

THIS PRINT COVERS CALENDAR ITEM NO. : 15

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Adopting the 2017 Transportation Sector Climate Action Strategy, which provides a framework for the reduction of greenhouse gas emissions from the transportation sector and for increasing the resilience of the transportation system in advance of future climate impacts.

SUMMARY:



- The City Charter mandates that the SFMTA develop a Climate Action Strategy.
- San Francisco is a global climate action leader and achieved two significant climate goals in 2017.
- First, San Francisco’s annual greenhouse gas emissions were reduced by 28 percent from 1990 levels and second, over fifty percent of all trips were made by transit, walking and bicycling.
- The transportation sector accounts for 46 percent of citywide greenhouse gas emissions and is heavily dependent on carbon intensive fossil fuels. In addition, many of San Francisco’s vital transportation corridors, assets and facilities are located along the shoreline which could be significantly impacted by projected sea level rise and coastal flooding events.
- In order to meet the climate goals, the transportation sector will need to be transformed.
- The 2017 Transportation Sector Climate Action Strategy provides a framework for the reduction of emissions from the transportation sector and for increasing the resilience of the transportation system.

ENCLOSURES:

1. SFMTAB Resolution
2. 2017 Transportation Sector Climate Action Strategy

APPROVALS:

DATE

DIRECTOR	 _____	<u>11/27/2017</u>
SECRETARY	 _____	<u>11/27/2017</u>

ASSIGNED SFMTAB CALENDAR DATE: December 5, 2017

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PURPOSE

Adopting the 2017 Transportation Sector Climate Action Strategy, which provides a framework for the reduction of greenhouse gas emissions from the transportation sector and for increasing the resilience of the transportation system in advance of future climate impacts.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel.

Goal 3: Improve the environment and quality of life in San Francisco.

Additionally, the action supports the following Transit First Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

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DESCRIPTION

Proposition A, passed by voters in 2007, mandates that the SFMTA develop a Climate Action Strategy. A regular update of the Transportation Sector Climate Action Strategy is essential to ensuring that the SFMTA and city partners realize San Francisco's greenhouse gas reduction goals. These goals were adopted by the Board of Supervisors in 2008. The greenhouse gas reductions goals call for a 25 percent reduction from 1990 levels by 2017, a 40 percent reduction from 1990 levels by 2025 and an 80 percent reduction from 1990 levels by 2050. In addition to the goals set by the Board of Supervisors, the city's 2013 Climate Action Strategy includes a mode share goal that calls for shifting fifty percent of all trips to non-auto trips by 2017.

In 2017, San Francisco achieved two significant climate goals. First, San Francisco reduced its annual greenhouse gas emissions by 28 percent below 1990 levels and, second, over fifty percent of all trips to, from and within San Francisco were made using transit, bicycling and walking.

However, there are significant challenges ahead and limited time for achieving the City's goals for climate action. San Francisco has ambitious mid-century climate goals which call for an 80 percent reduction of annual greenhouse gas emissions from 1990 levels by 2050 and for shifting 80 percent of all trips to environmentally sustainable travel modes by 2030. The transportation sector which includes public transportation and private cars and trucks, accounts for 46 percent of citywide emissions and is heavily dependent on carbon intensive fossil fuels. In addition, many of San Francisco's vital transportation corridors, assets and facilities are located along the shoreline which could be significantly impacted by projected sea level rise and coastal flooding events. In order to achieve the mid-century climate goals and build a more resilient transportation system, the transportation sector will need to be transformed.

This Transportation Sector Climate Action Strategy continues San Francisco's commitment to addressing this critical global issue. This Strategy serves as a "call to action" for the accelerated reduction of greenhouse gas emissions from the transportation sector and for the development of a more resilient transportation system in the face of future climate impacts such as sea level rise.

Many of the climate actions that are identified in the Strategy are actions that can also build a healthy, resilient and equitable city:

- Improve public health through the reduction of harmful air pollutants by prioritizing transit and active transportation modes;
- Reduce economic costs associated with congestion,
- Improve safety for all consistent with the city's Vision Zero policy;
- Promote dense, affordable and environmentally sustainable development;
- Provide safe, reliable, efficient and affordable transit for all;
- Build a more resilient transportation system in the face of a changing climate system.

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Few cities are as well positioned as San Francisco to address a changing climate system due to the city's well developed transit system, connected bicycle and pedestrian facilities, dense and diverse land uses and engaged citizenry. Meeting the ambitious mid-century climate goals will require implementing the Strategy and sustained leadership, bold policies, innovative projects and strategic investments.

STAKEHOLDER ENGAGEMENT

The 2017 Transportation Sector Climate Action Strategy was developed through a robust internal and external process that engaged staff from the following partner agencies: the San Francisco Planning Department, the San Francisco Department of the Environment and the San Francisco County Transportation Authority. The draft Strategy has been presented to the SFMTA Citizens' Advisory Council, the San Francisco County Transportation Authority Citizens Advisory Committee, the San Francisco Department of the Environment Policy Committee, the San Francisco Planning Commission and the Board of the San Francisco County Transportation Authority. In addition, the Strategy was presented to external stakeholders, including SPUR and Climate Plan.

The SFMTA CAC endorsed the San Francisco Transportation Sector Climate Action Strategy on September 7, 2017.

ALTERNATIVES CONSIDERED

The alternative, not publishing a Climate Action Strategy, would decrease the likelihood of reaching the mid-century climate goals and would leave the SFMTA and city partners without a unifying framework for meaningful climate action. Not publishing a Climate Action Strategy would be a violation of the SFMTA's Charter obligation.

Alternative actions for how to achieve the city's climate goals were considered during the development of the Strategy but the final Strategy contains a comprehensive list of priority climate actions that should be advanced in the next two years.

FUNDING IMPACT

Given that staff is not seeking approval to make any capital or operational changes at this time, this item has no associated funding impact. If a project is brought before the Board the associated costs will be defined at that time.

ENVIRONMENTAL REVIEW

On November 3, 2017, the SFMTA, under authority delegated by the Planning Department, determined that the development of the 2017 Transportation Sector Climate Action Strategy for San Francisco is not a "project" pursuant to CEQA as defined in CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

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A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this item. No additional approvals are required at this time.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors adopt the 2017 Transportation Sector Climate Action Strategy which provides a framework for the reduction of greenhouse gas emissions from the transportation sector and for increasing the resilience of the transportation system in advance of future climate impacts such as sea level rise.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On November 3, 2017, the SFMTA, under authority delegated by the Planning Department, determined that the 2017 Transportation Sector Climate Action Strategy is not a “project” under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, The voters of San Francisco passed Proposition A in 2007 which mandates that SFMTA develop a Climate Action Strategy; and,

WHEREAS, San Francisco realized two significant climate action goals in 2017; and,

WHEREAS, San Francisco’s mid-century climate goals call for an 80 percent reduction of greenhouse gas emissions from 1990 and for shifting 80 percent of all trips to environmentally sustainable travel modes by 2030; and,

WHEREAS, The transportation sector accounts for 46 percent of citywide emissions and is heavily dependent on carbon intensive fossil fuels; and,

WHEREAS, Many of San Francisco’s vital transportation corridors, assets and facilities are located along the shoreline which could be significantly impacted by projected sea level rise and coastal flooding events; and,

WHEREAS, The transportation sector will need to be transformed in order to meet the ambitious mid-century climate goals; and,

WHEREAS, The 2017 Transportation Sector Climate Action Strategy provides a framework for the reduction of greenhouse gas emissions from the transportation sector and for increasing the resilience of the transportation system in the face of future climate impacts such as sea level rise; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the 2017 Transportation Sector Climate Action Strategy.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 5, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency