

1 [Transportation Demand Management]

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

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

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

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

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

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

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

23 WHEREAS, a successful TDM Plan can significantly lower transportation costs, helping
24 to make San Francisco a more affordable and inclusive city; and

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1 WHEREAS, according to Plan Bay Area 2040, the Bay Area's Regional Transportation
2 Plan and Sustainable Community Strategy, San Francisco is expected to grow by
3 approximately 126,000 jobs and 95,000 households between 2015 and 2040; and

4 WHEREAS, this growth will generate an increased demand for transportation
5 infrastructure and services on an already constrained transportation system; and

6 WHEREAS, one of the challenges posed by this growth is the increased number of
7 single occupancy vehicle trips and the pressure they add to San Francisco's limited public
8 streets and rights-of-way, contributing to congestion, transit delays, public health and safety
9 concerns, air pollution, greenhouse gas (GHG) emissions, and noise caused by motorized
10 vehicles, all which negatively impact the quality of life in the City and health of people living in
11 the Bay Area and our planet; and,

12 WHEREAS, various policies have been adopted at the state level that set GHG
13 reduction targets including, Assembly Bill 32, the California Global Warming Solutions Act of
14 2006 (Chapter 488, Statutes of 2006), Executive Orders B-30-15, S-3-05 and B-16-12, Senate
15 Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (Chapter 728,
16 Statutes of 2008); and

17 WHEREAS, local plans and policies including Plan Bay Area 2040 and the San
18 Francisco GHG Reduction Ordinance of 2008 also set a target of 40% GHG reduction by
19 2025; and

20 WHEREAS, local plans including the San Francisco 2013 Climate Action Strategy and
21 its 0-50-100 Roots framework establishes climate goals; and

22 WHEREAS, the transportation sector contributes 46% of total GHG emissions in San
23 Francisco; and,

24 WHEREAS, many GHG emissions reduction targets are accompanied by targets to
25 reduce vehicle miles traveled and to increase non-automobile mode share; and

1 WHEREAS, one of the ways identified to achieve these GHG reduction targets is
2 through a collaboration of TDM projects across agencies; and

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

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

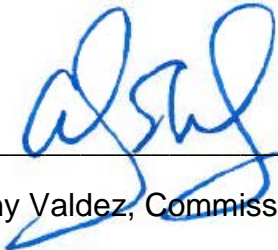
8 WHEREAS, a successful TDM Plan can assist in providing access and mobility to all;
9 and

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

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

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

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

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22 _____
23 Anthony Valdez, Commission Secretary

24 Vote: 6-0 Approved

25 Ayes: Commissioners Ahn, Bermejo, Hoyos, Stephenson, Wald and Wan.

1 Noes: None.

2 Absent: None.

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