



**SFMTA**  
Municipal  
Transportation  
Agency

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**August 28, 2017**

**The Honorable Members of the Board of Supervisors  
City and County of San Francisco  
1 Dr. Carlton Goodlett Place, Room 244  
San Francisco, CA 94102**

***Subject:* Amendment to Transportation Code Division I to update "Car Share Vehicle" to "Shared Vehicle" to agree with language in the associated Division II permit program.**

**Honorable Members of the Board of Supervisors:**

The San Francisco Municipal Transportation Agency (SFMTA) request that the San Francisco Board of Supervisors amend San Francisco Transportation Code Division I to change the term "Car Share Vehicle" to "Shared Vehicle" to agree with language in the associated Division II On-Street Shared Vehicle Parking Permit Program.

**Background**

In 2013, the SFMTA launched an On-Street Shared Vehicle Pilot to test the efficacy and public benefits of on-street vehicle sharing in San Francisco. Participating vehicle sharing organizations were required to share utilization data with the SFMTA for each permitted space, administer member surveys, and provide other data for analysis. The SFMTA conducted an evaluation of the pilot and published its findings in January 2017.

Pilot utilization data showed that shared vehicles stationed in on-street parking spaces were shared by an average of 19 different people each month and used for an average of six hours per day. Each permitted parking space served many people, rather than just one private vehicle at a time, helping to reduce the number of private cars while concentrating use of public parking supply, a heavily-constrained resource in San Francisco.

Based on the experience and evaluation of the pilot, a permanent parking permit program for on-street shared vehicles was developed by staff and adopted by the SFMTA board on July 18, 2017, codified as Section 911 of the Transportation Code. The adopted permit program differs from the pilot program chiefly in limiting participation to entities that provide 100% shared vehicles for member use. While promising as a shared mobility model, "peer-to-peer" vehicle sharing (under which privately owned vehicles are shared through a Vehicle Sharing Organization's brokerage system) has structural issues that present challenges to equitable and efficient utilization of public right-of-way. Based on the pilot experience, the SFMTA found that only fully-shared, managed-fleet vehicles produced enough public benefit to justify use of public right-of-way.

To summarize permit program requirements and conditions:

- Permits may be granted to qualified Vehicle Sharing Organizations (VSOs).
  - “Vehicle Sharing Organization” is an entity that provides preapproved members access to a citywide network of at least ten motor vehicles in the City and County of San Francisco and meets the requirements set forth in the Transportation Code.
  - Shared Vehicles must be available to members at unstaffed self-service locations and available for pick-up by members on a twenty-four hour, seven days per week basis.
  - Shared Vehicles must be available to members for rental at all times when the vehicle is parked in a designated on-street Shared Vehicle Parking Space.
  - Shared Vehicles must be registered to the permittee.
- Permit grants exclusive use of an on-street Shared Vehicle Parking Space to the permittee to park Shared Vehicles without being subject to enforcement of certain parking restrictions.
  - Permit exempts a Shared Vehicle from applicable time limits for Residential Parking Permit areas, street cleaning parking restrictions, and payment at parking meters when parked at a designated on-street Shared Vehicle Parking Space.
  - Permit does not exempt the Shared Vehicle from any other parking restrictions.
- Three Shared Vehicle Parking permit zones are designated, dividing the City into a northeastern section (Zone 1), a mid-city section (Zone 2), and a western-southern section (Zone 3).
  - The monthly fee for each designated parking space is determined by its location within one of the three zones. The monthly fee for spaces in Zone 1 is proposed to be \$285, \$180 in Zone 2, and \$50 in Zone 3.
- Shared Vehicles must be less than seventy-two (72) inches in height, and emit low levels of emissions for the applicable vehicle class.
- SFMTA will issue a maximum of 1,000 On-Street Shared Vehicle Parking Permits at any one time.

Permit conditions specified on the SFMTA’s On-street Shared Vehicle permit application:

- VSOs must locate a minimum of 15% of their on-street spaces in each of Zone 2 and Zone 3.
- The emblem of the Vehicle Sharing Organization must be prominently displayed on both the driver and passenger sides of any vehicle parked in the permitted space.
- The SFMTA will require the permittee to gather and share utilization data as specified on the written application.
- The SFMTA will periodically review the usage of all shared on-street parking spaces to reassess performance standards, evaluate shared spaces, and revoke a VSO’s permit for some spaces if, in the SFMTA’s judgment, their usage is too low.

As part of the adopted permit program, the SFMTA requests that Sec. 7.2.52 of the Transportation Code be amended to change "Car Share Vehicle" to "Shared Vehicle" to agree with similar terminology in Division II permit program.

### **Public Outreach**

Outreach during the pilot was extensive, including meetings and correspondence with:

- Members of the Board of Supervisors

- Policy and Governance Committee of the SFMTA Board of Directors
- SFMTA Citizens Advisory Council
- San Francisco Chamber of Commerce
- San Francisco Small Business Commission
- The San Francisco Council of District Merchants Associations
- Castro Merchants Association
- West Portal Merchants Association
- The Mayor's Office
- Haight Ashbury Neighborhood Council
- Planning Association for the Richmond
- Noe Valley Association
- Outer Sunset/Parkside Residents Association
- Marina Community Association
- Shared vehicle organizations
- SFMTA enforcement

Throughout the pilot, an outreach letter with SFMTA contact information was provided to neighbors, merchants, and other stakeholders, generating substantial correspondence, questions and input. The pilot program received extensive media coverage, with front-page stories in the Chronicle and Examiner and television news and blog posts throughout the pilot run.

Prior to adoption by the SFMTA board, staff appeared before the Board of Supervisors Government Audit and Oversight Committee, January 12, 2017, and met with numerous stakeholders to discuss the permit program proposal.

### **Alternatives Considered**

Staff considered the following alternatives:

- End the program and eliminate all existing vehicle sharing parking spaces. This alternative was rejected because of the benefits of vehicle sharing described above.
- Incorporate other types of vehicle sharing into the permit program, such as “one-way” car sharing where vehicles are “free floating,” without designated on-street spaces. While staff believes that there are possible benefits from one-way car sharing, that model of vehicle sharing is distinct enough that it merits consideration of a pilot or program separate from this proposed round-trip vehicle sharing program.

### **Funding Impact**

There is no funding impact; permit fees are restricted to cost recovery for operation and administration of the permit program.

### **Environmental Review**

On June 23, 2017, the Planning Department determined (Case Number Case No. 2017-005615ENV) that the proposed program is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

**SFMTA Board Action**

On July 18, 2017, the SFMTA Board of Directors adopted Resolution 170718-098, which amended Transportation Code, Division II to make permanent existing On-Street Vehicle Sharing Parking Permit requirements, revise the (1) definitions used for permit program terms, (2) existing parking permit fees, and (3) terms and conditions for the parking permit program including designating up to 1,000 on-street parking spaces; adopt a Vehicle Sharing Parking Permit Policy to guide SFMTA's on-street and off-street vehicle sharing programs; and recommend that the Board of Supervisors approve amendments to Transportation Code, Division I to change the term "Car Share Vehicle" to "Shared Vehicle."

**Recommendation**

The SFMTA requests that the San Francisco Board of Supervisors approve amendments to Transportation Code Division I to change the term "Car Share Vehicle" to "Shared Vehicle" to agree with language in the associated Division II On-Street Shared Vehicle Parking Permit Program.

Thank you for your time and consideration of this proposed jurisdictional transfer. Should you have any questions or require more information, please do not hesitate to contact me at any time.

**Sincerely,**



**Edward D. Reiskin**  
**Director of Transportation**

