

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

Agenda Item #5



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Plans and Programs Committee

January 11, 2011

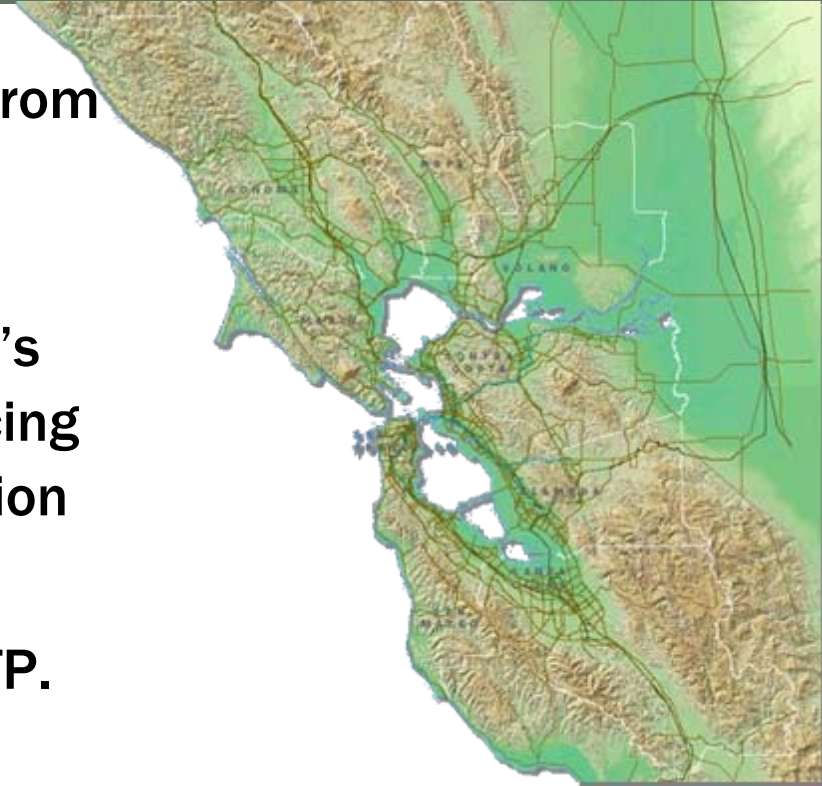
What is Senate Bill 375?

- Landmark legislation for California on land use, transportation and environmental planning passed in 2008
- Requires each region to create a new element to their Regional Transportation Plan (RTP) called a Sustainable Communities Strategy (SCS)



The Sustainable Communities Strategy (SCS) must...

- Reduce greenhouse gas emissions from driving in the Bay Area by **15%** per capita by **2035**.
- Identify strategy to house the region's population at all income levels, syncing the Regional Housing Needs Allocation process (RHNA) with the SCS.
- Be consistent with the rest of the RTP. The **\$200 + billion** in transportation investment in the RTP must support SCS goals.



Regional Housing Needs Allocation (RHNA) is a process required by state law

1. State Dept. of Housing + Comm. Development (HCD) assigns each region an 8-year regional housing target by income level
2. In Bay Area, ABAG assigns each city a share of that target
3. Each city's share is its Allocation

The RHNA must be consistent with the SCS. Cities must update Housing Element and upzone, if necessary, w/in 3 years of adoption of the RHNA/SCS

Policy Question: How will SCS/RTP incentivize local planning for housing (especially affordable housing)?



Regional Transportation Plan (RTP) is a 25-year investment plan for the region's transportation system

- Metropolitan Transportation Commission leads update every 4 years to prioritize Federal, State and regional transportation funds across a broad range of capital projects and programs
 - ▶ Authority's San Francisco Transportation Plan (countywide long-range plan) feeds into RTP
- The Plan must identify a 25-year financially constrained program of projects (current plan represents ~\$200 billion)
- Policy Question: to what extent will MTC re-direct discretionary transportation funding towards projects that support SCS goals (accommodating housing growth, reducing GHGs)



SCS Process Overview

Four major stages to adoption of SCS/RTP/RHNA:

- **Initial Vision Scenario – January-March 2011**
- **Detailed Scenarios– March-July 2011**
- **Preferred SCS Scenario– August-December 2011**
- **Environmental Review –Winter 2012 - Spring 2013**

MTC and ABAG adoption of SCS/RTP/RHNA: April 2013

OneBayArea
Working for Sustainability



“Initial Vision Scenario”

Reflects:

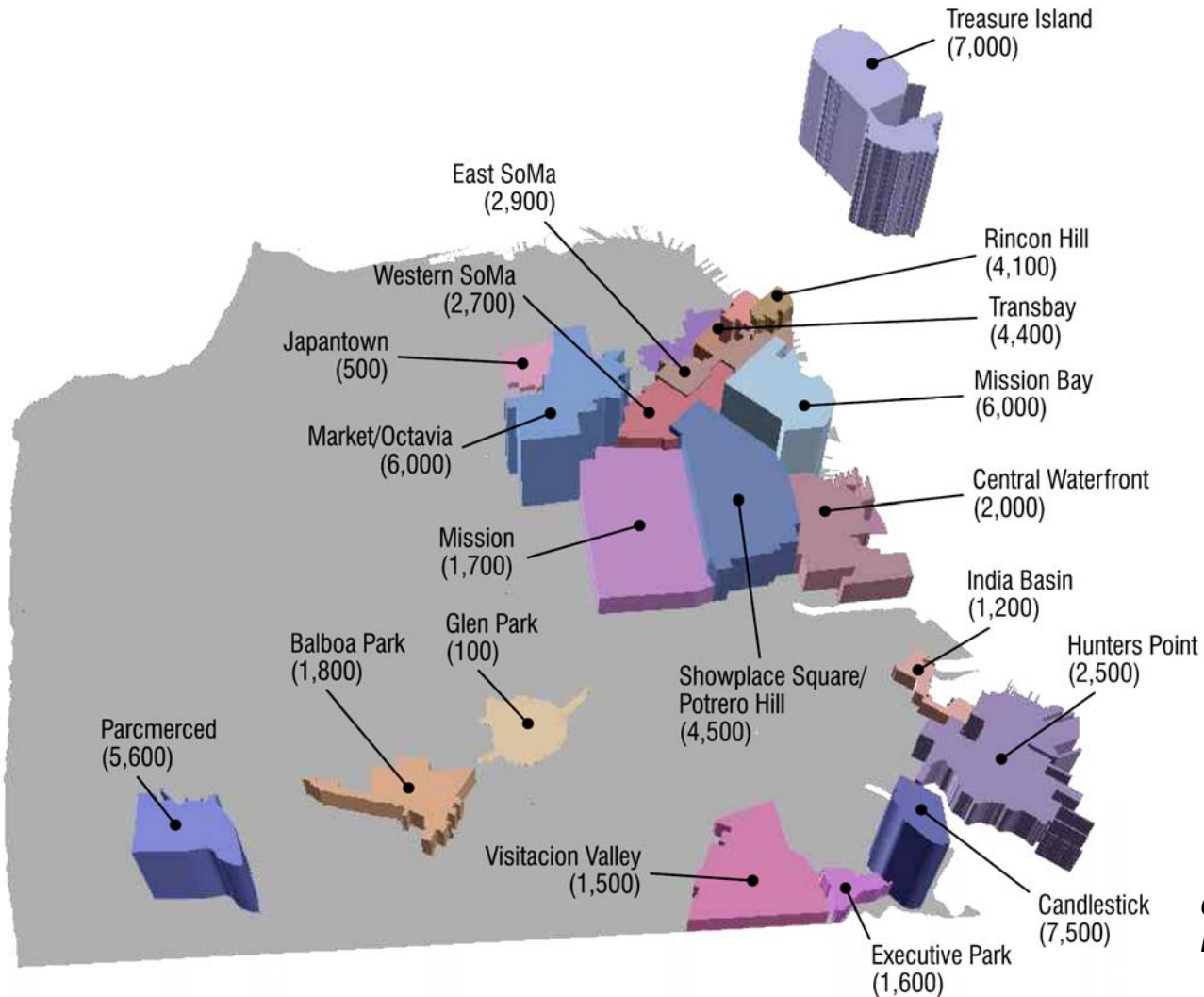
- Local jurisdictions’ input on how much/where they plan to grow
- Additional growth distributed by ABAG
- 2009 RTP investments + modest transit service increases

Will Show:

- How much VMT (vehicle miles travelled) is created
- How much GHGs are reduced (over baseline scenario)
- Other transportation and land use performance results



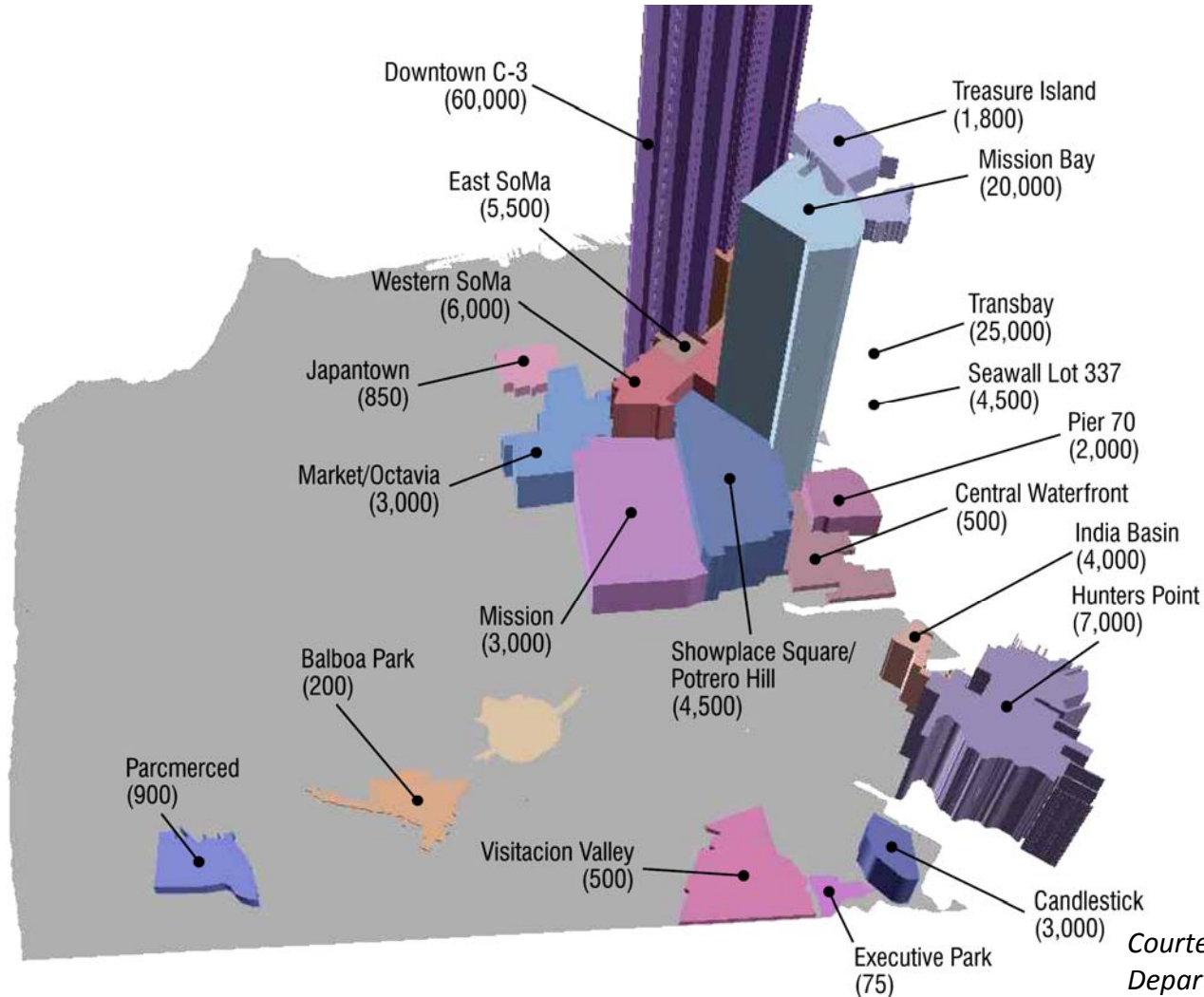
New Households Expected in PDAs by 2035



Courtesy: SF Planning Department



New Jobs Expected in PDAs by 2035



Courtesy: SF Planning Department



The “Detailed Scenarios” will...

- Identify alternative infrastructure packages within envelope of expected resources available
 - ▶ May test alternative land use assumptions
 - ▶ May reflect alternative transportation strategies (e.g. transit vs. highway investment; bus vs. rail-based transit)
- Be evaluated against a set of performance measures
- Inform the identification of a Preferred Scenario by the end of 2011



SF Input into the SCS

Authority is leading overall coordination in SF:

- ▶ **Policy-level**
 - ▶ Board and Commission briefings
 - ▶ Directors' Working Group

- ▶ **SF Agency and Regional Coordination**
 - ▶ Technical Working Group
 - ▶ Bay Bridge, Peninsula Corridor

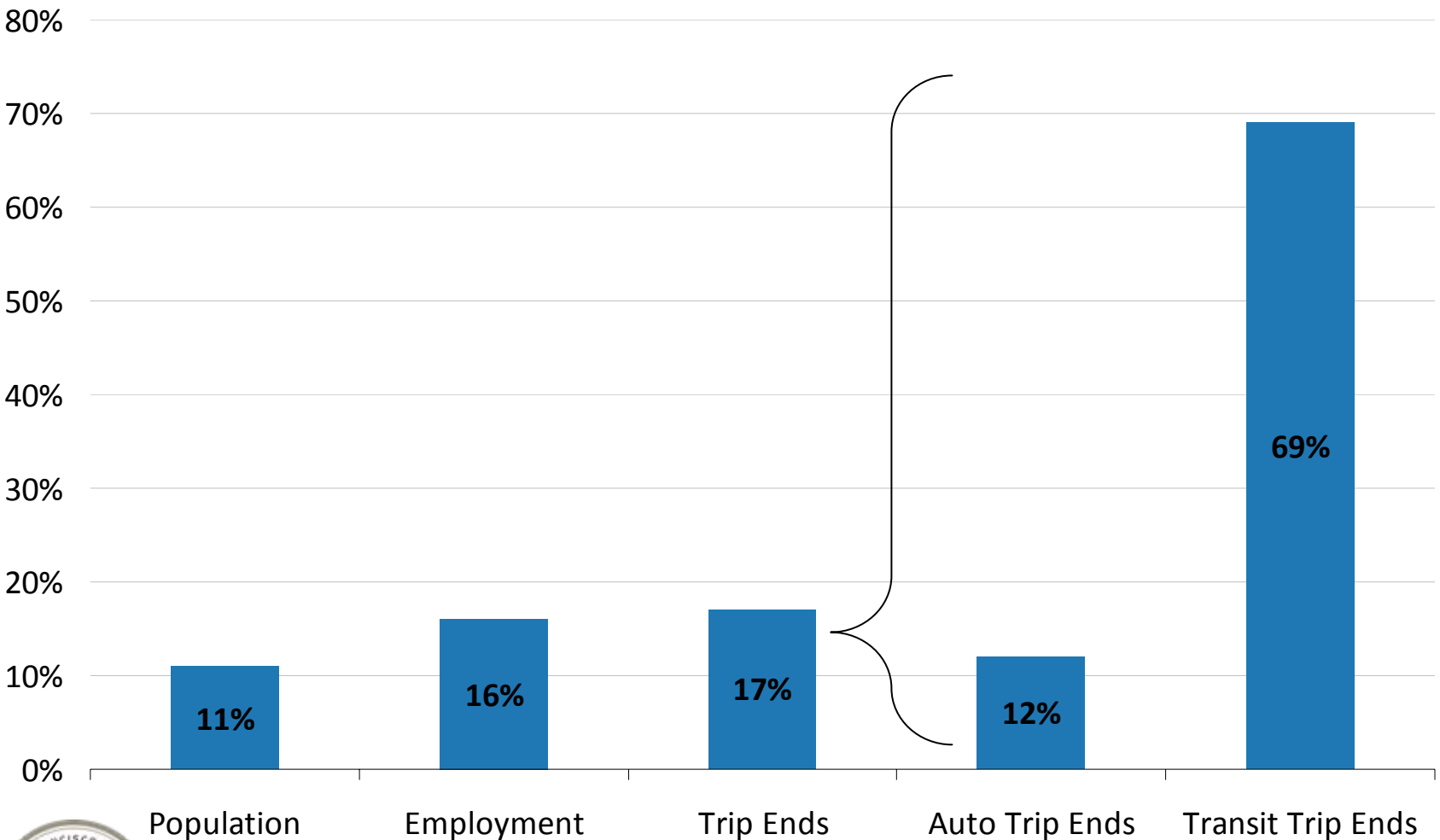
- ▶ **Public Outreach**
 - ▶ SFTP Citizens Advisory Committee
 - ▶ SFTP/SCS Workshop (planned for Mar 2011)

Agencies involved:

- *SF Planning Dept*
- *SFMTA*
- *Dept of Environment*
- *SF PUC, DPH, DPW, RDA, Port of SF*
- *Mayor's Office*



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



Source: ABAG and SF-CHAMP, 2010



San Francisco has urged the region to consider the following policies

1. **Maintenance resources** should be prioritized for jurisdictions currently accommodating regional growth + travel in an equitable + sustainable manner; + 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—particularly affordable housing—between 2010 + 2035, in a sustainable + cost-effective manner
3. **Discretionary regional funding** should be prioritized for projects that reduce regional GHGs equitably + cost-effectively; + for projects that serve TOD that includes affordable housing



For more information or to get involved:

- 1. Visit OneBayArea.org –MTC/ABAG’s website for the Sustainable Communities Strategy**
- 2. Visit MoveSmartSF.com
- the Authority’s homepage for the San Francisco Transportation Plan Update**
- 3. Contact the Authority at MoveSmartSF@sfcta.org to request a briefing for your neighborhood group.**



Thank you.
Questions?



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