

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.6**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Amend the Transportation Code, Division II, regarding Residential Parking Permits issued to Educational Institutions, including making such permits valid during the period of parking enforcement in the area; and removing the requirement that there be at least 15 certificated employees or teachers for the Educational Institution to qualify for the Residential Parking Permit program.

**SUMMARY:**



- The SFMTA has completed a comprehensive evaluation of the Residential Permit Parking (RPP) Program.
- The program evaluation led to the development and analysis of modified RPP program policies and practices to be implemented in phases.
- The first phase amends the Transportation Code to implement RPP program reforms resulting from this evaluation.
- One of the proposed RPP program reforms is to modify the permit requirements for educational institution permits.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Transportation Code Amendment

**APPROVALS:**

**DATE**

DIRECTOR		2/12/2018
SECRETARY		2/12/2018

**ASSIGNED SFMTAB CALENDAR DATE:** February 20, 2018

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### **PURPOSE**

Amend the Transportation Code, Division II, regarding Residential Parking Permits issued to Educational Institutions, including making such permits valid during the period of parking enforcement in the area; and removing the requirement that there be at least 15 certificated employees or teachers for the Educational Institution to qualify for the Residential Parking Permit program.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Improve the security for transportation system users

Objective 1.3: Improve the safety of the transportation system

Goal 2: Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel

Objective 2.3: Increase use of all non-private auto modes

Objective 2.4: Improve parking utilization and manage parking demand

These recommended Transportation Code changes will support the following Transit First Policy Principles:

- To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
- Decisions regarding the use of public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

### **DESCRIPTION**

The Residential Parking Permit (RPP) program was established in 1976 in response to adverse effects caused by motor vehicle congestion, particularly the long-term parking of motor vehicles on the streets of residential areas and neighborhoods by non-residents. The program restricts unlimited parking by non-residents in designated residential areas, while providing the opportunity for residents to park near their home.

The SFMTA has completed a comprehensive evaluation of the RPP program and has developed a set of policy modifications that would align the program with the Agency's and the City's

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strategic, sustainability and service improvement goals. On October 3, 2017, staff presented a package of program reforms to the Board. Based on feedback provided by the SFMTA Board, staff modified its reform proposals and embarked on a final phase of public outreach.

The proposed amendments to the Transportation Code relate only to RPP permits issued to Educational Institutions. The proposed amendment is a scaled-back version of those presented to the SFMTA Board last October. This proposed amendment does not place new limits on the number of permits eligible educational institutions could purchase. Rather, it extends eligibility for permits to small educational institutions by removing the requirement for schools to have at least 15 teachers.

The current requirements result in the inequitable distribution of Educational Institution permits among schools in that smaller schools with fewer than 15 teachers cannot receive parking permits. This presents a hardship for smaller schools and early childhood educational institutions and pre-schools. When the Residential Permit Parking program was first established, policy-makers did not envision the profound shift in the number of employed mothers and single-parent households. The proposed legislation addresses this major economic shift by providing teachers at smaller schools, including early childhood education facilities to obtain parking permits.

The legislation acknowledges that (a) schools of all sizes, unlike many other commute generators, tend to be located in residential areas, and (b) growing housing costs now require an increasing number of teachers to live outside the immediate Bay Area and away from transit services.

Staff worked with the Children's Council of San Francisco to map the locations of all early childhood education facilities, and determine the number currently within designated RPP areas. There are a total of 141 facilities within existing RPP areas. Of these, 30 have been issued a total of 202 permits. As a result, this amendment to the Transportation Code could increase the number of facilities eligible for permits by 111 citywide (or, an average of seven per RPP area) resulting in approximately 300 additional teacher permits issued citywide.

## **STAKEHOLDER ENGAGEMENT**

The proposed legislation is a recommendation resulting from the Residential Permit Parking Reform Project. As part of that project, staff facilitated a comprehensive public outreach and engagement program that included five open houses, 11 community workshops, a dozen presentations to community and business groups, and multiple briefings with members of the Board of Supervisors. Through the project website and a series of blogs, staff kept all interested persons updated on the project's findings and upcoming activities.

To complement this general public outreach, staff has reached out to the San Francisco Unified School District, the Children's Council, the San Francisco Child Care Providers Association, the Family Child Care Association of San Francisco, and the Child Care Planning & Advisory Council to review proposed policy changes affecting early childhood education centers. Responses to the proposed legislation have been positive. The SFUSD are in support of this

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modification as it would allow eight of their smaller schools to be eligible for permits. The Children’s Council noted that “the proposed changes look very good—very responsive to the needs of small child care centers...”

Through on-going administration of the RPP program, staff has received letters, emails and phone calls from many small schools and early childhood education programs urging SFMTA to eliminate the requirement for at least 15 teachers in order for a school to qualify for residential parking permits. A sampling of the schools that have contacted staff include: the Phoebe Hearst Preschool in the Fillmore District, Potrero Kids Preschool in the Dogpatch and Laurel Hill Cooperative Nursery School. All three educational facilities have fewer than 15 teachers.

## **ALTERNATIVES CONSIDERED**

The primary alternative is to leave current RPP permit requirements for educational institutions unchanged, which would limit the Agency’s ability to align the RPP program with the Agency’s and the City’s transportation, sustainability and economic development goals and to improve the performance of the program.

## **FUNDING IMPACT**

The Residential Permit Parking program is operated on a cost-recovery basis. There will be no net fiscal impact.

## **ENVIRONMENTAL REVIEW**

On May 10, 2017, the SFMTA, under authority delegated by the Planning Department, determined that the Residential Parking Program Reform is not defined as a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney has reviewed this report.

## **RECOMMENDATION**

Amend the Transportation Code, Division II, regarding Residential Parking Permits issued to Educational Institutions, including making such permits valid during the period of parking enforcement in the area; and removing the requirement that there be at least 15 certificated employees or teachers for the Educational Institution to qualify for the Residential Parking Permit program.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The Residential Parking Permit (RPP) program was established in 1976 in response to adverse effects caused by motor vehicle congestion, particularly the long-term parking of motor vehicles on the streets of residential areas and neighborhoods by non-residents; and,

WHEREAS, The RPP program restricts unlimited parking by non-residents in designated residential areas, while providing the opportunity for residents to park near their home; and,

WHEREAS, The RPP program is administered by the San Francisco Municipal Transportation Agency; and,

WHEREAS, The SFMTA has undertaken a comprehensive, data-driven evaluation of the RPP program for the purpose of aligning it with the Agency's and the City's strategic and sustainability goals and improving its effectiveness; and,

WHEREAS, There was a comprehensive public outreach program that included a citywide household survey, open houses, community workshops and meetings with neighborhood and business organizations to provide input into the development of possible reform measures; and,

WHEREAS, The program evaluation led to the development and analysis of alternative reform policies and practices, to be implemented in phases; and,

WHEREAS, At its October 3, 2017 meeting, staff presented the SFMTA Board of Directors a package of recommended policy modifications to the RPP Program; including reforms to the requirements for Educational Institution Permits; and,

WHEREAS, San Francisco's high housing costs have made it difficult for teachers to find housing within San Francisco or near alternative transportation services; and,

WHEREAS, The proposed modifications are a scaled-back version of the original package of recommended policy reforms focused only on Educational Institution permits; and,

WHEREAS, The proposed modifications are subject to environmental review under the California Environmental Quality Act (CEQA); and,

WHEREAS, On May 10, 2017, the SFMTA, under authority delegated by the Planning Department, determined that the Residential Parking Program Reform 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,

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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, now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, regarding Residential Parking Permits issued to Educational Institutions, including making such permits valid during the period of parking enforcement in the area; and removing the requirement that there be at least 15 certificated employees or teachers for the Educational Institution to qualify for the Residential Parking Permit program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 20, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Educational Institution Residential Parking Permits]

**Resolution amending the Transportation Code regarding Residential Parking Permits issued to Educational Institutions, including making such permits valid during the period of parking enforcement in the area; and removing the requirement that there be at least 15 certificated employees or teachers for the Educational Institution to qualify for the Residential Parking Permit program.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 900 of Division II of the Transportation Code is hereby amended by amending Section 905, to read as follows:

**Sec. 905. RESIDENTIAL PARKING PERMIT.**

\* \* \* \*

**(g) Additional Residential Parking Permits.**

\* \* \* \*

**(3) Educational Institution Permits.**

(A) Upon written request, the Director of Transportation shall issue transferable Parking permits to the Transportation Broker of an Educational Institution with ~~at least 15~~ certificated employees or Persons regularly employed as classroom teachers and located within a Residential Parking Permit Area. The transferable Parking permits shall be valid between the hours of 8:00 a.m. to 6:00 p.m. on school days during the days and times of parking enforcement in the Residential Parking Permit Area and for the use of persons employed as teachers at such Institution who reside outside of the Residential Parking Permit Area.

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(B) The Director of Transportation is authorized to issue a maximum of 15 annual permits per Educational Institution. The total number of permits issued to an Educational Institution under this Section 905 ~~does~~shall not exceed the number of unrestricted on-street Parking available between an extension of each property line of said Institution to the middle of the Street upon which the Institution directly abuts, as determined by survey of the City Traffic Engineer. Regardless of parking availability on surrounding Streets, a qualifying Educational Institution shall be entitled to at least five permits.

(C) Upon written request from the Educational Institution documenting the need for more than 15 permits, the Director of Transportation may issue up to an additional five permits if the total number may not exceed the limitation in subsection 905(g)(3)(B) above, and if Parking occupancy in the Residential Parking Permit Area surrounding the Educational Institution is low enough to accommodate the additional permits. ~~Regardless of parking availability on surrounding Streets, a qualifying Educational Institution shall be entitled to at least five permits.~~

(D) Each Parking permit issued pursuant to this Section 905(g)(3) shall be valid for one year and may be renewed annually. In distributing permits for a particular Educational Institution, the Transportation Broker shall give consideration to those teachers who are regularly carpooling to work.

(E) In addition to permits issued under subsection 905(g)(3)(A), the Director of Transportation may issue City-wide permits for teachers and school administrators employed by the San Francisco Unified School District (SFUSD) whose duties require them to travel to more than one school site and who have been approved by the Superintendent of the SFUSD, or his or her designee. For purposes of this Section, "school administrators" shall be defined as those administrators who provide on-site, direct support to schools that have been identified as low-performing by SFUSD, the State of California, or the federal government.



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The permit shall exempt the holder from Residential Parking Permit Area regulations on weekdays between the hours of 8 a.m. and 6 p.m. when performing official functions for the SFUSD, and shall be valid for one year.

\* \* \* \*

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JOHN I. KENNEDY  
Deputy City Attorney

RESOLUTION NO.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 20, 2018.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency