MTC and ABAG staff and San Francisco's representatives that serve on MTC, ABAG, and the Bay Area Air Quality Management District.

Following these events, the Authority will coordinate with partner agencies to send a letter to

MTC/ABAG conveying our feedback, as outlined above. MTC and ABAG will use input received to develop Alternative Scenarios (varying both transportation and land use assumptions) that will build on the IVS, between June and August, 2011. In contrast to the IVS, the transportation investments assumed in the Alternative Scenarios must be financially constrained, in response to Federal air quality conformity rules. In addition, the Alternative Scenarios will utilize the findings of the project-level performance assessment being conducted for all projects submitted by CMAs and regional transit plans developed through MTC's Transit Sustainability Project. By fall, the region will hold detailed transportation investment policy discussions, informing the selection of one of the Alternative Scenarios, or a hybrid of two or more scenarios as the Preferred Scenario in late 2011 or early 2012. The Preferred Scenario will then be cleared environmentally and adopted by MTC and ABAG as the SCS in April 2013. We will continue to provide regular updates to the CAC as development of the RTP/SCS progresses through these milestones.

This is an information item. We are seeking input and guidance from the CAC.

ALTERNATIVES

Not applicable – This is an information item.

FINANCIAL IMPACTS

Not applicable – This is an information item.

RECOMMENDATION

Not applicable – This is an information item.

Attachments:

1. San Francisco Vision Scenario Input Letter, dated December 17, 2010
2. Initial Vision Scenario and Current Regional Plan Performance Target Results
3. Presentation on the Initial Vision Scenario and San Francisco Response

Enclosure:

1. Plan Bay Area: Initial Vision Scenario for Public Discussion, Report dated March 11, 2011



December 17, 2010

Marisa Raya, Regional Planner
Association of Bay Area Governments (ABAG)
101 Eighth St.
Oakland, CA 94607

Subject: SCS Vision Scenario Place Types and Policies: San Francisco Input

Dear Marisa:

On behalf of the City and County of San Francisco, we thank you for the opportunity to provide input into the development of the “Vision Scenario” for the Bay Area’s first Sustainable Communities Strategy (SCS). We have developed the information ABAG requested regarding our vision for sustainable growth, including the “Place Types” that most accurately describe the San Francisco-designated Priority Development Areas (PDAs) and the policies, incentives, and implementation strategies that will be necessary to achieve our vision.

San Francisco is planning to accommodate more than 60,000 new households in PDAs by 2035. This represents the placement of over 90% of our county growth targets (from Projections 2009) within PDAs. This is significant as the next closest county achieves only ~40% of new households in PDAs¹. However, our willingness to plan for this growth cannot be taken for granted and, in order to be realized, must be accompanied by regional resources for core infrastructure investment and supportive policy reform. As ABAG and MTC work to develop the “Vision” scenario and initiate regional funding policy discussions in early 2011, we hope the discussion will be guided by the following principles:

- 1. Maintenance resources should be prioritized for jurisdictions that are currently accommodating regional growth and travel in an equitable and sustainable manner; and that demonstrate progress toward meeting RHNA affordable housing targets.**
- 2. Expansion resources should be prioritized for jurisdictions that are proactively planning to accommodate expected growth – and particularly affordable housing — between 2010 and 2035, in a sustainable and cost-effective manner;**
- 3. Discretionary resources should be prioritized for projects that reduce regional greenhouse gas emissions equitably and cost-effectively over their life cycle; and for projects that serve TOD that includes affordable housing.**

¹ Based on PDA Assessment data reported at 9/2010 RAWG

Below, we provide the requested input on San Francisco's vision for growth.

Place Types

We confirm the current Place Type designation for the majority of San Francisco's PDAs, as noted below.

- Regional Centers: Downtown Neighborhoods, Transbay Terminal/Transit Center District
- Urban Neighborhoods: Market & Octavia, Eastern Neighborhoods, Bayview/Hunters Point Shipyard/Candlestick Point, Mission Bay
- Transit Neighborhoods: Balboa Park, San Francisco/San Mateo Bi-County Area (includes the Executive Park/ Visitacion Valley/ Schlage Lock Plan Areas)
- Transit Town Center: 19th Avenue Corridor
- Mixed Use Corridor: Mission-San Jose Corridor

While the current Place Type categories adequately capture residential developments, we view the lack of a Place Type category that will accommodate significant job centers outside of the Regional, City and Suburban Center types as a constraint. For example, there is no good fit for the Port of San Francisco, whose land use plan focuses on job development, due to state restrictions on development on port land.

San Francisco's PDAs generally fall on the high end of unit targets and new projected density compared to the available Place Types. The current Place Type definitions fail to capture the high proportion of jobs to housing units that many of San Francisco's PDAs offer. We request that ABAG staff notify us if these differences will be material for any uses of the place type designations in the SCS planning process or for any other purposes.

Policies and Incentives

The policies and incentives listed in the Policies and Place Types Form are all needed to some extent to support the overall level of growth in each of our Planned and Potential PDAs (except for funding to acquire open space). The policy areas of particular importance to San Francisco include:

- Enhanced funding for regional core transportation and non-transportation infrastructure such as water, sewer, utilities, and parks;
- Funding for affordable housing;
- Increased maintenance funding;
- Adequate provision of water treatment and water supply;
- Parking pricing policy;
- Improvements to school quality.

Implementation Strategies

Many of the implementation strategies listed in the Policies and Place Types Form have already been put to use in San Francisco, including:

- Zoning for increased densities and/or mix of uses;
- Provision of affordable housing through zoning;
- Funding affordable housing development;
- Retention of existing affordable units; and
- Implementation of community impact fees, commercial linkage fees.

Implementation strategies needed to support growth of particular importance to San Francisco include:

- Major regional transit capital improvements beyond Resolution 3434;
- Transit capital improvements to bring fleets, guideways and facilities to a state of good repair;
- Non-motorized and alternative mode infrastructure investments such as walking and bicycle facilities. Bicycling alone has grown 58% in the last three years in San Francisco;
- Transportation demand management strategies such as parking management, ridesharing, virtual commuting and congestion pricing;
- Value capture/redevelopment infrastructure improvement;
- Increased transit service frequencies for core trunk lines serving PDAs;
- Improvements in non-auto access to schools, job centers, and other major destinations; and
- Utility and other infrastructure improvements, including adequate provision of water and sewer.

Accommodation of Growth

San Francisco's Adopted and Planned PDAs collectively accommodate over 63,000 new housing units, and 136,000 new jobs. Healthy absorption of the city's existing vacancies in PDAs like Downtown provides the opportunity for another 23,000 or more jobs. However, new growth in San Francisco is not confined to PDAs. The city includes numerous small-scale infill opportunity sites close to transit throughout all of its neighborhoods. Such sites outside of Priority Development Areas could accommodate another 17,000 new housing units, distributed reasonably evenly throughout the city. Cumulatively, San Francisco's PDAs and other opportunities yield the potential for over 85,000 housing units and almost 160,000 more jobs, more growth than is likely to be projected for San Francisco under the SCS P2011 Projections.

The ABAG-highlighted "Other Significant Areas" do not represent particular places that should be considered within the SCS process, and the city is not proposing any new PDAs. The lion's share of city's growth will continue to be focused in its PDAs, including new plans (such as the Western SOMA Plan under development, and the pending initiation of a plan for the Central Subway alignment, within the Downtown and Eastern Neighborhood PDAs); and growth opportunities will

be pursued as appropriate at smaller scale infill opportunities along transit lines outside of the PDAs.

How people commute to work has dramatic implications for the region's overall sustainability. In major downtowns like San Francisco and Oakland, a high percentage of workers commute by means other than automobile; outside of these areas, the percentage of workers that do not drive to work is insignificant. Increasing workplace development capacity in major centers, as opposed to other localities in the region, will go further to support both local and regional goals to reduce greenhouse gas emissions.

However, with the limited information available, San Francisco cannot volunteer to accept more growth. While more funding, incentives and policy support would inevitably increase the City's ability to accommodate and to manage growth, there is no way for the City to make a fair estimate of "how much" more growth would require, nor any way for us to assess how that growth could fit within the fabric of our city.

While San Francisco has pioneered transit supportive development over the past few decades, we are at our limit in terms of transit's ability to carry more people in the peak period without significant new right-of-way, fleet and facility expansion. Our transit state of good repair backlog is over \$2 billion just to maintain current service levels let alone the additional service levels from the expected growth, and similar backlogs exist for the regional transit service providers who serve San Francisco, such as BART and Caltrain. These core capital capacity constraints are regional in nature and will need a regional focus on resource prioritization for these PDAs to be successfully implemented. In addition, San Francisco needs over \$750 million to bring our local streets to a state of good repair, and many PDAs have significant non-transportation infrastructure investment needs as well, lacking the community assets necessary to make them complete communities.

San Francisco uses the strategies noted above to create and preserve affordable housing. Yet despite a deep commitment to mixed-income communities, the City has been unable to achieve more than a third (34%) of our RHNA affordable housing target. In the absence of additional resources for affordable housing, the City will be unable to accommodate equitable and sustainable growth at projected levels. Under the current RHNA for San Francisco, more than 60% of our projected housing need requires subsidy. San Francisco is making tremendous efforts and is succeeding in its efforts to bring affordable units into production. However, without financial support we will not have the ability to keep up with the mandated RHNAs.

We are further challenged by needing to pace growth with new investment. While San Francisco's planning efforts aim to combine changes in zoning with proposals for new infrastructure investment, we continually face resistance from neighborhoods who are skeptical that needed infrastructure will come. There is a very real threat of neighborhood demand for legislation that meters growth according to infrastructure provision, thereby restricting zoning changes and any development under those zoning changes, until after the infrastructure is in place.

In sum, the region cannot assume, or take for granted, San Francisco's growth plans. We need support and incentives, in order to realize our vision. In doing so, San Francisco is poised to help the region realize our shared region for a more sustainable Bay Area. We hope this input is helpful in shaping the SCS "Vision" scenario. We look forward to continuing our collaboration and to

participate in the SCS/RHNA/RTP planning process.

Sincerely,



John Rahaim

Planning Director, San Francisco Planning Department



Nathaniel P. Ford, Sr.

Executive Director/CEO San Francisco Municipal Transportation Agency



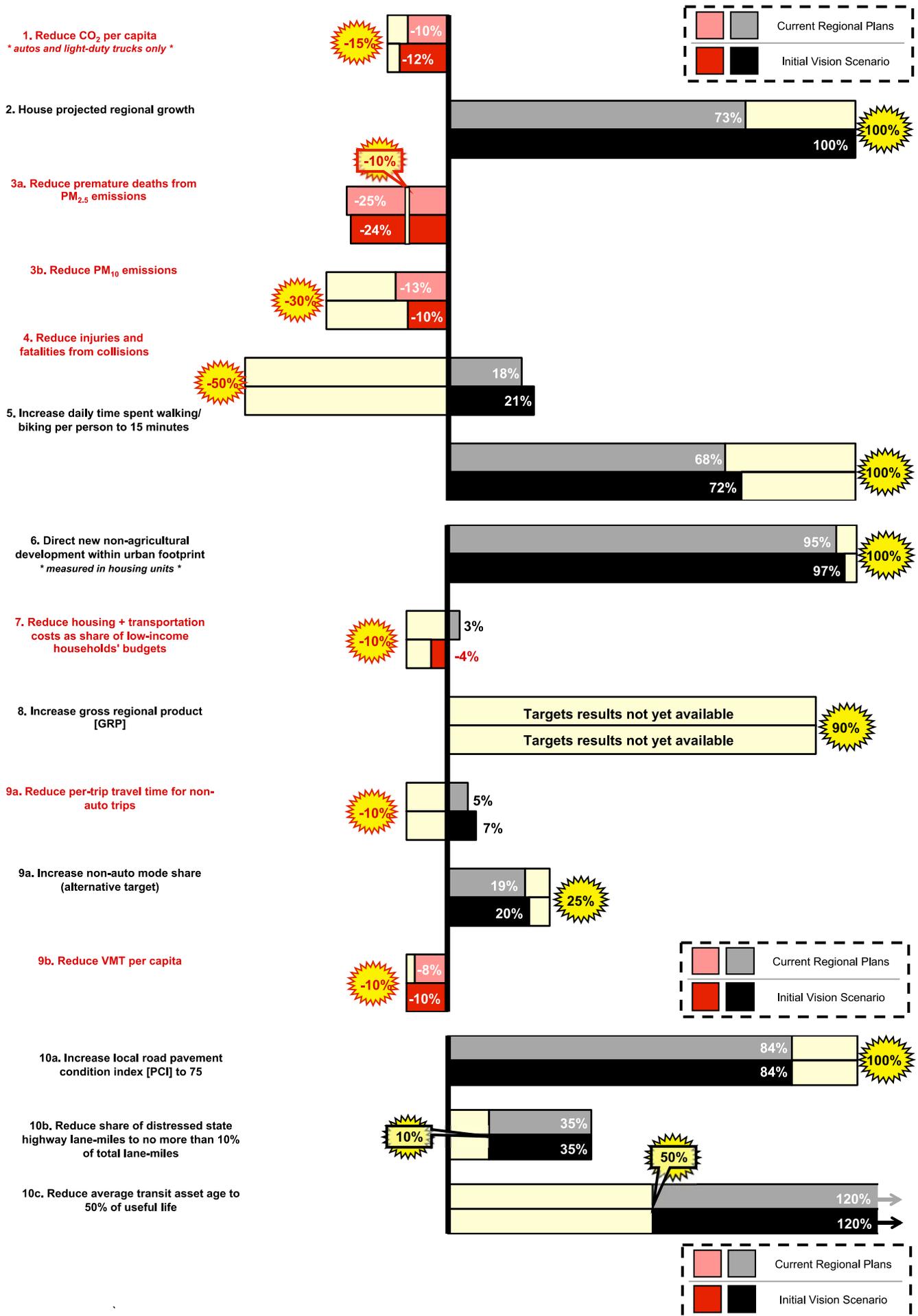
José Luis Moscovich

Executive Director, San Francisco County Transportation Authority

cc: Com. Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Dufty, Elbsernd, Mar, Maxwell, Mirkarimi
S. Heminger, D. Kimsey, MTC
E. Rapport, K. Kirkey, ABAG
B. Strong, Capital Planning
M. Lee-Skowronek, Caltrain
B. Garcia, DPH
V. Menotti, BART
E. Reiskin, DPW
N. Kirschner-Rodriguez, Mayor's Office
M. Yarne, MOEWD
D. Shoemaker, MOH
M. Nutter, SFE
T. Papandreu, B. Yee, SFMTA
F. Blackwell, SFRA
E. Harrington, PUC
TC, MEL, ALA, RH, AC, ZB, LB, Chron, File: SCS

Figure 1

Target Results



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

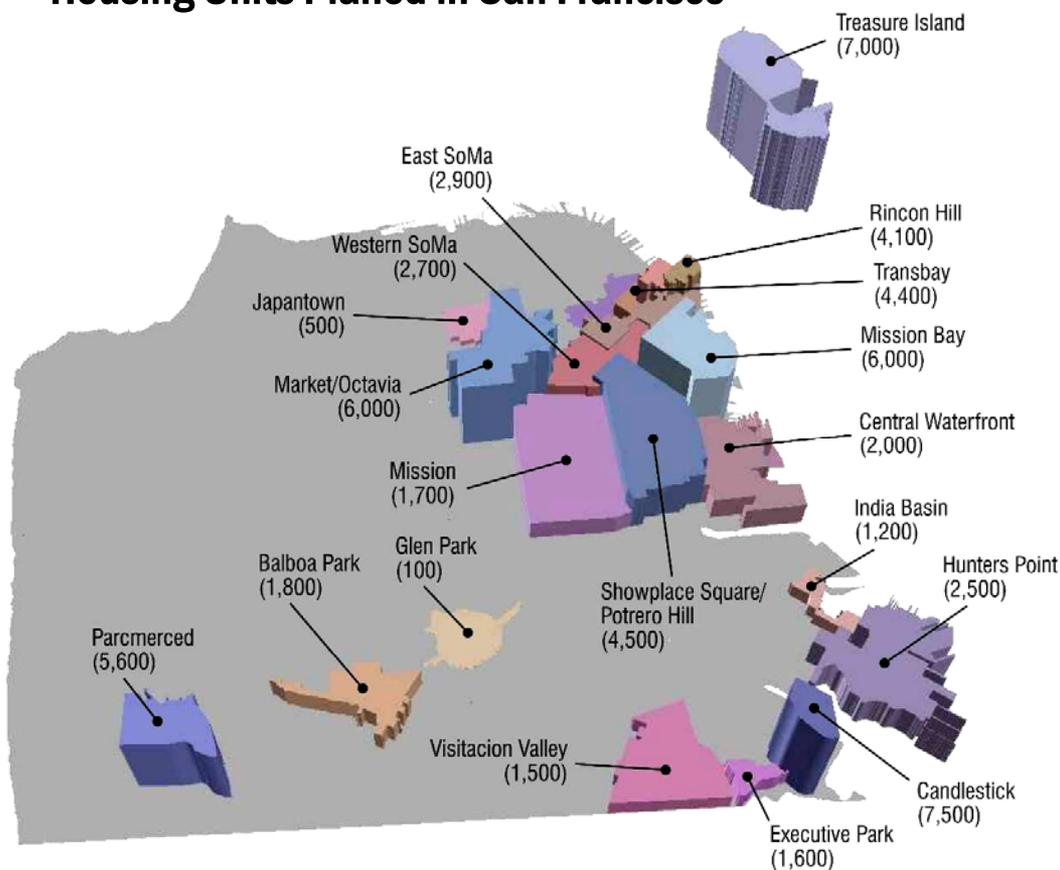
- ▶ When transportation funding becomes available, what should we invest in?
- ▶ How can we divide the pie to best advance our sometimes competing goals? E.g. expansion vs. maintenance



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.

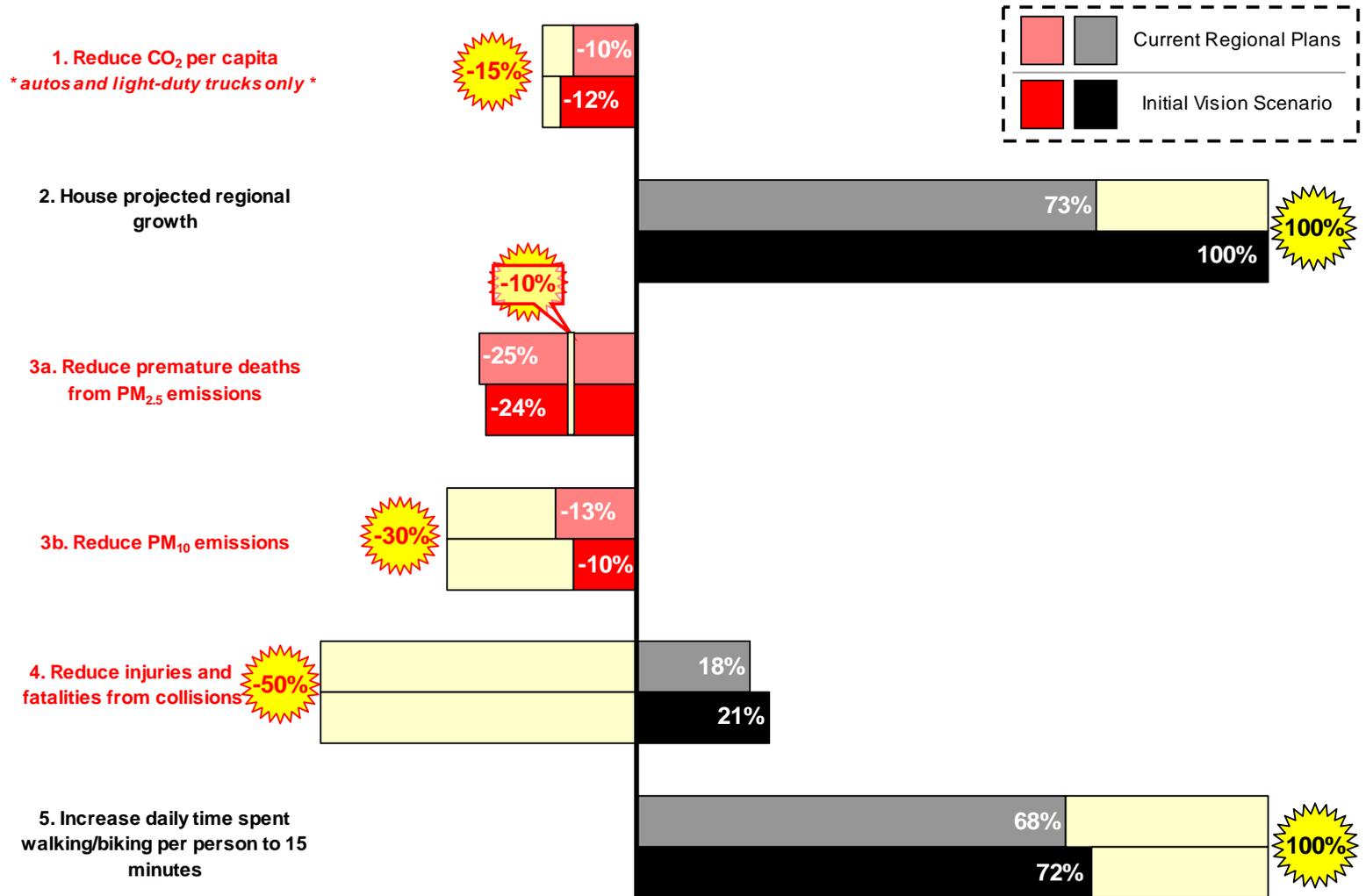


Initial Vision Scenario (IVS) is start of SCS process

	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
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Performance Target Results



Performance Target Results

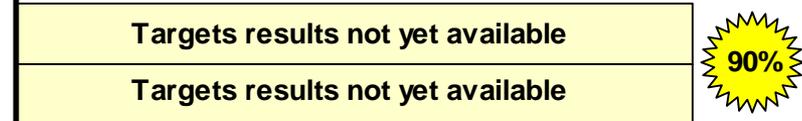
6. Direct new non-agricultural development within urban footprint
** measured in housing units **



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



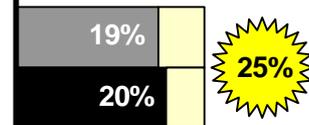
8. Increase gross regional product [GRP]



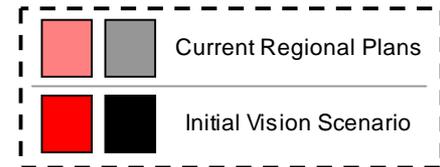
9a. Reduce per-trip travel time for non-auto trips



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



9b. Reduce VMT per capita



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 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

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

