Resolution affirming support for the San Francisco Transportation Demand Management (TDM) plan that is a work program comprised of strategies to support sustainable travel options for existing and future residents, tenants, employees and visitors.

WHEREAS, in years past, San Francisco City and County departments provided Transportation Demand Management services and support in agency-oriented silos; and

WHEREAS, the San Francisco Department of the Environment, Planning Department, Municipal Transportation Agency and County Transportation Authority finalized a TDM Strategy for collaborative work in August 2014; and

WHEREAS, the “Transit First Policy” in the City Charter declares that public transit is “an economically and environmentally sound alternative to transportation by individual automobiles”, and that within the City, “travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile”; and

WHEREAS, the City has many plans, policies, and initiatives that seek to encourage travel by and safety of active modes of transportation including the San Francisco Bicycle Plan, the Green Connections Plan, the Better Streets Plan, Vision Zero, and others; and

WHEREAS, travel by transit, bicycle, or foot are considered to be trips made via sustainable modes of transportation; and

WHEREAS, for most families, transportation is the second-largest part of the household budget; and

WHEREAS, a successful TDM Plan can significantly lower transportation costs, helping to make San Francisco a more affordable and inclusive city; and
WHEREAS, according to Plan Bay Area 2040, the Bay Area's Regional Transportation
Plan and Sustainable Community Strategy, San Francisco is expected to grow by
approximately 126,000 jobs and 95,000 households between 2015 and 2040; and
WHEREAS, this growth will generate an increased demand for transportation
infrastructure and services on an already constrained transportation system; and
WHEREAS, one of the challenges posed by this growth is the increased number of
single occupancy vehicle trips and the pressure they add to San Francisco's limited public
streets and rights-of-way, contributing to congestion, transit delays, public health and safety
concerns, air pollution, greenhouse gas (GHG) emissions, and noise caused by motorized
vehicles, all which negatively impact the quality of life in the City and health of people living in
the Bay Area and our planet; and,
WHEREAS, various policies have been adopted at the state level that set GHG
reduction targets including, Assembly Bill 32, the California Global Warming Solutions Act of
2006 (Chapter 488, Statutes of 2006), Executive Orders B-30-15, S-3-05 and B-16-12, Senate
Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (Chapter 728,
Statutes of 2008); and
WHEREAS, local plans and policies including Plan Bay Area 2040 and the San
Francisco GHG Reduction Ordinance of 2008 also set a target of 40% GHG reduction by
2025; and
WHEREAS, local plans including the San Francisco 2013 Climate Action Strategy and
its 0-50-100 Roots framework establishes climate goals; and
WHEREAS, the transportation sector contributes 46% of total GHG emissions in San
Francisco; and,
WHEREAS, many GHG emissions reduction targets are accompanied by targets to
reduce vehicle miles traveled and to increase non-automobile mode share; and
WHEREAS, one of the ways identified to achieve these GHG reduction targets is through a collaboration of TDM projects across agencies; and

WHEREAS, the importance of TDM strategies are acknowledged in the Transportation Element of the General Plan and the San Francisco County Transportation Plan; and

WHEREAS, the proposed TDM plan seeks to promote sustainable travel modes by encouraging policies and programs that support transit, ride-sharing, walking, and bicycle riding for residents, tenants, employees, and visitors; and

WHEREAS, a successful TDM Plan can assist in providing access and mobility to all; and

WHEREAS, the goals of the plan are to help keep San Francisco moving as the city grows, and to promote equity, environmental, health and safety outcomes, consistent with state, regional and local policies; and

WHEREAS, the Commission on the Environment has reviewed the proposed TDM Plan; now, therefore, be it,

RESOLVED, that the Commission on the Environment hereby affirms its support for the San Francisco Transportation Demand Management Plan.

I hereby certify that this Resolution was adopted at the Commission on the Environment’s Meeting on November 28, 2017.

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Anthony Valdez, Commission Secretary