



Electric Moped Parking Permit Program

The San Francisco Municipal Transportation Agency (SFMTA) proposes to establish a permanent parking permit program for shared electric mopeds. The goals of this program include reducing vehicle ownership rates, parking demand, roadway congestion, vehicle miles traveled, and greenhouse gas emissions.

The proposed permit program would have the following features and characteristics:

Qualification of eligible permittees: Any entity which meets the definition of “vehicle sharing organization” established in the Transportation Code may seek shared electric moped permits. That definition, found in Section 901 of the Transportation Code, would be amended to read:

Vehicle Sharing Organization. A public, private, or non-profit entity that provides preapproved members access to a citywide network of at least ten (10) vehicles in the City and County of San Francisco and meets the requirements set forth in the Transportation Code.

Section 901 of the Transportation Code would be further amended to define “shared electric moped” and “shared electric moped parking permit”, thus:

Shared Electric Moped. An electric moped as defined under California Vehicle Code section 406(a) made available by a Vehicle Sharing Organization for use by its members.

Shared Electric Moped Parking Permit. A permit issued by the SFMTA that authorizes Shared Electric Mopeds to Park at Parking Meters without making payment, and exempts such vehicles from certain Parking time restrictions.

Specific requirements would be enumerated in Section 915 of the Transportation Code and the program policy document, as described below.

Exemption from meter payment: The permit would exempt a shared electric moped from parking meter payment when parked at a metered motorcycle parking stall and when parked at the end of a full-size metered space in a manner which allows another vehicle to share the metered space.

Exemption from Resident Permit Parking time limits: The permit would exempt a shared electric moped from Residential Parking Permit (RPP) time limits. The SFMTA may require the permitted vehicle sharing organization to direct its members to park in specific locations in a given RPP Area.

Identification of permitted electric moped: Permitted shared electric mopeds must have the name of the vehicle sharing organization permanently displayed on both sides of the vehicle.

Data gathering and sharing: The SFMTA may require the permittee vehicle sharing organization to gather and share utilization data for any permitted shared electric moped, as specified on the permit application.

Permit terms and conditions: Shared electric moped parking permits would be defined and conditioned in Section 915 of the Transportation Code and adopted policy:

Annual permit fees would be set to recover costs of program administration.

The SFMTA would reserve the right to revoke a permit at any time upon written notice of revocation.

Permittee's shared vehicles must be available to members at an unstaffed self-service location and available for pick-up by members on a twenty-four hour, seven days per week basis.

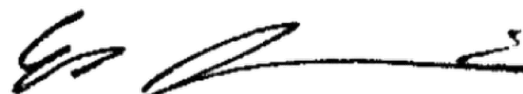
The permit would exempt a permittee's shared electric moped from applicable time limits for Residential Parking Permit areas, and exempt a shared electric moped from parking meter payment when parked at a metered motorcycle parking stall and when parked at the end of a full-size metered space in a manner which allows another vehicle to share the metered space.

Vehicles must be shared 100% of time (i.e., no exclusive or private use of the vehicles).

Permittee's shared vehicles must be marked with the emblem of the permittee prominently displayed on both sides of the vehicle.

Permittee would be required to gather and share with the SFMTA utilization data for shared electric mopeds. The SFMTA would monitor utilization and periodically review performance for possible revocation or reallocation of permits.

Not a "project" pursuant to CEQA as defined in CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.



5/10/2017

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Date

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Date