



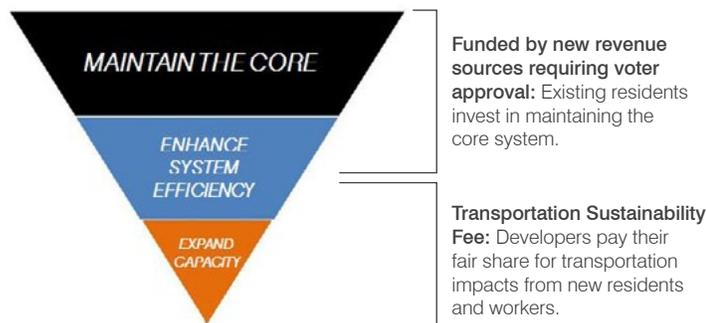
TRANSPORTATION SUSTAINABILITY FEE

The Transportation Sustainability Fee would raise new revenue to expand the transportation system as San Francisco grows. New development brings new residents and workers taking trips on our streets, buses, trains, sidewalks and bikeways. The Transportation Sustainability Fee would raise new revenue to maintain and expand the transportation system, allowing the City to grow gracefully.

Just picture the number of cars that cross the Golden Gate Bridge and the Bay Bridge every day. Now add 40 percent more. Combine that together. That's how many cars are projected to be added to San Francisco's already busy streets by 2040 if we don't plan ahead.

Our transportation network needs to keep pace. That includes more transit vehicles, more bike lanes, and safer streets for people walking. For years, Muni has been underfunded, in part because the city didn't require many developers to offset the transportation impacts of their new buildings. Voters have recently approved funding to help fix some of the structural deficits, but growing the system to accommodate new riders requires more investment. We must start now.

The Transportation Sustainability Fee would provide additional revenue to help fill the City's transportation funding gap. Developers would pay the proposed fee, contributing their fair share.



WHAT WOULD THE NEW FEE PAY FOR?

The Transportation Sustainability Fee is projected to pay for \$1.2 billion in transportation improvements over 30 years. The current fee generates about \$24 million a year on average. The revenue is subject to the economy, but updating our approach to cover other types of development, like luxury condos, is projected to add about \$14 million a year. Over 30 years, that would add about \$430 million to the \$720 million that development is projected to contribute toward transportation. The money could be used for things like:



- 1. More Muni buses and trains.** Expanding the Muni fleet to improve reliability and reduce travel times. The proceeds could also upgrade Muni maintenance facilities. Some facilities are over 100 years old and in dire need of renovation to accommodate a modern fleet.
- 2. Improved reliability on Muni's busiest routes.** Muni Forward projects improve transit stops and reengineer city streets in a way that better organizes traffic, saving customers up to an hour a week in travel time.
- 3. Roomier and faster regional transit.** Retrofit or buy new BART train cars to provide more space for passengers and bikes. Invest in electrifying Caltrain to increase service in and out of San Francisco.
- 4. Better, safer streets for pedestrians and bicyclists.** Expand bike lanes to reduce crowding on transit; improve other bicycle infrastructure; and enhance intersections and sidewalks to make it safer for people walking.

Credit: Sergio Ruiz



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WHO WOULD PAY THE NEW FEE?

San Francisco is proposing to replace the current Transit Impact Development Fee with one that covers more types of development. This is fairer for everyone. The new fee will be called the Transportation Sustainability Fee.

New commercial developments, market-rate residential developments with more than 20 units, and certain large institutions will be required to pay the Transportation Sustainability Fee. Affordable housing developments, subsidized middle-income housing, market-rate housing with less than 20 units or less and most nonprofit developments are exempt from the fee.

HOW MUCH IS THE TRANSPORTATION SUSTAINABILITY FEE?

The new fee would be assessed in proportion to the size and use of the proposed development.

TSF Rates

LAND USE CATEGORY	TSF PER GROSS SQ. FT. OF NEW DEVELOPMENT
Residential	\$7.74
Non-Residential	\$18.04
Production, Distribution & Repair (PDR/industrial)	\$7.61

WHAT IS THE CUTOFF POINT FOR WHO IS RESPONSIBLE TO PAY THE NEW FEE?

Development projects that have a Planning Department or Planning Commission approval by the ordinance's effective date would not have to pay the new fee. Residential development projects that have submitted a development application by the effective date would only pay 50 percent of the proposed fee. (A preliminary project assessment is not a development application.) Non-residential projects that have submitted an application to the Planning Department would pay the existing Transit Impact Development Fee, or TIDF. For all types of development, projects would still be subject to all applicable fees in effect at the time.

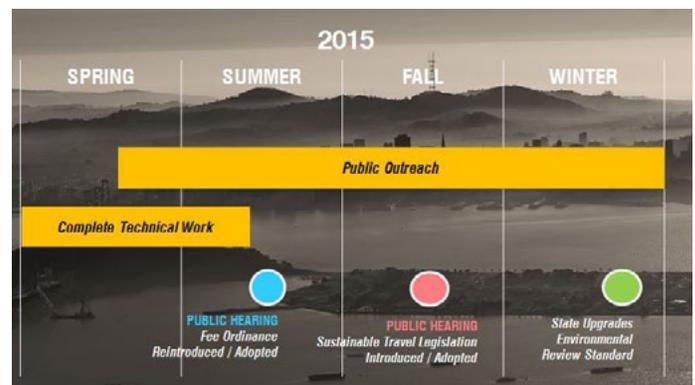
TRANSPORTATION SUSTAINABILITY PROGRAM

Keeping people moving as our city grows

The Transportation Sustainability Program is about keeping San Francisco livable. It's a comprehensive reform of the way the city handles development so that the transportation network keeps pace with growth. It will improve how people get around the city, whether by foot, transit, bike or car. It will allow everyone to get where they are going in ways that are safer, more reliable and more environmentally friendly.

Other parts of the Transportation Sustainability Program would:

- 
align modernizes our environmental review guidelines so we take into account a development's impacts on transit, like delays and crowding
- 
shift require large, new developments to prioritize more sustainable travel methods, like biking or taking BART or Muni On-site transportation amenities that reduce reliance on driving.



LEARN MORE

Project website: <http://tsp.sfplanning.org>

To be added to the mailing list, please sign up at: <http://tinyurl.com/q7qz46v>

