

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 171107-140

WHEREAS, On March 14, 2017, the SFMTA, under authority delegated by the Planning Department, determined that the San Francisco TDM Plan is not defined as 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, In years past, San Francisco City and County departments provided Transportation Demand Management services and support in agency-oriented siloes; and,

WHEREAS, The SF 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 on foot are considered to be trips made sustainable modes of transportation; and,

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

WHEREAS, A successful TDM program 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 191,000 jobs and 102,000 households between 2010 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, and public health and safety concerns, and the air pollution, greenhouse gas (GHG) emissions, and noise caused by motorized vehicles, 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 GHG Reduction Ordinance also set GHG reduction targets; 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 significantly to GHG emissions and, as a result, many GHG emissions reduction targets are accompanied by targets to reduce vehicle miles traveled and to increase non-automobile mode share; and one of the ways identified to achieve these targets is through a collaboration of transportation demand management (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 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 program can ensure access and mobility for all; and,

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

WHEREAS, As Congestion Management Agency (CMA), the Transportation Authority produces the long-range Countywide Transportation Plan and the Congestion Management Program and develops the travel demand forecasting model for San Francisco, and,

WHEREAS, The SFCTA, SFMTA and SF Planning Department adopted a "Interagency Transportation Demand Management Strategy" to identify and analyze the major sources of

single occupant vehicle travel in San Francisco, and,

WHEREAS, The San Francisco Municipal Transportation Agency Board has reviewed the proposed Plan; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors hereby affirms support for the San Francisco Transportation Demand Management Plan.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 7, 2017.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency