



# San Francisco's Involvement in Plan Bay Area

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SPUR Brownbag  
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# San Francisco's Involvement in Plan Bay Area

## 1. Land Use

- ▶ Developing Priority Development Areas in SF

## 2. Transportation

- ▶ Championing local/regional San Francisco priorities

## 3. Land Use-Transportation Nexus

- ▶ Shaping One Bay Area Block Grant Proposal
- ▶ Shaping the Preferred Alternative

# San Francisco's Recent Planning Efforts

HOUSING ADDITION  
BY PLAN  
Through 2035

Planned for  
**65,000**  
housing units  
through 2035



# San Francisco's Recent Planning Efforts

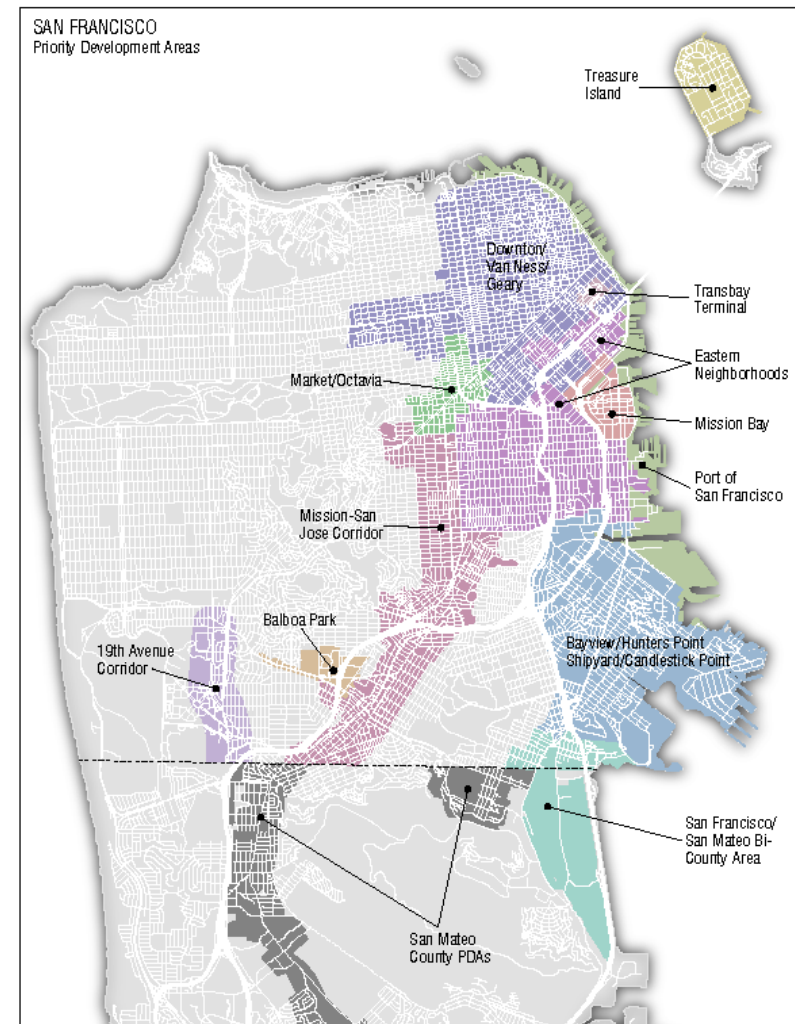
JOB ADDITION  
BY PLAN  
Through 2035

Planned for  
**150,000** jobs  
through 2035



# San Francisco Priority Development Areas

- ▶ **63,000 new households** planned for PDAs, additional **17,000 potential** in infill locations citywide
- ▶ **136,000 new jobs** planned for PDAs, plus **23,000 more** from absorption of existing vacancies



# Alternative Scenarios Land Use

## Bay Area growth by 2040 in all 3 constrained scenarios

- ▶ 777,000 housing units
- ▶ 1 million jobs

### San Francisco 30-year Housing and Job Growth, 2010-2040

	<b>Core Concentration</b>	<b>Focused Growth</b>	<b>Outer Bay Area Growth</b>
<b>Housing</b>	<b>111,000</b>	<b>90,000</b>	<b>76,000</b>
<b>Jobs</b>	<b>207,000</b>	<b>179,000</b>	<b>127,000</b>

# San Francisco Response to Alternative Scenario Land Use

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## San Francisco

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- ▶ All scenarios project unprecedented growth
  - ▶ City supportive of accommodating growth
  - ▶ Significant constraints (\$ for affordable housing, infrastructure) in all scenarios
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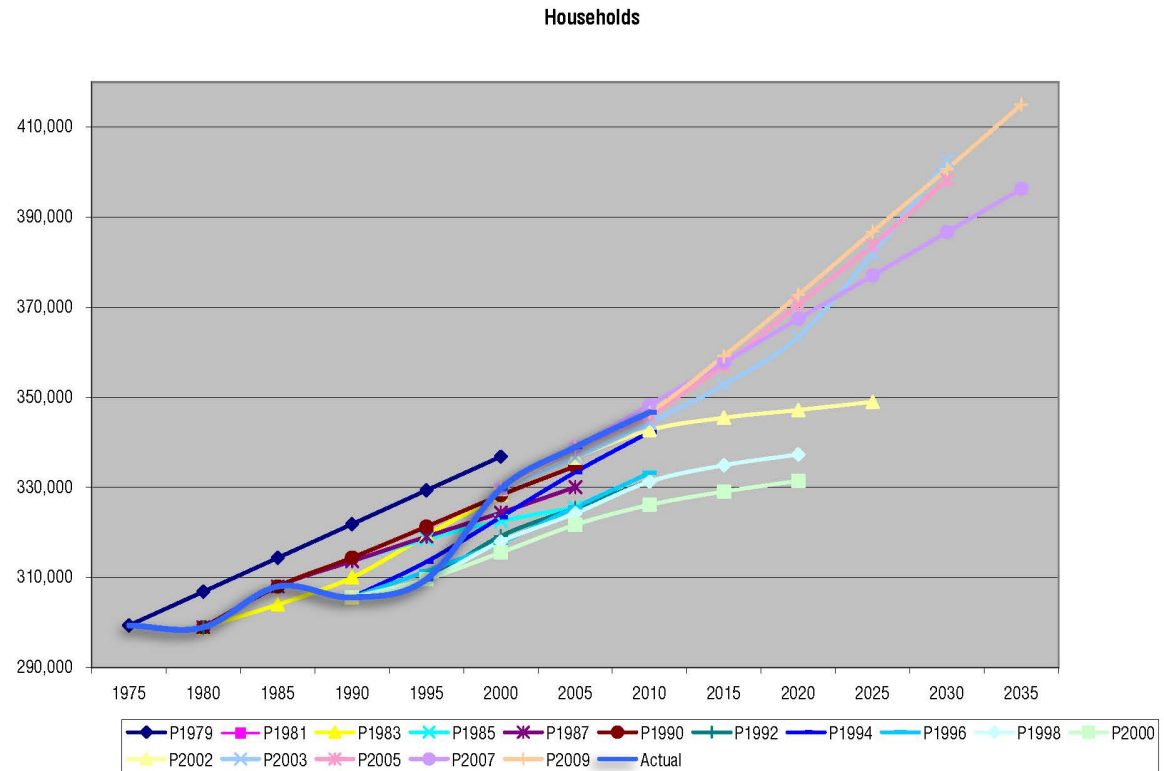
## Region

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- ▶ Focus more growth in transit-rich areas such as along BART and Caltrain, including areas not in PDAs
- ▶ Distribute affordable housing equitably

# San Francisco's Uneven Experience with Projections

Household  
projections  
have proven  
largely  
accurate

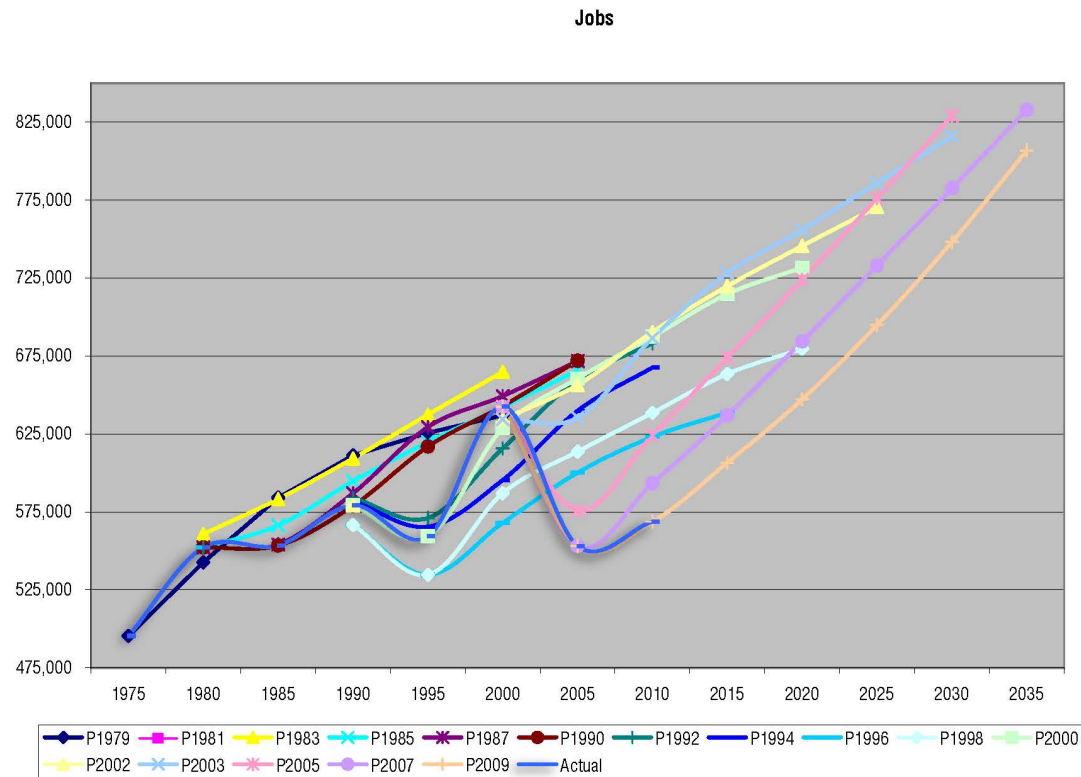


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# San Francisco's Uneven Experience with Projections

Job  
projections  
have  
consistently  
overestimated  
growth



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# San Francisco's Reflection on Growth by PDA

PDA	SF Jobs	Regional Jobs	SF Housing	Regional Housing
Downtown-Van Ness-Geary	47,431	57,350 - 114,920	13,858	23,950 - 32,810
Eastern Neighborhoods	9,500	16,040 - 22,950	10,000	6,110 - 8,720
Mission Bay	21,000	980 - 1,380	2,964	2,140 - 3,280
Transbay Terminal	25,000	2,340 - 4,480	4,550	3,580 - 5,500

# Transportation in the RTP/SCS



# Sample SF projects submitted in response to the Call for Projects

- ▶ Geary, Van Ness, and Geneva/Harney BRT
- ▶ Caltrain Electrification
- ▶ Transbay Transit Center and Caltrain Downtown Extension
- ▶ **Better Market Street\***
- ▶ **Transit Effectiveness Project (TEP)\***
- ▶ **ENTRIPS Circulation Improvements\***
- ▶ **Downtown SF Congestion Pricing Pilot**
- ▶ **HOV lanes on US 101**
- ▶ **Oakdale Caltrain Station\***
- ▶ Muni fleet/facilities expansion e.g. BRT Maintenance Facility

**\*Indicates a project that was also submitted by the public**



## Project Performance Results – 6 of 13 high performing projects in region are SF priorities

Project	Quantitative B/C ratio	Qualitative (out of 10)
BART Metro	>60	8.5
Treasure Island Congestion Pricing	59	4.5
Northeast Cordon Congestion Pricing	45	6.5
Transit Effectiveness Project	11	7.5
Caltrain Electrification/Frequency Improvements (6 cars in peak hrs)	5	8.5
Van Ness BRT	6	6.5

# San Francisco Transportation Investment Policy Principles

- ▶ **Regional investment should have a strong nexus with**
  - Transit demand
  - Scale and quality of PDA growth plans
  - Affordable housing
- ▶ **Use project performance assessment results to invest in most cost-effective projects**
- ▶ **Need for new Transit Performance Initiative**
- ▶ **Need for advocacy for new revenue sources/ innovative funding strategies**

# Land Use-Transportation Connection: One Bay Area Block Grant (OBAG)

## 3 Key Features

1. Distribute funds to CMAs using a new formula: population, historical housing production, future housing production (weighting of very low/low income)
2. Require 70% (50% in North Bay) of funds to be spent in support of Priority Development Areas
3. Require local jurisdictions to have policies in place to be eligible for funds
  - ▶ Certified Housing Element
  - ▶ Compliance with the Complete Streets Act of 2008

# San Francisco Response to OBAG

## **San Francisco made several comments that are incorporated in the revised framework**

- ▶ Maintain grant goal/purpose
- ▶ Weight below market rate housing within formula
- ▶ Make pedestrian safety projects eligible
- ▶ Make PDA supportive projects eligible

## **San Francisco changes still requesting**

- ▶ Mandatory anti-displacement, affordable housing production policies to be eligible for next cycle of funding

## **Need for similar land use-transportation linkages in rest of RTP investment policy**

- ▶ OBAG is only ~3% of RTP funding





**Thank You!**  
**Questions?**

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