

JANUARY 2025

**2025**

**TRANSPORTATION  
DEMAND  
MANAGEMENT  
UPDATE**



**SAN FRANCISCO  
STATE UNIVERSITY**

# Table of Contents

1. Introduction.....	2
2. Previous TDM Plan .....	3
2.1 Past Efforts: 2018 TDM Plan.....	3
2.2 Existing Conditions .....	6
2.2.1 2023 Transportation Survey.....	6
2.2.2 COVID-19 impact .....	10
2.2.3 Bay Pass Pilot and integration with Gator Pass .....	10
2.2.4 SF State Shuttle.....	11
2.2.5 Other updates .....	11
3. TDM Strategies.....	12
3.1 Strategies .....	12
3.2 Goals from the 2024 Climate Action Plan .....	12
4. Implementation Strategy .....	13
4.1 Institutional Organization.....	13
4.2 Funding.....	13
4.3 Implementation & Funding.....	14
5. Conclusion .....	18

## 1. Introduction

The Transportation Demand Management (TDM) Plan Update for 2025 outlines a comprehensive strategy to enhance sustainable transportation options, reduce traffic congestion, and improve the overall commuting experience for the SF State community. Building on the successes and lessons learned from the 2018 TDM Plan, this plan update incorporates new data, addresses emerging challenges, and aligns with the university's climate action goals. Key components of the update include improving infrastructure for bicycles and electric vehicles, expanding public transit options, and promoting alternative modes of transportation. By implementing these strategies, SF State aims to create a more efficient, accessible, and environmentally friendly campus transportation system.

## 2. Previous TDM Plan

### 2.1 Past Efforts: 2018 TDM Plan

Since 2018, substantial progress has been made in implementing the strategies outlined in the Transportation Demand Management (TDM) Plan. All new construction projects have adhered to or exceeded the Americans with Disabilities Act (ADA) design guidelines. The role of Transportation Demand Manager has been incorporated into the Climate Action Coordinator position within the Office of Sustainability. A bike-sharing station with BayWheels was established on Font Boulevard. In 2023, the BayPass Pilot program was launched, providing 9,000 randomly selected students with unlimited access to all Clipper transit services. Additionally, a new bike lane was constructed along Lake Merced, which necessitated the removal of street-side parking. In fall 2024, BayPass was integrated into the Gator Pass and made available to all students. The SF State Shuttle was discontinued in summer 2024 due to high costs and declining ridership; however, collaboration with San Francisco Municipal Transportation Agency (SFMTA) resulted in increased Muni bus service between the Daly City BART station and the campus to address the gap left by the shuttle's removal. The number of electric vehicle (EV) charging stations has been expanded to 36 spots in the parking garage and 4 spots in Lot 2. Additionally, the new West Commons Grove residential hall, which accommodates 750 residents, opened in fall 2024. Residence halls support TDM initiatives by offering more housing options and therefore reducing the number of students who need to commute to campus.

See Table 1 to see all SF State accomplished 2018 TDM Strategies.

While successful in implementing many strategies, SF State faced challenges with some strategies. The COVID-19 pandemic, along with decreased enrollment, affected many initiatives on campus, causing a deprioritization of some TDM strategies. These included a collaboration with rideshare companies, avoiding peak hour commuting, master lease housing in areas well-served by transit, partnership with SFMTA to improve bicycle connections to BART stations SF neighborhoods, and maintaining the SF State Shuttle. Funding for other strategies was an obstacle to navigate, including establishing a center for bike information, subsidizing bicycle commuter expenses, extending Gator Pass usage to the summer, utilizing parking with more efficiency, and exploring shared parking opportunities with Parkmerced/Stonestown.

To ensure that we will fulfill the needs of the campus, we have selected some strategies that were not implemented from the 2018 TDM Plan and added them to the strategies for this 2025 update.

*Table 1. Status of 2018 TDM Plan Recommendations*

Recommendation	Status
Exceed the Americans with Disabilities Act (ADA) design guidelines, enable circulation autonomy for people of all abilities	Implemented
Provide organized and clear information on available services for people of differing abilities	Implemented
Implement bike share stations	Implemented
Include other discounts on Gator Pass	Implemented
Coordinate with SFMTA on improvements to Muni operation	Implemented
Collaborate with SFMTA on long-term M-Line improvements	Implemented
Work with SamTrans to evaluate possible discounts to students	Implemented
Foster relationship with other relevant transit agencies for potential partnerships	Implemented
Implement BART-Muni discount at Balboa Park Station	Implemented
Improve transit stop conditions	Implemented
Establish a parking policy that ensures parking permits are issued for those that need to drive	Implemented
Increase availability of EV chargers	Implemented
Eliminate on-street parking off-campus along corridors planned for bicycle circulation	Implemented
Support parking pricing on city streets	Implemented
Designate and enforce passenger loading locations	Implemented
Establish/hire a full-time Transportation Demand Manager	Implemented
Provide more on-campus housing	Implemented
Improve bicycle circulation on campus to minimize conflicts with pedestrians	Partially Implemented
Enhance safety for pedestrians and cyclists on campus through crime prevention programs	Partially Implemented
Design safe sidewalks and crosswalks to minimize conflicts with other modes and prioritize pedestrians	Partially Implemented
Implement clearly defined bicycle paths on campus that connect with the existing bicycle network	Partially Implemented
Provide bicycle amenities on campus (parking and maintenance)	Partially Implemented
Provide wayfinding specific to cyclists	Partially Implemented
Facilitate enrollment in existing bicycle share programs	Partially Implemented
Educate people about Gator Pass, shifting demand from SF State Shuttle to Muni	Partially Implemented
Integrate and improve technology of the Gator Pass along with Clipper Card	Partially Implemented
Establish a Transportation Management Association (TMA) with local stakeholders (i.e., Parkmerced and Stonestown)	Partially Implemented
Introduce more amenities on campus by incorporating land uses that serve these non-work, non-school trip functions.	Partially Implemented

Implement face-to-face engagement strategy for marketing transportation alternatives	Partially Implemented
Improve bicycle connections to BART stations and SF neighborhoods in partnership with SFMTA	Not Implemented
Establish a center for bike information and support the community of bicyclists	Not Implemented
Subsidize bicycle commuter expenses (repair, maintenance)	Not Implemented
Offer transit pass to staff and faculty, in exchange of a parking permit	Not Implemented
Extend Gator Pass usage to summer	Not Implemented
Implement real-time information panel for all transit services	Not Implemented
Coordinate transit benefits with University's programs in summer	Not Implemented
Facilitate enrollment for existing public programs	Not Implemented
Implement residential parking policies that restrict parking and inform about alternatives	Not Implemented
Implement commuter parking policies and strategies to reduce unnecessary demand	Not Implemented
Utilize parking with more efficiency	Not Implemented
Explore shared parking opportunities with Parkmerced/Stonestown	Not Implemented
Introduce technology to automate processes that reduce operating costs and improve efficiency	Not Implemented
Facilitate access to services and programs offered by public agencies	Not Implemented
Facilitate dynamic/on-demand rideshare	Not Implemented
Provide more dedicated spaces for car share in conjunction with providers	Not Implemented
Provide support to employees to commute outside of the peak hour, including negotiating transit benefits in lieu of parking permits	Not Implemented
Explore master lease housing in areas well-served by transit	Not Implemented
Mobility app	Not Implemented
Gamification: offer rewards to transit/bicycle users	Not Implemented
Improve the capacity, frequency, and schedule of the SF State shuttle	N/A
Improve route and stop locations of the SF shuttle and the passenger experience for people of differing abilities	N/A

Source: 2018 Transportation Demand Management Plan

## 2.2 Existing Conditions

### 2.2.1 2023 Transportation Survey

The 2007 MOU establishes a transportation monitoring and mitigation program, which mandates that SF State conduct surveys at intervals not exceeding three years or with the addition of 1,000 students. In accordance with this MOU, the University has performed an online transportation survey every three years, beginning with the baseline survey in April 2008 and continuing with subsequent surveys in April 2011, April 2014, April 2016, May 2018, and May 2023. The most recent survey was postponed to May 2023 due to the COVID-19 pandemic. As specified in the MOU, SF State collaborated with the San Francisco Municipal Transportation Agency (SFMTA) on the initial survey design in 2008 and has continued to incorporate SFMTA feedback into each subsequent survey's questions and reports. The data collected from these surveys are utilized to monitor key factors such as peak travel time, vehicle miles traveled, mode split, and greenhouse gas (GHG) emissions.

The 2023 survey revealed several trends impacting SF State:

1. A majority of students and staff now operate on a hybrid schedule, on average with staff attending campus 3-5 days per week and students attending campus 2-4 days per week.
2. There has been a significant decline in public transportation usage, accompanied by an increase in drive-alone rates among both students and staff.
3. Despite the decrease in public transportation use, 64% of students continue to utilize the Gator Pass.
4. Ridership on the SF State Shuttle has declined markedly.
5. Although hybrid and electric vehicles are gaining popularity, they only represent 18% of all vehicles driven to campus.
6. Single-occupancy vehicles account for 76% of greenhouse gas emissions associated with commuting to and from campus.

The shift towards online and hybrid classes, combined with most employees being required on campus only three days per week and allowed to work remotely for the remaining two days, has substantially reduced the number of trips to campus. The COVID-19 pandemic led to public transportation shutdowns, and even post-pandemic, lingering concerns about the safety, comfort, and convenience of public transportation have led many individuals to opt for driving alone to campus.

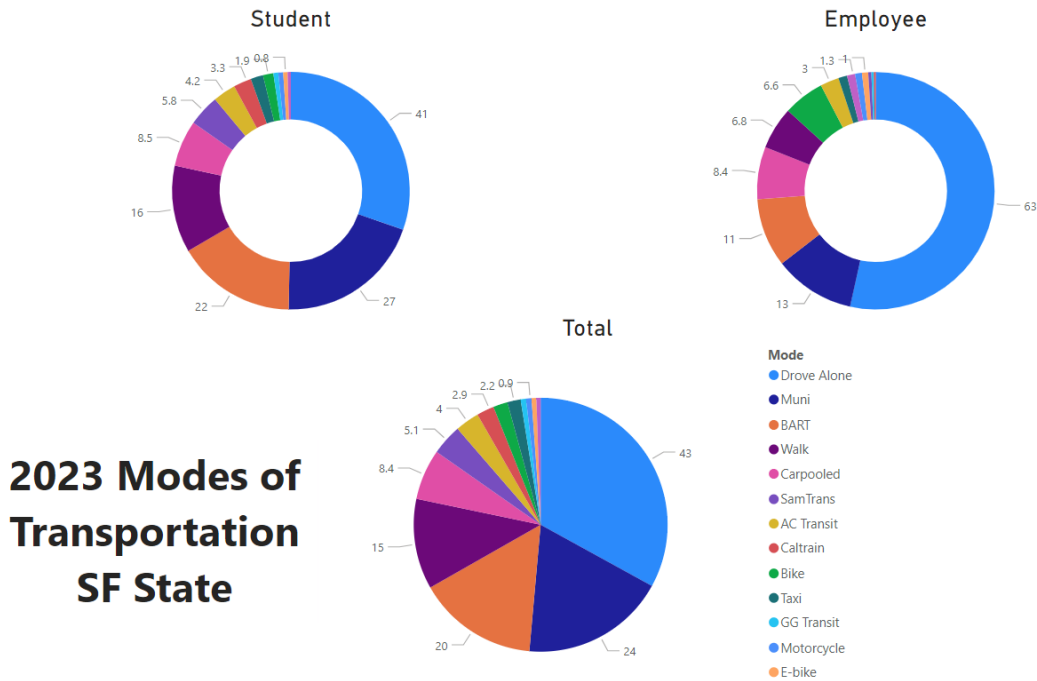


Figure 1. Summary of the percentage of student, employee, and total SF State population usage of transportation modes to commute to campus. Since participants could select more than one mode of transportation per day, percentages add up to more than 100.

## Modes of Transportation 2018 vs 2023 Comparison

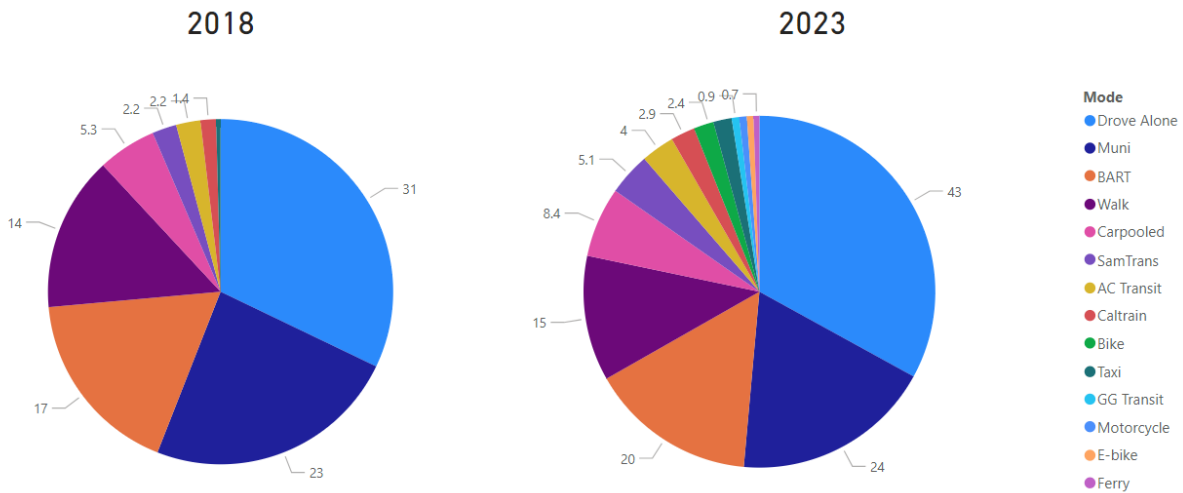


Figure 2. Comparison of the results from the transportation survey from 2018 and 2023. Pie charts show total SF State population usage of transportation modes to commute to campus. For example, 31% of the population in 2018 drove alone while 43% did in 2023.



## CO2e Emissions by Transportation Mode

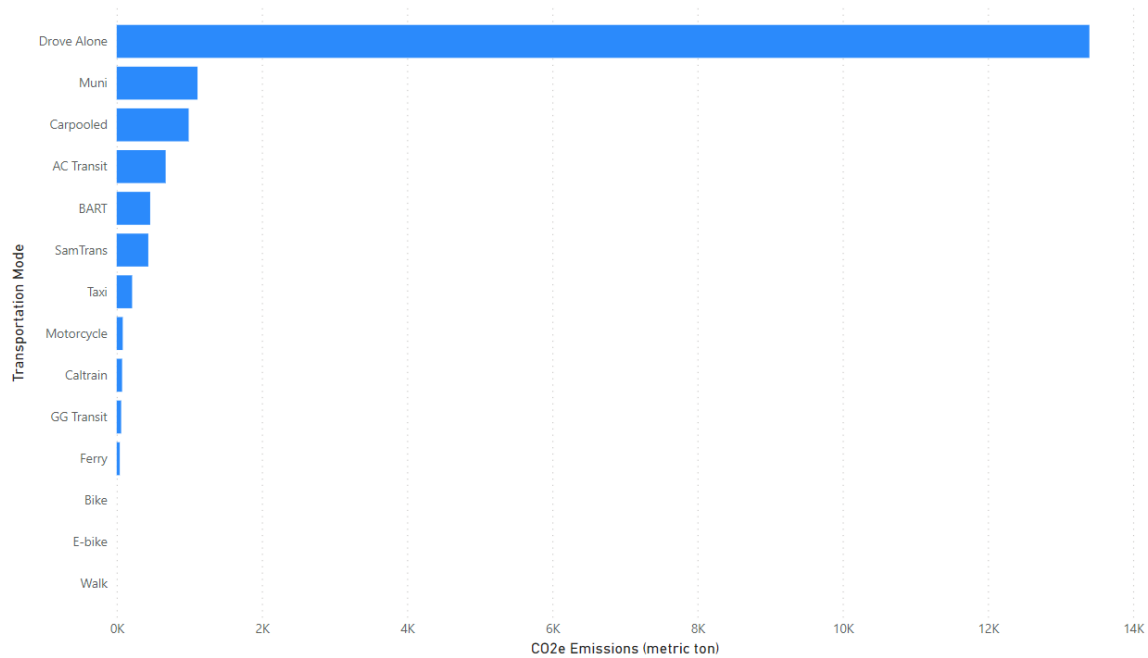


Figure 3. Ranked CO2e emissions in metric tons by transportation mode.

Table 2. CO2e emissions and miles traveled in metric tons for each transportation mode.

Transportation Mode	CO2e Emissions (Metric Ton)	Miles Traveled
Drove Alone	13,398	8,288,839
Muni	1,113	1,359,814
Carpooled	991	1,276,497
AC Transit	674	834,031
SamTrans	435	392,703
Taxi/Rideshare	212	221,233
Motorcycle	83	81,043
Caltrain	74	449,859
GG Transit	61	63,413
Ferry	42	231,470
BART	42	4,609,492
Bike & E-Bike	0	393,556
Walk	0	967,680
<b>Total</b>	<b>17,544</b>	<b>19,169,630</b>

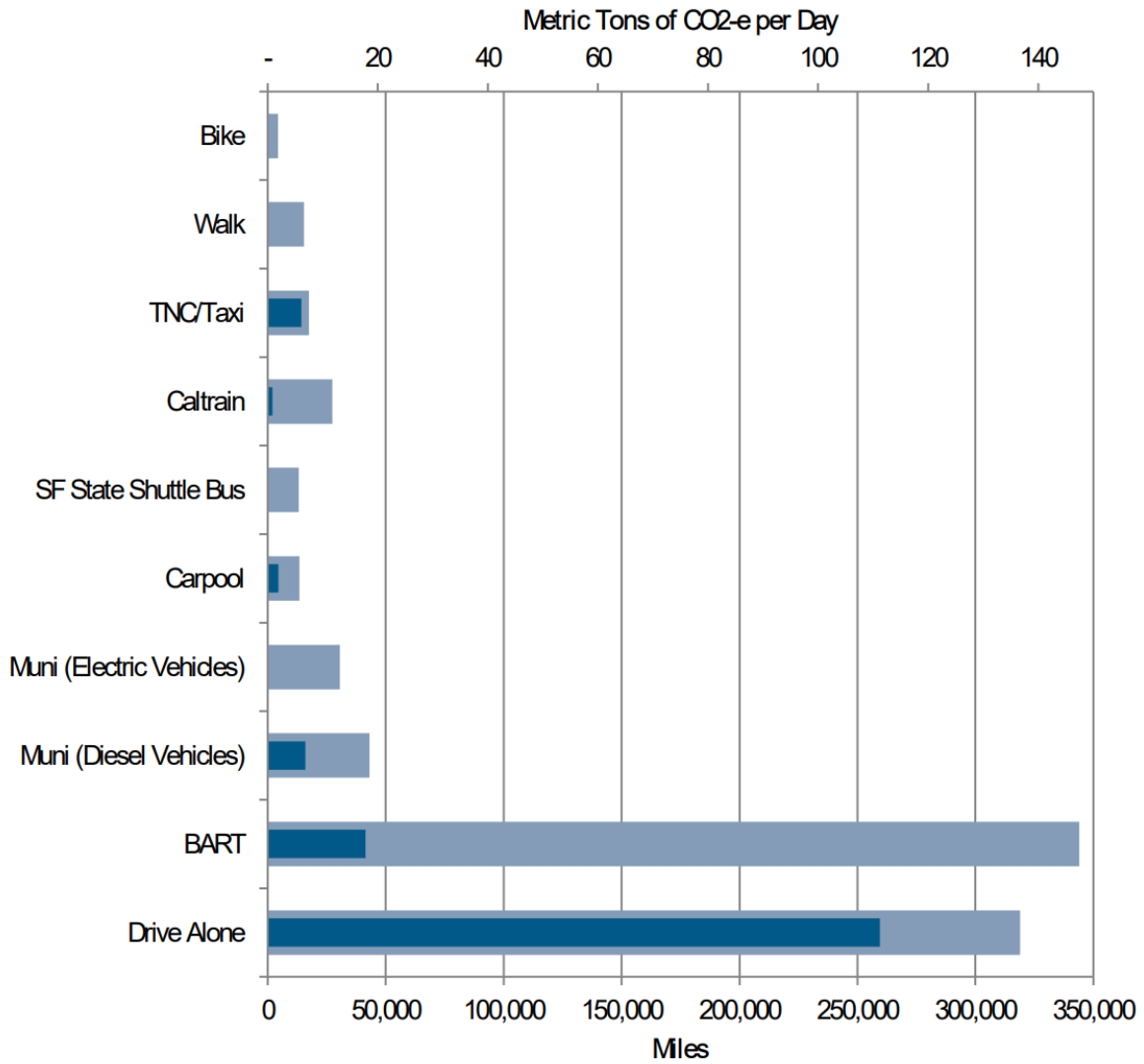


Figure 4. CO<sub>2</sub>e emissions and miles traveled in metric tons for each transportation mode from the 2018 survey.

### 2.2.2 COVID-19 impact

In March 2020, the COVID-19 pandemic prompted SF State to suspend most in-person classes. These in-person classes remained suspended for 2020 and 2021, and then many classes gradually went back to being in-person. This disruption led to a significant reduction in campus travel and a decrease in greenhouse gas emissions during 2020 and 2021. Despite the end of the pandemic, its effects have persisted. Video conferencing and online courses have become standard, and most employees are now required to be on campus only three days a week. Some faculty members have transitioned their classes to online or hybrid formats, further reducing student commuting to campus. Public transportation services, which were halted at the pandemic's onset, were slow to resume, leading many former users to opt for driving alone to campus due to concerns about safety, comfort, and convenience.

Parking and citation revenues were severely affected by COVID-19 due to the number of parking permits purchased reducing greatly. This, along with decreased ridership, led to the discontinuing of the SF State Shuttle in 2023. Repairing and maintaining parking facilities has been pushed back since the COVID-19 pandemic due to the reduced revenue from parking permits and citations.

*Table 3. Number of parking permits purchased from 2018-2014.*

<b>Semester/Yearly Parking Permits</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Staff/Faculty	2412	2633	1134	1719	1875	2065	2345
Student Commuter	1148	1320	279	652	712	745	961
Student Resident	162	215	96	359	387	451	457
Daily Permits	289,788	296,515	24,748	32,030	90,516	168,784	194,550

### 2.2.3 Bay Pass Pilot and integration with Gator Pass

High cost of living and transportation are some of the many obstacles SF State students face financially. Transit is often one of the top five costs for students after housing, tuition, food, and utilities. Many of our students are not able to live on/close to campus and are dependent on the 24 transit agencies that our students use for commuting. This is what led to the creation and the expansion of the Gator Pass.

In 2021, the Gator Pass expanded from unlimited Muni rides to also include unlimited SamTrans rides and 50% off BART rides.

In 2023, 9,000 students were given access to the Clipper BayPass Pilot Program that offered them unlimited access to 24 Clipper Card based transit agencies. SF State wanted to expand this pilot program and lower the cost of the program. The Municipal Transportation Commission (MTC) offered to extend the Bay Pass pilot to all SF State students, and they have offered to do so in a manner that allowed SF State to lower the cost per student to \$130 per semester, from the previous \$180 per semester. This was a significant savings that was initially approved by SF State students through a campus-wide referendum—and the benefits included in the pass are far more extensive than when the program was initially launched.

This major change to the program required the consensus of SF State students. In Spring 2024 the Associated Students (AS) Board began an alternative consultation process, which included a student survey, open forums and an open Q&A to see if students were in favor of changing the Gator Pass program to include the expanded transit benefits at lower cost. Student were

overwhelmingly in favor of the new program and the Student Fee Advisory Committee voted to recommend approval to President Mahoney. The president approved and signed the fee and program change, allowing the campus to move forward with a new contract with MTC. Data for the impact of the Clipper BayPass Pilot Program and the updated Gator Pass will be collected in next TDM survey in May 2025.

#### 2.2.4 SF State Shuttle

Access to public transportation for SF State's students and employees plays a crucial role in linking us to the campus and our communities. This includes public transportation provided by local agencies, non-profit organizations, and the shuttle service SF State has provided to and from the Daly City BART station. Like many parts of everyday life, the COVID-19 pandemic has changed how public transit is used across the Bay Area. For example, BART ridership currently stands at an average weekday ridership of less than 40% of pre-COVID expectations. More drastically, ridership of SF State's shuttle from the Daly City BART station to and from campus has decreased by 80% of pre-COVID levels. The shuttle's cost is nearly \$800,000 per year and will exceed \$1 million in the next year or two. The shuttle has been free-of-charge for riders and fully funded by Parking & Transportation which has experienced a drastic reduction in revenues as lower enrollments and hybrid learning and work schedules have resulted in lower revenues collected for parking permits and fees. Parking & Transportation has partnered with MUNI to ensure that sufficient bus service exists between the Daly City BART station and campus to provide consistent, timely service for current ridership. During our collaboration with MUNI, we learned that MUNI's bus service is sufficient and that the shuttle service is redundant, based on current ridership. Accordingly, Parking & Transportation shut down the SF State shuttle service between the Daly City BART station and campus in the fall of 2024. Free MUNI 28 and 28R service to and from Daly City BART station continued for students and employees (requires tagging your Clipper Card entering or exiting Daly City BART and tagging on Muni). We will be monitoring usage levels and partnering with MUNI to ensure there is adequate bus service between the Daly City BART station and campus. Funds saved from discontinuing the shuttle program will be used towards exploring the implementation of ride-share, e-bikes, e-scooters, and bike-sharing programs and partnering with services like Lyft, Uber, Lime, Spin, Bay Wheels, or local bike-sharing programs to offer discounted rates for students to encourage sustainable transportation practices. Funds saved will also enable us to address critical maintenance needs in our parking facilities, ensuring a safer and more efficient parking experience for everyone.

#### 2.2.5 Other updates

The number of EV charging stations increased to 36 charging spots in the parking garage and 4 charging spots in Lot 2. To encourage EV adoption, SF State offers a reduced charging rate of \$1.00 per hour with no hourly limit for the university community. In September 2023, the Lake Merced Quick-Build Project established a bike lane along Lake Merced Boulevard, eliminating side-side parking. The role of Transportation Demand Manager was incorporated into the Climate Action Coordinator position within the Office of Sustainability in August 2023. A bike-sharing station with BayWheels was established on Font Boulevard. The new West Grove Commons residential hall, which accommodates 750 residents, opened in fall 2024.

### 3. TDM Strategies

We aim to implement these strategies in our TDM Plan Update to promote sustainable and efficient transportation options, reduce traffic congestion, and enhance overall commuting experience. By improving infrastructure and access for bicycles, electric vehicles, and public transit, we can encourage alternative modes of transportation, increase safety, and support our campus-wide climate action goals. These strategies were recommended by the students, staff, and faculty on our TDM committee to best serve SF State's goals and priorities. All strategies have the goal of being adopted by 2030.

#### 3.1 Strategies

1. Improve bicycle circulation on campus to minimize conflicts with pedestrians
2. Offer transit pass to staff and faculty
3. Integrate and improve technology of the Gator Pass along with Clipper Card
4. Coordinate with SFMTA on improvements to Muni operation
5. Create a bike membership pilot with Metropolitan Transportation Commission
6. Have ADA transit information on parking and transportation
7. Implement residential parking policies that restrict parking and inform about alternatives
8. Improve bicycle connections to BART stations and SF neighborhoods in partnership with SFMTA
9. Create a pedestrian safety committee
10. Increase availability of EV chargers
11. Implement plan for development of micromobility device storage and charging to ensure compliance with SB 712 (requires storing and recharging up to one personal micromobility device in each residence for each person occupying the unit)
12. Pursue a partnership with a rideshare company to give reduced rates to students who use carpooling rideshare.

#### 3.2 Goals from the 2024 Climate Action Plan

13. Continuing to transition fleet and ground equipment to zero emissions by purchasing electric vehicles and phasing out gas and diesel powered light duty vehicles as new ones are needed or come to market.
14. Reduce the student drive-alone rate to below 30% by 2030 (currently 41%) by encouraging the use of the Gator Pass, which provides unlimited access to all Clipper-based public transit
15. Reduce the employee drive-alone rate to below 50% by 2030 (currently 63%) by offering additional incentives and promotions.

## 4. Implementation Strategy

### 4.1 Institutional Organization

Successful implementation of the TDM Plan Update depends on effective coordination and leadership across various campus departments. This collaborative effort is facilitated through the TDM Steering Committee, which includes representatives from multiple departments and is coordinated by the Transportation Demand Manager. The responsibilities of the Transportation Demand Manager are integrated into the Climate Action Coordinator role within the Office of Sustainability. This position is tasked with guiding the execution of TDM strategies, as well as tracking, monitoring, and evaluating their progress. Regular meetings of the TDM Steering Committee provide a platform for interdepartmental collaboration on TDM initiatives, reporting on ongoing activities, and strategizing future actions. The TDM Steering Committee is responsible for refining TDM strategies, implementing improvements, developing action plans, and setting mode share targets.

### 4.2 Funding

The costs associated with TDM strategies vary significantly across the measures outlined in this update. While some strategies can be implemented with minimal expense, others will necessitate securing funding and developing appropriate funding strategies. Dedicated funding is also required for the transportation survey, which should be allocated within the transportation budget managed by the Transportation Demand Manager. Potential funding strategies may include leveraging resources from multiple departments to implement strategies cost-effectively, integrating TDM efforts (particularly outreach) into existing programs, forming external partnerships, or applying for grants.

For the May 2023 transportation survey, costs were substantially reduced by conducting the survey internally through our Climate Action Coordinator in the Office of Sustainability, rather than outsourcing, resulting in savings of approximately \$40,000. Additionally, the development of this TDM Plan was handled in-house by our Climate Action Coordinator, saving an additional \$40,000.

With the discontinuation of the SF State Shuttle, the Parking and Transportation parking revenue, which was used to fund the shuttle, will be redirected to repairing and maintaining parking facilities, enhancing safety and efficiency for all users. The Parking and Transportation citation revenue is the funding that is currently supporting the existing EV charging stations.

### 4.3 Monitoring

The outcomes of implementing these strategies will be measured and monitored using existing methods such as the annual commute survey, the Chancellor's Office TDM Reporting Template, and data collected from campus and external partners (e.g., MTC, SFMTA, etc.). The Transportation Demand Manager in the Office of Sustainability will be responsible for annually tracking and reporting on the costs and benefits of implementing the strategies.

### 4.3 Implementation & Funding

**Several of our near-term strategies are already in progress:**

Strategy	Implementation Steps	Cost/Funding
<p>Improve bicycle circulation on campus to minimize conflicts with pedestrians*</p>	<ul style="list-style-type: none"> <li>• Walk Zone Proposal from Parking is in the process of being approved by the President. Proposal includes installing new campus signage, updating Executive Order #85-08, establish and implementing a Walk Zone policy.</li> <li>• Promote awareness and education around walk zones and bikeways</li> <li>• Solicit feedback from campus affiliates, including cyclists and pedestrians</li> <li>• Update campus bike maps and resources</li> <li>• Locate bicycle storage in convenient areas at the edge of walk zones</li> </ul>	<p>Potential Medium Cost From Parking and/or Sustainability budget.</p>
<p>Offer transit pass to staff and faculty*</p>	<ul style="list-style-type: none"> <li>• Negotiating with Clipper to get Bay Pass transit cards for employees</li> <li>• Explore alternative options, funding sources, and potential challenges with HR, Labor Relations, and finance departments</li> </ul>	<p>Potential High Cost Employees would pay a fee for transit pass or substituted by Parking department. Additional input from HR and finance dept. may help identify funding sources.</p>
<p>Integrate and improve technology of the Gator Pass along with Clipper Card</p>	<ul style="list-style-type: none"> <li>• Exploring ways to move student Gator Pass to mobile wallet on their phones</li> <li>• Work with IT, Associated Students, and Parking to identify and mitigate potential challenges</li> </ul>	<p>Potential Low Cost No additional cost besides staff time</p>

	<ul style="list-style-type: none"> <li>• Meet with Clipper to explore potential integrations and solutions</li> </ul>	
Coordinate with SFMTA on improvements to Muni operation*	<ul style="list-style-type: none"> <li>• SFMTA is launching a new website to help campus community with public transportation messaging now that shuttle has been discontinued</li> <li>• Working with SFMTA to increase buses from Daly City BART to campus</li> <li>• Use the next TDM survey to estimate the usage and need of Muni buses</li> </ul>	Potential Low Cost No additional cost besides staff time
Create a bike membership pilot with Metropolitan Transportation Commission	<ul style="list-style-type: none"> <li>• In talks with MTC about providing students Bay Wheels bike memberships for 3,000 students</li> <li>• Explore locations on campus for potential bike storage sites</li> </ul>	Potential Low Cost MTC funds

**Several future strategies have no additional cost besides staff time:**

Strategy	Implementation Steps	Cost/Funding
Have ADA transit information on parking and transportation website	<ul style="list-style-type: none"> <li>• Have information about transit stops with ADA accommodations and having bus schedules ADA accessible</li> <li>• Work with IT and web services to ensure information is posted in accessible fashion</li> <li>• Work with Disability Programs and Resource Center on campus to promote awareness</li> <li>• Check on a regular basis for transit information changes and update the website as needed</li> </ul>	Potential Low Cost No additional cost besides staff time
Implement residential parking policies that restrict parking and inform about alternatives*	<ul style="list-style-type: none"> <li>• Survey other universities with residential parking restrictions</li> </ul>	Potential Low Cost No additional cost besides staff time



	<ul style="list-style-type: none"> <li>• Identify most suitable alternative programs and meet with Housing to understand viability of promoting and expanding such programs</li> <li>• Develop plan with Housing and Parking</li> </ul>	May affect Housing's parking revenue
Improve bicycle connections to BART stations and SF neighborhoods in partnership with SFMTA*	<ul style="list-style-type: none"> <li>• Identify key areas and facilities for improvement, with special attention paid to safety, convenience, and connectivity between campus and off-campus bikeways</li> <li>• Partner with SFMTA and local/campus bike advocacy organizations</li> <li>• Invite SFMTA and other external partners to our TDM committee meetings</li> <li>• Aid SFCTA's Brotherhood Way Safety and Circulation Plan</li> </ul>	Potential Low Cost No additional cost besides staff time
Create a pedestrian safety committee	<ul style="list-style-type: none"> <li>• Solicit interest from staff, faculty, and student groups</li> <li>• Develop a charge for the committee and establish relationship to TDM and other existing committees</li> </ul>	Potential Low Cost. No additional cost besides staff time

**Other future strategies with funding impacts:**

Strategy	Implementation Steps	Cost/Funding
Increase availability of EV chargers*	<ul style="list-style-type: none"> <li>• Identify additional demand for EV charging, using survey data and other sources</li> <li>• Explore pricing policies and utility needs, code requirements, and grant funding</li> <li>• Work with Capital Planning, Parking, Housing, and Facilities to install chargers in residential lots (UPN, Village)</li> </ul>	Potential Medium Cost Inflation Reduction Act and Charge Point Grant

<p>Implement plan for development of micromobility device storage and charging to ensure compliance with SB 712</p>	<ul style="list-style-type: none"> <li>• Collaborate with Risk Management, Housing, EHS, and other departments to update micromobility policies as needed</li> <li>• Identify locations and infrastructure that might support SB 712 compliance</li> <li>• Use survey data to estimate potential private micromobility user population and understand needs</li> </ul>	<p>Potential Medium Cost From Parking and/or Sustainability budget</p>
<p>Pursue a partnership with a rideshare company to give reduced rates to students who use carpooling rideshare</p>	<ul style="list-style-type: none"> <li>• Use survey data to estimate number of students who could benefit from program</li> <li>• Discuss options with rideshare companies who have brought back carpooling options</li> <li>• Identify other potential solutions to subsidize or support student carpooling, whether using rideshare apps or not</li> </ul>	<p>Potential Medium Cost From Parking and/or Sustainability budget</p>

\*Carried over from the 2018 TDM Plan.

## 5. Conclusion

The 2025 Transportation Demand Management Plan represents a significant step forward in SF State's commitment to sustainable and efficient transportation. By focusing on innovative strategies and leveraging partnerships with local transit agencies, the plan aims to reduce single-occupancy vehicle use, lower greenhouse gas emissions, and enhance the overall quality of life for the campus community. The successful implementation of this plan will require ongoing collaboration, dedicated funding, and a strong commitment from all stakeholders. As we move toward 2030, the TDM Plan will serve as a dynamic framework, guiding SF State in achieving its transportation and climate action goals.