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October 14, 2016

Steve Heminger
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Subject: Plan Bay Area 2040 Draft Preferred Land Use Scenario and Investment Strategy

Dear Mr. Heminger:

Thank you for the opportunity to comment on the Plan Bay Area Preferred Scenario and Investment Strategy. Here in San Francisco we are witnessing firsthand the challenges and opportunities that will accompany the region's rapid growth. We appreciate that the Plan is realistic in assessing future employment and housing markets, even as it makes plain the growing strain on housing supply and affordability, a particularly acute issue here.

We generally support the overall approach to the Investment Strategy. In particular, we welcome the emphasis on transit operations and State of Good Repair and the continued support for transit modernization and core capacity-enhancing projects. The regional project list supports our highest priorities and hopefully sets a precedent for the major transit investments that will be needed in the future to accommodate our projected growth.

Plan Bay Area 2040 assumes that San Francisco will accept an enormous proportion of regional growth for the planning horizon. Under current projections, the city will account for a higher percentage of jobs and households in 2040 than at present. These projections reflect a regional commitment to direct growth within the urban footprint to areas with numerous transportation alternatives. We support this commitment and recognize its importance to the region's continued sustainability and economic vitality.

However, we'll need some help to accommodate all of these new residents and workers. Analysis performed for the city's Transportation Sustainability Fee calculated auto and transit trips expected to result from residential and employment development and their impact on the city's transit system. The analysis estimated these impacts to be \$31 per square foot for residential development and \$87 per square foot for non-residential development.¹

San Francisco is dense and built-out and cannot physically expand its roadways. Our Transit First policy directs investments to transit, bicycle, and pedestrian modes of travel. The projects included in the Draft Investment Strategy are a great start for addressing the most urgent needs of the

¹ San Francisco Transportation Sustainability Fee Nexus Study: http://www.sf-planning.org/ftp/files/plans-and-programs/emerging_issues/tsp/TSF_NexusStudy_May2015.pdf

transportation system and we urge the Commission to fully support these projects as soon as revenues become available to stay ahead of the transportation needs of the region's new residents and workers.

We congratulate the Commission on a plan that demonstrates a real commitment to the types of investments that will be needed in coming years. We look forward to your continued support to keep these projects moving.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Reiskin', written over a white background.

Edward D. Reiskin
Director of Transportation

cc: Mayor Edwin M. Lee
SFMTA Board of Directors
Supv. David Campos, San Francisco Board of Supervisors
Supv. Scott Wiener, San Francisco Board of Supervisors
Tilly Chang, San Francisco County Transportatio

