



RESOLUTION ADOPTING THE TRANSPORTATION INVESTMENT AND GROWTH STRATEGY
2021 UPDATE

WHEREAS, Bay Area Congestion Management Agencies (CMAs), including the Transportation Authority, are required to prepare and regularly update a county-level Transportation Investment and Growth Strategy (TIGS) as part of the Metropolitan Transportation Commission's (MTC's) One Bay Area Grant Program (OBAG); and

WHEREAS, The Transportation Authority adopted its first TIGS in 2013 and prepared updates in 2014, 2015, and 2017; and

WHEREAS, Completion of a TIGS update in 2021 is a prerequisite to receive OBAG Cycle 3 funds;; and

WHEREAS, TIGS is intended to coordinate the county's housing and job growth with strategic investments in transportation, with the goal of focusing that housing and job growth alongside transportation improvements within established Priority Development Areas (PDAs); and

WHEREAS, TIGS is a tool by which CMAs may report their progress related to housing policy, housing production, and transportation planning and capital investment in PDAs; and

WHEREAS, The enclosed TIGS 2021 Update, which was prepared by Transportation Authority staff with support and input from Planning Department staff, documents adopted housing policies, actual housing production statistics, and transportation planning and investment efforts in PDAs since 2017; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed TIGS 2021 Update; and be it further

RESOLVED, That the Executive Director is authorized to submit the TIGS 2021 Update to the MTC and to communicate this information to all interested parties.



Enclosure: Transportation Investment & Growth Strategy, 2021



Memorandum

AGENDA ITEM 8

DATE: January 5, 2021
TO: Transportation Authority Board
FROM: Rachel Hiatt - Acting Deputy Director for Planning
SUBJECT: 01/11/22 Board Meeting: Approve the San Francisco Transportation Investment and Growth Strategy 2021 Update

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the San Francisco Transportation Investment and Growth Strategy (TIGS) 2021 Update.</p> <p>SUMMARY</p> <p>As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for preparing a Transportation Investment and Growth Strategy (TIGS) bi-annually. The TIGS documents already-approved and adopted City and County policies and plans related to housing growth, transportation planning, and investments in San Francisco’s Priority Development Areas (PDAs). The TIGS is a requirement of the Metropolitan Transportation Commission (MTC)’s One Bay Area Grant (OBAG) Program and is a prerequisite to receive OBAG funds. The Transportation Authority prepared the enclosed TIGS 2021 Update with support and contributions from the San Francisco Planning Department. This memorandum provides a summary of the San Francisco’s TIGS.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

All Congestion Management Agencies (CMAs), including the Transportation Authority, are required to prepare and update a Transportation Investment and Growth Strategy (TIGS) as part of the Metropolitan Transportation Commission (MTC)’s One Bay Area Grant (OBAG) Program.

The OBAG Program seeks to integrate land use and transportation planning activities to reduce automobile travel and greenhouse gas emissions as required under Senate Bill 375. The Transportation Authority is responsible for administration of these funds to support



eligible projects that serve Priority Development Areas (PDAs), areas that local jurisdictions have identified for infill transit-oriented growth.

The OBAG 2 policy and project selection framework, MTC Resolution No. 4202, requires CMAs to develop a TIGS that describes transportation investments to support its PDAs. The TIGS must be updated every four years in parallel with updates to Plan Bay Area, with interim status reports provided two years after each update. The TIGS are intended to strengthen the alignment of transportation investments and local planning in each county.

Conformance with the TIGS is a requirement for the receipt of OBAG funding. The first TIGS was adopted in July 2013 and documented the coordination of the San Francisco's housing and job growth, particularly the growth within Priority Development Areas (PDAs), with strategic investments in transportation. San Francisco's second TIGS was adopted in May 2017. In 2019, MTC waived the requirement for CMAs to develop an interim progress report, as MTC staff satisfied the requirement through the PDA and OBAG Assessment Project, which it led.

TIGS Elements. The TIGS has several required elements, including:

- Summary of San Francisco PDAs;
- Housing Policies and Housing Production;
- Transportation Planning to support PDAs; and
- Summary of OBAG Fund Programming.

The TIGS 2021 Update closes the OBAG 2 cycle and will help shape OBAG 3 by identifying the existing, already-approved housing and transportation plans and policies that guide housing production and transportation investment in San Francisco's PDAs.

DISCUSSION

The TIGS 2021 Update summarizes housing production data for the years since the last TIGS was adopted, and documents recent policy developments related to housing production and relevant transportation investments. Key updates are summarized in the sections below.

Chapter 2, Overview of Priority Development Areas, introduces San Francisco's PDAs, Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs) and identifies recently-approved land use plans and major development projects within those areas. Prior to 2019, San Francisco had twelve PDAs, predominantly located along the eastern portion of the city, which collectively made up 25% of San Francisco's land area and had the capacity to absorb approximately 80% of the forecast housing growth and 60% of the forecast job growth for San Francisco as a part of the Plan Bay Area process.

In May 2019, the MTC and Executive Board adopted a new PPA pilot program, which promotes middle-wage jobs and supports the region's industrial economy. In December 2019, the Board of Supervisors (BoS) expanded the coverage of PDAs to make other parts of



San Francisco eligible for regional funding and ensure more of the region's areas well-served by transit and with high access to opportunity are included in the PDA framework. Additionally, the BoS added eight new PCAs and one PPA. Fifteen PDAs have been adopted by San Francisco in total.

Chapter 3, Housing Production Trends, documents San Francisco's housing production over the last five years (Housing Permits by PDA and Income Level, and Affordable Housing Pipeline) and describes land use plans adopted since 2017.

For most forecasting activities, the Transportation Authority is required to use regionally adopted projections of future Bay Area land use growth. In 2021, ABAG adopted its most recent regional land use forecast as part of Plan Bay Area 2050, which indicates that San Francisco will absorb over 213,000 additional households between 2015 and 2050, bringing the number of households to 578,000. Employment in San Francisco is projected to increase by 236,000 jobs between 2015 and 2050, bringing the total to more than 918,000 jobs located in the city.

Between 2014 and 2019, San Francisco issued housing permits for over 24,000 housing units at all income levels, 98% of which are located in PDAs. An additional 6,000+ units make up the San Francisco Public Affordable Housing Pipeline. The greatest number new market rate (plus inclusionary) housing units are located in both the Eastern Neighborhoods and Downtown/Van Ness/Northeast Neighborhoods, followed by Transbay/Rincon Hill and Market Octavia. The Public Affordable Housing Pipeline shows most projects located in Bayview/Southeast Neighborhoods and Downtown/Van Ness/Northeast Neighborhoods, followed by the Eastern Neighborhoods.

Chapter 4, Transportation Plans to Support PDAs, describes recently completed and currently underway transportation planning efforts that support PDAs. Overarching these transportation planning efforts is the Transportation Authority's current update to the San Francisco Transportation Plan (SFTP) as the investment and policy blueprint for San Francisco's transportation system development and investments.

Chapter 5, Transportation Funding for PDAs, documents San Francisco's programming of OBAG funds. The OBAG 1 San Francisco County Program, covering Fiscal Years 2012/13 - 2016/17, provided \$35 million for nine competitively selected projects. OBAG 2, covering Fiscal Years 2017/18 to 2021/22, has provided \$42.2 million for seven projects focusing on complete streets, bicycle and pedestrian safety, and public transit improvements.

Next Steps. MTC asks CMAs to submit TIGs, with approval from the Transportation Authority Board, by January 30, 2022, to maintain eligibility for OBAG 3 funds.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget.



CAC POSITION

None. The request has not been reviewed by the CAC since no CAC meeting is held at the end of December due to year-end holidays.

SUPPLEMENTAL MATERIALS

- Enclosure - Draft San Francisco Transportation Investment and Growth Strategy 2021 Update