

1 [Endorsing and expanding MTA “Class Pass” program- offering discount Muni Fast Passes to
2 students/staff/faculty of local colleges & universities; increasing and diversifying MTA revenue
3 sources, increasing transit ridership; reducing neighborhood traffic and parking congestion.]

4 **Resolution endorsing the expansion of the Municipal Transportation Agency’s**
5 **(MTA)“Class Pass” program by developing more fare-free transit partnerships with San**
6 **Francisco colleges and universities.**

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8 WHEREAS, Fare-free transit programs are a proven, popular mechanism for providing
9 convenient, low-cost transit access to students, faculty, and staff of colleges and universities;
10 and

11 WHEREAS, Numerous transportation studies have demonstrated that fare-free transit
12 programs at colleges and universities increase transit ridership, promote sustainable
13 transportation modes, and improve transportation equity for low-income students while
14 reducing single-occupant vehicle trips, parking demand and traffic congestion on campuses,
15 and parking spillover problems in neighboring communities; and,

16 WHEREAS, Numerous transportation studies have further demonstrated that fare-free
17 transit programs reduce transit agencies’ costs and budget uncertainties by diversifying these
18 agencies revenue sources and by providing these agencies with annual guaranteed revenue
19 independent of other fluctuating revenue sources; and,

20 WHEREAS, Most if not all of San Francisco’s college and university campuses are well
21 served by transit; and,

22 WHEREAS, In 1999 the San Francisco Board of Supervisors directed the San
23 Francisco Municipal Railway (Muni) to “investigate the possibility of offering a reduced student
24 rate for enrolled students attending San Francisco’s colleges and universities.”

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1 WHEREAS, Muni has previously campaigned actively to promote fare-free transit
2 relationships with San Francisco colleges and universities, resulting in the current “Class
3 Pass” program with the University of San Francisco (USF) begun in 2001; and,

4 WHEREAS, MTA’s “Class Pass” program at USF provides universal Muni access to all
5 4,000 USF undergraduates at a the rate of \$135 for a 9 month school year (or \$15 per month,
6 a 65% discount off the current monthly Fast Pass price); and,

7 WHEREAS, MTA’s “Class Pass” program at USF provides the MTA with approximately
8 \$500,000 per year in revenue, and

9 WHEREAS, The “Class Pass” program at USF has proven effective at increasing
10 transit ridership and reducing vehicle trips and parking demand and has proven popular with
11 USF students who have continually voted to assess themselves a student fee in order to
12 continue to pay for the program; and,

13 WHEREAS, More than 35 fare-free transit programs have been successfully
14 implemented by transit agencies and universities in other cities across the nation, the State of
15 California, and the San Francisco Bay Area including Berkeley, Santa Cruz, and San Jose;
16 and,

17 WHEREAS, Numerous community and advocacy groups support expansion of fare-
18 free transit programs in San Francisco, including the MTA Citizens Advisory Council, the San
19 Francisco State University Student Affairs Committee, the San Francisco Youth Commission,
20 Transportation for a Livable City, and Walk San Francisco: now, therefore, be it

21 RESOLVED, That the Board of Supervisors endorses and supports the expansion of
22 fare-free transit programs to other San Francisco colleges and universities, including but not
23 limited to San Francisco State University, City College of San Francisco, the University of
24 California-San Francisco, the University of California Hastings College of the Law, Golden
25 Gate University, California College of the Arts, and California Culinary Academy; and, be it

1 FURTHER RESOLVED, That the San Francisco Municipal Transportation Agency
2 actively prioritize expansion of fare-free transit partnerships that are revenue-neutral or
3 revenue-positive to MTA and negotiated in good faith with each institution based on their
4 respective populations' current and projected ridership and MTA's current and project fare
5 revenue from transit riders from each institution; and, be it

6 FURTHER RESOLVED, That colleges and universities located in San Francisco which
7 generate high transportation demand, a large number of vehicle trips, and/or whose
8 populations include a large number of transit riders be held accountable to pursue
9 implementation of fare-free transit programs, as these institutions have a 'good neighbor
10 obligation' to use transportation demand management strategies such as fare-free transit
11 programs to reduce the negative impacts of vehicle trips generated by their institution,
12 including increased air and water pollution, increased traffic congestion causing transit delays,
13 increased wear and tear on local roads, and reduced pedestrian/bicyclist safety; and, be it

14 FURTHER RESOLVED, that San Francisco colleges and universities be creative and
15 proactive in exploring multiple and varied funding alternatives and combinations for
16 implementing fare-free transit programs at their respective institutions, including but not
17 limited to student body approved fees, surcharges on university-controlled automobile
18 parking, regional, state, or federal transportation or environmental grants, and/or universities'
19 general fund monies; and, be it

20 FURTHER RESOLVED, That the MTA create an internal staff working group or
21 stakeholder citizen advisory committee to actively work on expansion of "Class Pass"
22 programs at all San Francisco colleges and universities; and, be it

23 FURTHER RESOLVED, That the Board of Supervisors directs the MTA to report back
24 to this body in three months on it's progress in expanding "Class Pass" programs at as many
25 San Francisco colleges and universities as feasible, and thereafter, to report back every 6

1 months until such time as all San Francisco colleges and universities where “Class Pass”
2 programs are feasible have implemented such a program, or the Board of Supervisors no
3 longer deems an update on the MTA’s progress necessary.

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