Transportation Sustainability Program

Photo: Sergio Ruiz
TRANSPORTATION SUSTAINABILITY PROGRAM
Keeping people moving as our city grows
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Keeping people moving as our city grows

align
MODERNIZE ENVIRONMENTAL REVIEW

shift
ENCOURAGE SUSTAINABLE TRAVEL

invest
ENHANCE TRANSPORTATION TO SUPPORT GROWTH

More meaningful transportation analysis that better captures environmental effects

On-site transportation amenities that reduce reliance on driving

Development fee to help fund transit and safer streets
ENHANCE TRANSPORTATION TO SUPPORT GROWTH
INVESTMENT PRIORITIES

TRANSPORTATION TASK FORCE 2030

**MAINTAIN THE CORE**

- Focus of the Transportation Sustainability Fee – Developers pay their fair share for transportation impacts from new trips

**ENHANCE SYSTEM EFFICIENCY**

- Focus of new revenue sources requiring voter approval – existing residents invest in maintaining the core system

**EXPAND CAPACITY**
PROPOSED TRANSPORTATION SUSTAINABILITY FEE

• Citywide transportation fee to ensure that new development pays its fair share for impacts on the transportation system

• Replaces existing citywide Transit Impact Development Fee (TIDF) and expands applicability to include market-rate residential development and certain large institutions*

• No change to status quo for nonprofits

• Nexus and Feasibility Studies completed

*Exemptions apply
### PROPOSED FEE RATES

<table>
<thead>
<tr>
<th>LAND USE CATEGORY</th>
<th>EXISTING TIDF RATES</th>
<th>TSF PER GROSS SQ. FT. OF NEW DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>N/A</td>
<td>$ 7.74</td>
</tr>
<tr>
<td>NON-RESIDENTIAL</td>
<td>$ 13.87 – $ 14.59</td>
<td>$ 18.04</td>
</tr>
<tr>
<td>PDR</td>
<td>$ 7.46</td>
<td>$ 7.61</td>
</tr>
</tbody>
</table>

*Exemptions would apply for certain types of development projects*

Residential projects in some Area Plans would receive a fee reduction in the amount of the transportation portion of the Area Plan fee, up to the amount of TSF.
PROPOSED FEE APPLICABILITY

Applies to:

• Most non-residential development (generally same as existing Transit Impact Development Fee)

• Market-rate residential development creating 21 or more units

• Large non-profit private universities with Institutional Master Plan
PROPOSED FEE APPLICABILITY

Does not apply to:

• Deed-restricted affordable & middle-income housing (except required inclusionary units)

• Residential development creating 20 or fewer units

• Small businesses (< 5,000 sf), except formula retail

• Nonprofits (same rules as existing TIDF, except for large non-profit universities)

» Nonprofit hospitals continue to be exempt. The Board of Supervisors may vote to apply TSF when California’s Seismic Safety Law requirements are exhausted (currently 2030).
WHEN DOES THE FEE APPLY?

Triggers (same as existing TIDF)

• New construction (>800 sf)

• Expansion or addition of building (>800 sf)

• Change of use to higher impact fee category (PDR → Residential → Non-residential)
  • Non-residential includes retail, office, institutional, etc.
PROJECTS IN THE PIPELINE – PROPOSED

- **Projects with Planning entitlements**: would not pay TSF, but would pay existing TIDF (which does not apply to residential)

- **Residential projects with development applications submitted**: would pay 50% of TSF

- **Non-residential projects with development applications submitted**: would pay existing TIDF rates
**Expenditure Plan: Categories**

Expenditures shall be allocated as follows, *giving priority to specific projects identified in the different Area Plans*:

<table>
<thead>
<tr>
<th>Expenditure Plan Category</th>
<th>% of Total Revenue</th>
<th>% of New Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit reliability (existing TIDF program)</td>
<td>61%</td>
<td>N/A</td>
</tr>
<tr>
<td>SFTMA Transit capacity expansion</td>
<td>32%</td>
<td>82%</td>
</tr>
<tr>
<td>Regional Transit Capacity Expansion</td>
<td>2%</td>
<td>5%</td>
</tr>
<tr>
<td>Complete Streets</td>
<td>3%</td>
<td>8%</td>
</tr>
</tbody>
</table>
EXPENDITURE PLAN: OUTCOMES

Over $400 million in NEW transportation funding over 30 years

• More Muni buses and trains
• Faster and more reliable local transit
• Roomier and faster regional transit (e.g. BART, Caltrain)
• Safer walking and bicycling
EXPENDITURE PLAN: TYPES OF PROJECTS IN MO

- Better Market Street
- Van Ness BRT
- Muni Forward
  - More frequent service on 5R Fulton and ped safety improvements along the corridor
  - 7 Haight Noriega
- Upper Market Street
- Octavia Blvd Enhancement
- Page Street Green Connection
- Franklin/Gough pedestrian improvements
- Raised Cycletrack Pilot Project
UPCOMING PUBLIC HEARINGS

• August 17 – Market and Octavia CAC
• August 24 – Eastern Neighborhoods CAC
• September 1 – SFMTA Board
• September 10 – Planning Commission – Action item
• September 14 – Capital Planning Committee
• TBD – Board of Supervisors hearings
THANK YOU

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http://tsp.sfplanning.org