



SFMTA
Municipal
Transportation
Agency

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June 14, 2017

Commission Chair Jack Mackenzie
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Dear Chair Mackenzie and Commissioners,

In May, MTC staff reached out to the SFMTA to discuss the Bay Bridge Forward: Flexible Transit pilot. As part of this pilot, the MTC would allocate funding to UCSF for a commuter shuttle program serving UCSF and San Francisco Kaiser medical campus employees who live in the inner East Bay. The services would be provided by a private transit operator and would serve San Francisco medical campuses not well-served by existing cross-bay transit service.

SFMTA and MTC staff met twice to discuss the proposal. Staff appreciates the opportunity to discuss the goals of the pilot. The SFMTA shares MTC's goals of reducing single-occupancy vehicle trips, increasing the passenger capacity of the Bay Bridge, and supporting sustainable modes of transportation, particularly where there are gaps in the existing regional transit network. However, the SFMTA has a number of questions about the design of the proposal and urges the Commission to consider them.

San Francisco is challenged with increasing levels of congestion due to population growth, construction, and the trend of emerging mobility services. Emerging mobility services specifically have introduced a new discussion around the role of these services and their impacts on San Francisco's transportation network. The SFMTA understands there are benefits to these services as well as the potential for detrimental impacts to the safety and efficiency of the network. Therefore our agency is taking a data-focused approach to assessing the impacts of these private services and would like the MTC's Flexible Transit pilot to do so as well.

SFMTA would like to ensure that this proposal would provide a high-occupancy travel option for employees who currently drive alone. To that end, data should be used to ensure that the design of shuttle routes focuses on those who drive alone and does not inadvertently divert existing transit riders from transit. As part of designing the pilot, the SFMTA urges the MTC to perform, or require to be performed, a robust data collection effort to determine the existing commute mode share for UCSF and San Francisco Kaiser employees who live in the East Bay. Further, this analysis should consider whether there are transit options available for those who currently drive. The shuttle service should target employee neighborhoods and times of day where there are gaps in transbay transit service.

The SFMTA is concerned with the use of public funds for a shuttle service that is not open to the public. Based on conversations with MTC staff, this service is expected to serve only employees of UCSF and San Francisco Kaiser, although there is the potential to open the service to the public in the

future. The SFMTA urges MTC to clarify the timeline and pathway for opening up the service to the broader public.

The SFMTA would like to work closely with MTC staff in developing routes and stop locations for any service launched through this program to ensure that the service does not conflict with public transit service and operates safely –including loading and unloading of passengers- on our streets. Our Agency would also be interested in learning about the outcomes of the pilot to help better inform any future Emerging Mobility Services policy considerations.

We look forward to continuing to work with you to accomplish these goals.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Maguire', with a stylized, flowing script.

Tom Maguire
Director, Sustainable Streets
SFMTA

