

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Supporting revisions to the Commuter Shuttle Program introduced by the Board of Supervisors on February 9, 2016, including: limiting the Program to one year, requiring a 6-month program review that is presented to the SFMTA Board and Board of Supervisors, capping the number of loading zones at 125, exploring a “hub” or potentially more efficient zone network model in collaboration with the San Francisco County Transportation Authority, and monitoring air quality and significant increases in stop-events at individual locations.

SUMMARY:

- The SFMTA launched a Commuter Shuttle Pilot Program (Pilot) in August 2014, which established a permit program and fee to enable eligible shuttle service providers to use a network of designated Muni and white curb loading zones to load and unload passengers, to determine if management of shuttles could reduce traffic conflicts and other issues.
- An extensive evaluation determined that the Pilot was successful in managing the impacts of commuter shuttles.
- On November 17, 2015, the SFMTA Board approved a Commuter Shuttle Program (Program) that continues the regulation of commuter shuttles with revisions, including phasing in a newer and greener fleet, limiting large shuttles to the arterial street network, allowing shuttles that are free to the public to use the zone network without a fee, and requiring a plan to address service disruptions, including those arising from labor issues.
- On February 9, 2016, the Board of Supervisors introduced a resolution urging the SFMTA to consider revisions to the Program, including: limiting the Program to one year, requiring a 6-month program review, capping the number of loading zones at 125, exploring a “hub” or potentially more efficient zone network model, and monitoring air quality and significant increases in stop-events at individual locations.
- If the SFMTA Board supports these revisions, the Director of Transportation will present a revised Commuter Shuttle Program for consideration by the SFMTA Board on March 1, 2016, pending resolution of the CEQA appeal of the approval of the Program on November 17, 2015.
- The Board of Supervisors also urged the SFMTA Board to commission a study on the possible impacts of commuter shuttles and other factors on neighborhood displacement.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____ 2/11/16

SECRETARY _____ 2/11/16

ASSIGNED SFMTAB CALENDAR DATE: February 16, 2016

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA launched a Commuter Shuttle Pilot Program (Pilot) in August 2014, which established a permit program and fee to enable eligible shuttle service providers to use a network of designated Muni and white curb loading zones to load and unload passengers, in order to determine if the Pilot was successful in managing the impacts of commuter shuttles and reducing traffic conflicts, among other issues; and

WHEREAS, An extensive evaluation released in October 2015 determined that the Pilot was successful in managing the impacts of commuter shuttles; and,

WHEREAS, On November 17, 2015, the SFMTA Board approved a Commuter Shuttle Program (Program) that continues the regulation of commuter shuttles with revisions, including phasing in a newer and greener fleet, limiting large shuttles to the arterial street network, allowing shuttles that are free to the public to use the zone network without a fee, and requiring a plan to address service disruptions, including those arising from labor issues; and,

WHEREAS, On February 9, 2016, the San Francisco Board of Supervisors introduced a resolution urging the SFMTA Board to consider adjustments to the Program, including: limiting the Program to one year, requiring a 6-month program review that is presented to the SFMTA Board and Board of Supervisors, capping the number of loading zones at 125, exploring a “hub” or potentially more efficient zone network model in collaboration with the San Francisco County Transportation Authority, and monitoring air quality and significant increases in stop-events at individual locations; now, therefore, be it

RESOLVED, That the SFMTA Board supports revisions to the Commuter Shuttle Program contained in the Resolution introduced by the Board of Supervisors on February 9, 2016, including: limiting the Program to one year, requiring a 6-month program review that is presented to the SFMTA Board and Board of Supervisors, capping the number of loading zones at 125, exploring a “hub” or potentially more efficient zone network model in collaboration with the San Francisco County Transportation Authority, and monitoring air quality and significant increases in stop-events at individual locations; and, be it further

RESOLVED, That the Director of Transportation will present a revised Commuter Shuttle Program for consideration by the SFMTA Board on March 1, 2016; and, be it further

RESOLVED, That the Director of Transportation will commission a study on the possible impacts of commuter shuttles and other factors on neighborhood displacement.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 16, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency