



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, December 12, 2017; 10:00 a.m.

Location: Legislative Chamber, Room 250, City Hall

Commissioners: Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

Clerk: Alberto Quintanilla

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| 1. Roll Call | |
| 2. Chair’s Report – INFORMATION | |
| 3. Executive Director’s Report – INFORMATION | |

Consent Agenda

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| 4. Approve the Minutes of the December 5, 2017 Meeting – ACTION* | 3 |
| 5. [Final Approval] Reappointment of Becky Hogue and Appointment of Kian Alavi to the Citizens Advisory Committee – ACTION* | 15 |
| 6. [Final Approval] Allocate \$3,652,500 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$200,000 in Prop K Funds for One Request – ACTION*
Projects: (SFMTA) Manual Trolley Switch System Replacement Phase I (\$602,500); Gough Corridor Signal Upgrade (\$2,900,000); Bicycle Facility Maintenance (\$150,000); (SFCTA) Freeway Corridor Management Study Pre-Environmental (\$200,000) | 23 |
| 7. [Final Approval] Approve the 2018 State and Federal Legislative Program – ACTION* | 33 |
| 8. [Final Approval] Approve the 2017 San Francisco Congestion Management Program – ACTION* | 43 |
| 9. [Final Approval] Accept the Audit Report for the Fiscal Year Ended June 30, 2017 – ACTION* | 61 |

Regular Agenda

10. **[Final Approval on First Appearance]** Programming of \$6,189,000 (Estimated) in Local Partnership Program (LPP) Formulaic Program Funds to Three San Francisco

Board Meeting Agenda

- Public Works Street Resurfacing Projects, and Approval of a Fund Exchange of \$4,100,000 in LPP Funds with an Equivalent Amount of Prop K Funds for the US 101/I-280 Managed Lanes LPP Fund Exchange Project, with Conditions. – **ACTION*** 63
11. Programming \$2,813,264 in San Francisco’s One Bay Area Grant Cycle 2 Funds to the San Francisco Municipal Transportation Agency for the Safe Routes to School Non-Infrastructure Project, with Conditions –**ACTION*** 91
12. Update on the Transportation Network Companies (TNCs) Regulatory Landscape: An Overview of Current TNC Regulation in California and Across the Country – **INFORMATION*** 103

Other Items13. Introduction of New Items – **INFORMATION**

During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration.

14. Public Comment

15. Adjournment

***Additional Materials**

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, December 5, 2017

1. Roll Call

Chair Peskin called the meeting to order at 10:08 a.m.

Present at Roll Call: Commissioners Breed, Cohen, Fewer, Peskin, Ronen, and Tang (6)

Absent at Roll Call: Commissioners Farrell (entered during Item 6), Kim (entered during item 13), Safai (entered during item 13), Sheehy (entered during item 13), and Yee (entered during item 13) (5)

2. Citizens Advisory Committee Report – INFORMATION

John Larson, Citizens Advisory Committee Member, reported that on item 7, update on the San Francisco Freeway Corridor Management System Study, the CAC brought forth concerns about the use of HOV lanes and expressed concern about the impact of the continued issuance of clean air stickers for single occupancy vehicles, allowing them the use of the HOV lanes. He said that the CAC had concerns that private shuttle buses would be on equal footing with public buses and would reduce the lanes effectiveness, He mentioned that further concern was voiced during public comment when private commuter buses were held up as an example of the public's subsidizing private corporate employee transportation not open to everyone. Mr. Larson reported that on item 8, Prop K allocations, the CAC recommended approval of the funds and on item 9, Local Partnership Program (LPP), the CAC recommended approval of the LPP formulaic funds for street resurfacing and LPP fund exchange with an equivalent amount of Prop K funds. He said that the CAC appreciated that LPP funds would be used right away for street resurfacing improvements.

He reported that on item 10, 2017 San Francisco Congestion Management Program, the CAC had concerns about the findings of the report indicating that citywide average transit and auto speeds had not improved over time and that the CAC suggested that the data be shown at a finer level of detail such as on individual routes as opposed to sectors of the city. Mr. Larson also reported that the CAC had concerns that the impact of Transportation Network Companies (TNCs) on congestion in the city were not being adequately captured. He continued to say that the CAC suggested that additional emphasis should be placed on transit solutions, like subway and bus rapid transit, and that the CAC would like to see studies and visioning efforts taking a more holistic approach as opposed to narrow plans that focused on a single issue. He said that representatives of the CAC, from the West side of the city, expressed a desire to see efforts that not only focused on the most congested core, but also addressed the transit needs for the rest of the city. He said that the CAC approved the item with an amendment urging the Transportation Authority and other city transit agencies to accelerate planning for dedicated transit rights of way, such as subways and bus rapid transits, with special consideration for improvements serving the West side

of the city.

There was no public comment.

Consent Agenda

3. **Approve the Minutes of the November 14, 2017 Meeting – ACTION**
4. **[Final Approval] Allocate \$2,941,939 in Prop K Sales Tax Funds for Five Requests, with Conditions – ACTION**
5. **[Final Approval] Award Three-Year Professional Services Contracts, with an Option to extend for Two Additional One-Year Periods, to WSP USA and Resource Systems Group, Inc. in a Combined Amount Not to Exceed \$400,000 for On-Call Modeling Services – ACTION**

There was no public comment.

Commissioner Tang moved to approve the Consent Agenda, seconded by Commissioner Breed.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Peskin, Ronen, Tang (6)

Absent: Commissioners Farrell, Kim, Safai, Sheehy, and Yee (5)

End of Consent Agenda

6. **Appointment of Two Members to the Citizens Advisory Committee – INFORMATION**

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Kian Alavi spoke to his interest and qualifications in being appointed to the CAC.

Bradley Tanzman spoke to his interest and qualifications in being appointed to the CAC.

There was no public comment.

Commissioner Ronen thanked all the individuals that applied for the vacant District 9 CAC position and noted the large number of qualified applicants. Commissioner Ronen made a motion to appoint Kian Alavi to the District 9 CAC seat and mentioned that District 9 faced complex transportation issues, and would benefit from Mr. Alavi's transportation equity and justice lens in particular.

Commissioner Kim made a motion to reappoint CAC member Becky Hogue and said that she sits on the Pedestrian Safety Advisory Committee and had served as vice-chair. Commissioner Kim said that Ms. Hogue was an active citizen concerning vision zero, a Treasure Island resident and that her voice on the CAC was needed given the continued work of the Treasure Island Mobility Management Agency (TIMMA).

Commissioner Ronen moved to appoint Kian Alavi to the CAC, seconded by Commissioner Yee.

Commissioner Kim moved to reappoint Becky Hogue to the CAC, seconded by Commissioner Breed.

The motions to appoint Kian Alavi and reappoint Becky Hogue were approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

7. Update on the San Francisco Freeway Corridor Management System Study – INFORMATION

Andrew Heidel, Senior Transportation Planner, presented the item per the staff memorandum.

Mr. Heidel noted that this information item was related to Item 8 and 9, which proposed to allocate funding for future phases of this effort.

Commissioner Safai commented that focusing on I-280 in San Francisco while the rest of the Bay Area prioritized US 101 seemed odd. He also expressed concern over the four-mile gap and lack of direct connection to downtown via Interstate 280. Commissioner Safai noted that 280 was meant to be a relief point for 101, and that adjustments could weaken this. Commissioner Safai said that there was a need to improve traffic flow but that he does not feel this project accomplished this overall objective.

Chair Peskin responded that downtown is rapidly expanding toward 280.

Mr. Heidel said that Transportation Authority staff understood Commissioner Safai's concerns about changing 280 from a relief valve to something that might attract more traffic. He stated that staff focused on 280 instead of 101 because of geometric and Bay Bridge traffic challenges affecting the latter highway. Mr. Heidel said that staff will work to address Commissioner Safai's concerns in the next few months as planning work continued.

Commissioner Sheehy agreed with Commissioner Safai's concerns over adjusting 280. He said that if any changes resulted in further traffic on 280, ramps like Monterey, Alemany, and Ocean, which are already crowded, could experience additional congestion. He expressed concern that installing HOV lanes could put traffic into gridlock. Commissioner Sheehy recounted a traffic standstill on 101 near Glen Park a few months ago that resulted in gridlock on surface streets. He noted that changes affecting the 101/280 interchange affect people in surrounding neighborhoods. Commissioner Sheehy said before putting money into HOV lanes, money should be invested into ameliorating some of the systemic problems causing traffic. He shared that he had tried to get SFMTA to examine a problematic backup at the Monterey Boulevard ramp, which at times backs up onto the highway. He said that SFMTA had been indifferent, and he expressed concern that no change would happen until a large accident occurs. Commissioner Sheehy requested that a more holistic approach to traffic mitigation be taken and noted the impact that traffic had on District 8 and 11.

Mr. Heidel replied to Commissioner Sheehy that staff did consider the impact of 280 traffic on surface streets and that more details would be available in early 2018.

Commissioner Sheehy stated that traffic near Mission Bay could worsen with the Giants and now the Warriors in the area. He cited existing congestion on King, Mariposa, and 6th Streets. Commissioner Sheehy said that congestion pricing could have a chance to work, but he was not sure how likely it was to succeed. He also noted that the 101/280 interchange was chaotic in both directions.

Mr. Heidel responded that the 101/280 interchange was a known challenge. He said that if Caltrans was to build it today, it would be designed differently. Mr. Heidel explained that the split of 280 into three roadways made it difficult to implement designs to address congestion through the interchange. He also noted that the backups at and through the interchange ultimately begin at Hospital Curve on 101 or the Bay Bridge. Mr. Heidel said that to untangle congestion on 280, staff needs to address these sources on 101 and the Bay Bridge in coordination with regional partners in the East Bay and MTC to address what happens on the Bay Bridge and in the South

of Market area (SOMA).

Commissioner Sheehy said that the proposed plan seemed like an incomplete solution. He reiterated his that there was a need to more holistically develop a plan to reduce demand on both 101 and 280.

Executive Director Tilly Chang responded that the Transportation Authority was undertaking a more holistic view of freeway planning with ConnectSF and the countywide transportation plan update. She stated that this included examining how to minimize disruption to local streets. Director Chang said that staff had begun looking at difficult areas on the freeway, like the Maze and the Hairball, with Commissioner Ronen's requested District 9 freeway study. She elaborated that in this study, staff also explored how to manage parallel routes alongside 280. Director Chang posited that the potential for buses and carpools on the freeway was not fully utilized. She stated that there was a need to more holistically look at freeways and nearby arterials. She furthered that the countywide transportation plan will have a streets and freeways study. Director Chang stated that there needed to be collaboration with Caltrans, MTC, and BATA for success. She said that staff was examining physical treatments, priority lanes, pricing, and incentives to manage freeway traffic. She stated that staff was aware that increases in traffic were possible and that there was a need to holistically prepare the whole system for this.

Commissioner Kim asked what revenue from an express lane would be used for and who would administer it. Mr. Heidel responded that this had not yet been decided. He said that elsewhere in California, funds must go to alternative transit improvements in the priced corridor. He further noted that MTC had the authority to operate express lanes in San Francisco, but that there was no obligation that MTC must administer an express lane. He said that staff was exploring all options about who a potential operator could ultimately be.

Commissioner Kim agreed with Commissioner Sheehy that an express lane alone would not be the answer, but observed that the revenue generated could create an opportunity to identify and implement more attractive alternatives to driving, especially in neighborhoods affected by freeway traffic. She requested that staff study these alternatives and determine which ones express lane revenues could help fund. Commissioner Kim also requested that these improvements be rolled out in concert with any managed lane so that options are available on day one. She acknowledged that this could be difficult since the revenue would only be anticipated but hoped that it was possible. Commissioner Kim cited London's rollout of its mobility congestion plan as a positive example. Commissioner Kim noted that the express lane would not be continuous northbound and asked if this might address some of the concerns held by Commissioners Safai and Sheehy since there would be no changes to a large stretch of the freeway. She noted that she had asked staff about the possibility of 101 express lanes and said that she had heard that these could cause a significant negative impact on traffic and thus, weren't proposed. Commissioner Kim stated that there need to be less vehicles downtown. She noted that many vehicles in downtown are driven by San Francisco residents. She also stated that this traffic has large effects on SOMA residents, particularly through air quality impacts.

Commissioner Safai said that his biggest reservation was the \$6 million price of the study. He said that the study was not holistic enough to cost that amount. He also expressed concern that this action would reallocate money away from street resurfacing that neighborhoods want. Commissioner Safai noted significant recent investments in Caltrain by San Francisco and others, and stated that the focus should be on getting people out of their cars and onto Caltrain. He also noted that congestion on 280 was common on weekends near Mission Bay. He said that with one

less lane, this traffic would worsen. Commissioner Safai said that the real traffic concern was on 101, and that 101 should be a higher priority than 280. He said that alternative transit should be the top focus.

Director Chang responded to Commissioner Safai, saying that hard work was going into improving Caltrain, as exemplified by the recent award of the electrification grant. She noted that Caltrain currently runs at full capacity, which makes the highways a needed form of transportation for the time being. Director Chang said that there was regional cooperation going into the downtown extension and that once the extension is complete – offering a high-quality transit options to downtown, 101 could be examined. She stated that the needed non-driving alternatives were not in place to alter capacity on 101 at this time, and that Caltrans, who owns and ultimately controls the freeways, would not consider 101 changes until this condition is addressed. Director Chang clarified that on 280, a shoulder would be striped to add a northbound HOV lane and that no lane would be taken away. She said that ideally, this lane would feed into a 3rd Street red carpet bus lane to take buses to the Transbay Transit Center. In response to Commissioner Kim's request that driving alternatives accompany the HOV lane from the outset, Director Chang noted that MTC had funded a regional bus express study in San Mateo, which is examining the potential to significantly increase SamTrans transit service in the entire San Francisco to San Jose corridor. She said that San Mateo could run more SamTrans buses, which would utilize the HOV lane. Director Chang stated that staff was also considering the long-term and incorporating Caltrain and high-speed rail into planning. Director Chang expressed that the HOV lane could provide an opportunity to strengthen San Francisco's regional partnership with San Mateo and Santa Clara on managing both highway and transit traffic in the peninsula corridor.

Commissioner Cohen thanked Director Chang for elaborating. She then said that many new residents will move to southeast San Francisco with developments like the Warriors stadium, the Shipyard, and Pier 70. She said that this would lead to increased congestion throughout southern San Francisco. Commissioner Cohen also stated that a current multimodal congestion management study occurring in District 10 would build off past studies and inform future ones. Commissioner Cohen questioned what the long-term future for 280 will be once more alternative options, like high-speed rail, are available.

Commissioner Sheehy said that drivers from the south should have to pay, just like drivers from the north or east do. He stated that he did not believe the HOV lanes were a good solution.

Commissioner Kim said that she and Commissioner Cohen had considered congestion pricing. She stated she was glad to hear that Commissioner Sheehy was considering this as well. Commissioner Kim noted that San Francisco had added 50,000 new residents and 100,000 new jobs since 2009. She said that predicting and planning for this type of growth was impossible, and that a degree of gridlock occurring as a result was to be expected. She said that the city needs to look at pricing driving from the South Bay and investing in attractive alternative options. She also noted that San Francisco residents who drive were a big part of the congestion.

There was no public comment.

8. Allocate \$3,652,500 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$200,000 in Prop K Funds for One Request – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Farrell.

The motion was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (10)

Absent: Commissioner Safai (1)

9. Approve Programming of \$6.08 Million (Estimated) in Local Partnership Program (LPP) Formulaic Program Funds to Three San Francisco Public Works Street Resurfacing Projects, and Approve a Fund Exchange of \$4.1 million in LPP Funds with an Equivalent Amount of Prop K Funds for the US 101/I-280 Managed Lanes LPP Fund Exchange Project, with Conditions – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Safai asked for clarification on the use of the project funds. Ms. LaForte replied that the Transportation Authority was recommending programming \$6 million in state funds to street resurfacing projects with a fund exchange of \$4 million for the managed lanes project.

Commissioner Safai asked why \$4 million was requested to fund the study, observing that it seemed like a large amount. Tilly Chang, Executive Director, replied that in the world of environmental review it was what the Transportation Authority expected for a project of that scale to cost. She explained that there was a portion of the study which would be funded by San Mateo County for the four miles from Interstate 380 to the county line. She said that the total cost was estimated to be more than the \$4 million the Transportation Authority sought for its part in the county. She said that the environmental process had a lot of studies and analysis that were required by Caltrans. Ms. Chang said one potential bright spot was that back in 2012/2013 San Mateo County was successfully able to seek matching funds from private sector employers in the corridor for its managed lanes projects and the Transportation Authority would seek to do the same.

Commissioner Safai asked if the funds were just programming and if an agreement had been reached regarding the scope of the project. Ms. Chang replied that the request was to set aside the funds and was being requested now because the California Transportation Commission (CTC) required the Transportation Authority to tell them which projects would receive the local partnership planning funds. She said that the local partnership program funds were proposed to be put on resurfacing projects which could be delivered to the voters quickly, but the swap meant that a portion of the previously programmed Prop K funds to resurfacing could then be released and programmed to managed lanes for environmental work. She said that the item was being brought up due to the urgency of the CTC schedule and the goal was to seek matching funds from the private sector to help supplement for the environmental phase.

Commissioner Safai asked if the plan decreased funding availability for street resurfacing. Ms. Chang replied that the Transportation Authority was adding \$2 million to the previously programmed Prop K funds and giving a total of \$6 million to Public Works to do resurfacing. Commissioner Safai asked where the money was coming from. Ms. Chang replied that that the Transportation Authority had \$6 million of new state money and the idea was to give Public Works \$6 million and they would release \$4 million that they had from Prop K to allow the Transportation Authority to fund the managed lanes project, leaving a net increase of \$2 million for resurfacing. Commissioner Safai indicated he did not support the fund exchange.

Commissioner Yee commented that he appreciated where the funds were going in terms of resurfacing. Commissioner Yee said that an issue he was trying to push was undergrounding the M Line and that recently a decision was made to take a sabbatical from thinking about the project. He said that he was trying to find ways where the Transportation Authority could reactivate process and get it going again. He said that if an assumption was made that next steps could not be advanced, because of lack of funds, the project would never be completed and that a vision was needed to go after money in the future. He said that he was disappointed, and asked about the \$70 million that were set aside for the Park Merced development and supported by the community.

Ms. Chang replied that the underground project was moving along through feasibility studies conducted by the Transportation Authority and that the SFMTA decided to put it on hold pending larger prioritization conversations needed around a citywide rail investment strategy. She said that her understanding was that the SFMTA was moving forward with the central subway to go to fisherman's wharf and the M undergrounding. She said that the M Line continued to be one of the highest priority projects, with four car capacity across the diagonal of the city. She said that the work with SFMTA had shifted to city wide transit planning and particularly to city wide rail planning and mentioned that the M line continued to be a high priority system wide for SFMTA. She said an information and outreach item on these studies would be available in the Spring. Commissioner Yee commented that he would appreciate any movement as quick as possible and mentioned that District 7's population was going to increase by 20,000, with M Line already at capacity.

Commissioner Fewer commented that the item did not address the congestion concerns along Park Presidio Highway 1 in Districts 1, 2, and 7 and although she understood another corridor was being studied, she wanted to shed light on the congestion issues of Park Presidio Highway 1. She said that the city would experience an increase of population in Park Merced and would like to see what would be done to address the growth on the west side of the city.

Commissioner Sheehy asked what would happen if the \$4 million were not spent on the study. Ms. LaForte replied that \$4 million would be available for street resurfacing projects. Chair Peskin commented that that policy consideration was whether the Board wanted to start a long-term planning investment in the Highway 101/I-280 managed corridors project and thought it was a long term worthwhile investment that over time would be needed with over 100,000 people anticipated to be coming up the corridor. He said that more had to be done than just the Caltrain extension and at some point HOV managed lanes would need to be considered.

There was no public comment.

Commissioner Cohen moved to approve the item, seconded by Commissioner Tang.

The motion to approve the item failed by the following vote:

Ayes: Commissioners Cohen, Peskin, Tang and Yee (4)

Nays: Commissioners Fewer, Ronen, Safai, Sheehy (4)

Absent: Commissioners Breed, Kim, and Farrell (3)

Commissioner Cohen made a motion to rescind the vote, seconded by Commissioner Kim.

The vote was rescinded without objection by the following vote:

Ayes: Commissioners Cohen, Fewer, Peskin, Ronen, Safai, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Kim, and Farrell (3)

Commissioner Kim moved to approve the item, seconded by Commissioner Tang.

The motion to approve the item failed by the following vote:

Ayes: Commissioners Cohen, Kim, Peskin, Tang and Yee (5)

Nays: Commissioners Fewer, Ronen, Safai, Sheehy (4)

Absent: Commissioners Breed and Farrell (2)

Chair Peskin commented that he would schedule the item for the December 12, 2017 Transportation Authority Board meeting and urged staff to connect with all of the Board members prior to the next meeting.

10. Approve the 2017 San Francisco Congestion Management Program – ACTION

Bhargava Sana, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Yee moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Cohen, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Farrell, Fewer (3)

11. Approve the 2018 State and Federal Legislative Program – INFORMATION

Amber Crabbe, Assistant Deputy Director, presented the item per the staff memorandum.

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Cohen, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Farrell, Fewer (3)

12. Accept the Audit Report for the Fiscal Year Ended June 30, 2017 – ACTION

Cynthia Fong, Deputy Director for Finance and Administration, introduced the item per the staff memorandum.

Ahmed Gharaibeh, Vavrinek, Trine, Day & Co. LLP (VTD), presented the item.

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Cohen, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Farrell, Fewer (3)

Chair Peskin called Item 13 after Consent Agenda.

13. Progress Report for Van Ness Bus Rapid Transit – INFORMATION

Ed Reiskin, SFMTA Director of Transportation, presented the item.

Commissioner Safai asked for further information on the sewer-related cost issue with the contractor. Mr. Reiskin replied that the contract was a guaranteed maximum price contract and the costs for the different elements of work were agreed upon and established upfront with the contractor. He said that for the utilities work, the SFMTA agreed upon a price of \$18 million based on estimates they had done, the contractor had done and independent third-party estimates. When the contractor received the bids, Mr. Reiskin said that they came in around \$39 million dollars. He said that was something that the contractor, the SFMTA and the Public Utilities Commission (PUC) were not comfortable with, and from that point forward the SFMTA worked with the contractor to repackage and rebid the work. The rebid resulted in a price of about \$29 million, less than the original bid, but still significantly higher than the original cost estimate. Mr. Reiskin explained that the process to rebid and negotiate, with one responsive party, was what took the time and accounted for a lot of delay. Mr. Reiskin said that contractually speaking, the \$18 million was what the contractor agreed to and they signed on to when they entered the contract, though he noted that the SFMTA appreciates that it creates an \$11 million gap for the contractor. He said that the contractor did not have a legal resource to close that gap, but the SFMTA wanted to make sure they were fairly compensated for the cost of the project. He said that the contractor had submitted a claim for the \$11 million and that was something that the SFMTA would process accordingly.

Commissioner Safai asked how the claims process worked and asked for additional information on the construction management method. Mr. Reiskin replied that the delivery mechanism that the SFMTA selected for the project, after consultation with the PUC and Public Works, was a Construction Manager/General Contractor (CM/GC) method which was different from the design-bid-build approach where the design was done in house and then a bid is put out for the whole package. He said that under the Construction Manager/General Contractor method, the contractor was brought in before the design was 100% complete to advise on constructability and to give other feedback. He said that the SFMTA negotiated a maximum price with the contractor and then allowed the contractor to take packages, such as utilities, and bid them out as they are ready. Mr. Reiskin said that it was a different way of project delivery, but also was the way Public Works delivered larger building projects, though this was SFMTA's first significant horizontal project using this delivery method. He said that SFMTA incorporated a lot of lessons learned from Public Works and PUC. Lastly, Mr. Reiskin said that the SFMTA would process claims whether related to the sewers or any others that will be received, as is typical on any large construction project, as per the admin code.

Commissioner Breed noticed that on Van Ness Avenue there was a lot of confusion about which way people are to go when driving up and down the street and was wondering if the SFMTA had any plans to add parking control officers (PCO) to the most challenged intersections during commute hours. Mr. Reiskin replied that the SFMTA was monitoring the traffic flow carefully and engaged a team of their engineers and Caltrans engineers in identifying and approving the road configurations, communications plan, and signage for commuters. He also said that if needed a PCO or police officer would be placed on site to address any confusion and SFMTA would also welcome any feedback that identified specific places of concern.

Commissioner Breed asked how the SFMTA monitored and made decisions around traffic issues pertaining to this project. Mr. Reiskin replied that the SFMTA had traffic engineers that focused exclusively on those changes related to construction and they would analyze what the contractor was proposing. He said that they informed development of the specs and they reviewed the traffic

management plans the contractors submitted and that a lot of work was involved because they needed to make sure the road would be able to function safely. In terms of monitoring, Mr. Reiskin said the SFMTA had staff, inspectors and construction management staff who all played a role. He said that they also monitor feedback that they get from the public through various venues such as the previously mentioned outreach the SFMTA was doing on the project and 311 calls.

There was no public comment.

Chair Peskin continued the item to the call of the Chair to ensure the Board could keep tabs on the project as it sought to get back on schedule.

Items from the Personnel Committee

Chair Peskin called Items 14 and 15 together.

14. [Final Approval] Evaluation of Public Employee Performance and Approve the Executive Director's Performance Objectives for 2018 – ACTION

15. [Final Approval] Set Annual Compensation for the Executive Director for 2018 – ACTION

Tilly Chang, Executive Director, introduced the item per the staff memorandum.

Commissioner Ronen thanked the Ms. Chang and the Transportation Authority staff for their accessibility and knowledge. Commissioner Kim commented that Ms. Chang had followed through the commitments she had made during the hiring process to strengthen the relationships with outside agencies and other city agencies. She said that Ms. Chang had found ways to streamline the funding with the grantees and placed the projects that were important to all to the Board on the ground. Commissioner Kim commented that she spoken with a few people about their working relationship with Ms. Chang, and how they perceived her leadership, and that it was great to hear such positive comments about her leadership style. She said that Ms. Chang was incredibly responsive at addressing the concerns of the Board and brainstorming different ideas around TNCs or yellow school buses or other topics. She said that the Board appreciated the initiative that the Transportation Authority took to conduct a study of TNCs on the road and to provide a comprehensive report.

Commissioner Yee expressed his gratitude towards Ms. Chang's leadership and thanked the Personnel Committee for doing a thorough evaluation of Ms. Chang's performance.

There was no public comment.

Commissioner Ronen moved to approve the item, seconded by Commissioner Kim.

Item 14 and 15 were approved without objection by the following vote:

Ayes: Commissioners Cohen, Kim, Peskin, Ronen, Safai, Sheehy, and Yee (7)

Absent: Commissioners Breed, Farrell, Fewer, and Tang (3)

Other Items

16. Introduction of New Items – INFORMATION

There were no new items introduced.

17. Public Comment

There was no public comment.

18. **Adjournment**

The meeting was adjourned at 12:18 p.m.



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RESOLUTION REAPPOINTING BECKY HOGUE AND APPOINTING KIAN ALAVI TO
THE CITIZENS ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There are two open seats on the CAC resulting from a member's term expiration and a member resigning from the CAC; and

WHEREAS, At its December 5, 2017 meeting, the Board reviewed and considered all applicants' qualifications and experience and reappointed Becky Hogue and appointed Kian Alavito serve on the CAC for a period of two years, with final approval to be considered at the December 12, 2017 Board meeting; now therefore, be it

RESOLVED, That the Board hereby reappoints Becky Hogue and appoints Kian Alavi to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



Memorandum

Date: November 27, 2017
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 12/05/17 Board Meeting: Appointment of Two Members to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There are two open seats on the CAC requiring Board action. The openings are the result of the term expiration of Becky Hogue (District 6 resident), who is seeking reappointment, and Santiago Lerma (District 9), who resigned from the CAC due to family obligations. There are currently 43 applicants, in addition to Ms. Hogue, to consider for the existing open seats.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointments
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DISCUSSION

Background.

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority’s Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants.

Procedures.

The selection of each member is approved at-large by the Board, however traditionally the Commissioner of the supervisorial district with an open seat has recommended the candidate for appointment. Per Section 5.2(a) of the Administrative Code, the CAC:

“...shall include representatives from various segments of the community, such as public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous

Agenda Item 5

basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2017/18 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

Attachment 1 – Matrix of CAC Members
Attachment 2 – Matrix of CAC Applicants
Enclosure 1 – CAC Applications

**Attachment 1
CITIZENS ADVISORY COMMITTEE ¹**

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 17
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 18
John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 18
Bradley Wiedmaier	M	C	3	Lower Nob Hill	Disabled, Labor, Senior Citizen	Apr 16	Apr 18
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Jul 18
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Sep 18
Shannon Wells-Mongiopi	F	NP	11	Excelsior	Environment, Neighborhood, Public Policy	Sep 16	Sep 18
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 18
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 19
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 19
Hala Hijazi	F	NP	2	Marina	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	Sep 17	Sep 19

A – Asian AA – African American AI – American Indian or Alaska Native C – Caucasian H/L – Hispanic or Latino
 NH – Native Hawaiian or Other Pacific Islander NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 11.29.17)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Kian Alavi*	M	NP	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2 Max Barnes*	M	NH	9	Mission East	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
3 Joe Blubaugh*	NP	NP	9	Bernal Heights / Market Street	Environment, Neighborhood, Public Policy
4 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
5 Chris Coghlan*	M	NP	7	Sunnyside	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
6 Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
7 Nicholas Fohs*	M	C	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy
8 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
9 Fabian Gallardo*	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
10 Erin Handsfield*	F	NP	10	Potrero Hill	Business, Public Policy,
11 Beth Hoffman	NP	C	11	Mission Terrace	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
12 Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood
13 KE Hones*	F	AI	9	Mission / Potrero Hill & Civic Center	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
14 Adam Hugo-Holman	M	C	11	Excelsior	Business, Environment, Neighborhood, Public Policy
15 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
16 Virginia Jaramillo*	F	NP	9	Bernal Heights	Business, Disabled, Neighborhood, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Daniel Kassabian	M	NP	2	Russian Hill	Neighborhood
18 Jeremy Kazzaz*	M	NP	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy,
19 John Hyung-Jun Kim*	M	A	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
20 Ronald Konopaski*	M	NP	1	Richmond	Business, Disabled, Environment, Neighborhood, Senior Citizen
21 Stephen Kubick*	M	C	10	Potrero Hill	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
22 Roger Kuo*	NP	NP	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
23 John Loeber*	NP	NP	3	Nob Hill	Business, Environment, Neighborhood, Public Policy,
24 Dale Low*	M	A	9	Bernal Heights	Environment, Neighborhood, Public Policy
25 Gail Mallinson*	F	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
26 Marlo McGriff	M	AA	8	Mission-Dolores	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
27 Maer Melo*	M	AA	9	Mission	Business, Disabled, Environment, Neighborhood, Public Policy
28 Laura Milvy*	NP	NP	9	Portola	Labor, Neighborhood
29 Nathan Nayman*	M	C	7	Balboa Terrace / West Portal	
30 Vi Nguyen*	F	NP	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
31 Ifeyinwa Nzerem*	F	AA	10	Bayview/Silver Terrace	Disabled, Environment, Neighborhood, Senior Citizen
32 James Pierre Louis*	M	AA	3	Financial District / Embarcadero	Environment, Neighborhood
33 Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
34 Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
35 Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
36 Stephanie Soler*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
37 Matthew Stevens	M	NP	11	Excelsior	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
38 Bradley Tanzman*	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
39 Jayeson Vance*	M	C	11	Oceanview	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
40 Rudyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
41 Anne Widera*	F	NP	10	Potrero Hill	Business
42 Ladonna Williams*	F	C	11	Ingleside Heights	Business, Neighborhood, Public Policy
43 Rachel Zack*	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy
44 Yan Zhu*	NP	NP	6	Western SOMA / SOMA	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

*Applicant has not appeared before the Board.



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RESOLUTION ALLOCATING \$3,652,500 IN PROP K FUNDS FOR THREE REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$200,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received four requests for a total of \$3,852,500 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Guideways–Muni, Signals & Signs, Pedestrian and Bicycle Facility Maintenance, and Transportation Demand Management/ Parking Management; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for all of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Two of the four requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for Manual Trolley Switch System Replacement Phase I and the Gough Corridor Signal Upgrade require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$3,652,500 in Prop K funds for three requests, with conditions, and appropriating \$200,000 in Prop K funds for one request, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year



Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2017/18 budget to cover the proposed actions; and

WHEREAS, At its November 29, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Guideways—Muni and Signals & Signs 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$3,652,500 in Prop K funds for three requests, with conditions, and appropriates \$200,000 in Prop K funds for one request, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan and Strategic Plan, as well as the relevant Prop K 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and

be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2017/18

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (4)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$ 602,500	\$ 3,978,550	78%	85%	Design	2, 6, 9
Prop K	33	SFMTA	Gough Corridor Signal Upgrade	\$ 2,900,000	\$ 2,900,000	41%	0%	Construction	2, 5
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	\$ 150,000	48%	0%	Construction	Citywide
Prop K	43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$ 200,000	\$ 1,200,000	54%	83%	Planning	6, 9, 10, 11
TOTAL				\$ 3,852,500	\$ 8,228,550	61%	53%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$602,500	Design phase for replacement and upgrade of 5 of the 32 manual disconnect switches used to isolate circuits that provide traction power from substations to the catenary lines for San Francisco's trolleybuses. The existing switches are at the end of their useful lives. The upgrade will minimize service disruptions, increase system reliability and reduce maintenance costs when a traction power substation must be taken out of service because the new switches will be remotely operable from SFMTA's Power Control Center. The Van Ness Bus Rapid Transit (BRT) project will replace 8 manual switches, and the remaining 19 switches will be replaced through the next phase of this project. Design will be complete by summer 2018.
33	SFMTA	Gough Corridor Signal Upgrade	\$2,900,000	Requested funds will fund the construction phase for traffic signal upgrades at 17 locations along Gough Street, between Broadway and Page Street. Upgrades include new controllers, poles, mast arms, larger signal heads, pedestrian countdown signals, accessible (audible) pedestrian signals, and 8 curb ramps. Fourteen of the intersections are located on the Vision Zero High Injury Network. The project has been coordinated with the Van Ness BRT project and the SFMTA anticipates that the impacts of having both projects simultaneously under construction will be minor. The Van Ness lane configuration will not change from current conditions with two lanes maintained in both directions, therefore no additional traffic is expected to be diverted from Van Ness to Gough. The vast majority of work will be in the sidewalk. Construction will be complete in summer 2019.
37	SFMTA	Bicycle Facility Maintenance	\$150,000	This project will maintain existing bicycle facilities throughout the city to preserve their safety features. The project will focus on restriping, including green bike lanes and green bike boxes, and replacing plastic traffic channelizers along buffered bikeways. Locations will be identified and prioritized based on inspection and public input. Requests for maintenance can be made by calling 311, through sf311.org or through the SF311 app available on smart phones. Construction will be complete by June 2018.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$200,000	This request will fund the Project Initiation Document (required by Caltrans), which will refine a suite of alternatives for managed lanes in the US 101 / I-280 corridor between 5th and King in downtown San Francisco and San Mateo County. Managed lanes can include carpool and/or price-managed lanes with the goal of managing congestion by prioritizing high occupancy vehicles. The project, part of a regional network of managed lanes, seeks to increase person throughput, improve travel time and reliability between San Francisco and the Peninsula. Report will be complete by December 2018.

TOTAL	\$3,852,500
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¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$ 602,500	5 Year Prioritization Program (5YPP) Amendment: The request includes an amendment of the Guideways-Muni 5YPP to reprogram \$98,570 in FY2017/18 funds from the Muni Metro Rail Replacement Program placeholder to the subject project to accommodate its cash flow needs. See attached 5YPP amendment for details.
33	SFMTA	Gough Corridor Signal Upgrade	\$ 2,900,000	5YPP Amendment: The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP to re-program \$450,000 from the South Van Ness Signal Upgrade project to the subject project. The South Van Ness signals project is fully funded, and construction is nearly complete. See attached 5YPP amendment for details.
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	
43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$ 200,000	
TOTAL \$			3,852,500	

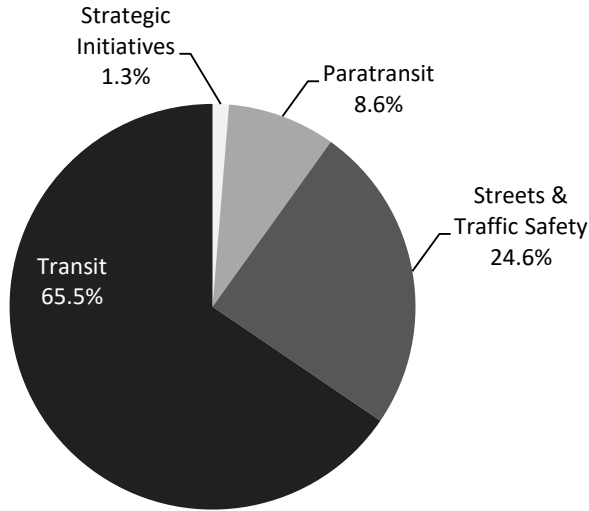
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2017/18**

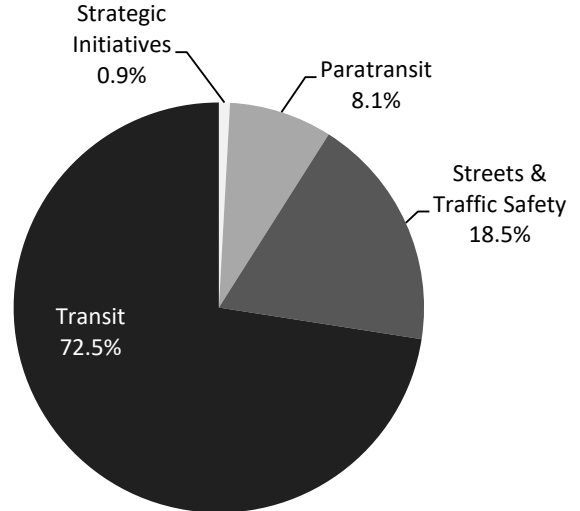
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 71,251,615	\$ 33,315,560	\$ 36,802,667	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 3,852,500	\$ 734,524	\$ 3,117,976	\$ -	\$ -	\$ -
New Total Allocations	\$ 75,104,115	\$ 34,050,084	\$ 39,920,643	\$ 645,389	\$ 97,600	\$ 97,600

The above table shows maximum annual cash flow for all FY 2017/18 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





Memorandum

Date: November 20, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 12/5/2017 Board Meeting: Allocation of \$3,652,500 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$200,000 in Prop K Funds for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$3,652,500 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency for three requests: <ol style="list-style-type: none"> 1. Manual Trolley Switch System Replacement Phase I (\$602,500) 2. Gough Corridor Signal Upgrade (\$2,900,000) 3. Bicycle Facility Maintenance (\$150,000) • Appropriate \$200,000 in Prop K sales tax for one request: <ol style="list-style-type: none"> 4. Freeway Corridor Management Study Pre-Environmental 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other:
<p>SUMMARY</p> <p>We have received four requests totaling \$3,852,500 in Prop K sales tax funds. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. A detailed scope, schedule, budget and funding plan for each project is included in the enclosed Allocation Request Forms. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$3,852,500 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the total approved FY 2017/18 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

Agenda Item 6

Sufficient funds are included in the FY 2017/18 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC was briefed on this item at its November 29, 2017 special meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2017/18

Enclosure – Prop K/AA Allocation Request Forms (4)

RESOLUTION APPROVING THE 2018 STATE AND FEDERAL LEGISLATIVE PROGRAM

WHEREAS, The Transportation Authority routinely monitors pending legislation that may affect the Transportation Authority and San Francisco's transportation program; and

WHEREAS, Each year the Transportation Authority adopts a set of legislative principles to guide its transportation policy and funding advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, The attached 2018 State and Federal Legislative Program reflects key principles gathered from common positions with other local sales tax transportation authorities, Congestion Management Agencies, and the Metropolitan Transportation Commission; the Transportation Authority's understanding of the most pressing issues facing the San Francisco Municipal Transportation Agency, regional transit providers serving the City of San Francisco, and other City agencies charged with delivering transportation projects; and are consistent with the advocacy approaches of the Mayor's Office; and

WHEREAS, At its special November 29, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority does hereby adopt the attached 2018 State and Federal Legislative Program; and be it further

RESOLVED, That the Executive Director is authorized to communicate this program to the appropriate parties.

Attachment:

1. 2018 State and Federal Legislative Program

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE		
Area	Goal	Strategy
1. Funding	a. Protect transportation funding	<ul style="list-style-type: none"> • Advocate that funds dedicated to transportation not be eliminated or diverted to other purposes. • Educate public about transportation projects funded by recently approved funding programs and associated benefits
	b. Enact new revenue and financing measures for transportation	<ul style="list-style-type: none"> • Support efforts at the state to raise additional transportation revenue to address ongoing funding shortfalls for both capital projects and operations. • Support efforts at the state to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund both capital projects and operations. This includes amendments to existing statutes that may make existing revenue options more feasible • Advocate for a next phase of the California Road Charge Pilot Program, which concluded in 2017.
	c. Secure cap and trade revenues for transportation	<ul style="list-style-type: none"> • Maintain funding for current transportation and housing programs and seek opportunities to direct additional cap and trade funds to them. • Advocate for the dedication of a significant portion of the next cap and trade expenditure plan (after 2020) to transportation and to San Francisco's investment priorities.
	d. Increase funding for affordable housing	<ul style="list-style-type: none"> • Support efforts to revive the authority of local governments to use tax-increment financing for affordable housing and related improvements including transportation. • Support efforts to establish new, dedicated state funding for affordable housing. • Support legislative efforts to reduce barriers to the construction of new housing, in particular affordable and moderate rate housing.

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE		
Area	Goal	Strategy
	e. Lower the 2/3 supermajority voter approval requirement for transportation taxes	<ul style="list-style-type: none"> • Support a constitutional amendment to lower the voter approval requirement for special taxes dedicated to local transportation projects from 66.67% to 55% or a simple majority.
	f. Modify allocation formulas for state transportation funds	<ul style="list-style-type: none"> • Advocate for using factors that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage. • Advocate to broaden the definition of disadvantaged communities (DACs) to better align with San Francisco’s communities of concern.
	g. Improve implementation of state grant programs (e.g. cap and trade, Active Transportation Program, Senate Bill 1 program)	<ul style="list-style-type: none"> • Advocate for programming and allocation processes that are clear, streamlined, and flexible. • Advocate for a stronger role for regional and local governments in prioritizing projects for funding.
2. Policy Initiatives	a. Advance San Francisco’s Vision Zero goals, improving safety for all users	<ul style="list-style-type: none"> • Work with local partners to identify and secure state and federal funding for Vision Zero projects. • Support efforts to improve safety for all road users, including bills that provide municipalities the flexibility to reduce speed limits. • Seek advancement of state legislation to authorize a pilot program to test Automated Speed Enforcement on San Francisco’s high injury network.
	b. Support the Treasure Island Mobility Management Agency’s (TIMMA) work for sustainable mobility on Treasure Island	<ul style="list-style-type: none"> • Support funding for study, piloting, and implementation of innovative mobility management such as tolling infrastructure, transportation and housing affordability programs, bike and car share initiatives, and autonomous vehicles. • Seek authorization to pilot an autonomous vehicle pilot on Treasure Island.

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE	
Area	Goal
	<p>c. Improve effectiveness of managed lanes and other transportation demand management (TDM) strategies</p>
	<p>d. Advance the adoption and integration of emerging mobility innovations in a way that balances their benefits and impacts, and ensures safety, equity and accessibility</p>
	<p>e. Authorize parking policy reform</p>
	<p>f. Modernize Congestion Management Program (CMP) regulations</p>
	<p>Strategy</p> <ul style="list-style-type: none"> • Seek authorization for the operation of managed lanes on US-101 and I-280. • Support new legislation that promotes innovative TDM strategies and authorizes their implementation, potentially including the implementation of tolling on the crooked portion of Lombard Street, subject to Board approval. • Advocate to limit the number of clean air vehicle stickers allowing hybrid and electric single-occupancy vehicles' use of managed lanes to avoid degrading performance. • Support MTC's efforts to strengthen enforcement of High Occupancy Vehicle lanes. • Support legislation and regulation to ensure that shared mobility services (e.g. Transportation Network Companies, commuter shuttles) balance their benefits and impacts, and ensure safety, equity, and accessibility. • Seek authorization for local regulation of certain aspects of emerging mobility, where appropriate. • Advocate to require open access to critical data. • Participate in local and state efforts to develop a policy framework for testing, deploying, and regulating autonomous and connected vehicles and consider pursuing pilot opportunities. • Support SFMTA's coordination with other public parking stakeholders on policy advocacy efforts, including accessible parking reform. • With other Congestion Management Agencies (CMAs), lead the development of legislation on CMP reform to support key policies and reinforce CMAs' role in state, regional, and local transportation planning and funding.

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE		
Area	Goal	Strategy
3. High-Speed Rail (HSR)	<p>g. Reform level of service requirements</p> <p>Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose</p>	<ul style="list-style-type: none"> • Support the Governor's Office of Planning and Research on California Environmental Quality Act (CEQA) rulemaking for implementation of Senate Bill 743 requiring alternative traffic impact analysis measures. • Work with partner agencies to advocate that the HSR early investment projects are implemented in a manner consistent with the Memorandum of Understanding to develop a blended system. • Advocate for full funding of the Caltrain Downtown Extension, and advance the Caltrain Modernization Program.

FEDERAL		
Area	Goal	Strategy
4. Transportation Funding	a. Sustain or increase federal transportation funding	<ul style="list-style-type: none"> • Ensure Congress appropriates funding consistent with the amounts authorized in the Fixing America's Surface Transportation (FAST) Act. • Support an increase in transportation and housing investment under any new infrastructure funding initiative. • Retain a strong multi-modal focus for federal grant programs and ensure funding is spread equitably among rural and urban jurisdictions. • Advocate for increasing the federal gasoline tax, and for indexing it to inflation to help close the Highway Trust Fund funding deficit. • Support study and piloting of innovative approaches to transportation challenges such as road usage charges, technology demonstration, and alternative project delivery methods.

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

FEDERAL		
Area	Goal	Strategy
	b. Secure federal appropriations for San Francisco's Core Capacity and New and Small Starts priorities	<ul style="list-style-type: none"> • Advocate that Congress approves annual New Starts appropriations consistent with the Full Funding Grant Agreements for the Central Subway and Caltrain Electrification projects. • Work with local and regional partners to secure federal funding for San Francisco's next New Starts, Small Starts and Core Capacity project priorities, including the BART Core Capacity Program, Better Market Street, Geary Boulevard BRT, and the Caltrain Downtown Extension. • Support efforts to apply state and local sales tax rates to online purchases.
	c. Increase local sales tax revenue through the Marketplace Fairness Act	
5. Transportation Policy Initiatives	a. Preserve and expand pre-tax commuter benefits on par with parking benefits b. Advance connected and autonomous vehicle regulations that advance safety and preserve local control	<ul style="list-style-type: none"> • Defend the pre-tax commuter and employer benefit for transit and bicycling. • Advocate to expand pre-tax benefits for other non-single occupancy vehicle modes such as bikeshare and shared mobility. • Support efforts to regulate connected and autonomous vehicles that aim to accelerate safety, mobility, environmental, equity, and economic benefits while ensuring the availability of collected data to enable research and inform future policies. • Partner with state and local governments to advocate for regulations that preserve the ability of jurisdictions to appropriately oversee safe operation of vehicles on their own highways and local roads.

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

PROJECT DELIVERY AND ADMINISTRATION (State and Federal)		
Area	Goal	Strategy
6. Project Delivery	<p>a. Expand use of innovative project delivery strategies for transportation infrastructure</p> <p>b. Seek integrated state and federal environmental impact studies and streamlined permitting</p>	<ul style="list-style-type: none"> • Advocate for additional opportunities to use alternative delivery methods to manage risk and increase local control for transportation infrastructure projects. • Advocate for retention and expansion of financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA). • Advocate for more efficient environmental processes (both CEQA and National Environmental Policy Act (NEPA)) to reduce administrative inefficiencies, expedite project delivery, and reduce costs. • Support efforts to increase the efficiency of Caltrans in reviewing and approving documents and permits.
7. General Administration	Ensure efficient and effective Transportation Authority operations	<ul style="list-style-type: none"> • Advocate for the streamlining of administrative restrictions when multiple fund sources are used on a single project. • Oppose legislation and regulations adversely affecting our ability to efficiently and effectively contract for goods and services, conduct business, and limit or transfer the risk of liability and support legislation and regulations that positively affect our effectiveness.



Memorandum

Date: November 30, 2017
To: Transportation Authority Board
From: Amber Crabbe – Assistant Deputy Director for Policy and Programming
Subject: 12/5/17 Board Meeting: Approval of 2018 State and Federal Legislative Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the 2018 State and Federal Legislative Program</p> <p>SUMMARY</p> <p>Every year the Transportation Authority adopts high level goals and strategies to guide legislative strategy and advocacy while still providing the necessary flexibility to respond to specific bills and policies over the course of the legislative sessions. The 2018 State and Federal Legislative Program (Attachment 1) was developed in coordination with local, regional, and statewide partners and focuses on advancing San Francisco’s priority projects, protecting existing transportation funds, authorizing new revenues, advancing the City’s Vision Zero goals, engaging in the regulation of new transportation technologies, and expanding the use of pricing and other innovative project delivery and financing approaches.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input checked="" type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background.

The State and Federal Legislative Program, adopted annually by the Board, establishes a general framework to guide our legislative and funding advocacy efforts at the state and federal levels. Transportation Authority staff and legislative advocacy consultant in Sacramento will use this program to plan strategy and communicate positions to the City’s legislative delegations in Sacramento and Washington D.C., and other transportation agencies and advocates.

The proposed 2018 State and Federal Legislative Program reflects key principles, gathered from our common positions with the Mayor’s Office, City agencies, transit operators serving San Francisco, other local transportation sales tax authorities around the state, and the Metropolitan Transportation Commission (MTC), as well as our understanding of the most pressing issues facing the city, the region, and our partner agencies. It is presented in the form of principles rather than specific bills or legislative initiatives, in order to allow staff the necessary flexibility to respond to legislative proposals and policy concerns that may arise over the course of the session. Throughout the year we will be reporting on the status of bills that are of significance to the Transportation Authority, and developing recommendations for positions as appropriate.

2017 Legislative Outcomes.

The highlight of the year was the passage of Senate Bill (SB) 1 (Beall), the Road Repair and Accountability Act of 2017 which represented the largest transportation funding package in the Legislature's history. It will raise around \$54 billion over the next decade to help address the state's neglected roadway and public transit systems with ongoing, dedicated funding from increases in transportation user fees. San Francisco is expected to receive over \$60 million annually in formula programs, and stands to receive significant additional funding from various competitive grant programs. Another significant piece of transportation funding legislation for the Bay Area was the approval of SB 595 (Beall) authorized the MTC to place on the ballot in nine Bay Area counties a toll increase of up to \$3 on the seven state-owned Bay Area toll bridges, which would fund up to \$4.5 billion in transit and highway improvements to reduce congestion and improve travel options in bridge corridors. The expenditure plan includes funding for San Francisco priorities such as BART expansion vehicles, new Muni vehicles and facility upgrades, Core Capacity transit improvements, and the Caltrain Downtown Extension. As a first step toward addressing the state's affordability crisis, the Legislature and Governor Brown also advanced a package of bills to fund affordable housing and streamline approvals for qualified housing developments.

2018 State and Federal Legislative Program.

Our 2018 State and Federal Legislative Program (Attachment 1) continues many of the themes from the previous year, emphasizing advancing San Francisco's priority projects and programs, protecting existing transportation funds, authorizing new transportation revenues, supporting allocation of state cap and trade revenues for transportation, improving the implementation for state grant programs, engaging in the regulation of new transportation technologies, supporting the city's Vision Zero goals, and expanding the use of pricing and other innovative project delivery and financing approaches. It also supports increased revenues and redevelopment-like tools to help accelerate the production of moderate and affordable housing.

At the state level, we will continue to work with the San Francisco Municipal Transportation Agency and the City and County of San Francisco on a priority legislative effort to authorize the use of cameras for automated speed enforcement. The Legislature is expected to develop the 2020 cap and trade expenditure plan, so we will advocate that transportation maintains or exceeds its current funding level and look for ways to advance San Francisco's priority projects and programs. We will support efforts at the state level to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund both capital projects and operations, and may also work with City partners to pursue authorization for one or more local revenue measures in forthcoming recommendations of the San Francisco Transportation Task Force 2045(Finally, we may seek legislation that would leave the door open for San Francisco to join Santa Clara and San Mateo Counties in exploring managed lanes along the length of US 101, and seek authorization for tolling on the crooked portion Lombard Street to manage demand, subject to Board approval.

At the federal level, our efforts will focus on ensuring that Congress appropriates funding consistent with the amounts authorized in the Fixing America's Surface Transportation (FAST) Act, and securing federal appropriations for San Francisco's current and future transit capital priorities such as Central Subway, Better Market Street, and the Caltrain Downtown Extension. We will also carefully monitor a flurry of activity happening around federal regulations for autonomous and connected vehicles to

Agenda Item 7

ensure state and local governments maintain the ability to oversee safe operation of vehicles on their own highways and local roads.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2017/18 budget.

CAC POSITION

The CAC was briefed on this item at its November 29, 2017 special meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – 2018 State and Federal Legislative Program

RESOLUTION ADOPTING THE 2017 SAN FRANCISCO CONGESTION MANAGEMENT PROGRAM (CMP) AND ISSUING AN OFFICIAL FINDING THAT THE CITY AND COUNTY OF SAN FRANCISCO IS IN CONFORMANCE WITH THE CMP

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is required by state law to update the CMP on a biennial basis; and

WHEREAS, The legislative intent of state congestion management law is to tie transportation project funding decisions to measurable improvements in mobility and access, while taking into account the impacts of land use decisions on local and regional transportation systems; and

WHEREAS, The CMP has several required elements, including a designated congestion management roadway network, biennial monitoring of automobile level of service on this network, a multimodal performance element, a uniform transportation analysis database, travel demand management provisions, a land use impacts analysis program, and a multimodal capital improvement program; and

WHEREAS, The 2017 CMP update reflects developments pertaining to the Transportation Authority's CMA activities since 2015, including system performance data collection and analysis, transportation policy changes and initiatives at the regional and state levels, and progress of the Transportation Authority's planning and project oversight efforts; and

WHEREAS, The 2017 CMP was prepared to comply with all pertinent requirements of State law, including relevant amendments, and, by agreement with the Metropolitan Transportation Commission (MTC), to comply with implementation of portions of Federal surface transportation law; and

WHEREAS, Adoption of the 2017 CMP is essential to achieve compliance with state



congestion management mandates, as well as to ensure the City's continued eligibility for various state and federal transportation funding sources; and

WHEREAS, The 2017 CMP needs to be submitted to the (MTC) for adoption; and

WHEREAS, At its November 29, 2017 meeting, the Citizens Advisory Committee was briefed on the 2017 CMP and after considerable discussion about the transportation system performance trends, unanimously adopted a motion of support for its adoption and further urged the Transportation Authority and other city agencies to accelerate planning for dedicated transit right of way investments such as subways and bus rapid transit, with special consideration for improvements serving the west side of the city; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the 2017 San Francisco CMP; and be it further

RESOLVED, That the Transportation Authority hereby finds that the City and County of San Francisco is in conformance with the requirements of the CMP, pursuant to Section 65089 of the California Government Code; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to the MTC for adoption and to all other relevant agencies and interested parties.

Attachment:

1. CMP Executive Summary

Enclosures (2):

- A. 2017 San Francisco Congestion Management Program
- B. CMP Technical Appendices

EXECUTIVE SUMMARY

A. Introduction

The San Francisco Congestion Management Program (CMP) is a biennial program conducted in accordance with state law to monitor congestion and adopt plans for mitigating traffic congestion that falls below certain thresholds. By statute, the CMP legislation originally focused its requirements on measuring traffic congestion, specifically through Level-of-Service (LOS), which grades roadway facilities by vehicle delay. In the years since, the Transportation Authority has designated most of the city as an Infill Opportunity Zone, enabling the use of alternatives to LOS for purposes of monitoring transportation system performance¹ (although it still reports LOS for planning purposes). The agency has evolved its CMP to include more multimodal and system performance monitoring, in recognition that automobile-focused metrics such as LOS result in a limited view of transportation issues, which can result in inefficient, modally biased, and often, unintentionally, counter-productive solutions.² In November 2013, the state passed SB 743, which specifically repeals automobile delay as measured by LOS as a significant environmental impact in environmental review, and tasks the Office of Planning and Research (OPR) with preparing guidance on appropriate alternative metrics. Locally, San Francisco acted to replace LOS with Vehicle Miles Travelled (VMT) as the city's CEQA transportation impact measure, in Spring 2015.

The CMP legislation aims to increase the productivity of existing transportation infrastructure and encourage more efficient use of scarce new dollars for transportation investments, in order to effectively manage congestion, improve air quality, and facilitate sustainable development. To achieve this, the CMP law is based on five mandates:

- Require more coordination between federal, state, regional, and local agencies involved in the planning, programming, and delivery of transportation projects and services;
- Favor transportation investments that provide measurable and quick congestion relief;
- Link local land use decisions with their effect on the transportation system;
- Favor multimodal transportation solutions that improve air quality; and
- Emphasize local responsibility by requiring a Congestion Management Agency (CMA) in each urban county in the state.

The purpose of the 2017 San Francisco Congestion Management Program (CMP), prepared by the San Francisco County Transportation Authority, (the Transportation Authority) is to:

- Define San Francisco's performance measures for congestion management;
- Report congestion monitoring data for San Francisco county to the public and the Metropolitan Transportation Commission (MTC);

¹ See 2009 SB1636 Infill Opportunity Zone legislation and SFCTA Resolution R10-38

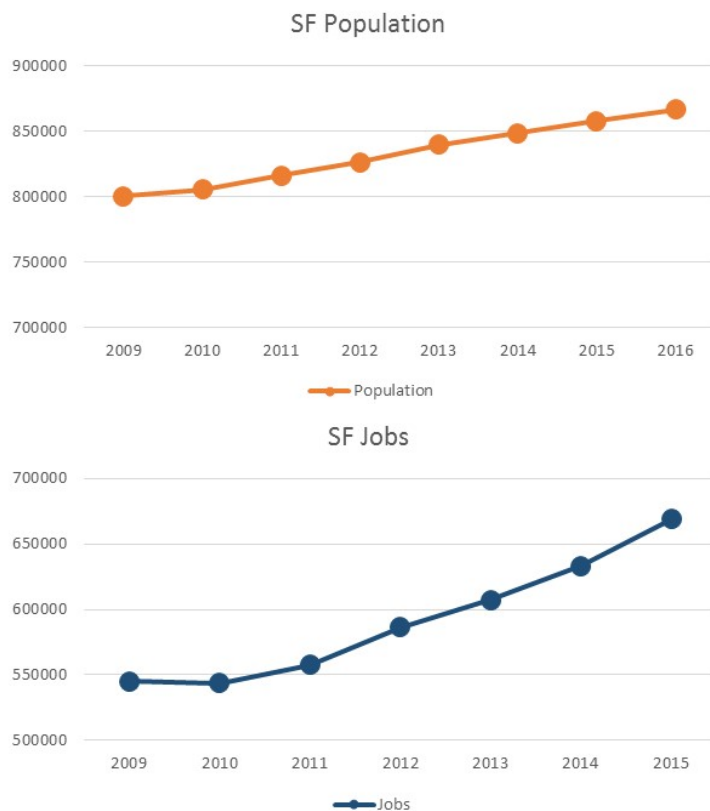
² In order to reduce vehicle delay and improve LOS, without considering strategies that encourage shifts to other modes, the increased roadway capacity is the implied solution, which, in turn, has been shown to lead to more driving (induced demand).

- Describe San Francisco’s congestion management strategies and efforts; and
- Outline the congestion management work program for fiscal years 2017/18 and 2018/19.

B. State of Transportation

San Francisco is an employment and population hub in a region that has continued to experience tremendous growth, outpacing all projections. Since 2009, San Francisco has added over 50k residents and over 100k jobs (see Figure 0-1). Between 2014 and 2016 alone, San Francisco added 20,000 residents, bringing the total population to 870,000, and the daytime population (which includes non-residents who work in the city) is well over one million. Employment growth during this same two-year period has also been torrid. According to the Bureau of Labor Statistics, total employment in San Francisco during these two years increased by almost 10%, from 640,000 to 703,000 jobs. This continues the trend of job growth exceeding population growth in the county by a factor of about three to one. Housing production, on the other hand, is lagging. This means that people are coming to San Francisco for work but live elsewhere and commute into the city. Strategies to managing congestion are key to maintaining our accessibility as the city grows. These include: improving public transportation, bicycling and walking routes and facilities; coordinating new development to support walkable and transit-oriented neighborhoods; and managing vehicle use, parking, and traffic signals to ensure safety and efficiency.

Figure 0-1: San Francisco Population and Job Growth since 2009



Source: MTC Vital Signs / American Community Survey

Roadway Level of Service

The CMP legislation defines roadway performance primarily by using the LOS traffic engineering concept to evaluate the operating conditions on a roadway. LOS describes operating conditions on a scale of A to F, with “A” describing free flow, and “F” describing bumper-to-bumper conditions. For the current monitoring period, average travel speeds on the CMP network have decreased since 2015 for most measured time periods and road types. Average arterial travel speeds have decreased 7% from 14.6 mph to 13.6 mph in the AM peak and decreased 4% from 12.7 mph to 12.2 mph in the PM peak. The average travel speed on freeways decreased 8% from 38.8 mph to 35.8 mph in the AM peak. In the PM peak, the average travel speed for freeways has remained generally flat, increasing slightly from 26.2 mph to 26.4 mph, although most of these facilities continued to operate at the lowest levels of service. While the overall declines in speeds between 2015 and 2017 indicate a continuing degradation of roadway performance, these declines were less significant than the declines between 2013 and 2015. Overall roadway performance has been declining since 2009 (see Figure 0-2).

Figure 0-2: CMP Network Average Travel Speed Change

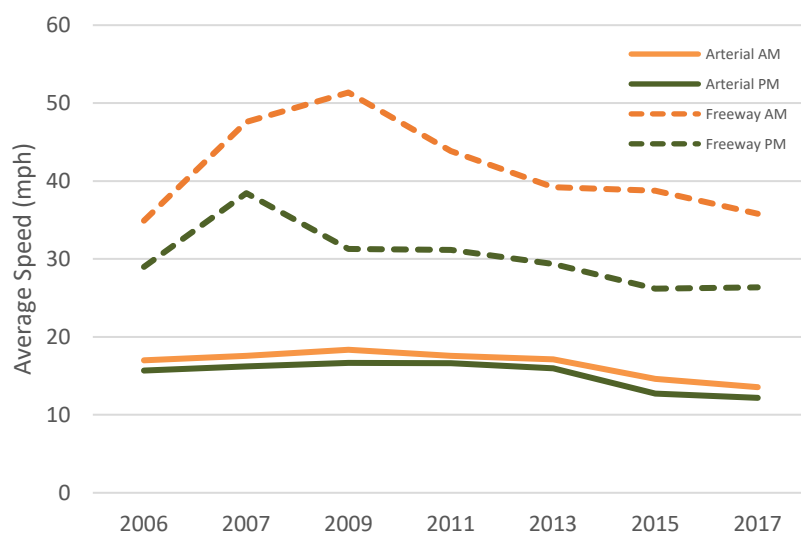
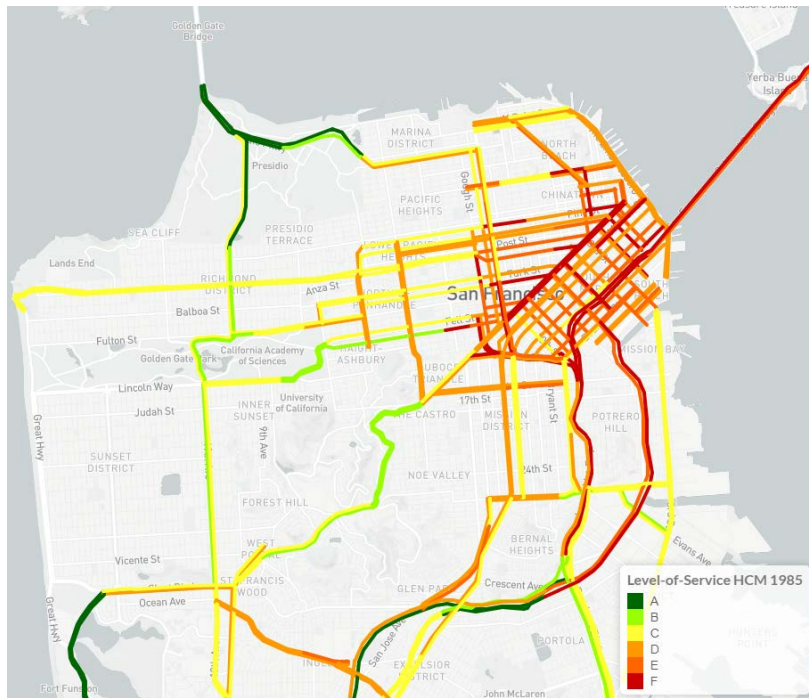


Figure 0-3 shows where the congestion is greatest in the county, primarily concentrated in the downtown and South of Market neighborhoods, and on the freeways and the arterials serving these freeways. An interactive version of this map that allows users to view historical trends can be found at cmp.sfcta.org.

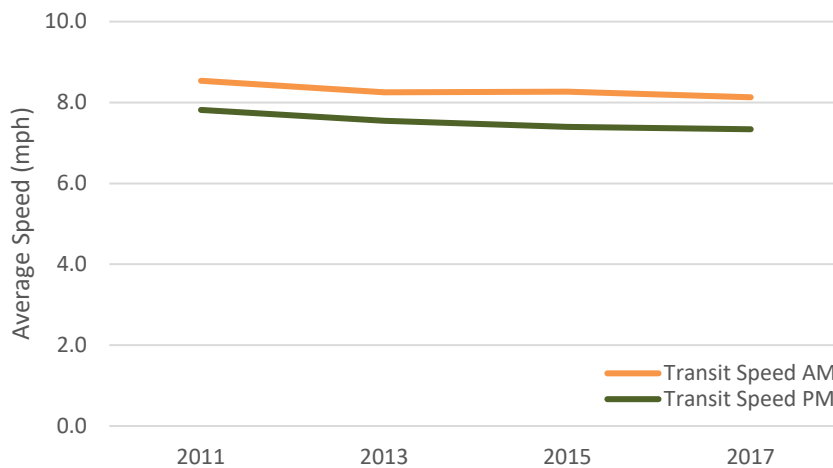
Figure 0-3: Overall Average Transit Speeds Trend for CMP Network



Transit Speeds

In addition to monitoring roadway speeds, the Transportation Authority also tracks surface transit speeds. Transit speeds on the CMP network declined slightly since 2015, although this decline was less than the decline in roadway speeds on the CMP network, and less than the decline experienced on roadways overall. Compared to 2015, the average transit speed (collected for buses only) in 2017 on the CMP network in the AM peak declined 2% from 8.26 to 8.13 mph. In the PM peak period also transit speed declined 1% from 7.40 to 7.34 mph. This relatively better performance for transit as compared with vehicles may be attributable to the city’s expanded efforts to provide on-street transit priority during this period.

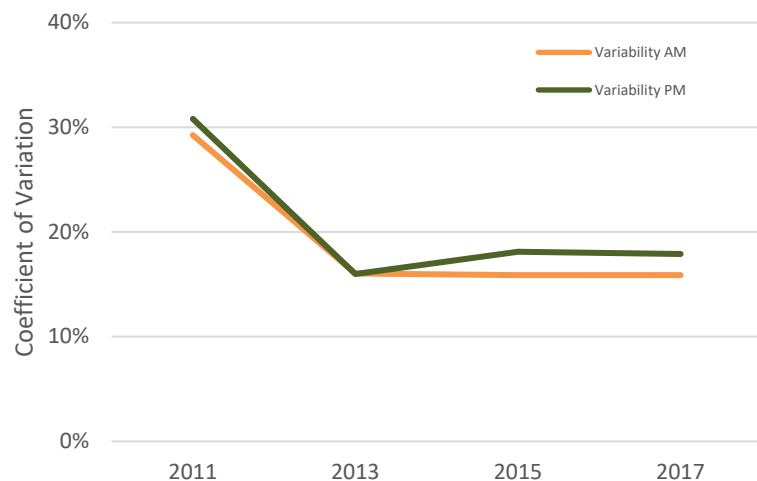
Figure 0-4: Overall Average Transit Speeds Trend for CMP Network



Transit Travel Time Reliability

Transit speed information is also used to calculate measures of transit travel time reliability. Figure 0-5 shows that transit travel time reliability is relatively good, despite increasing roadway congestion, and that this travel time reliability has remained steady between 2015 and 2017, preserving the transit reliability gains observed between 2013 and 2015. Again, this result is an indicator of the effectiveness of the city's on-street transit priority efforts.

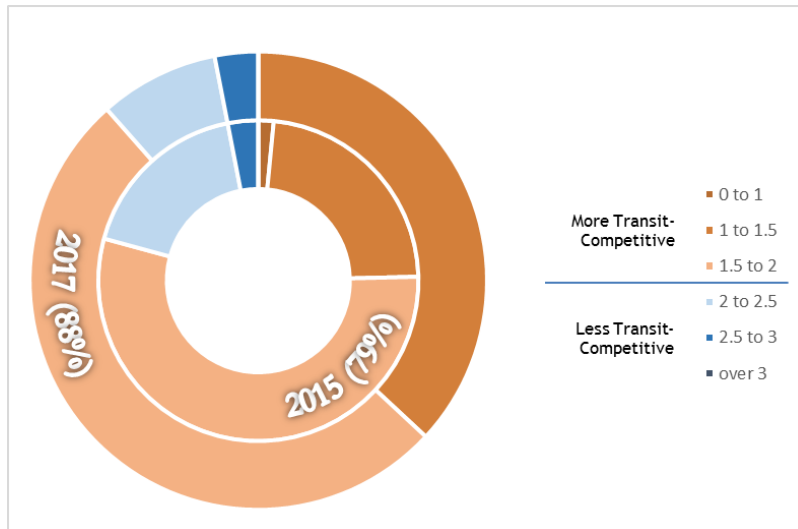
Figure 0-5: Transit Travel Time Reliability



Auto-Transit Travel Time Ratio

In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data was available. A ratio of 2 would indicate that, for a particular segment, on-board transit travel time is twice that of auto travel time. As shown in Figure 0-6, transit speeds continued the trend of improving, relative to auto speeds between 2015 and 2017, with the share of “transit competitive” segments, defined as those segments with a ratio less than or equal to 2.0, increased from 79% to 88%. Overall, between 2015 and 2017 the average auto-to-transit speed ratio improved from 1.77 to 1.67 in the AM peak and 1.72 to 1.66 in the PM peak.

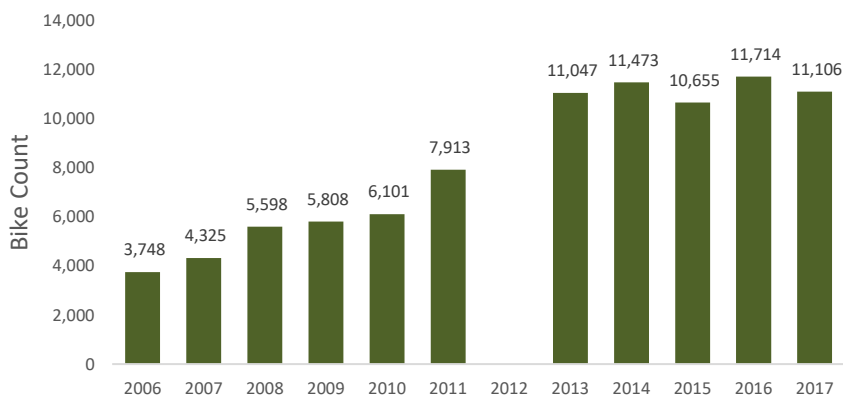
Figure 0-6: Auto-Transit Speed Ratio



Multimodal Volumes

The City and County of San Francisco has placed a high priority on shifting travelers’ modes to increase the number of trips made by walking and bicycling. Figure 0-7 shows bicycle counts collected by SFMTA from 2006 through 2017. It must be noted that, while count locations have been increasing, the figure reflects counts from a subset of the same 19 counters for all years. The most recent data suggests that bicycle ridership has remained steady over the past five years.

Figure 0-7: Bicycle Volumes

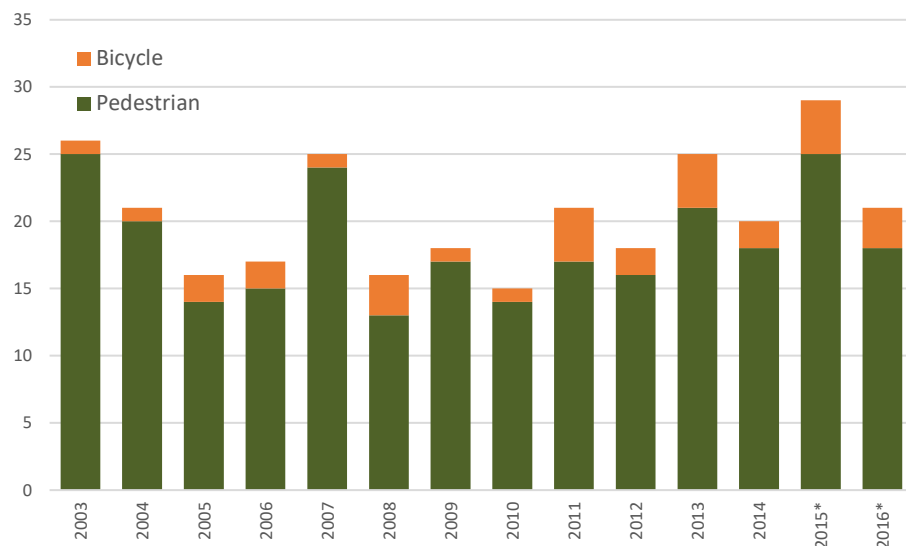


Pedestrian and Bicycle Safety

Safety for pedestrians and cyclists are key measures of non-motorized transportation performance, and a critical policy priority for the city of San Francisco. The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. Figure 0-8 illustrates the number of

pedestrian and bicycle fatalities in San Francisco since 2013. It shows that while non-motorized fatalities were lower in 2016 than in 2015, there appears to be an overall increasing trend in the absolute number fatalities since 2010, a period of rapid city housing and job growth.

Figure 0-8: Pedestrian and Bicycle Fatalities



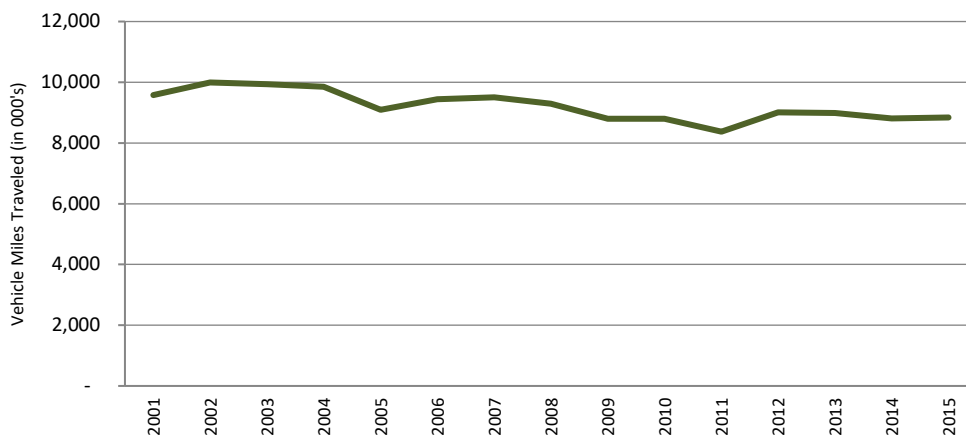
* provisional data

Other Measures

Vehicle Miles Traveled (VMT)

There is evidence that these long-term congestion management strategies are working. As shown in Figure 0-9, vehicle miles traveled (VMT), a measure of the amount of total amount of driving, has generally been holding steady, and is noticeably lower than the levels reached in 2002 and 2003. Given the rapid growth of households and jobs in the city during this timeframe, this flat VMT trend indicates that the city's Transit First policies are working.

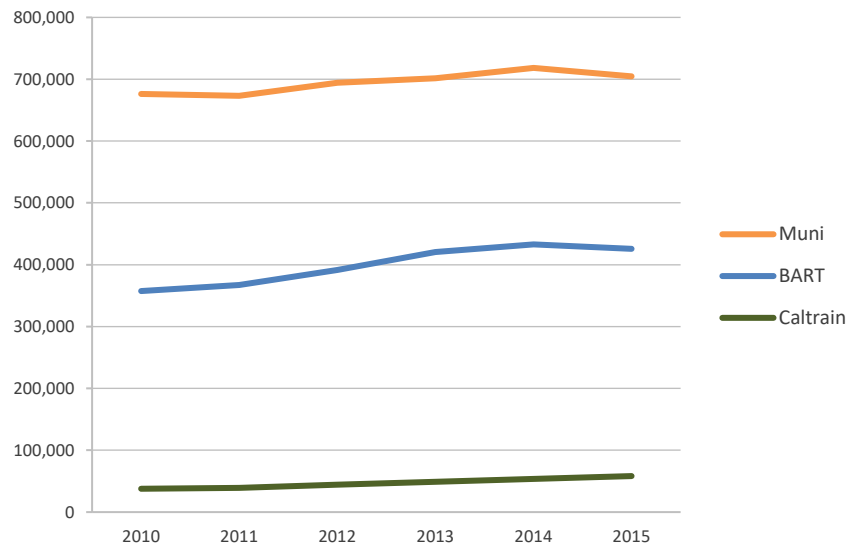
Figure 0-9: Vehicle Miles Traveled



Transit Volumes

San Francisco's strong backbone of local and regional transit has been key to our ability to manage congestion. Muni, BART, Caltrain, and a handful of commuter bus lines, help move people into and around the city efficiently. Privately sponsored and operated services are also adding needed capacity. But as demand grows, our major transit systems are becoming crowded. Between 2010 and 2014, ridership on the three largest transit providers in San Francisco has been growing, however both Muni and BART saw decreases in ridership in 2015, as shown in Figure 0-10.

Figure 0-10: Average Daily Passengers by Transit Operator



Transportation Network Company (TNC) Volumes

Transportation network companies (TNCs) such as Uber and Lyft have become an increasingly visible presence on San Francisco streets, but until recently, there has been no comprehensive data source to help the public and decision-makers understand how many TNC trips occur in San Francisco, how much vehicle travel they generate, and their potential effects on congestion, transit ridership, and other measures of system performance. In 2017, the SFCTA released a report, *TNCs Today: A Profile of San Francisco Transportation Network Company Activity*, that revealed that there are a significant number of TNC trips occurring within San Francisco – over 170,000 on a typical weekday and over 220,000 on Fridays and Saturdays. In addition, the report showed that these trips primarily occur in the most congested parts of the city, at the most congested time of day. Table 0-1 indicates that it is estimated that TNCs may comprise up to 25% of peak period intra-San Francisco vehicle trips in the supervisorial districts that encompass South of Market and downtown. Recent research from UC Davis also suggests that the TNC trips draw from other sustainable modes such as transit, cycling and walking, as well as result from newly generated trips, rather than replacing driving trips.³

³ Clewlow and Mishra, "Disruptive Transportation: the Adoption, Utilization and Impacts of Ride-Hailing in the United States", UC Davis Institute of Transportation Studies, October 2017.

Table 0-1: TNC Share of Intra-SF Vehicle Trips by Supervisor District

Supervisor District	% AM	% PM
1	8%	7%
2	20%	17%
3	19%	20%
4	4%	3%
5	14%	13%
6	25%	26%
7	5%	4%
8	10%	8%
9	10%	9%
10	7%	7%
11	3%	2%

C. What are we doing to manage congestion?

C.1 | Managing Demand for Travel

San Francisco has a robust set of travel demand management (TDM) programs, policies, and requirements designed to enable and encourage people to make trips by transit, walking, and biking and to smooth vehicle circulation. These include a focus on new development as well as on managing congestion in existing neighborhoods and built up areas:

- Coordinating transportation aspects of area plans, development agreements, and other requirements on new development, including:
 - » Central SoMa Land Use Plan
 - » Central Waterfront development projects
 - » Treasure Island, Hunter's Point /Shipyard, Schlage Lock, Parkmerced
 - » Transportation Sustainability Program
- Policies and programs to manage trips in existing neighborhoods and built-up areas, including:
 - » Commuter Benefits Ordinance and Emergency Ride Home Program
 - » SFMTA Commuter Shuttle Policy
 - » SFMTA Carsharing Policy
 - » BART Smart Travel Rewards Pilot Project
 - » Parking Management and SF*park*
 - » SF Moves Neighborhood TDM Outreach Pilot Project
 - » Travel Demand Management Ordinance

» Bayview Moves Pilot Project

Furthermore, San Francisco is encouraging efficient land use planning by supporting development at higher densities in areas that are mixed-use (closer to jobs and retail) and are well served by transit. Plan Bay Area, the region's Sustainable Communities Strategy, identifies Priority Development Areas (PDAs) where densities and transit levels can more readily support transit-oriented development. The Transportation Authority prepared a Transportation Investment and Growth Strategy, which describes how San Francisco will support PDAs through transportation investment. The city's use of Metropolitan Transportation Commission PDA planning funds is supporting the following planning efforts and studies in line with the Transportation Investment and Growth Strategy:

- PDA Planning Projects
 - » Rail Storage Alternatives Analysis and I-280 Boulevard Feasibility Study
 - » Embarcadero Multimodal Design
 - » Bayshore Multimodal Facility Location Study
 - » M-Oceanview Realignment
 - » Ocean Avenue Streetscape Plan
 - » Market/Noe Streetscape Design
 - » Balboa Reservoir TDM

C.2 | Planning Projects

Connect SF, a long-range effort to define the desired and achievable transportation future for San Francisco, was launched in 2016 as a partnership between the Transportation Authority, the SFMTA, San Francisco Planning, and the Office of Economic and Workforce Development. The effort will produce a roadmap to arrive at that future, and will include a major update to the San Francisco Transportation Plan (SFTP), which was passed in 2013, with a minor update in 2017. The 2017 update includes a progress report on projects, policies, and planning studies that support and complement the 2013 SFTP's investment priorities; revises transportation funding revenue forecasts, updates project costs, and reassesses projects previously identified for funding; and identifies new planning efforts and policy papers that are underway or anticipated to begin soon. The Transportation Authority is also coordinating with numerous local, regional state and Federal agencies and with the private sector to address congestion. Key initiatives include:

- Vision Zero Program
- MTC Regional Core Capacity Transit Study
- Freeway Corridor Management Study (managed lanes/carpool lane feasibility)
- Transportation Sustainability Program (including the Transportation Sustainability Fee and the Travel Demand Management Ordinance)
- Van Ness, Geary, and Geneva/Harney Bus Rapid Transit
- Better Market Street Project
- Treasure Island Mobility Management Program
- Neighborhood Transportation Improvement Program (planning and capital improvement grants)
- Emerging Mobility, Commuter Shuttle, Late Night Transportation, and School Transportation sector studies

- San Francisco Subway Vision

C.3 | Funding and Delivering Projects

The Transportation Authority is addressing near- and long-term transportation needs for San Francisco by funding projects and programs - primarily capital infrastructure improvements, through grant programs such as Proposition K transportation sales tax, Proposition AA vehicle registration fee, and regional One Bay Area Grants (OBAG), and coordinating with other local and regional agencies to apply for state and Federal funding to match local investments. Below are a few signature projects supported with Transportation Authority programmed funds.

- Muni New and Renovated Vehicles
- BART New and Renovated Vehicles
- Central Subway
- Caltrain Extension to a new Transbay Transit Center
- Caltrain Electrification

In its role as Congestion Management Agency, as part of the OBAG framework for distribution of federal transportation funds, the Transportation Authority prepared the Transportation Investment and Growth Strategy and, through OBAG Cycle 2 has programmed funds to the following projects:

- Better Market Street
- Embarcadero Station: New Northside Platform Elevator and Faregates
- Geary Bus Rapid Transit Phase 1
- John Yehall Chin Elementary Safe Routes to School
- Caltrain Electrification
- San Francisco Safe Routes to School Non-Infrastructure 2019-2021

The Transportation Authority is also overseeing and leading the delivery of key projects, many of which support infill transit-oriented development, including serving as co-sponsor or lead agency for the construction of:

- Presidio Parkway (co-sponsor with Caltrans)
- Folsom Street Off-Ramp Realignment (lead)
- Yerba Buena Island I-80 Interchange Improvement Project (lead)



Memorandum

Date: November 30, 2017
To: Transportation Authority Board
From: Joe Castiglione – Deputy Director for Technology, Data & Analysis
Subject: 12/5/17 Board Meeting: Approval of the 2017 San Francisco Congestion Management Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the 2017 San Francisco Congestion Management Program (CMP)</p> <p>SUMMARY</p> <p>As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for developing and adopting a CMP for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority’s CMA activities and demonstrates conformity with state congestion management law. The 2017 CMP incorporates several substantive updates, including 2017 system performance monitoring results; the updated CMP Capital Improvement Program; updates on initiatives to manage demand through pricing, incentives, and other strategies; Transportation Authority and City efforts to integrate land use and transportation planning in key locations; and other significant policy and planning progress since 2015.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

The inaugural CMP was adopted in 1991, and the Transportation Authority Board has approved subsequent updates on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority’s CMA activities. Through the CMP, the Transportation Authority also monitors the City’s conformity with CMP requirements, per state congestion management law. Conformance with the CMP is a requirement for the City to receive state fuel tax subventions and for the City’s transportation projects to qualify for state and federal funding.

State congestion management statutes aim to tie transportation project funding decisions to measurable improvement in mobility and access, while considering the impacts of land use decisions on local and regional transportation systems. CMPs also help to implement, at the local level, transportation measures that improve regional air quality.

Agenda Item 8

The original CMP laws were enacted in 1989; since then, multiple legislative actions have amended the CMP requirements. For instance, Senate Bill (SB) 1636 (Figueroa), passed in 2002, granted local jurisdictions the authority to designate Infill Opportunity Zones (IOZs) in areas meeting certain requirements. Within a designated IOZ, the CMA is not required to maintain traffic conditions to the adopted automobile level of service (LOS) standard. Most recently, SB 743 (Steiner) modified the criteria for local jurisdictions to designate IOZs and eliminated the previous December 2009 deadline to do so. The San Francisco IOZ, covering most of San Francisco based on transit frequency and land use criteria, was adopted by the Board of Supervisors in December 2009, but additional areas may now qualify for designation under the new legislation.

CMP Elements. The CMP has several required elements, including:

- A designated congestion management network and biennial monitoring of automobile LOS on this network;
- Assessment of multimodal system performance, including transit measures;
- A land use impact analysis methodology for estimating the transportation impacts of land use changes; and
- A multimodal Capital Improvement Program (CIP).

The CMP also contains the Transportation Authority's technical and policy guidelines for implementing CMP requirements, including deficiency plans, travel demand forecasting, and transportation fund programming.

2017 CMP Update: The 2017 CMP is a substantive update, reflecting new data collection, activities related to important policy developments at various levels, and significant planning progress since 2015. Key updates include the following:

- **Roadway Level-Of-Service (LOS) Results:** The Transportation Authority, through its consultant team Iteris, conducted roadway LOS monitoring on the CMP

Facility Type	Spring 2015	Spring 2017
Arterial AM	14.6 mph	13.6 mph
Arterial PM	12.7 mph	12.2 mph
Freeway AM	38.8 mph	35.8 mph
Freeway PM	26.2 mph	26.4 mph

network during the spring of 2017. Combined average weekday speeds over all CMP segments in the morning and evening peak periods for 2015 and 2017 are shown in Figure 1. Average arterial travel speeds have decreased 7% from 14.6 miles per hour (mph) to 13.6 mph in the AM peak and decreased 4% from 12.7 mph to 12.2 mph in the PM peak. The average travel speed on freeways decreased 8% from 38.8 mph to 35.8 mph in the AM peak. However, in the PM peak, the average travel speed for freeways remained generally flat, with a slight improvement by 1% from 26.2 mph to 26.4 mph. While the overall declines in speeds between

2015 and 2017 indicate a continuing degradation of roadway performance, these declines were smaller in magnitude than the declines between 2013 and 2015, which are documented in the 2015 CMP report.

- **Transit Performance:** Similarly, average Muni bus speeds on the CMP network decreased between 2015 and 2017, but at a much lower rate than auto speeds. The net effect is that transit has become more competitive with driving, as indicated by drop in the ratio of auto speed to transit speed in AM peak from an average of 1.77 in 2015 to 1.67 in 2017.

The Transportation Authority performed an analysis of Muni bus speeds using data provided by the San Francisco Municipal Transportation Agency from on-vehicle Automatic Passenger Counters. Average bus speeds on the CMP network during the 2017 monitoring period were 8.13 mph in the AM peak period and 7.34 mph in the PM peak. Compared to the last monitoring cycle in 2015, speeds declined by approximately two percent in the AM peak period and one percent in the PM peak period.

Transit speed variability is measured in terms of what percent of the average transit speed is the standard deviation. An increase in this measure implies increased variability in transit speeds and hence decreased reliability. Over the current monitoring period, transit speed variability has remained consistent over the past few years and in 2017, the PM variability at 18% is slightly higher than the AM variability at 16%.

- **Transit to Automobile Travel Time Ratio:** In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data was available. In the current period, transit speeds continued the trend of improving relative to auto speeds between 2015 and 2017, with the share of “transit competitive” segments, defined as those segments with a ratio less than or equal to 2.0, increased from 79% to 88%.
- **Transportation Demand Management (TDM):** The TDM Element has been updated to include the city’s efforts to implement TDM programs for new developments, through area plans, developer agreements, and planning code requirements. Updates to Transportation Sustainability Program’s (TSP) three components (Invest: Transportation Sustainability Fee; Align: CEQA Reform; and Shift: Transportation Demand Management) are also included. It reflects advancements in TDM studies and plans, including the BART Smart Travel Rewards Pilot (BART Perks) and Parking Supply and Utilization Study (PSUS). It includes updates on the city’s policies for commuter shuttles, carsharing, bikesharing.
- **Land Use Impacts Analysis Program:** This chapter has been updated to reflect the adoption of Priority Conservation Areas (PCAs) under Plan Bay Area and the One Bay Area Grant (OBAG) which promotes development within Priority Development Areas (PDAs) in the Bay Area. It includes a discussion of neighborhood- and community-level transportation planning through the Prop K-funded Neighborhood Transportation Improvement Program and the Metropolitan Transportation Commission’s (MTC’s) Community Based Transportation Planning program. Finally, the chapter provides updates to Transportation Authority’s coordination efforts with other City agencies to develop consistent measures for assessing land use impacts on transportation.

Agenda Item 8

- **CIP:** The CMP must contain a seven-year CIP that identifies investments that maintain or improve transportation system performance. The CMP's CIP is amended concurrently with relevant Transportation Authority Board programming actions. Thus, the 2017 CMP reflects program updates since adoption of the 2015 CMP, most notably 2016 and 2017 Transportation Fund for Clean Air county programs, Cycle 4 of the Lifeline Transportation Program, OBAG Cycle 2, and the 2017 Prop AA Strategic Plan. Also, as required by state law, the CMP confirms San Francisco's project priorities for the Regional Transportation Improvement Program, which is adopted by MTC for submission to the state.

Over the next two years, the Transportation Authority will continue to coordinate transportation investments and support all aspects of project delivery across multiple agencies and programs, from smaller neighborhood pedestrian, bicycle and traffic calming projects to major projects including the Presidio Parkway, the Transbay Transit Center and Caltrain Downtown Extension, Caltrain Electrification, the Central Subway, and proposed bus rapid transit improvements on Van Ness Avenue and Geary Boulevard.

- **Modeling:** State law requires CMAs to develop, maintain, and utilize a computer model to analyze transportation system performance, assess land use impacts on transportation networks, and evaluate potential transportation investments and policies. The Transportation Authority's activity-based travel demand model, SF-CHAMP, has been updated since 2015, and model enhancements are discussed in the 2017 CMP, along with required documentation of consistency with MTC modeling practices.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2017/18 budget.

CAC POSITION

The CAC considered this item at its November 29, 2017 special meeting where members engaged in considerable discussion about the transportation system performance trends, particularly the citywide averages revealing declining auto speeds and transit speeds holding steady. The CAC approved an amended motion of support for the adoption of the 2017 CMP and further, urged the Transportation Authority and other city agencies to accelerate planning for dedicated transit right of way investments such as subways and bus rapid transit, with special consideration for improvements serving the west side of the city. Several CAC members commented that these types of improvements were required to really make a difference in congestion. While not part of the amended motion, various CAC members suggested that it would be useful to show transit and auto speed data at a corridor level so the benefits of transit investments like "red carpet" dedicated transit lanes can be seen instead of being masked by citywide averages. Other CAC members reiterated the desire for more data and evaluation of the impacts of TNC's on congestion, transit operations and transit ridership.

SUPPLEMENTAL MATERIALS

Attachment 1 – Draft CMP Executive Summary

Enclosure A – Draft 2017 San Francisco Congestion Management Program

Enclosure B – CMP Technical Appendices



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MOTION ACCEPTING THE SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY'S AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2017

Pursuant to the annual audit requirements in its Fiscal Policy, the San Francisco County
Transportation Authority hereby accepts the audit report for the fiscal year ended June 30, 2017.

Enclosure:

1. Audit Report for the Year Ended June 30, 2017



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RESOLUTION PROGRAMMING THE TRANSPORTATION AUTHORITY'S SHARE OF LOCAL PARTNERSHIP PROGRAM (LPP) FORMULAIC PROGRAM FUNDS IN FISCAL YEARS 2017/18 – 2019/20 TO SAN FRANCISCO PUBLIC WORKS (SFPW) STREET RESURFACING PROJECTS, AUTHORIZING THE EXECUTIVE DIRECTOR TO DESIGNATE SFPW AS THE IMPLEMENTING AGENCY FOR THE AFOREMENTIONED FUNDS, ~~AND APPROVING A FUND EXCHANGE OF \$4,100,000 IN LPP FORMULAIC PROGRAM FUNDS PROGRAMMED TO SFPW STREET RESURFACING PROJECTS WITH AN EQUIVALENT AMOUNT OF PROP K FUNDS FOR SAN FRANCISCO'S US 101/I-280 MANAGED LANES PROJECT, WITH CONDITIONS~~

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1, a transportation funding package of more than \$50 billion over the next 10 years that increases funding for local streets and roads, multi-modal improvements, and transit operations; and

WHEREAS, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation; and

WHEREAS, On October 18, 2017, the CTC adopted program guidelines that allocate 50% of the program (\$100 million annually) through a Formulaic Program to local or regional transportation agencies that sought and received voter approval of transportation sales tax, tolls, or fees; and

WHEREAS, the San Francisco County Transportation Authority (Transportation Authority) administers Proposition K, a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee



approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments as outlined in the corresponding voter approved Expenditure Plan; and

WHEREAS, On December 6, 2017 the CTC ~~is expected to adopt~~ed LPP Formulaic Program formula share distributions for Fiscal Years (FYs) 2017/18 and 2018/19 and the Transportation Authority's share is estimated to be \$4.~~18908~~ million (~~\$2.106051~~ in FY 2017/18 and ~~\$2.083029~~ in FY 2018/19); and

WHEREAS, Project nominations for the initial LPP call for projects covering FY 2017/18 and 2018/19 are due on December 15, 2017, with the CTC adopting annual programs of projects thereafter; and

WHEREAS, Transportation Authority staff identified SFPW's street resurfacing projects shown in Attachment 1 as good candidates for LPP funding given the steady pipeline of construction ready projects, the size of the projects being a good match with the anticipated size of the Transportation Authority's LPP formula shares, and sufficient Prop K to provide the dollar for dollar local match requirement; and

~~WHEREAS, The 2013 San Francisco Transportation Plan identified the need to study active management strategies to address freeway congestion and anticipated growth in travel on the US 101/I-280 corridor between San Francisco and Silicon Valley; and~~

~~WHEREAS, The Transportation Authority is currently studying the feasibility of managed lanes as the right tool to improve travel time and reliability for carpoolers and buses; and~~

~~WHEREAS, The San Francisco's US 101/I-280 Managed Lanes project, part of a regional network of Express Lanes prioritized by the Metropolitan Transportation Commission, is anticipated to be very competitive for receiving funds for the design and construction phases from programs like the SB 1 Solutions for Congested Corridors, as well as Regional Measure 3; and~~

~~WHEREAS, Advancing the San Francisco's US 101/I-280 Managed Lanes project in~~

~~competitive grant programs requires completion of the environmental review phase, estimated to cost \$5,000,000; and~~

~~WHEREAS, At its November 29, 2017 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it~~

~~WHEREAS, To provide the local match funds for the proposed street resurfacing projects requires amending the Prop K Street Resurfacing 5-Year Prioritization Program (5YPP) to add the proposed projects as detailed in Attachments 2 and 3; now, therefore, be it~~

RESOLVED, That the Transportation Authority hereby programs its share of LPP Formulaic Program funds in FY 2017/18 – 2019/20 to SFPW street resurfacing projects as shown in Attachment 1; and be it further

RESOLVED, That as a condition of programming the aforementioned LPP funds, the Executive Director shall impose such terms and conditions as are necessary for SFPW to comply with LPP guidelines including timely use of funds and reporting requirements; and be it further

~~RESOLVED, That the Transportation Authority hereby approves the fund exchange of \$4,100,000 in LPP Formulaic Program Funds for SFPW street resurfacing projects with an equivalent amount of Prop K funds for San Francisco's US 101/I-280 Managed Lanes LPP Fund Exchange Project, with allocation of Prop K funds conditioned on CTC approval of San Francisco's proposed LPP programming for SFPW street resurfacing projects; and be it further~~

RESOLVED, That the Transportation Authority hereby amends the Prop K Street Resurfacing 5YPP, as detailed in Attachments 2 and 3.

Attachments (3):

1. Projects Recommended for Fiscal Years 2017/18 – 2019/20 of LPP Formulaic Funds
2. Prop K Project Information Forms



3. Prop K Street Resurfacing 5-Year Prioritization Program Amendment

Attachment 1
 San Francisco County Transportation Authority
 Proposed SB 1 - Local Partnership Program (LPP), Formulaic Program Priorities

PROJECTS RECOMMENDED FOR FISCAL YEARS 2017/18 - 2019/20 OF LPP FORMULAIC FUNDS							
Fiscal Year	Sponsor ¹	Project Description	Phase	Districts	Total Project Cost	Proposed LPP Formulaic Funds ²	Local Match Amount
2017/18	SFPW	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs at various locations.	Construction	7	\$4,900,000	\$2,106,000	\$2,794,000
2018/19	SFPW	Alemany Boulevard Pavement Renovation - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs on Alemany Boulevard, between Cogdon Street and Seneca Avenue. The project is being coordinated with the San Francisco Public Utilities Commission and the San Francisco Municipal Transportation Agency projects for sewer replacement and new traffic signals at various locations.	Construction	8, 9, 11	\$5,500,000	\$2,083,000	\$3,417,000
2019/20	SFPW	Various Locations Pavement Renovation No 42 - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs at various locations. Proposed streets include 31st Avenue, Ortega Street, Pacheco Street, Quintara Street, and Ulloa Street.	Construction	4, 7	\$4,000,000	\$2,000,000	\$2,000,000
Totals:					\$14,400,000	\$6,189,000	\$8,211,000
Total Estimated LPP Formulaic Funds Available:							
						\$6,189,000	

Notes:

¹ SFPW stands for San Francisco Public Works.

² Amounts were adopted by the CTC at its December 6, 2017 meeting.

Attachment 2
Proposed New Programming
Street Resurfacing 5YPP
Project Information Forms
and Prioritization Mechanism





**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2017/18
Project Information	
Project Name:	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation
Project Location:	Clairview Ct : Panorama Dr to End Darlen Way : Aptos Ave to Kenwood Way\Upland Dr Dorado Ter : Jules Ave \ Ocean Ave to End Font Blvd : Juan Bautista Cir to Lake Merced Blvd Midcrest Way : Panorama Dr to End Oak Park Dr : Clarendon Ave to End Olympia Way : Panorama Dr to Clarendon Ave San Aleso Ave : Monterey Blvd to Upland Dr Upland Dr : Darlen Way \ Kenwood Way to San Benito Way
Project Supervisorial District(s):	7
Project Description:	This project will consist of repairs to the road base, paving work, curb ramp construction, sidewalk and curb repairs in three neighborhoods of District 7. All segment candidates shown are subject to substitution and schedule changes pending visual confirmation, utility clearances, and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases, or declining revenue may arise, causing the candidates to be postponed.
Purpose and Need:	Public Works inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist Public Works with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance, and geographic equity. The average PCI score within the project limits is in the mid 50's ("At-Risk").
Community Engagement/Support:	Public Works provides information to the public on its website for Street Resurfacing Projects. This project is part of the Public Works Street Resurfacing Program 5 year plan as a candidate for paving.
Implementing Agency:	Department of Public Works
Project Manager:	Ramon Kong
Phone Number:	415-554-8280
Email:	ramon.kong@sfdpw.org
Environmental Clearance	
Type:	Categorically Exempt
Status:	N/A
Completion Date:	N/A

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Month	Year	Month	Year
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	85%	Both	August	2016	April	2018
R/W Activities/Acquisition						
Advertise Construction	0%	N/A	July	2018	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	November	2018	N/A	N/A
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)	N/A	N/A	N/A	N/A	May	2020



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$0		
	Environmental Studies (PA&ED)	\$0		
	Design Engineering (PS&E)	\$0		
	R/W	\$0		
	Construction	\$4,900,000	\$2,794,000	\$2,106,000
	Procurement (e.g. rolling stock)	\$0		
	Total Project Cost	\$4,900,000	\$2,849,000	\$2,051,000
	Percent of Total		58%	72%

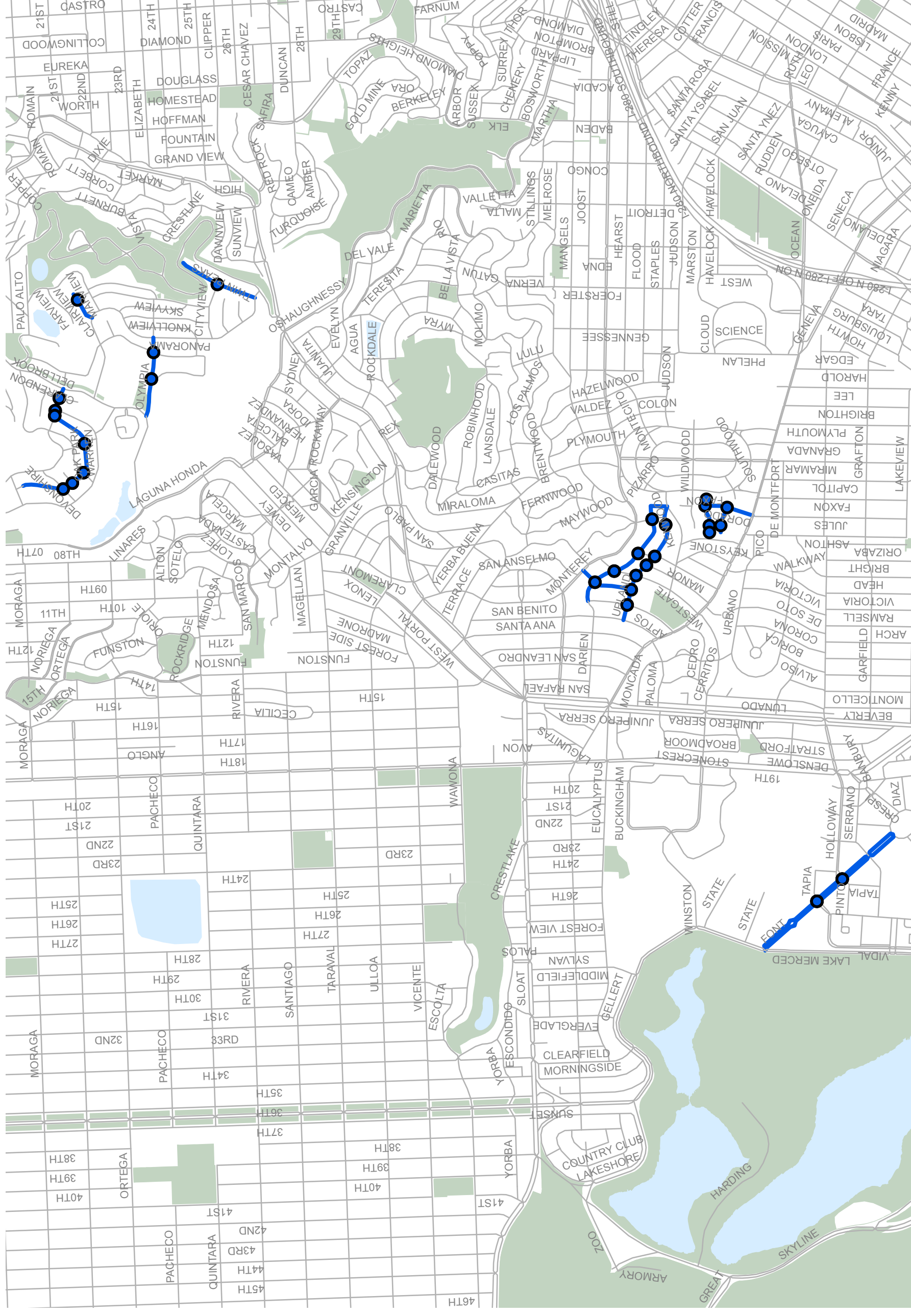
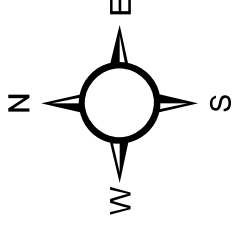
Project Expenditures By Fiscal Year (Cash Flow)

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Programming Fiscal Years in the 5-Year Prioritization Program Update					Total	
				14/15	15/16	16/17	17/18	18/19		19/20
Construction	LPP Funds	Planned	17/18					\$842,400	\$1,263,600	\$2,106,000
Construction	Prop K	Planned	17/18					\$1,117,600	\$1,676,400	\$2,794,000
				\$0	\$0	\$0	\$0	\$1,960,000	\$2,940,000	\$4,900,000

Comments/Concerns

For LPP funds, Public Works must submit allocation request paperwork to Caltrans no later than 5/1/18 for CTC approval in June 2018.

Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation



Legend

- Project Block
- Project Intersection



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	Alemanly Blvd Pavement Renovation
Project Location:	Alemanly Blvd : Congdon St to Seneca Ave
Project Supervisorial District(s):	8, 9, 11
Project Description:	<p>The project will consist of repairs to the road base, paving work, curb ramp construction, sidewalk and curb repairs, sewer replacement and traffic signals at various locations. The sewer replacement and traffic signals will be funded by PUC and SFMTA.</p> <p>The proposed limits of work are at the following locations: Alemanly Blvd : Hwy 101 S Off Ramp\Congdon St to Seneca Ave</p> <p>All candidates shown are subject to substitution and schedule changes pending visual confirmation, utility clearances, and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases, or declining revenue may arise, causing the candidates to be postponed.</p>
Purpose and Need:	Public Works inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist Public Works with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance, and geographic equity. The average PCI score within the project limits is in the mid 50's ("At-Risk").
Community Engagement/Support:	Public Works provides information to the public on its website for Street Resurfacing Projects. This project is part of the Public Works Street Resurfacing Program 5 year plan as a candidate for paving.
Implementing Agency:	Department of Public Works
Project Manager:	Paul Barradas
Phone Number:	415-554-8249
Email:	paul.barradas@sfdpw.org
Environmental Clearance	
Type:	Categorically Exempt
Status:	N/A
Completion Date:	N/A

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Month	Year	Month	Year
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	10%		October	2017	September	2018
R/W Activities/Acquisition						
Advertise Construction	0%	N/A	December	2018	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	April	2019	N/A	N/A
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)	N/A	N/A	N/A	N/A	August	2020



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Alemany Blvd Pavement Renovation

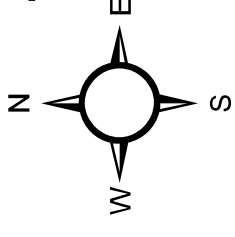
Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$0		
	Environmental Studies (PA&ED)	\$0		
	Design Engineering (PS&E)	\$0		
	R/W	\$0		
	Construction	\$5,500,000	\$3,157,000	\$2,343,000
	Procurement (e.g. rolling stock)	\$0		
Total Project Cost		\$5,500,000	\$3,157,000	\$2,343,000
Percent of Total			57%	43%

Project Expenditures By Fiscal Year (Cash Flow)

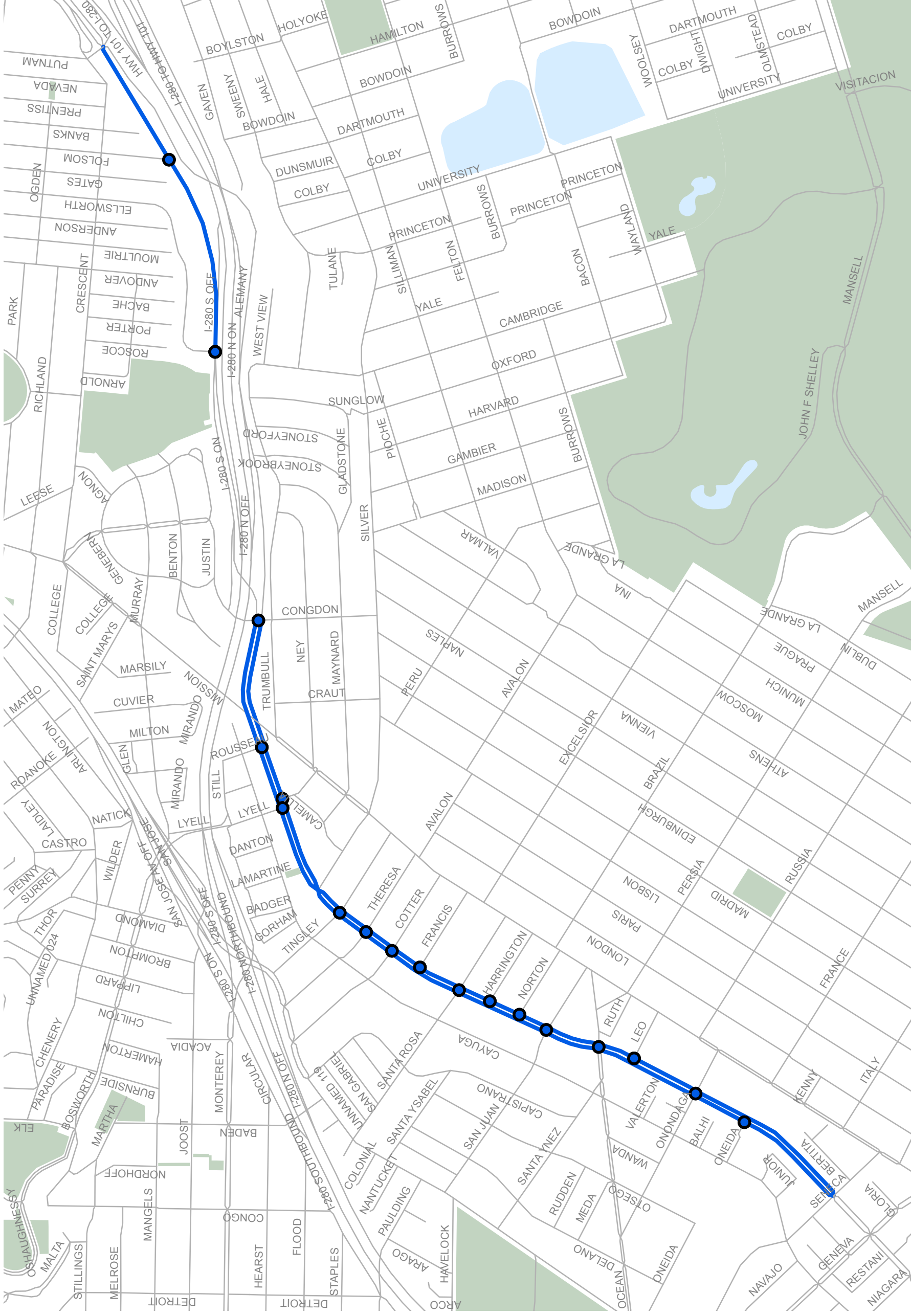
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Programming Fiscal Years in the 5-Year Prioritization Program Update					Total	
				14/15	15/16	16/17	17/18	18/19		19/20
Construction	LPP Funds	Planned	18/19					\$624,900	\$1,458,100	\$2,083,000
Construction	Prop K	Planned	18/19					\$947,100	\$2,209,900	\$3,157,000
Construction	General Fund	Planned	18/19					\$78,000	\$182,000	\$260,000
Total By Fiscal Year				\$0	\$0	\$0	\$0	\$1,650,000	\$3,850,000	\$5,500,000

Comments/Concerns

For LPP funds, Public Works must submit allocation request paperwork to Caltrans no later than 5/1/19 for CTC approval in June 2019. Based on the current design schedule, we expect to submit the allocation request by 10/1/18 for approval at CTC's November 2018 meeting.



Alemany Blvd Pavement Renovation



Legend

— Project Block

● Project Intersection





**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	San Francisco US 101 / I-280 Managed Lanes LPP Fund Exchange project
Project Location:	US-101 and I-280
Project Supervisorial District(s):	6, 9, 10, 11
Project Description:	<p>San Francisco's US 101/I-280 Managed Lanes is a performance-based strategy for improving travel time and reliability for travelers on US 101 and I-280 in San Francisco. The conceptual planning phase, called the Freeway Corridor Management Study (FCMS), underway since 2015, produced near and mid-term recommendations for improving travel time and reliability in the next five to ten years. The study explored options for dedicating a lane on portions of US 101 and I-280 for High Occupancy Vehicles (carpools and transit) only. The study also explored the feasibility of Express Lanes, which are carpool lanes that non-carpools can pay to use. The study found that Express Lanes could provide the right tool to achieve a balance of traffic that gives buses, carpoolers, and other vehicles in the lane faster travel time and reliability without adding significant delay to the remaining general purpose lanes, and could be implemented without extensive construction or changes in the size of the freeways in San Francisco.</p> <p>The FCMS study team collected information on operational and physical constraints on San Francisco's freeways and found the following design to be most feasible:</p> <ul style="list-style-type: none"> • Southbound, the existing configuration of the I-280 and US 101 freeways allows for the creation of a continuous lane by restriping the existing freeway. An Express Lane could operate along I-280 between 5th/King and US 101, continuing through the interchange to US 101 into San Mateo County, covering a distance of about 5 miles. • Headed northbound, because I-280 exits from the right side of Northbound US 101, any lanes entering San Francisco from San Mateo county will likely end at or near the county line. However, the study identified an opportunity to provide priority for Northbound carpools and buses for approximately 1 mile along the I-280 headed into South of Market, from about 18th St to 5th St. <p>This preliminary concept would advance into the Caltrans scoping phase and could be refined over time.</p>
Purpose and Need:	<p>To address freeway congestion and anticipated growth in travel on the US 101/I-280 corridor, the Transportation Authority conducted the Freeway Corridor Management Study to explore the feasibility of a carpool or express lane between the US 101/I-380 interchange near San Francisco International Airport and Downtown San Francisco. Commute travel between San Francisco and Silicon Valley has experienced significantly increased congestion and delays as the economy along the Peninsula corridor has boomed. Yet, while parts of San Francisco's freeway network are critically congested, there are many empty seats in cars, vans and buses. The projects seeks to improve person throughput and to provide a more reliable travel time for high occupancy vehicles from San Mateo County into downtown San Francisco, in coordination with with similar projects in San Mateo County, Santa Clara County, and across the region.</p>
Community Engagement/Support:	<p>During the feasibility study the project team prepared and began implementing an Outreach Plan to gain an understanding of key stakeholder interest, concerns, and questions on the project. The audience for this effort includes commissioners, community groups, merchants, residents, and likely users, especially those who work or live close to the highways. Feedback from these groups at this early phase will help shape the more detailed analyses that are proposed to follow and help us refine our understanding of what is of most importance to the various stakeholders.</p>
Implementing Agency:	San Francisco County Transportation Authority
Project Manager:	Anna Harvey
Phone Number:	415.522.4813
Email:	anna.harvey@sfcta.org



San Francisco County Transportation Authority

Environmental Clearance

Type:	EIR/EIS
Status:	Not yet started
Completion Date:	12/01/20

Project Delivery Milestones Phase	Status % Complete	Work In-house - Contracted - Both	Start Date		End Date	
			Month	Year	Month	Year
Planning/Conceptual Engineering (30%)	65%	Both	January	2016	December	2018
Environmental Studies (PA&ED)	0%	Both	January	2019	December	2020
Design Engineering (PS&E)						
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)						

Comments/Concerns



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: San Francisco US 101 / I-280 Managed Lanes LPP Fund Exchange project

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$2,288,000	\$500,000	\$1,788,000
	Environmental Studies (PA&ED)	\$5,000,000	\$4,100,000	\$900,000
	Design Engineering (PS&E)	\$6,150,000		\$6,150,000
	Right of Way	\$1,200,000		\$1,200,000
	Construction	\$41,000,000		\$41,000,000
	Procurement (e.g. rolling stock)	N/A		N/A
Total Project Cost		\$55,638,000	\$4,600,000	\$51,038,000
Percent of Total			8%	92%

Project Expenditures By Fiscal Year (Cash Flow)

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Programming Fiscal Years in the 5-Year Prioritization Program Update				
				14/15	15/16	16/17	17/18	18/19
Planning/Conceptual Engineering	Prop K	Programmed	14/15	\$300,000				
Planning/Conceptual Engineering	Caltrans Planning Grant	Allocated	15/16		\$300,000			
Planning/Conceptual Engineering	STP 3%	Allocated	16/17		\$338,000			
Planning/Conceptual Engineering	STP 3%	Allocated	17/18		\$500,000			
Planning/Conceptual Engineering	SMCTA (local funds)	Planned	17/18		\$650,000			
Environmental Studies (PA&ED)	Prop K	Planned	18/19					\$2,500,000
Environmental Studies (PA&ED)	TBD	Planned	18/19					
Right of Way	TBD	Planned	19/20					
Design Engineering (PS&E)	TBD	Planned	19/20					
Construction	TBD	Planned	21/22					
Total By Fiscal Year				\$0	\$300,000	\$638,000	\$1,350,000	\$2,500,000

Comments/Concerns

Costs estimates for the environmental phase through construction are preliminary planning-level estimates based on the feasibility study and will be refined during the Project Initiation Document and environmental studies phase. Costs assume project occurs within existing freeway footprint (i.e., with no freeway widening). Prop K funds will advance the project from conceptual engineering through the selection of alternatives and the environmental review phase. Design and Construction phases of this project are anticipated to be very competitive for receiving funds from programs like the SB 1 Solutions for Congested Corridor Program, which names the US 101/Caltrain corridor connecting Silicon Valley with San Francisco as one of five named "targeted" corridors in the enabling legislation, as well as Regional Measure 3 (proposed bridge toll increase) since the project is part of a regional network of Express Lanes prioritized by the Metropolitan Transportation Commission. Other potential sources include recommendations stemming from the San Francisco Transportation Task Force 2045 and private funds.



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

19/20	20/21	21/22	Total
			\$500,000
			\$300,000
			\$338,000
			\$500,000
			\$650,000
\$1,600,000			\$4,100,000
\$900,000			\$900,000
	\$1,200,000		\$1,200,000
	\$6,150,000		\$6,150,000
		\$41,000,000	\$41,000,000
\$2,500,000	\$7,350,000	\$41,000,000	\$55,638,000

Prioritization Criteria and Scoring Table
Street Resurfacing, Rehabilitation, and Maintenance/Street Repair and Cleaning Equipment (EPs 34-35)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA					Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Pavement Condition Index (PCI) Score	Functional Classification			
Total Possible Score	4	3	3	3	4	3		20	
Street Resurfacing									
Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation	4	0	2	2	4	3		15	
West Portal Ave and Quintana St Pavement Renovation	4	0	1	1	4	2		12	
Ingalls St and Industrial St Pavement Renovation 1	4	0	2	1	4	3		14	
Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation 3	4	0	2	1	4	3		14	
Clayton St, Clipper St and Portola Dr Pavement Renovation	2	0	0	1	4	3		10	
Gilman Ave and Jerrold Ave Pavement Renovation	1	0	0	1	4	2		8	
Madrid St, Morse St and Paris St Pavement Renovation	1	0	0	0	4	1		6	
Hilbert and Leavenworth Streets Pavement Renovation	4	0	2	1	4	3		14	
Fillmore St Pavement Renovation	1	0	0	1	4	2		8	
Parkmead/Twin Peaks/Glen Park Residential Pavement Renovation	4	0	2	1	4	2		13	
Alemanly Blvd Pavement Renovation	2	0	2	2	4	3		13	
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Need	Mandates	Cost Effectiveness	Total	
Total Possible Score	4	3	3	3	3	2	2	20	
Street Repair and Cleaning Equipment									
2 Air Sweepers	4	0	0	1	3	0	2	10	
1 Bicycle Path Sweeper	4	1	0	2	3	2	2	14	

Prioritization Criteria and Scoring Table
Street Resurfacing, Rehabilitation, and Maintenance/Street Repair and Cleaning Equipment (EPs 34-35)

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Street Resurfacing Category:

Safety: Project receives one point if it is on a WalkFirst Safety Street, one point if located on a Primary Corridor as identified in the 2013 SFMTA Bicycle Strategy or subsequent updates, and one point if it is on a Muni route.

Pavement Condition Index (PCI) Score: The Pavement Condition Index (PCI) scores are used to identify and categorize the streets based on the maintenance requirements of the streets. The streets are categorized as requiring pavement preservation (PCI 64 - 84), resurfacing (PCI 50-63), or paving with base repair/reconstruction (PCI 0-49). Project receives 4 points if it has a PCI score of 63 or below. DPW determines the amount of pavement preservation work based on the percentage recommended by the Pavement Management and Mapping System (PMMS).

Functional Classification: Streets classified as arterials or collectors get higher priority over local streets with similar PCIs because the former classifications are most heavily used. Project receives 3 points if the street is an arterial, 2 points if collector, and 1 point if residential.

Street Repair and Cleaning Equipment Category:

Safety: Project receives one point if it reduces harmful air pollution, one point if it improves or mitigates a documented unsafe condition for residents, and one point if it improves or mitigates a documented unsafe condition for employees.

Need: Equipment has reached the end of useful life per industry-accepted levels (i.e. replacing sweepers every 5 to 7 years, packer trucks every 10 years, and front end loaders and Street Flusher trucks every 8 years).

Mandates: Equipment is needed per department projects and programs (e.g. Sheriff's Work Alternative Program, which required DPW to replace its 10-passenger vans in order to carry participants to and from their cleaning worksites) or equipment is needed to comply with external regulations (e.g. alternative fuel vehicles are required by federal, state, or local regulations but they cost up to 70 percent more than a non-clean air version of the vehicle).

Cost Effectiveness: New item will minimize maintenance costs compared to item being replaced.

Attachment 3
Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)
Programming and Allocations to Date
 Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Street Resurfacing (EP 34)									
SFPW	(Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation ¹	CON	Programmed	\$0					\$0
SFPW	West Portal Ave and Quintara St Pavement Renovation	CON	Allocated	\$3,002,785					\$3,002,785
SFPW	West Portal Ave and Quintara St Pavement Renovation ⁵	CON	Deobligated	(\$3,002,785)					(\$3,002,785)
SFPW	Ingalls St and Industrial St Pavement Renovation ¹	CON	Allocated		\$3,677,233				\$3,677,233
SFPW	Clayton St, Clipper St and Portola Dr Pavement Renovation ²	CON	Allocated		\$5,455,263				\$5,455,263
SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation ³	CON	Allocated		\$4,785,750				\$4,785,750
SFPW	Gilman Ave and Jerrold Ave Pavement Renovation ⁶	CON	Programmed			\$0			\$0
SFPW	Filbert and Leavenworth Streets Pavement Renovation ⁶	CON	Allocated			\$3,479,324			\$3,479,324
SFPW	Madrid St, Morse St and Paris St Pavement Renovation ⁸	CON	Programmed				\$0		\$0
SFPW	Fillmore St Pavement Renovation ⁸	CON	Programmed					\$0	\$0
SFPW	Haight Street Resurfacing and Pedestrian Lighting ⁷	CON	Allocated				\$1,248,251		\$1,248,251
SFPW	Pavement Renovation Placeholder ⁴⁷	CON	Programmed			\$0			\$0
SFPW	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation ⁸	CON	Planned				\$2,794,000		\$2,794,000
SFPW	Alemany Blvd Pavement Renovation ⁸	CON	Planned					\$3,157,000	\$3,157,000
SFCTA	US 101 / I-280-Managed Lanes LPP Fund-Exchange ⁸	PA&FD	Planned					\$4,083,939	\$4,083,939
				Programmed in 5YPP					\$28,680,760
				\$0	\$13,918,246	\$3,479,324	\$4,042,251	\$7,240,939	\$28,680,760
Total Allocated and Pending in 5YPP				\$3,002,785	\$13,918,246	\$3,479,324	\$1,248,251	\$0	\$21,648,606
Total Deobligated in 5YPP				(\$3,002,785)	\$0	\$0	\$0	\$0	(\$3,002,785)
Total Unallocated in 5YPP				\$0	\$0	\$0	\$2,794,000	\$7,240,939	\$10,034,939
Programmed in 2014 Strategic Plan, as amended				\$8,602,785	\$5,365,230	\$3,907,668	\$4,519,668	\$4,634,668	\$27,030,019
Deobligated from Prior 5YPP Cycles **				\$1,759,741					\$1,759,741
Cumulative Remaining Programming Capacity				\$10,362,526	\$1,809,510	\$2,237,854	\$2,715,271	\$109,000	\$109,000

Attachment 3
Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)
Programming and Allocations to Date
 Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Street Repair and Cleaning Equipment (EP 35)									
SFPW	Street Repair and Cleaning Equipment	PROC	Allocated	\$701,034					\$701,034
SFPW	Street Repair and Cleaning Equipment	PROC	Allocated		\$738,072				\$738,072
SFPW	Street Repair and Cleaning Equipment ⁴	PROC	Allocated			\$1,499,408			\$1,499,408
SFPW	Street Repair and Cleaning Equipment ⁴	PROC	Programmed				\$94,793		\$94,793
SFPW	Street Repair and Cleaning Equipment	PROC	Programmed					\$859,800	\$859,800
Programmed in 5YPP				\$701,034	\$738,072	\$1,499,408	\$94,793	\$859,800	\$3,893,107
Total Allocated and Pending in 5YPP				\$701,034	\$738,072	\$1,499,408	\$0	\$0	\$2,938,514
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$0	\$94,793	\$859,800	\$954,593
Programmed in 2014 Strategic Plan, as amended				\$701,034	\$738,072	\$1,499,408	\$94,793	\$859,800	\$3,893,107
Deobligated from Prior 5YPP Cycles **				\$0					\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
ROLL-UP of EPs 34-35									
Total Programmed in 5YPPs				\$701,034	\$14,656,318	\$4,978,732	\$4,137,044	\$8,100,739	\$32,573,867
Total Allocated and Pending in 5YPP				\$3,703,819	\$14,656,318	\$4,978,732	\$1,248,251	\$0	\$24,587,120
Total Deobligated in 5YPP				(\$3,002,785)	\$0	\$0	\$0	\$0	(\$3,002,785)
Total Unallocated in 5YPP				\$0	\$0	\$0	\$2,888,793	\$8,100,739	\$10,989,532
Total Programmed in 2014 Strategic Plan, as amended				\$9,303,819	\$6,103,302	\$5,407,076	\$4,614,461	\$5,494,468	\$30,923,126
Total Deobligated from Prior 5YPP Cycles				\$1,759,741					\$1,759,741
Cumulative Remaining Programming Capacity				\$10,362,526	\$1,809,510	\$2,237,854	\$2,715,271	\$109,000	\$109,000
Programmed									
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

Attachment 3
Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)
Programming and Allocations to Date

Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year			Total
				2014/15	2015/16	2016/17	

- ¹ 5YPP Amendment to add the Ingalls St and Industrial St Pavement Renovation project (Resolution 2016-018, Project 134-908024)
 Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation: Reduced from \$5.6 million to \$0 in Fiscal Year 2014/15, with \$3,677,233 added to Ingalls St and Industrial St Pavement Renovation in Fiscal Year 2015/16 and \$1,922,767 added to cumulative remaining programming capacity. The project was funded with other sources.
 Ingalls St and Industrial St Pavement Renovation: Added project with \$3,677,233 in Fiscal Year 2015/16 funds for construction.
- ² 5YPP Amendment to fully fund the Clayton St, Clipper St, and Portola Dr Pavement Renovation project. (Resolution 2016-047, 3/22/16)
 Cumulative Remaining Programming Capacity: Reduced by \$90,033.
 Clayton St, Clipper St, and Portola Dr Pavement Renovation: Increased by \$90,033 in FY 2015/16 construction funds.
- ³ 5YPP Amendment to add the Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation project. (Resolution 2016-047, 3/22/16)
 Cumulative Remaining Programming Capacity: Reduced by \$4,785,750.
 Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation: Added project with \$4,785,750 in FY 2015/16 construction funds.
- ⁴ Strategic Plan and 5YPP Amendment to fully fund Street Repair and Cleaning Equipment (Resolution 2016-060, 6/28/16):
 Finance cost neutral Strategic Plan Amendment: advanced programming (\$722,582 from FY 2017/18) and cash flow (\$797,101 from FY 2017/18, \$313,895 from FY 2018/19) to FY 2016/17 in the Street Repair and Cleaning Equipment category.
 Street Resurfacing 5YPP Amendment: Added Pavement Renovation Placeholder with \$1,110,995 in FY16/17 funds and the following cash flow: \$797,101 in FY17/18 and \$313,894 in FY18/19.
- ⁵ West Portal Ave and Quintara St Pavement Renovation: Cancelled project. This project will continue on the originally presented schedule but will be funded with 2011 Streets Bond funds, due to upcoming timely-use-of-funds requirements on that source.
- ⁶ 5YPP amendment to add the Filbert and Leavenworth Streets Pavement Renovation project (Resolution 2017-027, 02/28/2017):
 Gilman Ave and Jerrold Ave Pavement Renovation: Reduced from \$3,907,668 to \$0. The project will be delivered through multiple projects and funded from other sources.
 Filbert and Leavenworth Streets Pavement Renovation: Add project with \$3,479,324 in FY2016/17 funds.
 Cumulative Remaining Programming Capacity: Increased by \$428,344.
- ⁷ 5YPP amendment to add the Haight Street Resurfacing and Pedestrian Lighting project (Resolution 2017-054, 06/27/2017):
 Pavement Renovation Placeholder: Reduced from \$1,110,995 to \$0 in FY2016/17.
 Cumulative Remaining Programming Capacity: Reduced by \$137,256.
 Haight Street Resurfacing and Pedestrian Lighting: Add project with \$1,248,251 in FY2017/18 construction funds.
- ⁸ 5YPP amendment to add the Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing and Alemany Street Resurfacing projects and the US-101/I-280 Managed Lanes LPP Fund Exchange project (Resolution 2018-XXXX, 12/12/2017):
 Madrid St, Morse St. and Paris St. Pavement Renovation: Deleted project; reduced from \$4,519,668 to \$0 in FY2017/18. Project will be funded with non-Prop K sources.
 Fillmore St Pavement Renovation: Deleted project; reduced from \$4,634,668 to \$0 in FY 2018/19. Project will be funded with General Fund monies.
 Cumulative Remaining Programming Capacity: Reduced from \$989,603 to \$0.
 Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation: Added project with \$2,794,000 in FY 2017/18 construction funds.
 Alemany Boulevard Pavement Renovation: Added project with \$3,157,000 in FY 2018/19 construction funds.
 US-101/I-280-Managed Lanes LPP Fund Exchange project: Added project with \$4,683,939 in FY 2018/19 environmental funds; \$2.5 million in programming is contingent on California Transportation Commission (CTC) approval of Cycle 1 Local Partnership Program; Formulate Program funds (anticipated January 2018) and \$1,583,939 is contingent on CTC approval of Cycle 2 funds (anticipated December 2019). See Resolution XX-XX for details on fund exchange which results in a net anticipated increase of about \$2 million in funds for street resurfacing.

Attachment 3
Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance / Street Repair and Cleaning Equipment (EPs 34-35)
Cash Flow as Allocated to Date
 Pending December 12, 2017 Board

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Street Resurfacing (EP 34)								
Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation 1	CON	\$0	\$0	\$0	\$0	\$0	\$0	
West Portal Ave and Quintara St Pavement Renovation	CON	\$2,402,228	\$600,557				\$3,002,785	
West Portal Ave and Quintara St Pavement Renovation 5	CON	(\$2,402,228)	(\$600,557)				(\$3,002,785)	
Ingalls St and Industrial St Pavement Renovation 1	CON		\$0	\$3,309,610	\$367,623		\$3,677,233	
Clayton St, Clipper St and Portola Dr Pavement Renovation 2	CON			\$4,091,447	\$1,363,816		\$5,455,263	
Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation 3	CON			\$3,828,600	\$957,150		\$4,785,750	
Gilman Ave and Jerrold Ave Pavement Renovation 6	CON			\$0	\$0		\$0	
Filbert and Leavenworth Streets Pavement Renovation 6					\$2,609,493	\$869,831	\$3,479,324	
Madrid St, Morse St and Paris St Pavement Renovation8	CON				\$0	\$0	\$0	
Fillmore St Pavement Renovation8	CON					\$0	\$0	
Haight Street Resurfacing and Pedestrian Lighting7	CON				\$416,084	\$554,778	\$1,248,251	
Pavement Renovation Placeholder 4,7	CON				\$0	\$0	\$0	
Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation8	CON				\$0	\$1,117,600	\$2,794,000	
Alemany Blvd Pavement Renovation8	CON					\$947,100	\$3,157,000	
US-104 / I-280-Managed Lanes LPP Fund-Exchange8	PA&ED					\$2,500,000	\$4,083,939	
Total Cash Flow in 5YPP		\$0	\$0	\$11,229,657	\$5,714,166	\$5,989,309	\$28,680,760	
Total Cash Flow Allocated		\$2,402,228	\$600,557	\$11,229,657	\$5,714,166	\$1,424,609	\$21,648,606	
Total Cash Flow Deobligated		(\$2,402,228)	(\$600,557)	\$0	\$0	\$0	(\$3,002,785)	
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$4,564,700	\$10,034,939	
Total Cash Flow in 2014 Strategic Plan		\$3,402,228	\$8,492,741	\$5,199,180	\$4,397,268	\$4,611,668	\$27,030,019	
Deobligated from Prior 5YPP Cycles **		\$1,759,741					\$1,759,741	
Cumulative Remaining Cash Flow Capacity		\$5,161,969	\$13,654,710	\$7,624,233	\$6,307,335	\$4,929,694	\$109,000	

Attachment 3
Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance / Street Repair and Cleaning Equipment (EPs 34-35)
Cash Flow as Allocated to Date
 Pending December 12, 2017 Board

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Street Repair and Cleaning Equipment (EP 35)							
Street Repair and Cleaning Equipment	PROC	\$350,517	\$350,517				\$701,034
Street Repair and Cleaning Equipment	PROC		\$369,036	\$369,036			\$738,072
Street Repair and Cleaning Equipment 4	PROC			\$1,499,408			\$1,499,408
Street Repair and Cleaning Equipment 4	PROC				\$0	\$94,793	\$94,793
Street Repair and Cleaning Equipment	PROC					\$429,900	\$859,800
Total Cash Flow in 5YPP		\$350,517	\$719,553	\$1,868,444	\$0	\$524,693	\$3,893,107
Total Cash Flow Allocated		\$350,517	\$719,553	\$1,868,444	\$0	\$0	\$2,938,514
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$524,693	\$954,593
Total Cash Flow in 2014 Strategic Plan		\$350,517	\$719,553	\$757,449	\$797,101	\$838,588	\$3,893,107
Deobligated from Prior 5YPP Cycles **		\$0					\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	(\$1,110,995)	(\$313,895)	\$0	\$0
ROLL-UP of EPs 34-35							
Cash Flow Programmed in 5YPP		\$350,517	\$719,553	\$13,098,101	\$5,714,166	\$6,514,002	\$32,573,867
Total Cash Flow Allocated		\$2,752,745	\$1,320,110	\$13,098,101	\$5,714,166	\$1,424,609	\$24,587,120
Total Cash Flow Deobligated		(\$2,402,228)	(\$600,557)	\$0	\$0	\$0	(\$3,002,785)
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$5,089,393	\$10,989,532
Total Cash Flow in 2014 Strategic Plan		\$3,752,745	\$9,212,294	\$5,956,629	\$5,194,369	\$5,450,256	\$30,923,126
Total Deobligated from Prior 5YPP Cycles		\$1,759,741					\$1,759,741
Cumulative Remaining Cash Flow Capacity		\$5,161,969	\$13,654,710	\$6,513,238	\$5,993,440	\$4,929,694	\$109,000
Programmed							
Pending Allocation/ Appropriation							
Board Approved Allocation/ Appropriation							



Memorandum

Date: Revised December 7, 2017

To: Transportation Authority Board

From: Anna LaForte – Deputy Director for Policy and Programming

Subject: 12/05/17 Board Meeting: Programming of \$6,~~080~~189,000 (Estimated) in Local Partnership Program (LPP) Formulaic Program Funds to Three San Francisco Public Works Street Resurfacing Projects, and Approval of a Fund Exchange of \$4,100,000 in LPP Funds with an Equivalent Amount of Prop K Funds for the US 101/I-280 Managed Lanes LPP Fund Exchange Project, with Conditions

RECOMMENDATION Information Action

- Program \$6,~~080~~189,000 (estimated) of the Transportation Authority's share of Senate Bill (SB) 1 Local Partnership Program (LPP) Formulaic Program funds (Cycle 1 funds estimated at \$4,~~080~~189,000; Cycle 2 funds estimated at \$2 million) to San Francisco Public Works (SFPW) for the following street resurfacing projects:
 - Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation (\$2,~~054~~106,000)
 - Alemany Blvd Pavement Renovation (\$2,~~029~~083,000)
 - Various Locations Pavement Renovation No. 42 (\$2,000,000)
- Authorize the Executive Director to enter into an agreement designating SFPW as the implementing agency for the aforementioned projects in compliance with LPP guidelines
- ~~Approve a fund exchange of \$4,100,000 million in LPP formula funds programmed to SFPW street resurfacing projects with an equivalent amount of Prop K funds to fund environmental studies for San Francisco's US 101/I-280 Managed Lanes LPP Fund Exchange project, with conditions~~

SUMMARY

The State is encouraging programming LPP Cycle 1 funds (Fiscal Years (FYs) 2017/18-2018/19) to construction projects to show voters the benefits of SB 1. We recommend programming our Cycle 1 and 2 (FY 2019/20) funds to SFPW street resurfacing projects, which have a good delivery track record and highly visible benefits. ~~We also recommend concurrent approval of a fund exchange of \$4.1 million in LPP funds with an equal amount of Prop K funds for the US 101/I-280 Managed Lanes project, which was identified as a priority in the San Francisco Transportation Plan. Implementation of the project is anticipated to be competitive for the SB 1 Congested Corridors Program.~~

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other:

FOLLOW-UP

At the December 5 Board meeting, the motion to approve this item did not pass after considerable discussion by the Board. While Commissioners generally agreed with the first part of the staff to program \$6M in LPP funds to resurfacing, the Commissioners did not agree on the second part of the recommendation to also transfer \$4M in previously programmed Prop K resurfacing funds into managed lanes environmental studies at this time. Questions and concerns cited by the latter group of Commissioners included wanting to see more evidence that the proposed managed lanes project would improve congestion without negatively impacting upstream freeway corridors or local streets; wanting to see a more holistic approach to address congestion, including potentially pursuing congestion pricing; inquiring why environmental studies cost so much; and suggesting that resurfacing would be a better use of available funds. In light of this robust discussion, we have revised our staff recommendation to only approve the proposed LPP programming for the street resurfacing projects at this time to meet the State's December 15, 2017 LPP deadline, and to defer action on the fund exchange to provide more time for staff to complete planning studies currently underway and address Commissioners' questions and concerns.

DISCUSSION

Background. The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that increases funding for local streets and roads, multi-modal improvements, and transit operations. The funding package, estimated at more than \$50 billion over 10 years, was signed by Governor Brown on April 28, 2017 and both expands existing programs (e.g. the Active Transportation Program, the State Transportation Improvement Program, and the State Transit Assistance Program), and directs the state to create new programs to support local and regional transportation priorities.

SB 1 created the LPP and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional transportation agencies that have sought and received voter approval of or imposed taxes or fees solely dedicated to transportation. The CTC adopted program guidelines on October 18 that allocate 50% of the program (\$100 million annually) through a Formulaic Program and 50% through a Competitive Program. As administrator of the Prop K transportation sales tax and the Prop AA vehicle registration fee, the Transportation Authority receives a share of LPP formula funds. For Cycle 1, the Transportation Authority's share is estimated to be ~~\$4.08-189~~ million (~~\$2.051-106~~ in FY 2017/18 and ~~\$2.029-083~~ in FY 2018/19).

The first LPP call for projects is now underway. The CTC will adopt a Formulaic Program of projects covering FYs 2017/18 and 2018/19 in the initial cycle (Cycle 1), and plans to adopt annual programs of projects thereafter. The CTC and Caltrans have strongly encouraged jurisdictions to program this first cycle of SB 1 funds to projects that are construction ready to demonstrate the benefits of SB 1 to voters, particularly ahead of a potential SB 1 repeal effort.

Recommended LPP Formulaic Program Priorities. For Cycles 1 and 2 of the LPP Formulaic Program (FY 2017/18 to 2019/20), we recommend programming our LPP funds, estimated at ~~\$6.08~~ 189 million over the two cycles, to three SFPW street resurfacing projects summarized in Attachment 1 with more detail provided in the Project Information Forms included in Attachment 2.

We identified street resurfacing projects as good candidates for the initial LPP programming cycles because of 1) the steady pipeline of construction ready projects, 2) the size of the projects (\$4 million to \$6 million) is a good match with the anticipated size of our LPP formula share, and 3) the street resurfacing program has a steady source of funds from Prop K to provide the dollar for dollar required local match to the LPP funds. SFPW has identified the projects listed in Attachment 1 after

considering the available funding, project cost and ability to meet the strict timely use of fund requirements set out by the LPP Formulaic Program guidelines, as well as the ability to accommodate the proposed LPP/Prop K fund exchange described below.

The LPP program guidelines allow eligible recipients such as the Transportation Authority to identify a different entity as the implementing agency for LPP funded projects. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds established by the CTC. To receive funds, the Transportation Authority and SFPW will need to jointly submit a project nomination to the CTC. It's possible there will be minor changes to our share of LPP funds estimated by CTC's staff. If that's the case, we will work with SFPW to adjust the amount of LPP received by each project accordingly. We would adjust proposed Prop K funding when the projects submit allocation requests to the Board for approval.

Recommended Prop K/LPP Fund Exchange for US 101 Managed Lanes project. We are recommending concurrent approval of a fund exchange of \$4.1 million in LPP formula funds for SFPW street resurfacing projects with an equivalent amount of Prop K funds for the environmental review phase of the San Francisco's US 101/I-280 Managed Lanes project. As presented in Agenda Item #8, the Managed Lanes project will provide buses, carpoolers, and other vehicles in the lane faster travel time and reliability. Agenda Item #9 includes a Prop K appropriation request to fully fund the preparation of the Caltrans Project Initiation Document (PID), a state required project scoping document for any project on the state highway system. The environmental phase would commence following completion of the PID.

Design and Construction phases of this project are anticipated to be very competitive for receiving funds from programs like the SB 1 Solutions for Congested Corridor Program, which names the US 101/Caltrain corridor connecting Silicon Valley with San Francisco as one of five named "targeted" corridors in the enabling legislation, as well as Regional Measure 3 (proposed bridge toll increase) since the project is part of a regional network of Express Lanes prioritized by the Metropolitan Transportation Commission. Other potential sources that we are exploring include recommendations stemming from the San Francisco Transportation Task Force 2045 and private funds.

Prop K 5-Year Prioritization Program (5YPP) Amendment. To make sufficient Prop K funds available to provide the dollar-for-dollar LPP match requirement for the street resurfacing projects and to reflect the fund exchange, we have worked with SFPW on a proposed amendment to the Prop K Street Resurfacing Category 5YPP. The proposed amendment would program Prop K funds to the Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation project (\$2.8 million) and the Alemany Boulevard Pavement Renovation project (\$3.2 million), and add the US 101/I-280 Managed Lanes LPP Fund Exchange project (\$4.1 million). Fully funding these projects would require reprogramming the cumulative programming capacity available from projects completed under budget (\$989,603) and eliminating the Prop K programming for the Fillmore Street and the Madrid Street/Morse Street/Paris Street Pavement Renovation projects (totaling \$9,154,336), which SFPW is advancing using non-Prop K sources.

Attachment 3 details the proposed programming changes to the Street Resurfacing 5YPP.

Next Steps. Following Board approval of the programming for the LPP Formulaic Program, we will submit jointly with SFPW our project nominations for Cycle 1 to CTC before its December 15 deadline. The CTC is scheduled to adopt the Cycle 1 LPP Formulaic Program of Projects at its January 31, 2018 meeting.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2017/18 budget associated with

Agenda Item 10

the recommended action. Appropriation of the Prop K funds for the environmental clearance phase of the US 101/I-280 Managed Lanes project is subject to a separate Board action anticipated in FY 2018/19. The Prop K funds would be added to future year budgets, following Board approval.

CAC POSITION

The CAC was briefed on this item at its November 29, 2017 special meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1– Projects Recommended for Fiscal Years 2017/18 – 2019/20 of LPP Formulaic Funds

Attachment 2 – Prop K Project Information Forms

Attachment 3 – Prop K Street Resurfacing 5-Year Prioritization Program Amendment



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RESOLUTION APPROVING PROGRAMMING OF \$2,813,264 IN SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 2 FUNDS TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY FOR THE SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROJECT, WITH CONDITIONS

WHEREAS, As San Francisco's Congestion Management Agency, the Transportation Authority is responsible for programming \$42.286 million in San Francisco's county share of Cycle 2 of the One Bay Area Grant (OBAG 2) program; and

WHEREAS, MTC requires at least \$1.797 million of San Francisco's county share to be reserved for Safe Routes to Schools (SRTS) projects; and

WHEREAS, At its July 25 and September 26 meetings, the Board approved a total of \$39.473 million in San Francisco's OBAG 2 funds for five projects as shown in Attachment 1 and deferred taking action on \$2,813,264 proposed for the Department of Public Health's (DPH's) SRTS Non-Infrastructure Project, expressing concern over its effectiveness and the perceived lack of coordination between the project and other school transportation programs such as school crossing guards and capital safety improvements near schools; and

WHEREAS, At Chair Peskin's request, Transportation Authority staff supported staff from Chair Peskin's and Commissioner Tang's offices in convening staff from the DPH, the San Francisco Municipal Transportation Agency (SFMTA), and the San Francisco Unified School District (SFUSD) to review the current structure of the SRTS program and consider opportunities for improvements; and

WHEREAS, Based on the discussions at these meetings and feedback from Board members, Transportation Authority staff is recommending programming \$2,813,264 in OBAG 2 funds to the SFMTA, with conditions, for the SRTS Non-Infrastructure Project with the new organizational



structure shown in Attachment 2, a revised scope of work detailed in Attachment 3, and a draft revised project budget shown in Attachment 4; and

WHEREAS, The staff recommendation is conditioned upon the SFMTA providing:

- by March 31, 2018, a proposal for modifying the crossing guard program to improve its effectiveness;
- by June 30, 2018 a report on the transition of the SRTS non-infrastructure project lead from DPH to SFMTA including an evaluation of the scope, budget and funding plan, and updated goals and metrics to measure the effectiveness of the project; and
- by June 30, 2018 a proposal for re-establishing the capital program for school area projects, including how the identification, prioritization, and implementation of capital improvements near schools will be coordinated with the non-infrastructure work; and
- annually, progress reports on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals based on the approved metrics; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves programming \$2,813,264 in OBAG 2 funds to the SFMTA for the San Francisco Safe Routes to School Non-Infrastructure Project, with conditions; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to MTC all other relevant agencies and interested parties.

Attachments (4):

1. OBAG 2 Program of Projects – Summary of Revised Staff Recommendations
2. SRTS Implementing Agencies and Program Overview
3. Project Summary – San Francisco SRTS Non-Infrastructure Project (2019 – 2021)
4. SRTS Non-Infrastructure Project Budget (September 1, 2019 – August 31, 2021)

Attachment 1.
San Francisco One Bay Area Grant Cycle 2 (OBAG 2)
Summary of SFCTA Recommendations^{1,3,4}

Sponsor Agency ²	Project Name	Recommended Phase(s)	District(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming
SFPW	Better Market Street ⁴	Design	3, 5, and 6	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000
PCJPB	Peninsula Corridor Electrification Project ³	Construction	6, 10	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1 ³	Construction	1, 2, 3, 5, and 6	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000
SFPW	John Yehall Chin Elementary Safe Routes to School ³	Construction	3	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021)	Construction (Non-Infrastructure)	all	\$ 3,177,752	\$ 2,813,264	\$ 2,813,264
BART	Embarcadero Station: New Northside Platform Elevator and Faregates ⁴	Construction	3, 6	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000

TOTAL	\$ 2,671,006,752	\$ 75,541,264	\$ 42,286,000
Total Approved (Res. 18-05):	\$ 2,049,109,000	\$ 26,405,000	\$ 21,492,736
Total Approved (Res. 18-13):	\$ 618,720,000	\$ 46,323,000	\$ 17,980,000
Total Pending Approval	\$ 3,177,752	\$ 2,813,264	\$ 2,813,264
TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS			
		\$	\$ 42,286,000

¹ Projects are sorted by recommended OBAG 2 programming from highest to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

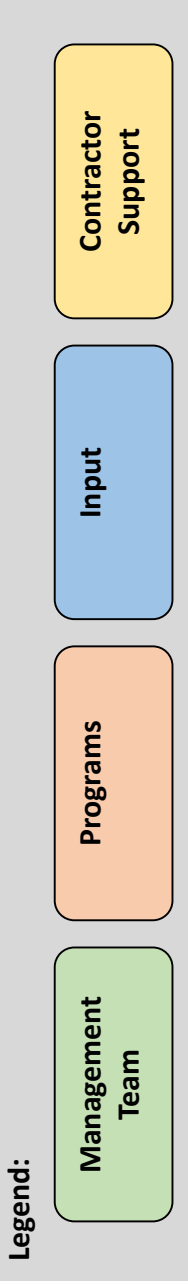
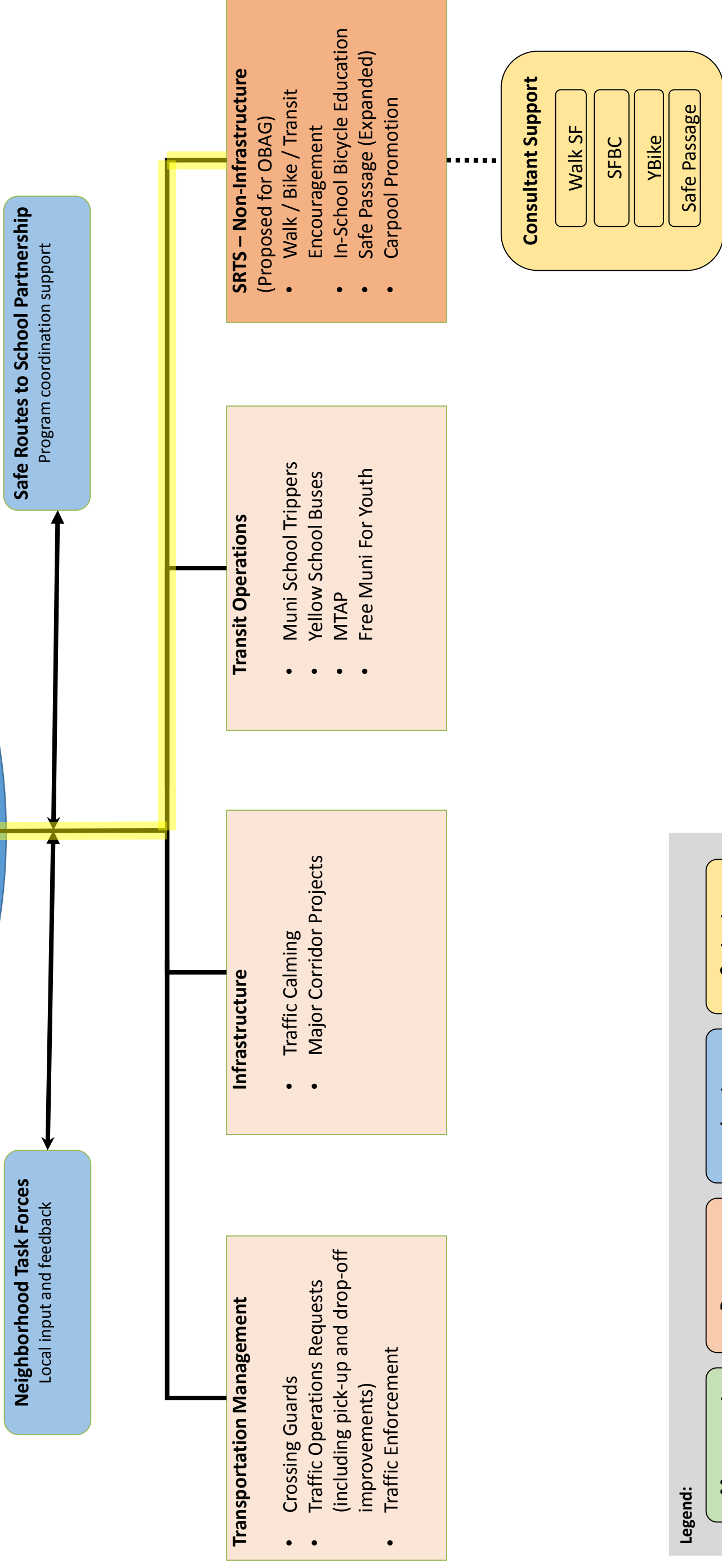
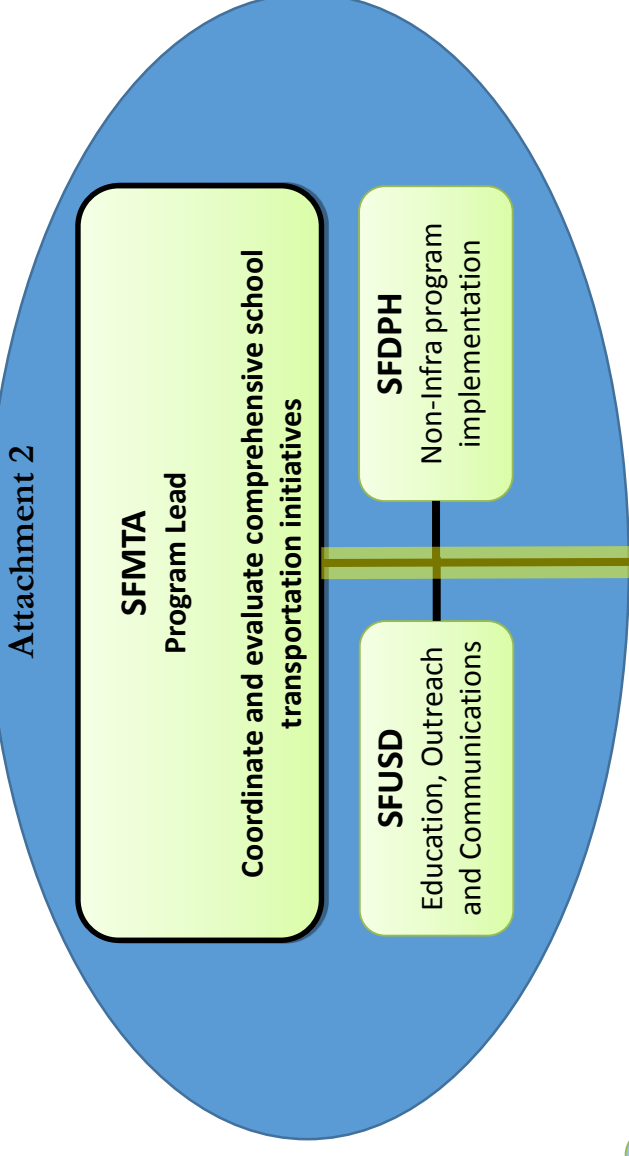
³ Projects were approved through Resolution 18-05 on July 25, 2017.

⁴ Projects were approved through Resolution 18-13 on September 26, 2017.

Safe Routes to Schools Implementing Agencies and Program Overview

(Incl. OBAG and other sources)

November 2017*



* This is a preliminary proposal, subject to revision, with an updated program overview presented to the Transportation Authority Board before June 30, 2018.

Attachment 3

San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summary

Safe Routes to School Non-Infrastructure Project (2019-2021)

Sponsor: San Francisco Municipal Transportation Agency

Recommended OBAG 2 Programming: \$2,813,000

Recommended Phase: Construction (Non-Infrastructure)

Districts: citywide

Scope:

In order to support the safe, easy and convenient transportation of children to schools in San Francisco, the Safe Routes to School (SRTS) Non-Infrastructure Project would fund the SRTS non-infrastructure program for an additional two years (2019-2021). Led by the San Francisco Municipal Transportation Agency (SFMTA) in robust partnership with the San Francisco Unified School District (SFUSD) and the San Francisco Department of Public Health (SFDPH), the program will, for the first time, coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

The proposed scope of work would build on the expertise and experience of the current SRTS non-infrastructure program which includes educational, encouragement, and evaluation activities. An iteration of this program is currently funded through August 30, 2019, which would provide an 18-month transition period to allow the 2019-2021 program to launch quickly and effectively. The program would work to increase the percentage of students actively commuting or commuting in non-single-family vehicles to San Francisco's schools, to improve safety of walking and bicycling routes for all San Francisco school children, and to inspire the next generations of walkers and bicyclists.

The specific tasks to be accomplished through the grant would include:

- Staff neighborhood SRTS task forces representing all SFUSD schools – Identify clusters of schools with common routes to school and connect parents and community members (with multi-lingual translation services) to perform safety assessments related to existing infrastructure, identify needs, request improvements, and engage in ongoing planning processes
- Identify and implement opportunities for in-school education related to transportation safety and choices.
- Hold neighborhood skills building, encouragement, and outreach events to help reach parent/guardian champions, including weekend bike rodeos at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day and Bike and Roll to School week
- Provide technical assistance and education to expand the Tenderloin's "Safe Passage" program into other disadvantaged communities where real and perceived violence prevents families from walking and biking to school
- Comprehensive evaluation of the changes in both the safety and mode-shift of children travelling to and from school.

Attachment 3

San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summary

In developing the final scope of work for the program, the Safe Routes to School task forces will be engaged to ensure that there is broad, multi-lingual and multi-cultural outreach input into the program. Additionally, city partners and consultants, including the San Francisco Bicycle Coalition, Walk SF, Presidio YMCA, and Safe Passage, will continue to provide key collaboration.

Participating Schools:

The OBAG 2 SRTS Non-Infrastructure Project will expand to encompass SRTS efforts at all of the SFUSD elementary, middle and high schools in various capacities. A final, specific outline of work for each school site will be available no later than June 30, 2018. Schools will be equitably prioritized based on baseline and changes in school performance related to mode shift, safety concerns and equity considerations.

Schedule:

Phase	Start	End
Construction (Non-Infrastructure)	9/1/19	8/31/21

Funding Plan (\$1,000):

Source	Status	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned					\$2,813	\$2,813
Prop K Match	Planned					\$364	\$364
Total by Phase						\$3,177	\$3,177

Attachment 4
San Francisco One Bay Area Grant Cycle 2 (OBAG 2)

San Francisco Safe Routes to School (SRTS) Non-Infrastructure Project Preliminary Budget - September 1, 2019 through August 31, 2021 ¹					
	Proposed SRTS Non-Infrastructure Project (12.05.2017)		Original SRTS Non-Infrastructure Project (07.11.2017)		Change
	Annual Position Count (FTE)	Cost	Annual Position Count (FTE)	Cost	
TOTAL PERSONNEL COSTS - PUBLIC AGENCIES²	5.15	\$1,325,000	4.50	\$1,210,528	\$114,472
Consultants and Contractual Services					
SF Study Center contract ³ (fiscal sponsorship for SFUSD, Presidio YMCA, SF Bike Coalition, Safe Passage and Walk-SF contracts)		\$0		\$212,837	-\$212,837
Presidio YMCA subcontract		\$485,983		\$485,983	\$0
SF Bike Coalition subcontract		\$564,460		\$564,460	\$0
Walk-SF subcontract		\$478,545		\$478,545	\$0
Safe Passage subcontract		\$220,400		\$220,400	\$0
TOTAL CONSULTANT AND CONTRACTUAL SERVICES		\$1,749,388		\$1,962,225	-\$212,837
Other Direct Costs					
Materials development and printing		\$25,000		\$5,000	\$20,000
Additional Program Costs (to be delineated 06.30.2018)		\$78,365		\$0	\$78,365
TOTAL OTHER DIRECT COSTS		\$103,365		\$5,000	\$98,365
TOTAL COST 2019-2021		\$3,177,753		\$3,177,753	\$0

¹ Subject to change, pending evaluation of the scope, budget, and funding plan for the project. A final, specific outline of work and corresponding budget and funding plan will be provided to the Transportation Authority Board by June 30, 2018.

² Includes staff time at the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of Public Health, San Francisco Unified School District, San Francisco Environment

³ Fiscal agent contract no longer needed with program under the SFMTA, which will enter into contracts directly with the service providers.



Memorandum

Date: December 5, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 12/5/17 Board Meeting: Approval of Programming \$2,813,264 in San Francisco’s One Bay Area Grant Cycle 2 Funds to the San Francisco Municipal Transportation Agency for the Safe Routes to School Non-Infrastructure Project, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Program \$2,813,264 in San Francisco’s One Bay Area Grant Cycle 2 (OBAG 2) county share funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Safe Routes to School (SRTS) Non-Infrastructure Project, with conditions <p>SUMMARY</p> <p>At its July 25 and September 26 meetings, the Board approved a total of \$39.473 million in San Francisco’s OBAG 2 funds for five projects and deferred taking action on \$2,813,264 for the SRTS Non-Infrastructure Project (\$2.062 million) and SRTS Capital Placeholder (\$751,246) projects. At the meetings, Commissioners expressed concern over the effectiveness of the SRTS non-infrastructure project, and a desire for better coordination among the various safe routes to school programs. At Chair Peskin’s request, we supported staff from Chair Peskin’s and Commissioner Tang’s offices in convening staff from the SFMTA, Department of Public Health (DPH), and the San Francisco Unified School District (SFUSD) to discuss potential changes to the program. As an outcome of discussions, we are recommending programming all \$2,813,264 in OBAG 2 funds to the SRTS Non-Infrastructure Project with management transitioning from DPH to the SFMTA by the start of the 2019 school year. This new structure will enable the SFMTA to better coordinate San Francisco’s school transportation programs, many of which are under its purview already. Our recommendation is conditioned upon SFMTA presenting a proposal to the Board by March 30, 2018 for potential changes to the crossing guard program to improve its effectiveness, and by June 30, 2018 a report on the transition plan for the SRTS non-infrastructure project including a review of the scope, budget and funding plan, and updated goals and metrics, as well as a proposal for re-establishing a capital program for school area projects. We also recommend annual reporting on performance metrics.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

As Congestion Management Agency for San Francisco, the Transportation Authority is charged with programming \$42.286 million in OBAG 2 funds from the Metropolitan Transportation Commission (MTC) grant program that supports transportation infrastructure serving future growth. MTC requires at least \$1.797 million to be reserved for SRTS projects, which the Board prioritized for non-infrastructure projects due to the relative difficulty of funding non-infrastructure projects (e.g. education, safety training) compared to securing funds for capital improvements. Attachment 1 shows the capital projects the Board approved to receive OBAG 2 funding at its July 25th and September 26th meetings.

On July 11, Transportation Authority staff recommended awarding \$2,813,264 in OBAG 2 funds to the Department of Public Health's (DPH's) SRTS Non-Infrastructure Project to implement an additional two years of the existing SRTS program that includes educational, encouragement, and evaluation activities for the city's elementary, middle, and high schools. The Board deferred taking action on the recommendation, expressing concern over the effectiveness of the SRTS Non-Infrastructure Project and the perceived lack of coordination between the project and other school transportation programs such as school crossing guards and capital safety improvements near schools. In addition, Board members expressed a strong desire for the SRTS program to better respond to the unique needs of every school. On September 12, the Board again deferred taking action on a revised staff recommendation to award \$2.062 million to a down-scoped SRTS Non-Infrastructure Project and \$751,246 to a SRTS Capital Placeholder.

Revised Staff Recommendation.

Over the past three months, we have supported staff from Chair Peskin's and Commissioner Tang's offices in convening several meetings of the SFMTA, DPH, and SFUSD to review the current structure of the SRTS program and consider opportunities for improvements. Based on the discussions at these meetings and feedback from Board members, we are recommending \$2,813,264 in OBAG 2 funds for the SRTS Non-Infrastructure Project, with the lead agency shifting from DPH to SFMTA starting with the 2019 school year. The program is currently funded by a state Active Transportation Program grant to DPH, making a formal transition earlier infeasible. However, this does not preclude the initiation of better overall coordination of all school transportation/SRTS activities.

The new organizational structure shown in Attachment 2 includes the proposed OBAG 2 scope of work as well as other school transportation programs which are already under the SFMTA (e.g. school crossing guards and traffic calming). In response to Board input, the SFMTA intends to revise the non-infrastructure program to provide some level of SRTS efforts at all SFUSD schools.

The project summary in Attachment 3 shows a revised scope of work for the SR2S Non-Infrastructure Project and Attachment 4 compares this recommendation with the prior two recommendations. Attachment 5 shows a draft revised project budget. The funding plan includes the proposed OBAG 2 funds and the required local match of 11.47% or \$364,488, which could come from a future allocation of Prop K funds from the Bicycle Circulation and Safety category or other sources to be identified prior to June 30, 2018 (see conditions below).

Our recommendation is conditioned upon the SFMTA providing the following items to the Transportation Authority Board:

- **By March 31, 2018: A proposal for modifying the crossing guard program.** This timing allows for recommendations to be implemented prior to the start of the 2018 school year. Specifically, SFMTA will consider how it can improve recruitment and retention, guard assignment policies, and selection of participating schools.
- **By June 30, 2018: A report on the transition of the SRTS non-infrastructure project from DPH to SFMTA** including an evaluation of the scope, budget and funding plan, and updated goals and metrics to measure the effectiveness of the project.
- **By June 30, 2018: A proposal for re-establishing the capital program for school area projects,** including how the identification, prioritization, and implementation of capital improvements near schools will be coordinated with the non-infrastructure work.
- **Annually: Provide progress reports** on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals based on the approved metrics.

Next Steps.

Once the Board programs the \$2,813,264 in OBAG 2 funds we will submit the project information to MTC for approval at a subsequent meeting. We will continue to coordinate with the SFMTA to track the conditions and will work with the Transportation Authority Chair to calendar related agenda items for future Board meetings.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted Fiscal Year 2017/18 budget associated with the recommended action.

CAC POSITION

At its June 28 meeting, the CAC adopted a motion of support for the original staff recommendation to award \$2,813,264 in OBAG 2 funds to the DPH for the San Francisco SRTS Non-Infrastructure Project (2019-2021) project. We have kept the CAC apprised of subsequent Board discussions through the CAC Chair's remarks.

SUPPLEMENTAL MATERIALS

Attachment 1 – OBAG 2 Program of Projects – Summary of Revised Staff Recommendations

Attachment 2 – SRTS Implementing Agencies and Program Overview

Attachment 3 – Project Summary – San Francisco SRTS Non-Infrastructure Project (2019 – 2021)

Attachment 4 – OBAG 2 Comparison of SRTS Non-Infrastructure Project Recommendations

Attachment 5 – SRTS Non-Infrastructure Project Budget (September 1, 2019 – August 31, 2021)

Attachment 4
San Francisco One Bay Area Grant Cycle 2 (OBAG 2)
Safe Routes to Schools (SRTS) Non-Infrastructure Project (2019 – 2021)
Comparison of Proposals¹

	Original Scope of Work 07.11.2017	Revised Scope of Work 09.12.2017	Current Proposed Scope of Work 12.05.2017²
OBAG 2 Grant Recommendation	\$2.813 million	\$2.062 million	\$2.813 million
Total Project Cost (includes OBAG plus required in kind local match)	\$3.177 million	\$2.329 million	\$3.180 million
Project Lead	DPH	DPH	SFMTA
Elementary School Programs	35 schools	25 schools	TBD, pending evaluation of all schools
Schools Receiving 10-day Physical Education Curricula	4 middle schools 2 high schools	2 middle schools 1 high school	TBD, pending evaluation of all schools
Neighborhood SRTS Task Forces	7 task forces	5 task forces	TBD, pending evaluation of all schools
Expand Tenderloin’s “Safe Passage” Program	Yes	Yes	Yes
“City Street Investigators” After School Program	Yes	No	No
Promote carpooling/ridesharing strategies	Yes	Yes	Yes

¹ Acronyms include Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), To Be Determined (TBD).

² SFMTA will work with program partners to further refine the project’s scope of work. Under the revised scope of work proposal, the project will expand to encompass SRTS efforts at all SFUSD elementary, middle and high schools in various capacities. Schools will be equitably prioritized based on baseline and changes in school performance related to mode shift, safety concerns and equity considerations. A final, specific outline of work for each school site will be available no later than June 30, 2018.

Sources: SF DPH grant applications, June 2017 and August 2017 and SFMTA grant proposal November 2017



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Memorandum

Date: November 15, 2017
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director for Planning
Subject: 12/12/17 Board Meeting: TNC Regulatory Landscape

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Receive an update on Transportation Network Company studies <p>SUMMARY</p> <p>This memo summarizes a report prepared by Transportation Authority staff that documents regulations for Transportation Network Companies (TNCs) such as Uber and Lyft in California at the state and local authority levels. The report also compares those regulations to sister cities in the United States according to the ten Guiding Principles for Emerging Mobility Services and Technologies adopted by the Board in June 2017. The TNC Regulatory Landscape document is the second in a series of reports, coordinated with the San Francisco Municipal Transportation Authority (SFMTA), related to TNCs and their impacts in San Francisco.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contracts</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Background.

The rapid expansion of ride-hail companies across the country over the last seven years has led to a wide range of new policy and legislative measures at both state and local levels. At the state level, regulation of TNCs is driven primarily by concerns around safety, liability, and fares. In addition, dozens of cities and counties across the country have enacted their own policies to regulate TNC operation within their boundaries.

The TNC Regulatory Landscape report documents two core areas of interest: 1) How TNCs are regulated in California; and 2) What is the TNC regulatory framework in other jurisdictions?

TNC Regulation in California.

The California Public Utilities Commission (CPUC) oversees statewide policies for TNCs. The CPUC has enacted a series of regulations over the past several years related to safety and vehicle operations, including training programs, background checks, vehicle inspections and drug and alcohol policies; data reporting, including trip origin destination and fare data; labor requirements that establish TNC drivers as independent contractors; equitable access requirements that prohibit discrimination among TNC customers; and registration, permitting and fees which include a gross

receipts fee of 0.33% of gross California revenue. The CPUC is currently engaged in phase 3 of rulemaking and will continue to develop policies related to accessible vehicle requirements, the incidental transportation of minors, public safety, and autonomous vehicles.

Alongside the CPUC, several commercial vehicle regulations by the Department of Motor Vehicles (DMV) apply to TNCs as well. These include safety issues such as hands-free phone requirements; drivers' license registration requirements; and limiting drive time for drivers to 10 hours before drivers must take an 8-hour break.

Data Transparency.

The Transportation Authority, alongside the SFMTA and City Attorney's, office have repeatedly requested data and information provided to the CPUC related to their regulating and enforcement efforts; however, our requests have been denied.

TNC Regulatory Framework in other Jurisdictions.

Most states now have TNC regulatory frameworks in place, but the extent of the rules and regulations vary widely. In most cases, states with major metropolitan centers allow those jurisdictions to establish more specific regulations or provide financial support from state fees to mitigate local impacts. The fees levied in various cities are used to contribute to local planning needs; improve employee training including for taxis; and improve disability access to both the TNC services and other mobility needs in general.

Future Studies.

Future reports will address topics such as roadway safety, congestion, transit demand, transit operations, equity, disabled access, land use and curb management. We anticipate issuing the next report in early 2018.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. The CAC will be briefed at its January 24 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – The TNC Regulatory Landscape: An Overview of Current TNC Regulation in California and Across the country (Draft Report)

DRAFT



The TNC Regulatory Landscape

An Overview of Current TNC Regulation
in California and Across the Country



DECEMBER, 2017

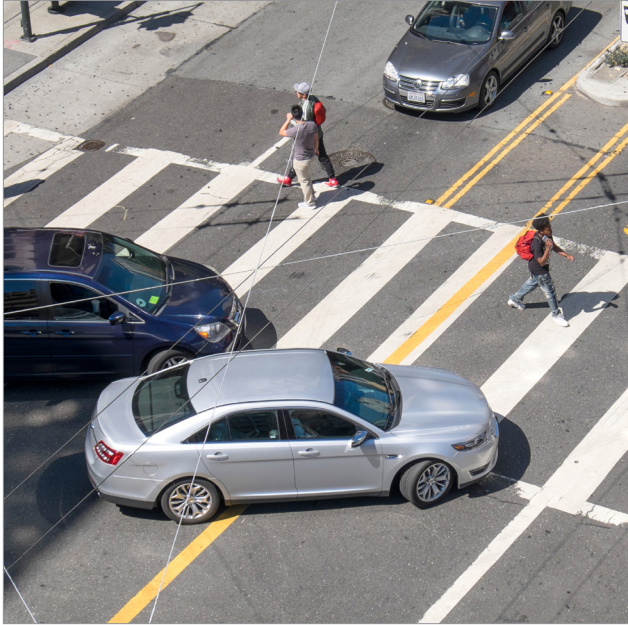


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REPORT DESIGN: Bridget Smith, SFCTA

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ACKNOWLEDGEMENTS

We wish to thank the following individuals who contributed to the development of this report:

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Executive Summary

The rapid expansion of Transportation Network Companies (TNCs) across the country over the last seven years has led to a wide range of new policy and legislative measures at both state and local levels. As of June 2017, 48 states and the District of Columbia have passed legislation to regulate TNCs statewide in some form.¹ At the state level, regulation of TNCs is driven primarily by concerns around safety, insurance, and fares.² In addition, dozens of cities and counties across the country have enacted their own policies to regulate TNC operations within their boundaries. Policy responses at the local level are driven primarily by concerns around safety, mobility for all modes, accessibility, data sharing, and congestion management. Some jurisdictions and transit agencies are also initiating pilots and marketing partnerships, typically in an effort to enhance first/last mile transit access.

The purpose of this report is to provide an overview of existing state and local regulations in San Francisco, California and across the country. The report is also intended to inform the San Francisco County Transportation Authority (the Transportation Authority or TA) Board, state and local policymakers in other arenas, and the general public of potential paths forward for TNC policy.

This is the second in a series of reports and studies to ad-

dress important analytic and policy topics regarding TNCs. Future reports will address additional topics in depth, including the effects of TNCs on roadway congestion, public transit operations and ridership, disabled access, safety, and equity.

The report is structured around two primary questions:

HOW ARE TNCs REGULATED IN CALIFORNIA?

The California Public Utilities Commission (PUC) generally oversees statewide policies for TNCs, and is currently engaged in Phase III of a rulemaking process to refine regulations for these companies. In addition to existing state regulations, there are local business registration requirements and airport permit requirements in place in some areas of the state, including San Francisco.

WHAT IS THE TNC REGULATORY FRAMEWORK IN OTHER JURISDICTIONS?

Most states now have TNC regulatory frameworks in place, but the extent of the rules and regulations vary widely. In most cases, states with major metropolitan centers allow those jurisdictions to establish more specific regulations or provide financial support from state fees to mitigate local impacts.³

¹ "Transportation Network Companies (TNC) Legislation," 17 June 2017. Transportation Policy Research Center, Texas A&M Transportation Institute. Retrieved from <https://tti.tamu.edu/policy/technology/tnc-legislation/>.

² National Association of Regulatory Utility Commissioners. (2017). *Report of the NARUC Task Force on Transportation*.

³ Most state constitutions permit local jurisdictions to develop their own regulatory ordinances in areas where state and federal governments have not explicitly established exclusive regulatory power, provided that those ordinances do not conflict with state or federal laws.

Introduction

The rapid expansion of Transportation Network Companies (TNCs) across the country over the last seven years has led to a wide range of new policy and legislative measures at both state and local levels. As of December 2017, 48 states and the District of Columbia have passed legislation to regulate TNCs and TNC drivers and vehicles state-wide in some form.⁴ At the state level, regulation of TNCs is driven primarily by concerns around safety, insurance, and fares.⁵ At the local level, dozens of cities and counties across the country have enacted their own policies to regulate TNC operation within their boundaries.

The purpose of this report is to provide an overview of existing state and local TNC regulatory frameworks within California and across the country. This report also is in-

⁴ "Transportation Network Companies (TNC) Legislation," 17 June 2017. Transportation Policy Research Center, Texas A&M Transportation Institute. Retrieved from <https://tti.tamu.edu/policy/technology/tnc-legislation/>.

⁵ National Association of Regulatory Utility Commissioners. (2017). *Report of the NARUC Task Force on Transportation*.

tended to inform the San Francisco County Transportation Authority Board, state and local policymakers in other arenas, and the general public of potential paths forward for TNC policy.

This report addresses the following key questions:

- How Are TNCs Regulated in California?
- What is the TNC Regulatory Framework in Other Jurisdictions?

This report is the second in a series of reports and studies addressing important analytic and policy topics about TNCs. The first report, *TNCs Today*, provided the first comprehensive estimates of TNC activity in San Francisco. The "Future Research" section below describes additional topics that the Transportation Authority and San Francisco Municipal Transportation Agency (SFMTA) will address in upcoming reports.

How are TNCs Regulated in California?

STATE REGULATION IN CALIFORNIA

California Public Utilities Commission

In California, the California Public Utilities Commission (CPUC) generally oversees regulation and permitting of Transportation Network Companies (TNCs) such as Uber and Lyft as charter-party carriers.⁶

Pursuant to Article XII of the California Constitution and the Charter-party Carriers' Act, California Public Utilities Code sections 5351, et seq., the CPUC generally has regulatory authority over the transportation of passengers for compensation. In 2013, the CPUC issued Decision 13-09-045 which established its regulatory authority over TNCs. However, taxicab service rendered wholly within the corporate limits of a single city or city and county are exempt from CPUC regulation when these services are licensed or regulated by local ordinance.⁷

The CPUC is currently in Phase III of a rulemaking process for regulations for TNCs. Rulemaking is the process by which the CPUC passes policies and regulations on specific topics related to that industry. The CPUC invites

comments from public agencies, private companies and groups to participate in the rulemaking process by issuing questions and prompts to which those parties may provide feedback and persuasive arguments. Ultimately, the CPUC gathers those comments to the rulemaking process and issues orders based on its decisions.

Key rules and regulations determined in Phase I and II of the rulemaking process are outlined below.

TNC OPERATION: Under CPUC regulations, TNCs may provide only pre-arranged trips. They may not accept "street hails," or passengers flagging the vehicle from the street

LOCAL AUTHORITY AND STATE PREEMPTION

Each California city derives from the California Constitution the same power to adopt and enforce within its city limits ordinances regulating private businesses as the California State Legislature; however, a city may not adopt ordinances that conflict with state law. A local ordinance conflicts with state law when the Legislature has made clear its intent to preempt local regulation over a specific subject. For example, the State Legislature can preempt local legislative authority by passing laws establishing statewide regulatory structures that leave no room for local regulation or prohibit local municipalities from further regulating an activity. In other circumstances, the State Legislature can carve out local exceptions to state pre-emption, allowing local governments that meet certain criteria to have certain regulatory authority, even though the state retains regulatory authority for most of the state.

⁶ California Public Utilities Commission Decision 13-09-045, "Order Instituting Rulemaking on Regulations Relating to Passenger Carriers, Ridesharing, and New Online-Enabled Transportation Services" (2013).

⁷ California Public Utilities Code § 5353.



CONSUMER SAFETY AND BACKGROUND CHECKS: TNCs are required to complete national criminal background checks of all prospective drivers, and must exclude any drivers who have been convicted within the past seven years of driving under the influence of drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to commit a felony, a crime involving property damage and/or theft, acts of violence, or acts of terror. Drivers with convictions for reckless driving, driving under the influence, hit and run, or driving with a suspended or revoked license are also excluded, as are those with more than three points on their driving records for lesser offenses. All drivers must be 21 or older, and must have at least one year of driving experience. On October 4, 2017, the CPUC issued a Proposed

Decision declining to require TNCs to conduct fingerprint (biometric) criminal background checks for its drivers.

CONSUMER SAFETY AND INSURANCE: TNC drivers are required to provide proof of the TNC's commercial insurance in the

who have not requested the ride using the app. However, drivers have no geographic restrictions, and may operate anywhere within the state, with the exception of airports, where they may only operate under the authorization of the airport. All TNC vehicles must display consistent trade dress—company colors or logos—that is visible at a distance of 50 feet for identification. As with many of the CPUC requirements, there is no publicly available data on whether and how TNCs have complied with these requirements. However, the CPUC did include the issue of public access to TNC data in Phase III of its rulemaking and has accepted comments on whether the Commission should establish a website portal for TNC data; and whether the Commission should share TNC trip data with interested California government entities in July, 2017. Various parties including San Francisco International Airport, SFMTA, the Transportation Authority, the San Francisco City Attorney's Office, and Los Angeles Department of Transportation submitted comments strongly encouraging the CPUC to share TNC travel data with the public or, at a minimum, with other governmental entities.

VEHICLE SAFETY AND VEHICLE INSPECTIONS: The CPUC requires TNC drivers to have a 19-point inspection of their vehicles at a California Bureau of Automotive Repair-licensed facility before providing service and again annually or every 50,000 miles thereafter, whichever occurs first. TNCs are also required to maintain records of all vehicles used for TNC services. There is no publicly available data on whether and how TNCs have complied with these requirements.

CPUC TNC PHASE III RULEMAKING

The CPUC is currently in Phase III of a rulemaking process on regulations relating to TNCs. The scope of issues to be considered in Phase III currently includes the following:

- **Track 1:** Criminal background check requirements applicable to TNCs*
- **Track 2:** Uber's Legal Status, Part I.
- **Track 3:** TNC data: (a) Should the Commission establish a website portal for TNC data; and (b) Should the Commission share TNC trip data with interested California government entities?
- **Track 4:** Is Uber a TNC?
- **Track 5:** Accessible vehicle requirements for TNCs.
- **Track 6:** Requirements that should be applicable to TNCs concerning the incidental transportation of minors
- **Track 7:** Additional requirements that should be applicable to TNCs to ensure public safety
- **Track 8:** Regulation of Autonomous Vehicles

* On October 4, 2017, the CPUC issued a Proposed Decision for Track 1.



event of a collision.⁸ The CPUC also requires all TNCs to have a zero-tolerance drug and alcohol policy for all drivers. There is no publicly available data on whether and how TNCs have complied with these requirements. However, the CPUC filed an order in 2017 instituting an official investigation into Uber's failure to comply with the zero tolerance requirements after finding that the company failed to promptly suspend drivers and/or investigate 151 out of 154 complaints received from members of the public.⁹

ROADWAY SAFETY AND DRIVER TRAINING: To promote safety, TNCs are required to provide driver training programs and report on the number of drivers completing the course. The San Francisco Bicycle Coalition has also provided additional safety training videos to the TNCs for use by TNC-drivers to reduce conflicts with bicyclists in San Francisco. There is no publicly available data on whether and how TNCs have complied with the CPUC requirements.

VEHICLE ACCESSIBILITY: TNCs are required to allow passengers to indicate whether they require a wheelchair-accessible vehicle or a vehicle otherwise accessible to individuals with disabilities, and must provide an annual report to the CPUC Safety and Enforcement Division detailing the number and percentage of customers who requested accessible vehicles, and how often the TNC was able to comply with requests for accessible vehicles. Currently, data from these reports are not made publicly available by the CPUC, ex-

cept in high-level annual summaries.¹⁰ CPUC also requires TNCs to submit an accessibility plan with annual updates; a plan on "avoiding the divide between the able and disabled communities"; and a report detailing the company's driver training program. These accessibility plans are not made public.

TNCs have partnered with automakers and rental car companies to provide TNC drivers with new vehicles. The programs are designed for would-be TNC drivers whose vehicles do not meet TNC vehicle standards. TNC drivers are offered lower per-week and per-month vehicle rental rates and unlimited mileage in exchange for providing TNC driving services. TNC drivers pay their rental rates from their TNC trip wages. The sub-prime rental program has drawn concern because drivers struggle to pay for their rental fees when TNC companies lower fares to compete with one another. As a consequence, TNC drivers are encouraged to drive more miles when customer fare rates drop to compensate for the income loss.¹¹

LABOR AND EMPLOYMENT STATUS: The employment status of TNC drivers is an unresolved issue in California. Currently, TNCs assert that their drivers are independent contractors who use their platform; however, ongoing class action lawsuits are challenging that status designation and assert

⁸ California Public Utilities Code § 5442.

⁹ "Order Instituting Investigation and Order to Show Cause Why the Commission Should Not Impose Appropriate Fines and Sanctions on Rasier-CA LLC." California Public Utilities Commission. April 6, 2017.

¹⁰ California Public Utilities Commission. "Summary of Transportation Network Companies' Annual Reports 2014 and 2015 submissions." (2015). http://www.cpuc.ca.gov/uploadedFiles/CPUC_Website/Content/Safety/Presentations_for_Commission_Meeting/2840_PowerPointforthe11515Meeting.pdf

¹¹ Bloomberg Technology. "Inside Uber's Auto-Leasing Machine, Where Almost Anyone Can Get a Car." May 31, 2016. Retrieved from <https://www.bloomberg.com/news/articles/2016-05-31/inside-uber-s-auto-lease-machine-where-almost-anyone-can-get-a-car>

that these drivers are, in fact, employees.¹² For its part, the CPUC does not regulate the employment status of TNC drivers and that generally, because TNC drivers are specifically considered ‘not professional,’ the regulations remain generally silent regarding employment status.

ACCOUNTABILITY AND REGISTRATION FEES: The CPUC currently assesses a \$1,000 fee upon a company’s initial application as a TNC, with a \$100 annual fee due thereafter to maintain the registration. In addition, 0.33% of a TNC’s gross California revenues, plus a \$10 administrative fee, are collected by the CPUC on a quarterly basis as part of overall fees and paid into the CPUC’s Transportation Reimbursement Account (PUCTRA) for the purpose of funding any expenses incurred by the CPUC in regulating TNCs, TNC drivers, and TNC vehicles.¹³ While TNCs cannot own their own fleets of vehicles, there is currently no limit to the number of TNC drivers or vehicles that can be associated with each TNC permit.

ACCOUNTABILITY AND REPORTING REQUIREMENTS: CPUC requires TNCs to report quarterly on the following: provision of accessible vehicles; service provided by zip code; problems reported about drivers; hours logged by drivers; miles logged by drivers; and drivers completing a driver training course.¹⁴ In January 2016, Uber was fined \$7.6 million

for failure to meet data reporting requirements in 2014. The company subsequently provided all required reports.¹⁵ However, it is not currently known to what extent TNCs are complying with these reporting requirements. Information that has been reported is not currently available to other public agencies or to the general public. In June 2017, San Francisco City Attorney Dennis Herrera filed a public records request to the CPUC to release all annual reports submitted by TNCs since 2013, in addition to other data the CPUC has collected on congestion, public safety, greenhouse gas (GHG) emissions, effect on public transit operation and parking, and other areas relevant to maintaining San Francisco’s transportation networks.¹⁶ The CPUC declined to provide this information.

California Department of Motor Vehicles

TNC OPERATION: Under the California Vehicle Code, the California Department of Motor Vehicles (DMV) regulates all drivers’ (whether TNC or otherwise) use of wireless communication devices (cell phone) while operating a motor vehicle. As of 2017, drivers are prohibited from holding and operating a cell phone and driving. The cell phone must be mounted to the center console or windshield and not obstruct their view of the road. Furthermore, the driver may only use a feature or function on the phone that requires only one motion, a single swipe, or touch.¹⁷

DRIVER’S LICENSES AND VEHICLE REGISTRATION REQUIREMENTS: The DMV regulates license issuance for all individual vehicle drivers, including those who drive for TNCs, as well as the registration for all motor vehicles. The vehicles currently used by TNC drivers must be personal non-commercial vehicles. In 2015, DMV briefly issued and then retracted guidance that any passenger vehicle used for hire, compensation, or profit must be registered as a commercial vehicle.¹⁸ The DMV’s definition of “personal” vehicles includes vehicles that a private individual owns, leases, or rents for a period of less than 30 days.¹⁹

ACCOUNTABILITY AND REPORTING REQUIREMENTS: TNCs are also required to participate in the DMV’s Employer Pull Notice (EPN) Program. The EPN Program adds a code to the driver’s license of each participating driver and sends the employer the driver’s record annually to a TNC or whenever the driver has a conviction, failure to appear, collision, license suspension or revocation, or other action

ESTIMATED CPUC FEES GENERATED FROM TNCs

The project team has not been able to determine how much revenue has been generated from TNC fees paid to the CPUC and how these fees have been used. The last public data point on San Francisco revenue is from 2015, when Uber reported San Francisco trip revenues of \$500 million/year, growing at about 200% per year.* Based on that reporting, CPUC would have collected \$1.65 million from Uber alone in 2015 from San Francisco trips. Given ongoing growth of TNC ridership and other companies in the market, it is likely that CPUC is collecting over \$10 million per year in TNC fees in San Francisco alone.**

* “Uber CEO Reveals Mind-Boggling New Statistic That Skeptics Will Hate.” Business Insider. 19 January 2015. Retrieved from <http://www.businessinsider.com/uber-revenue-san-francisco-2015-1>.

** San Francisco Transportation Authority estimate based on stated 200% growth.

12 In March 2017, Lyft settled *Cotter v. Lyft Inc.*, No. 13-cv-04065 (N.D. Cal.) for \$27 million and agreed to a set of conditions in order for its drivers to retain their status as independent contractors. The settlement was challenged by a number of parties, including Teamsters groups who supported unionization of TNC drivers. Unionization is possible only if drivers are accorded employee status. *O’Connor v. Uber Technologies, Inc.*, No. 3:13-cv-03826-EMC (N.D. Cal.). A proposed settlement was rejected in the most recent lawsuit, *James et al v. Kalanick et al*, was filed Los Angeles Superior Court in June 2017 and is currently pending.

13 California Public Utilities Commission. D.13-09-045, Regulatory Requirements item P, p. 33. Retrieved from <http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M077/K192/77192335.PDF>.

14 Transportation License Section, State of California Public Utilities Commission. “Required reports TNCs must provide the CPUC.” Accessed at <http://www.cpuc.ca.gov/General.aspx?id=3989> on August 17, 2017.

15 David Pierson. *Los Angeles Times*. “Uber fined \$7.6 million by California utilities commission.” (14 January 2016).

16 City Attorney of San Francisco. “Herrera orders Uber, Lyft to provide data on driver practices, accessibility and service.” (5 June 2017).

17 California Vehicle Code §23123.5.

18 California Department of Motor Vehicles. *Vehicle Industry News*. “Converting from Auto to Commercial Plates.” (5 January 2015).

19 California State (Assem.) Bill no. 2763 “Transportation Network Companies: Personal Vehicles.”

against the driving privilege.²⁰ The program enables TNCs to regularly check the driving records of their drivers.²¹

Under the California Vehicle Code, all drivers must submit a Traffic Accident Report to the DMV within 10 days following a collision if (1) the resulting property damage was more than \$1000, (2) any person was injured as a result of the collision, or (3) the collision resulted in a fatality.²²

CONSUMER AND DRIVER SAFETY AND DRIVING TIME: The Vehicle Code prohibits any driver transporting passengers for compensation from driving for more than 10 consecutive hours or for more than 10 hours spread over a total of 15 consecutive hours. After that period has elapsed, the driver must rest for at least 8 hours. In addition, compensated drivers cannot drive for more than 12 hours in a 24-hour period without an 8-hour rest.²³ Uber does not currently limit driving time in California.²⁴ Lyft requires a 6-hour break for every 14 hours of driving time for drivers in most of the country, including California (which does not meet the DMV's restrictions).²⁵ Numerous media reports have reported that TNC drivers in San Francisco routinely exceed the DMV's requirements.²⁶ The project team is unaware of any enforcement of these regulations by the CPUC. It is also unclear what mechanisms exist to enforce maximum drive time restrictions across multiple platforms (e.g. TNC drivers who drive for both Uber and Lyft).

AUTONOMOUS VEHICLES: TNC companies have also expressed interest in using autonomous vehicles in the future, although TNCs are currently prohibited from owning their own fleets of vehicles. In 2014, the California DMV issued regulations on the testing of autonomous vehicles. As of June 2017, the DMV has issued Autonomous Vehicle Testing Permits to over 30 companies.²⁷ Proposed regulations on the deployment and use of autonomous vehicles on California streets were released for public comment in March and October 2017. Final regulations are still under development. The CPUC has pending Phase III.B rulemaking regarding potential regulations for TNCs' use of autonomous vehicles for passenger transportation services (Track 8) but the dates for filing opening and reply com-

ments have not yet been determined.

LOCAL PLANNING, POLICIES, AND REGULATION IN SAN FRANCISCO

San Francisco Municipal Transportation Agency

The San Francisco Municipal Transportation Agency (SFMTA) is charged with operating Muni, San Francisco's rail and bus public transit system; regulating parking and traffic including enforcement; administering taxicab rules and regulations; and planning and designing for San Francisco streets. The SFMTA Board of Directors consists of seven members appointed by the Mayor and confirmed by the San Francisco Board of Supervisors.

TAXICAB REGULATIONS: While taxis share many features with TNCs, State law provides that cities and counties regulate taxicab transportation services by adopting local regulations.²⁸ In San Francisco, as the result of a Charter Amendment, the Board of Supervisors transferred the regulation of taxis from the former Taxi Commission to the SFMTA on March 1, 2000.²⁹ The SFMTA develops and enforces rules and regulations related to the issuance of taxicab medallions and the operation of taxicabs and other for-hire vehicles throughout the city.³⁰ SFMTA also assesses annual fees for taxicab permit holders and drivers and implements the Clean Taxi Policy. Today, nearly 100 percent of the San Francisco taxicab fleet is comprised of clean vehicles.³¹

TRANSPORTATION ENGINEERING: As a user of public rights-of-way, TNCs are also affected by transportation engineering decisions. SFMTA is responsible for making decisions about the installation and modification of traffic control devices, including traffic signs, traffic striping, traffic signals and color curb markings. SFMTA is also responsible for curb regulations on city streets. This includes residential parking regulations, installing metered parking, and designating color curbs—red, blue, yellow and white zones. To that end, SFMTA allows businesses to request white zones on the curb fronting their businesses to facilitate passenger loading.³² SFMTA does not have jurisdiction over streets on Port or Recreation and Park property.

PARKING AND TRAFFIC ENFORCEMENT: SFMTA also has enforcement duties that apply to all vehicles on city streets,

20 California Vehicle Code § 1808.1

21 California Public Utilities Code § 5444.

22 California Vehicle Code § 16000

23 California Vehicle Code § 21702.

24 Uber. "CPUC Requirements: San Francisco." Retrieved from <https://www.uber.com/drive/san-francisco/resources/cpuc-information/>.

25 Lyft. "Taking breaks and time limits in driver mode." Retrieved from <https://help.lyft.com/hc/en-us/articles/214585717-Taking-breaks-and-time-limits-in-driver-mode>.

26 See for example Carolyn Said, *San Francisco Chronicle*. "Long-distance Uber, Lyft drivers' crazy commutes, marathon days, big paychecks." (February 18, 2017). Eric Newcomer and Olivia Zaleski, *Bloomberg Businessweek*. "When Their Shifts End, Uber Drivers Set Up Camp in Parking Lots Across the U.S." (January 23, 2017).

27 California State Department of Motor Vehicles. "Testing of Autonomous Vehicles." (2017). Retrieved from <https://www.dmv.ca.gov/portal/dmv/detail/vr/autonomous/testing/>.

28 California Government Code § 53075.5.

29 San Francisco Charter § 8A.101(b); Board of Supervisors Ordinance No. 303-08.

30 San Francisco Transportation Code § 1100.

31 San Francisco Office of the Mayor. "San Francisco Taxis Surpass Emissions Goal." (2 February 2012). Retrieved from <http://sfmayor.org/san-francisco-taxis-surpass-emissions-goal>.

32 San Francisco Municipal Transportation Agency. Installation Requests: New Color Curb. <https://www.sfmta.com/services/streets-sidewalks/installation-requests/new-color-curb>

including TNCs. Parking Control Officers are responsible for enforcing the City's parking regulations. Enforcement consists of various details including general meter enforcement, color curbs, double parking, abandoned autos, residential permit parking, standing or stopping in unpermitted zones, etc. Parking Control Officers also help support peak hour travel, respond to emergencies, and facilitate special events by directing traffic around the city.

San Francisco Police Department

The Police Department (SFPD) treats TNC vehicles the same as any other passenger vehicle. They have the authority to issue moving violations including speeding, illegal U-turns, transit and bicycle lane violations. In the September 2017 San Francisco Land Use and Transportation Committee hearing, SFPD presented traffic violations statistics over a three-month period between April and June. During this period, the SFPD recorded 2,656 transit violations in the South of Market, Financial District and Mission District neighborhoods, of which 1,723 violations were made by TNC drivers (approximately 65%). The majority of those violations were from TNC drivers traveling in a transit-only lane (1,144 of 1,715 violations). Because the SFPD only noted whether the vehicle included TNC trade dress, it is unclear whether the TNC drivers was actively providing a TNC trip or driving for personal use.³³

San Francisco County Transportation Authority

The Transportation Authority's mission is to make travel safer, healthier, and easier for all. The Transportation Authority plans, funds, and delivers local and regional projects to improve travel choices for residents, commuters, and visitors throughout the city.

CONGESTION MANAGEMENT: The Transportation Authority serves as the Congestion Management Agency (CMA) for San Francisco County,³⁴ and as such is tasked with developing congestion management strategies and adopting a Congestion Management Program for San Francisco.

The Transportation Authority Board consists of the eleven members of the San Francisco Board of Supervisors, acting as Transportation Authority Commissioners. As the county CMA, one of the Transportation Authority's key roles is to understand traffic patterns affecting congestion

33 *Curbed San Francisco*. "Lyft, Uber Commit 64 Percent of Downtown SF Traffic Violations." Accessed at <https://sf.curbed.com/2017/9/26/16367440/lyft-uber-traffic-citations-sfpd-board-supervisors>.

34 San Francisco County Transportation Agency. "Congestion Management." Retrieved from <http://www.sfcta.org/congestion-management>.

and develop programs to manage congestion within San Francisco. The Transportation Authority is collaborating with SFMTA to understand and measure the impacts that TNCs, as a relatively new mode of transportation, have in San Francisco. The first in a series of reports, *TNCs Today*, estimated that over 5,700 TNC vehicles operate on San Francisco streets at peak weekday times, with over 6,500 TNC vehicles on the street on Friday evenings—over 15 times the number of taxicabs on the street at these times of day.³⁵

San Francisco Mayor's Office

In a May 2017 open letter to city agencies and emerging mobility companies, Mayor Ed Lee expressed his concerns about the safety and traffic implications of ride-hailing vehicles double parking, blocking bike lanes and impeding transit lanes. In his letter, the Mayor called on the SFMTA and emerging mobility companies, like Uber and Lyft, to work together on a pilot project. Under the Mayor's direction, SFMTA has been meeting with several emerging mobility companies to determine how such a pilot would be developed, implemented and measured.³⁶

San Francisco International Airport

San Francisco International Airport (SFO or Airport) issues permits to TNCs that provide transportation services at the Airport, and was one of the first airports in the



country to create an airport permit process for TNCs.³⁷ The City and County of San Francisco owns and operates SFO, although the Airport is located in San Mateo County. The San Francisco Public Utilities Commission held authority

35 *TNCs Today: A Profile of San Francisco Transportation Network Company Activity*.

36 *San Francisco Examiner*. "Mayor Lee to tackle Uber, Lyft Traffic Congestion Through Pilot Program." Accessed at <http://www.sfexaminer.com/mayor-lee-tackle-uber-lyft-traffic-congestion-pilot-program/>

37 The California State Aeronautics Act of the Public Utilities Code grants the State agency powers and jurisdiction over airports in California.

over SFO until 1970, when the Airport Commission was created as the result of a Charter Amendment and tasked with the operation and management of the Airport. Today, the Airport Commission develops rules and regulations for the safe and efficient operation of the Airport.

TNC OPERATION: To operate at SFO, TNCs must be permitted by the CPUC; apply for and obtain an Airport operating permit;³⁸ and comply with all CPUC and SFO Rules and Regulations. Similar to the CPUC, the Airport issues permits to TNCs, not individual drivers; however, drivers must comply with the requirements of their TNC's operating permit and the Airport's Rules and Regulations concerning parking and traffic.³⁹

Permit conditions include restrictions on passenger drop-off and pick-up locations. The Airport requires TNCs to pick up and drop off passengers on the Departures level in white zones designated for passenger loading/unloading, although pick-up/drop-off locations can change depending on congestion. In-app messaging directs TNC passengers to the appropriate level and location for pick-ups, and passengers select a terminal and door number for their pick-up location when requesting a ride. In terminals where the Airport has restricted TNC pick-ups to specific areas, the TNC apps display only the allowed terminal doors to passengers.

CONSUMER SAFETY AND INSURANCE: SFO requires TNCs to list the City and County of San Francisco as an additional insured on the TNC operator's certificate of insurance.

ACCOUNTABILITY, PERMITTING AND ADMINISTRATION FEES: Permit conditions for all commercial ground transportation modes, including TNCs, includes the payment of per-trip fees. These fees are set annually based on a cost recovery model and are currently \$3.80 per trip for TNCs. In 2016, the Airport collected \$21,817,219 in TNC fee revenue from a total of 5,709,336 trips—a 75% increase from 2015.⁴⁰

ACCOUNTABILITY AND REPORTING REQUIREMENTS: The Airport requires TNCs to submit trip activity records monthly as supporting documentation for their trip fees. TNCs must also provide real-time TNC vehicle activity, as tracked by their drivers' TNC apps, to the Airport's tracking system. The Airport's TNC permit requires TNC drivers to keep their apps open for the entire time they are on Airport premises. A 'ping' is sent when a TNC vehicle enters the geo-fenced space; another 'ping' occurs when a passenger is dropped off; a third ping occurs when a passenger is picked up; and a final 'ping' occurs when the TNC vehicle exits the Airport premises.

ENFORCEMENT: The terms of the Airport's ground transportation permits allow the Airport to issue fines to permittees for violations of the permit terms or the Airport's Rules and Regulations. SFPD and Airport Ground Transportation Compliance officers issue citations to TNC drivers who are in violation, but the associated administrative fine is issued to the TNC that holds the operating permit. The Airport's real-time TNC tracking system allows officers to determine which TNC platform the driver is using and which TNC should be issued the fine.

San Francisco City Attorney's Office



The City Attorney's Office (CAO) provides legal services to the Mayor, Board of Supervisors and City departments. In June, 2017, the CAO issued a Public Records Act request to the CPUC for various records including copies of all TNC annual reports submitted to the CPUC. That request for records was denied. The CAO has also issued administrative subpoenas to Uber and Lyft aimed at ensuring that these companies' estimated 45,000 drivers in San Francisco do not create a public nuisance by jeopardizing public safety, discriminating or otherwise violating local and state laws. The subpoenas seek travel data and other information from these companies including four years of records in eight categories, including

miles and hours logged by drivers, incentives that encourage drivers to "commute" to San Francisco from as far away as Fresno or Los Angeles, driver guidance and training, accessible vehicle information, and the routes taken by these

³⁸ Under San Francisco Administrative Code § 2A.171(b), the issuance and revocation of operating permits at SFO is at the sole discretion of the Airport Director.

³⁹ The Airport Commission, City and County of San Francisco. (21 October 2014). *Rules and Regulations, San Francisco International Airport*. Retrieved from <http://media.flysfo.com/media/sfo/about-sfo/sfo-rules-and-regulations.pdf>.

⁴⁰ San Francisco International Airport. *Transportation Network Companies: Monthly Trip Report*, April 2017.

drivers in San Francisco.⁴¹

San Francisco Treasurer and Tax Collector Office

The San Francisco Office of the Treasurer and Tax Collector is responsible for collecting taxes, fees and other revenues for the City and County of San Francisco. Their office generally requires that TNC drivers who are independent contractors register with the City as a business.

ACCOUNTABILITY AND BUSINESS REGISTRATION: In general, each driver conducting business as an independent contractor in San Francisco must register as a business within fifteen days of beginning operations in the city. TNCs operating in the city are required to provide contact information for their drivers to the Treasurer and Tax Collector's Office, if requested to do so, to facilitate enforcement of the registration requirement. Although Uber challenged the City's authority to obtain driver information in a May 2017 lawsuit, the Superior Court upheld the Tax Collector's right to obtain such information from the TNCs.⁴²

41 City Attorney of San Francisco. "Herrera Seeks Court Orders Requiring Uber and Lyft to Follow the Law." July 21, 2017. Retrieved from <https://www.sfcityattorney.org/2017/07/21/herrera-seeks-court-orders-requiring-uber-lyft-follow-law/>

42 *Uber Technologies, Inc. v. City and County of San Francisco Office of the Treasurer-Tax Collector*, San Francisco Superior Court, CPF-17-515627, decided June 22, 2017, on appeal to the First District Court of Appeal, A152024; *City and County of San Francisco v. Uber Technologies*, San Francisco Superior Court, CPF-17-515663, decided June 22, 2017, on appeal

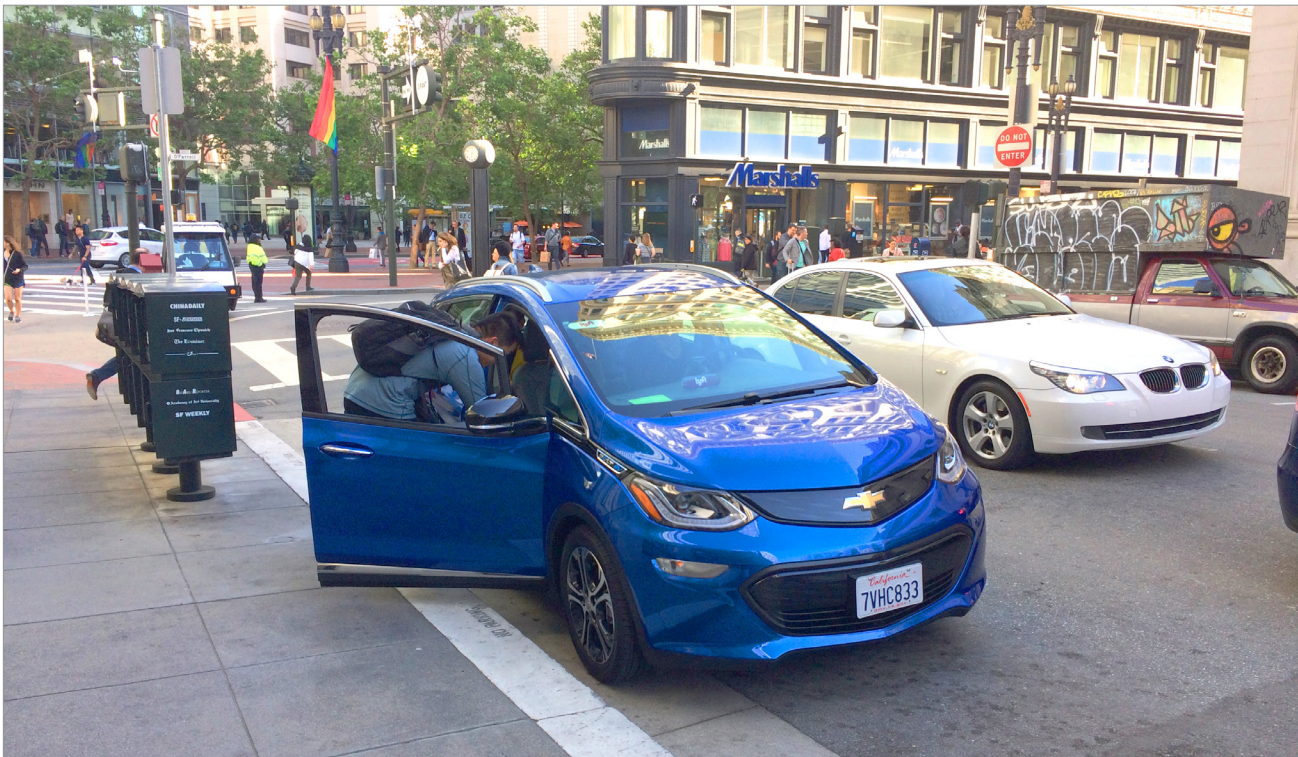
This decision is on appeal. According to data provided by the Treasurer and Tax Collector's Office and analyzed by the Transportation Authority, approximately 21,000 TNC drivers have complied with the registration requirement.⁴³ It has been estimated that as many as 45,000 TNC drivers may operate in San Francisco, based on the number of letters sent by the Treasurer and Tax Collector's office to potential TNC drivers, notifying them of the requirement to register as a business with the City.⁴⁴ All businesses including TNC drivers are required to renew the Business Registration Certificates annually and pay a tax (\$91 for drivers with \$100,000 or less in San Francisco gross receipts) if they expect to drive on San Francisco streets for seven days or more that year.⁴⁵ Senate Bill 182, signed by the Governor on October 13, 2017, and effective on January 1, 2018, limits the TNC drivers subject to the City's registration requirement to those drivers who are domiciled within the city and who operated as drivers for more than 30 days in the preceding fiscal year.

to the First District Court of Appeal, A152003.

43 The San Francisco County Transportation Authority. (June 2017). *TNCs Today: A Profile of San Francisco Transportation Network Company Activity*.

44 "Mayor Lee to tackle Uber, Lyft traffic congestion through pilot program." San Francisco Examiner. 15 May 2017. <http://www.sfexaminer.com/mayor-lee-tackle-uber-lyft-traffic-congestion-pilot-program/>.

45 San Francisco Business and Tax Regulations Code §§ 6.2-12; 853; 855(e)(1); 856.





What is the TNC Regulatory Framework in Other Jurisdictions?

The following cities (New York City, Seattle, Chicago and Boston) were chosen because their regulatory frameworks (whether at the state or local level) all vary, allowing for a rich comparison of approaches. This summary table is provided solely for comparison purposes and is not intended to recommend any specific policies whether locally in San Francisco or for California State agencies. Moreover, policies and regulations are compared strictly by Guiding Principle, and represent varying levels of authority across jurisdictions, including state and municipal agencies.

See Table 1: Comparison of TNC-related Regulations Across Sister Cities by Guiding Principle, p. 14.

CASE STUDY EXAMPLES OF TNC-RELATED ISSUES

The following section identifies specific examples of state and local TNC regulations that offer a broad cross section of approaches compared with those in place in California today.

State Regulatory Authority

As of June 2017, 48 states and the District of Columbia have passed TNC legislation to regulate TNCs in some form.^{46,47} The majority of states have established state-

46 Vermont and Oregon have yet to pass TNC legislation at the state level, although TNCs are subject to municipal regulations in cities such as Portland and Salem, Oregon, and Burlington, Vermont.

47 Transportation Policy Research Center, Texas A&M Transportation Institute. "Transportation Network Companies (TNC) Legislation." Retrieved from <https://tti.tamu.edu/policy/>

wide regulatory frameworks that preempt local control. At the state level, regulation of TNCs is driven primarily by concerns around safety, insurance, and rates.⁴⁸ States have pursued a range of different approaches in establishing rules and regulations.

The following describes examples of two ways other states have approached regulating TNCs, compared to California. Colorado established a higher flat permit fee for each TNC operating within the state, rather than the primarily revenue-based fee that California assesses. In Massachusetts, TNCs are assessed both a per-trip surcharge and a revenue-based fee. Unlike California, that state has also established a dedicated TNC Division within its Department of Public Utilities to oversee regulation of TNCs. Both Colorado and Massachusetts have stricter background check requirements than California; details of each state's checks are examined in the paragraphs below.

Colorado: Annual Permit Fees

The Colorado Public Utilities Commission (Colorado PUC) has jurisdiction over the regulation of all TNCs operating within Colorado. In 2014, Colorado became the first state to legislatively address TNCs when the Colorado Legislature passed Senate Bill 14-125, defining which services qualified as TNCs and creating a limited regulatory structure for TNCs. TNCs operating in Colorado are exempt from the regulation for common carriers, contract carriers, and motor carriers, but must be permitted by the Colorado PUC. They must also file a certificate of insurance with the Colorado PUC for at least \$1 million in primary liability coverage per occurrence and conduct safety inspections of vehicles operating in their networks before approving drivers and annually thereafter. TNCs are also required to conduct background checks of all drivers, including obtaining criminal history records and driving history reports. They must also ensure that drivers in their networks have personal automobile liability insurance that acknowledges their status as TNC drivers. No training program is required.⁴⁹ Drivers may not drive or be logged into the TNC network longer than 12 consecutive hours, and TNCs are required to keep records of time logs. As in California, TNCs must display trade dress while in service, and may operate statewide with no geographic restrictions. The annual permit fee, currently set at \$111,250⁵⁰, is adjusted based on the Colorado PUC's direct and indirect costs of regulating TNCs.⁵¹

technology/tnc-legislation/.

48 Report of the NARUC Task Force on Transportation. p.7

49 Colo. Code Regs. 723-6 (2015).

50 Colo. Revised Statute § 40-10.1-606(2) (2016).

51 Del Collo, C. (2016, December). "Issue Brief: Transportation Network Companies." Colorado Legislative Council Staff. p.2

Massachusetts: TNC Fees as a Per-Trip Surcharge and State-Run Background Checks

The Commonwealth of Massachusetts enacted Chapter 187 of the Acts of 2016 in August 2016 to create a new TNC Division within the Department of Public Utilities (DPU) to regulate TNCs. While parts of the law went into effect in November 2016, DPU is currently engaged in a rulemaking process to develop and adopt a state regulatory framework by November 2017. Goals of the legislation include transparent pricing, properly marked and inspected vehicles,⁵² clear insurance standards,⁵³ authorization for the Massachusetts Port Authority to allow service at Boston Logan International Airport⁵⁴ and the Boston Convention and Exhibition Center (BCEC), and extensive background check requirements.⁵⁵ TNCs operating in Massachusetts must conduct a full state Criminal Offender Record Information (CORI) background check, including sex offender registry status, and a bi-annual national commercial background check on their drivers. These background checks, which include a review of state CORI and whether the driver is a registered sex offender but do not include fingerprinting, are currently some of the strictest in the nation, and more stringent than the background checks now required in California. In November 2016, TNC companies Uber and Lyft agreed to let the Commonwealth run the background checks on their drivers in exchange for the right to access Logan Airport. The Commonwealth's background checks disqualified over 8,000 Uber and Lyft drivers—over 11 percent of the current driver pool—who had passed the companies' own background checks.⁵⁶

To fund the new TNC Division, TNCs will pay a surcharge based on intrastate operating revenues from the previous year. The DPU is currently engaged in a rulemaking process to create regulations for TNCs.⁵⁷ The legislation also includes a \$0.20/trip fee to be assessed on every TNC trip.⁵⁸ The fee is intended to be paid by the TNC company, rather than by the rider, to create a Transportation Infrastructure

Enhancement Trust Fund.⁵⁹ Of the \$0.20 fee, 5 cents provides financial assistance for the taxicab industry; 10 cents is allocated to cities and towns based on number of TNC trips originating there to address TNC impacts; and 5 cents goes to the Commonwealth Transportation Fund.⁶⁰ With the exception of the Massachusetts Port Authority, local municipalities and other state agencies are not permitted to impose taxes on or require additional licenses, permits, or operational requirements from TNCs.

Local Regulatory Authority in Other States

Local municipalities have long held regulatory authority over taxicab and other livery services, and in many areas, counties, cities, and towns regulate TNCs as well, either under existing taxicab regulations or under new TNC-specific regulations. Local ordinances to regulate TNCs typically focus on safety, mobility for all modes, accessibility, and congestion management. As with state TNC laws, local ordinances employ a wide range of approaches to regulating TNC operators, drivers, and vehicles.

The following cases illustrate several notable local regulatory structures. In New York City, TNCs are regulated under the city's longstanding Taxi & Limousine Commission; TNC drivers and taxicab drivers are subject to the same rules. New York also requires TNCs to provide trip data, and is actively using these data to understand impacts on the city's transportation networks. In Philadelphia, TNCs pay a percentage of gross revenues in fees that help to fund both the cost of regulation and the city's schools. For approximately a year, Austin required fingerprint-based background checks, prompting two major TNCs to leave the city. Chicago and Seattle both assess per-trip accessibility fees to create accessibility funds that offset the cost of making accessible transportation available to passengers with disabilities. Chicago also uses per-trip fees to incentivize TNC drivers to provide more rides in underserved areas of the city. Each of these cases offers policy ideas for exploration and consideration.

New York City: Regulation of TNCs Under Taxicab Authority and Use of TNC Data to Understand Transportation Patterns

In New York City, TNCs operate under the jurisdiction of the New York City Taxi & Limousine Commission (TLC). TNCs pay a \$500 fee per company for a three-year e-hail app provider license. They are subject to a set of regulations defined by the TLC, including transparent pricing and trip data reporting. All TNC drivers are required to be

52 2016, August 5. Chapter 187 of the Acts of 2016, "An Act Regulation Transportation Network Companies." Section 2-3.

53 2016, August 5. Chapter 187 of the Acts of 2016, "An Act Regulation Transportation Network Companies." Sections 2.

54 2016, August 5. Chapter 187 of the Acts of 2016, "An Act Regulation Transportation Network Companies." Section 11.

55 2016, August 5. Chapter 187 of the Acts of 2016, "An Act Regulation Transportation Network Companies." Section 4.

56 Vaccaro, A. and D. Adams. (2017, April 5). "Thousands of current Uber, Lyft drivers fail new background checks." *Boston Globe*. Retrieved from <https://www.bostonglobe.com/business/2017/04/05/uber-lyft-ride-hailing-drivers-fail-new-background-checks/aX3pQy-6QOpJvbtKZKw9fON/story.html>.

57 "Transportation Network Company Division Overview." Energy and Environmental Affairs: Commonwealth of Massachusetts. <http://www.mass.gov/eea/grants-and-tech-assistance/guidance-technical-assistance/agencies-and-divisions/dpu/dpu-divisions/transportation-network-company-division/>

58 Massachusetts Department of Public Utilities. DPU 17-81 TNC Rulemaking Order & Regulations. (24 March 2017).

59 *ibid.*

60 Massachusetts Bill H.4570, 189th Legislature (2015-2016).

licensed with the TLC. The TLC requires prospective TNC drivers to take a drug test and be fingerprinted, just as it does prospective taxicab drivers. In addition, drivers must have a TLC-licensed vehicle with commercial insurance. In April 2017, the New York State Legislature passed a law as part of the state's 2018 budget to allow TNCs to operate statewide, except within New York City, under a single license. Within New York State, counties and cities with populations of over 100,000 may pass local laws to opt out of the law by enacting local ordinances to prohibit TNC pickups within their jurisdictions, but may not otherwise regulate them.⁶¹ Cities with populations of over one million are not covered by the state legislation; New York City will continue to regulate TNCs within its borders.

Philadelphia, Pennsylvania: TNC Fees as a Percent of Gross Revenue

The Philadelphia Parking Authority (PPA), which has long held the authority to regulate taxicabs and limousines in Philadelphia,⁶² now also has jurisdiction over TNCs within the city under legislation adopted by the Pennsylvania General Assembly in 2016.⁶³ The same legislation granted the Pennsylvania Public Utility Commission jurisdiction over TNCs that operate in the rest of the state.⁶⁴ Within Philadelphia, the PPA collects a \$50,000 application fee for each TNC permit. TNCs are also required to pay an assessment of 1.4 percent of gross fares for all rides that originate in Philadelphia; two thirds of funds generated go to the School District of Philadelphia, while one third remains with the PPA.⁶⁵

Chicago, Illinois: TNC Driver and Vehicle Licensing and Per-Trip Fees

In June 2016, the Chicago City Council passed rules on ridehailing platforms that require TNCs to be licensed with the City and pay an annual fee of \$10,000. TNC drivers must acquire either a public chauffeur license or a City of Chicago TNC chauffeur license issued by their TNC through an online application. The City assesses a \$0.40/trip fee, a \$0.02/trip fee to fund administrative costs, and an additional \$0.10/ride fee for each ride in a TNC vehicle that is not wheelchair-accessible to support an accessibility fund. TNCs may claim a credit of 50 percent of the \$0.40 fee (\$0.20/trip) if the trip includes a pick-up or drop-off in

61 New York State Senate Bill S2009C, Section 14. P.115.

62 *Germantown Cab Co. v. Philadelphia Parking Authority*, 20 January 2012. <http://case-law.findlaw.com/pa-supreme-court/1591853.html>.

63 "Advanced Notice of Proposed Rulemaking - Transportation Network Companies." Philadelphia Parking Authority. 25 July 2017. <http://www.philapark.org/2017/07/advance-notice-of-proposed-rulemaking-transportation-network-companies/>.

64 *Report of the NARUC Task Force on Transportation*.

65 Pennsylvania Senate Bill 984. Regular Session 2015-16.

UNDERSTANDING TNC TRIP PATTERNS IN NYC

New York City is one of the few jurisdictions for which TNC trip data are available due to the TLC reporting requirement. A February 2017 report found that while TNCs had primarily attracted yellow cab passengers in their first years of service with minimal impact on total number of vehicle trips, there has been a marked shift in this pattern since 2015. According to the report, TNC growth now far exceeds taxicab trip losses, and based on currently available data, has increased vehicle miles traveled within New York City by an estimated 7 percent.* These new trips are heavily concentrated in the city's most congested areas of Manhattan, Brooklyn, and Queens. The rapid growth of TNCs has also paralleled drops in subway and bus ridership. New York City is currently exploring how to balance the mobility benefits provided by TNCs with increased congestion, traffic delays, and mobility by other modes.**

* Schaller, B. (2017). *Unsustainable? The Growth of App-Based Ride Services and Traffic, Travel and the Future of New York City*. p.18

** "Schaller. P.22

an area designated as an underserved area. There is also a separate TNC airport surcharge of \$5.40. Chicago recently approved raising the city's \$0.52 per trip TNC fee by 15 cents in 2018 and an additional 5 cents in 2019 to pay for transit improvements.⁶⁶

Chicago prohibits TNC drivers from operating any TNC vehicle for more than 10 hours in a 24-hour period and prohibits TNC vehicles from being driven, even if by more than one driver, for more than 10 hours in that period.⁶⁷ Initially, Chicago also sought to implement fingerprint-based background checks of prospective TNC drivers, but did not pursue this after a commission tasked with studying the value and fairness of fingerprinting recommended against it for both TNC and City employees.⁶⁸

Austin, Texas: Fingerprint-Based Background Checks & Subsequent State Preemption

In December 2015, the Austin City Council approved an ordinance⁶⁹ regulating TNCs within the city limits to ad-

66 Spielman, F. (2017, November 21). "Emanuel's 2018 Budget Passes With Only Three dissenting Votes." Chicago Sun-Times. Retrieved from <https://chicago.suntimes.com/news/city-council-poised-to-approve-emanuels-8-6-billion-budget/>.

67 Chicago, Illinois Municipal Code, Chapter 9-115.

68 Spielman, F. (2017, March 7). "Alderman: City won't fingerprint Uber, Lyft drivers, city workers." Chicago Sun-Times. Retrieved from <http://chicago.suntimes.com/news/alderman-city-wont-fingerprint-uber-lyft-drivers-city-workers/>.

69 City of Austin Ordinance No. 20151217-075, "An Ordinance Amending City Code Chapter 13-2 Relating to Transportation Network Companies (TNCs) and Terminating TNC Operating Agreements." (2016).

dress safety and congestion concerns. At the time, no state regulation of TNCs existed in Texas. While the ordinance was in effect, TNCs operating in Austin were required to have permits from the city, pay annual fees, limit driver hours, and use geo-fenced pickup and dropoff areas during special events. Most controversially, TNCs were required to complete both driving history checks and fingerprint background checks of prospective drivers. Fees could be calculated using one of three methods based on the TNC's choosing, and were capped at two percent of a TNC's annual gross revenue.⁷⁰ In May 2016, Austin voters overwhelmingly defeated Proposition 1, a ballot measure backed by ridehailing operators Uber and Lyft that would have reinstated the city's less restrictive regulations. As a result of the vote, Uber and Lyft left the Austin market for approximately a year. However, ten small TNCs with approximately 9,000 drivers were operating in the city by December 2016.⁷¹ In May 2017, the Texas State Legislature passed HB 100, which nullified Austin's ordinance, along with those of 19 other Texas cities, and enacted a statewide regulatory framework for TNCs. Under the new state law, TNCs must have a permit from the Texas Department of Licensing and Regulation and pay an annual fee of \$5,000 to operate throughout the state. Companies are also required to perform annual background checks on drivers, but no longer have to fingerprint drivers. Uber and Lyft both returned to Austin in late May 2017.⁷²

⁷⁰ Ordinance No. 20151217-075.

⁷¹ Sisson, P. (2016, December 7). "Uber, Lyft, and the Future of Transportation in Austin." *Curbed.com*.

⁷² Texas House Bill 100, 2017-2018, 85th Legislature.

Seattle, Washington: Per-Trip Accessibility Surcharge

In July 2014, the Seattle City Council enacted a city ordinance that established a \$0.10/ride surcharge on all non-accessible taxicab, for-hire, and TNC rides originating in the City of Seattle, to be placed in a Wheelchair Accessible Services Fund. The funds are used to offset the higher operational costs of wheelchair accessible taxicab ("WAT") services for taxicab owners and operators including, but not limited to: vehicle costs associated with purchasing and retrofitting an accessible vehicle, extra fuel and maintenance costs, and time involved in providing wheelchair accessible trips. The City of Seattle also prioritizes three-minute curbside loading zones, designated by signage and a white curb, over all other uses except transit. These zones permit all drivers, including TNC drivers, to briefly stop to load and unload passengers near residences and businesses.⁷³

⁷³ Seattle Department of Transportation. "Curb Use Priorities in Seattle." Retrieved from <https://www.seattle.gov/transportation/parking/parkingcurb.htm>.

Table 1. Comparison of TNC-related Regulations Across Sister Cities by Guiding Principle

The following table summarizes how different cities and states have developed regulations that apply to San Francisco's 10 Guiding Principles for Emerging Mobility Services and Technologies (Appendix 1) and compares them to ones identified in California. While comparisons are drawn across different cities, the default regulatory body for TNCs is listed directly under those city names (Appendix 2 provides a more detailed comparison of the policies).

Guiding Principle (Regulatory agency, unless otherwise stated.)	San Francisco (California PUC)	New York City (Taxi and Limousine Commission)	Seattle (TNC City Ordinance)*	Chicago (TNC City Ordinance)	Boston (Massachusetts DPU)
SAFETY					
Background Checks	Background check with social security number; driver history check through DMV Employer Pull Notice program.	Background check with fingerprint; driver history background check. Annual drug testing.	Background check with option of fingerprint or third-party vendor national database search.	Background check with fingerprint; TNCs must obtain each applicant's driving record.	Multi-state criminal history database search and driving history database background check.
Vehicular Inspection	19-point vehicle inspection before service and annually or every 50,000 miles.	Vehicles inspected once every four months.	Vehicles inspected before service.	21-point inspections for vehicles under six years of age annually; vehicles over six years semi-annually.	Annual vehicle and emissions inspection also inspects braking and suspension.
Driver Safety	Requires driver training program be made available. DMV limits max drive time 10 hours, resets after 8-hour rest period.	Defensive Driving Course required every three years. Max drive time 10 hours in 24-hour period, resets after 8-hour rest period; max 60 hours per week.	Defensive Driving Course required. Max drive time 12 hours over 15 hours period in any 24-hour period. resets after 10-hour rest period.	Required driver training. Max drive time 10 hours in a 24-hour period.	No training requirements. Max drive time 10 hours in a 24-hour period.
Consumer Safety	Zero-tolerance drug and alcohol policy.	No explicit zero-tolerance drug and alcohol policy. Drivers may not operate vehicles while impaired by alcohol or other substances.	Zero-tolerance drug and alcohol policy.	Zero-tolerance drug and alcohol policy.	No explicit zero-tolerance drug and alcohol policy. Drivers may not operate vehicles while impaired by alcohol or other substances.
Pedestrian and Bicycle Safety	DMV requires hands-free operation of cell phones. Local laws against double parking and stopping in crosswalks.	State law requires hands-free operation of cell phones. Local laws against double parking and stopping in crosswalks. Safety reminder stickers inside vehicle.	State law requires hands-free operation of cell phones. Local laws against double parking and stopping in crosswalks.	State law requires hands-free operation of cell phones. Local laws against double parking and stopping in crosswalks.	Hands-free operation of cell phones. Local laws against double parking and stopping in crosswalks or traveling in 'safety zones.'
Insurance	TNCs provide insurance during ride (pre-ride request, ride-accepted and transporting the rider).	TNCs and drivers provide insurance during ride (pre-ride request, ride-accepted and transporting the rider).	TNCs provide insurance during ride (ride-accepted and transporting the rider); City of Seattle named as additional insured.	TNCs provide insurance during ride (pre-ride request, ride-accepted and transporting the rider); City of Chicago named as additional insured.	TNCs and drivers provide insurance during ride (pre-ride request, ride-accepted and transporting the rider).
TRANSIT					
Operations	Local restrictions limit use of bus stops and transit lanes.	Local restrictions limit use of bus stops and transit lanes.	Local restrictions limit use of bus stops and transit lanes.	Local restrictions limit use of bus stops and transit lanes.	Local restrictions limit use of bus stops and transit lanes.
EQUITABLE ACCESS					
	Rating platform may not discriminate against protected classes.	No applicable policies.	Drivers may not refuse to transport any person with limited exceptions.	TNCs have affirmative duty to respond to requests in underserved areas.	No applicable policies.
DISABLED ACCESS					
Customer Accessibility	Required annual accessibility plan.	TNCs must provide an accessible vehicle or arrange for alternate service for passengers with disabilities. Must ensure consistent pick up times. Required accessibility training.	Driver may not refuse service. TNCs pay into accessibility fund.	Required accessibility plan. Drivers may not refuse service. Required accessibility training. TNCs pay into accessibility fund.	Required accessibility plan. Accessible Transportation task force.

continued next page

THE TNC REGULATORY LANDSCAPE: AN OVERVIEW OF CURRENT TNC REGULATION
IN CALIFORNIA AND ACROSS THE COUNTRY | DRAFT REPORT

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Guiding Principle (Regulatory agency, unless otherwise stated.)	San Francisco (California PUC)	New York City (Taxi and Limousine Commission)	Seattle (TNC City Ordinance)*	Chicago (TNC City Ordinance)	Boston (Massachusetts DPU)
SUSTAINABILITY					
Fleet Management	TNCs prohibited from owning fleet.	No fleet ownership restriction.	All cars/drivers must be individually permitted. No fleet ownership restriction.	TNCs prohibited from owning fleet or providing financing to obtain, lease or own vehicles.	No fleet ownership restriction.
CONGESTION					
	No applicable policies.	No applicable policies.	No applicable policies.	No applicable policies.	No applicable policies.
ACCOUNTABILITY					
Trip Reporting	Annual trip reporting requirements.	Real-time trip reporting requirements.	Quarterly trip reporting requirements.	Trip reporting upon request.	Annual and monthly trip reporting requirements.
Licensing and Registration	3-year TNC permit term with application requirements. Local drivers' business license requirements.	Taxi and Limousine Commission (TLC) permitting and licensing requirements. TNC vehicles must have NY State T&LC license plates.	TNC permitting and licensing requirements. TNC driver for-hire licensing and business license requirements.	Local permitting requirements. TNC driver licensing requirement.	Annual permitting requirements. Drivers' license requirements.
LABOR					
Employment Status	Operating as independent contractors; unresolved.	Recent State ruling recognizes drivers as employees of TNC; unresolved.	Operating as independent contractors, recent Seattle law grants right to organize but not yet implemented; unresolved.	Operating as independent contractors; unresolved.	Operating as independent contractors; unresolved.
FINANCIAL IMPACT					
Registration Fees	\$1,000 initial company application fee for TNC; \$100 annual fee.	\$500 company application/renewal fee every three years for TNC. \$252 driver's license fee upon application and renewal every three years.	Applications and licensing costs covered by per-trip fees assessed jointly by the City of Seattle and King County.	\$10,000 annually TNC company fee in addition to license fees.	Application fee and licensing costs covered by per-trip fees assessed by State of Massachusetts.
Administration Fees and Funds	0.33% gross California revenues, paid into CPUC Transportation Reimbursement Account. Airport charges \$3.80/trip cost recovery fee.	TNC companies collect 2.5% per trip to contribute to Black Car Fund for workers' compensation.	\$0.35/trip fee (trips originating outside City of Seattle). \$0.14/trip fee (trips originating in the City of Seattle). \$0.10/trip for the Wheelchair Accessible Services Fund for all trips.	\$0.40/trip for City of Chicago. \$5.40/trip for airports/convention/pier. \$0.02/trip fee for administrative costs. \$0.10/trip Vehicle Accessibility Fund Contribution Fee for trips in non-accessible vehicles.	\$0.20/trip to transportation infrastructure enhancement fund.
COLLABORATION					
Proposal Solicitation	No applicable policies.	No applicable policies.	No applicable policies.	No applicable policies.	No applicable policies.
Community Engagement	No applicable policies.	TLC holds regular meetings with drivers and the public.	No applicable policies.	No applicable policies.	No applicable policies.

* King County and the City of Seattle partner in an interlocal agreement under which King County manages all for-hire driver licensing for both jurisdictions and the City of Seattle manages all for-hire vehicle licensing functions for both jurisdictions.

Conclusion

Given the lack of available data about the TNC industry, the impacts of TNC operations on state, regional, and local transportation networks are not yet fully understood. Although the CPUC does require data reporting by TNCs, the agency does not currently share these data with local jurisdictions, and there is very little TNC data publicly available. To better understand the current size, location, and time-of-day characteristics of the TNC market in San Francisco, the Transportation Authority undertook its own study of local TNC usage (trips made entirely within San Francisco) from mid-November to mid-December of 2016 using data shared by researchers. The June 2017 report, *TNCs Today*, demonstrated that TNC operate in the most congested areas of the city at the most congested times.⁷⁴ On a typical weekday, TNCs may account for upwards of 170,000 vehicular trips and 570,000 Vehicles Miles Traveled (VMT).

Looking forward, San Francisco is interested in understanding how emerging mobility services and technologies—which includes TNCs—are helping San Francisco meet its goals. The Transportation Authority and SFMTA have established a series of ten guiding principles which illustrate the city's goals and delineate a path forward for how San Francisco will evaluate any emerging mobility service or technology and its impacts in San Francisco. The unstudied impacts of TNC trips are of critical concern to local agencies tasked with regulating congestion, safety, mobility, infrastructure, and other key areas in both San Francisco and in other California cities. Several other cities, including Los Angeles, are interested in revisiting existing policies and engaging in similar further research on the impacts of TNCs and how to address them.

Although the *TNCs Today* report provided essential information about patterns of TNC operation within San Francisco, many questions remain. The answers to some may lie in data collected by TNCs or by the CPUC, while others may require longitudinal study of how TNCs affect transportation patterns as the industry matures.

⁷⁴ San Francisco County Transportation Authority. *TNCs Today: A Profile of San Francisco Transportation Network Company Activity*. June 2017. Retrieved from <http://www.sfcta.org/tncstoday>.

Future Research

The following lists a series of outstanding questions about TNC operations in San Francisco:

TNC BEST PRACTICES. What potential impacts of TNCs have other agencies identified, and how have agencies partnered with TNCs?

TNCS AND STREET SAFETY. How do TNCs affect the safety of people who use the roads, including public transit riders, bicyclists and pedestrians? How can TNCs implement practices to support San Francisco's Vision Zero goals?

TNCS AND PUBLIC TRANSIT DEMAND. How do TNCs complement, compete with, or otherwise affect public transit ridership and mode share?

TNCS AND PUBLIC TRANSIT OPERATIONS. How do TNCs affect public transit service operations?

TNCS AND CONGESTION. How do TNCs affect roadway congestion, delay and travel time unreliability? How do TNCs affect air quality?

TNCS AND DISABLED ACCESS. To what extent do TNCs serve people with disabilities?

TNCS AND EQUITY. Can TNCs be accessed by all San Francisco residents including communities of concern and those without smartphones or credit cards? Are all neighborhoods served equitably?

TNCS, LAND USE, AND CURB MANAGEMENT. What are the best practices for loading/curbside/roadway space allocation? How do TNCs affect parking demand? Is TNC demand associated with certain land uses? What are the effects of TNCs on location choices and auto ownership?

Appendix 1

Guiding Principles for Emerging Mobility Services and Technologies

In Spring 2017, the TA worked with SFMTA to develop Guiding Principles to serve as a framework for the consistent application of policies and programs in San Francisco. The Guiding Principles will be used to evaluate services and technologies; identify ways to meet city goals; and shape future areas of studies, policies, and programs. The table of potential policies and options that appears below was developed with the Guiding Principles for Emerging Mobility Services and Technologies in mind.



SAFETY: Emerging Mobility Services and Technologies (EMST) must be consistent with the City and County of San Francisco's goal for achieving Vision Zero, reducing conflicts, and ensuring public safety and security on roads, sidewalks and public rights of way.



CONGESTION: Emerging Mobility Services and Technologies must consider the effects on traffic and public rights of way congestion, including the resulting impacts on road and sidewalk safety, modal choices, emergency vehicle response time, transit performance and reliability.



TRANSIT: Emerging Mobility Services and Technologies must complement rather than compete with public transit services, must support and account for the operational needs of public transit and encourage use of high-occupancy modes.



ACCOUNTABILITY: Emerging Mobility Services and Technologies providers must share relevant data so that the City and the public can effectively evaluate the services' benefits to and impacts on the transportation system and determine whether the services reflect the goals of San Francisco.



EQUITABLE ACCESS: Emerging Mobility Services and Technologies must promote equitable access to services. All people, regardless of age, race, color, gender, sexual orientation and gender identity, national origin, religion, or any other protected category, should benefit from Emerging Mobility Services and Technologies, and groups who have historically lacked access to mobility benefits must be prioritized and should benefit most.



LABOR: Emerging Mobility Services and Technologies must ensure fairness in pay and labor policies and practices. Emerging Mobility Services and Technologies should support San Francisco's local hire principles, promote equitable job training opportunities, and maximize procurement of goods and services from disadvantaged business enterprises.



DISABLED ACCESS: Emerging Mobility Services and Technologies must be inclusive of persons with disabilities. Those who require accessible vehicles, physical access points, services, and technologies are entitled to receive the same or comparable level of access as persons without disabilities.



FINANCIAL IMPACT: Emerging Mobility Services and Technologies must promote a positive financial impact on the City's infrastructure investments and delivery of publicly-provided transportation services.



SUSTAINABILITY: Emerging Mobility Services and Technologies must support sustainability, including helping to meet the city's greenhouse gas (GHG) emissions reduction goals, promote use of all non-auto modes, and support efforts to increase the resiliency of the transportation system.



COLLABORATION: Emerging Mobility Services and Technology providers and the City must engage and collaborate with each other and the community to improve the city and its transportation system.

Appendix 2

Expanded Comparison of TNC-Related Regulations Across Sister Cities by Guiding Principle

Guiding Principle	San Francisco (California PUC)	New York City (Taxi and Limousine Commission)	Seattle (TNC City Ordinance)	Chicago (TNC City Ordinance)	Boston (Massachusetts DPU)
SAFETY					
Background Checks	<p>Criminal: Required national criminal and sex offender database background check conducted with social security number at time of hiring.</p> <p>Driver History: TNCs must conduct a driver history check (DMV’s Employer Pull Notice program).</p>	<p>Criminal: Applicants are fingerprinted to secure criminal history records from the New York State Division of Criminal Justice Services.</p> <p>Driver History: All applicants undergo a driver history background check.</p> <p>Drug Testing: Annual drug testing required; licenses revoked for any positive test.</p>	<p>Criminal: TNC companies must run fingerprint FBI or Washington State Patrol criminal background checks or have background checks conducted by an approved third-party vendor for both the TNC driver and vehicle owner.</p> <p>Driver History: No driver history background check required.</p>	<p>Criminal: TNC companies are responsible for conducting criminal background checks of prospective drivers. Drivers must also be fingerprinted and submit photographs.</p> <p>Driver History: TNCs must obtain each applicant’s driving record.</p>	<p>Criminal: TNC companies must conduct a multi-state criminal history database search every 6 months and National Sex Offender Public website search at time of issuing certificate.</p> <p>Driver History: TNC companies must conduct multi-state motor vehicle driving history database background check. Annually, the Division shall conduct a Driver background check based on information that the Division receives from the Department of Criminal Justice Information Services, Sex Offender Registry Board, Warrant Management System, Registry of Motor Vehicles, and other reliable sources.</p>
Vehicular Inspection	<p>Vehicle Inspection: TNC vehicles must undergo a 19-point vehicle inspection before a vehicle can provide service and annually or every 50,000 miles.</p>	<p>Vehicle Inspection: TNC vehicles must be inspected once every four months. Vehicles may not be apple green or taxicab yellow.</p>	<p>Vehicle Inspection: TNC vehicles must have all major vehicle components inspected before being put into service. This inspection also covers vehicle features that aid the driver and keep the passenger comfortable and confirms that all required plates, decals and notices are legible and properly displayed.</p>	<p>Vehicle Inspection: TNC companies must conduct 21-point inspections of TNC vehicles under six years of age annually. Vehicles six years of age or older must be inspected semi-annually. Vehicles must be rust-free and pass a 21-point inspection.</p>	<p>Vehicle Inspection: Annual vehicle and emissions inspection. The vehicle inspection must test the vehicle’s braking and suspension.</p>
Driver Safety	<p>Driver Training: TNCs are required to establish a driver training program to ensure that all drivers are safely operating the vehicle prior to the driver being able to offer service. Drivers must be 21 years old and have one year of driving history.</p> <p>Driving Time Limits: TNC drivers prohibited by DMV from transporting passengers for compensation for more than 10 consecutive hours or for more than 10 hours spread over a total of 15 consecutive hours. After that period has elapsed, the driver must rest for at least 8 hours. In addition, compensated drivers cannot drive for more than 12 hours in a 24-hour period without an 8-hour rest.</p>	<p>Driver Training: All TNC drivers must attend, complete and pass a Defensive Driving Course at least every three years, and must complete a 24-hour driver education course as part of the licensing process. Video training in sex trafficking awareness and wheelchair accessible vehicles is also required.</p> <p>Driving Time Limits: TNC drivers may not drive for more than 10 hours in any 24-hour period, although the 10-hour clock will reset after any period in which the driver has gone at least 8 consecutive hours without transporting passengers. Drivers may not transport passengers for hire for more than 60 hours in a calendar week.</p>	<p>Driver Training: TNC drivers must complete a driver’s education course, undergo a training including completion of the National Safety Council’s Defensive Driving Course and at least one additional driving training program approved by the Director of the Department of Finance and Administrative Services. Training programs must include information about defensive driving, instruction on use of emergency equipment and procedures for driver safety, information about risk factors for crimes against drivers, training in passenger relations, and information about standards of professional conduct.</p> <p>Driving Time Limits: Drivers may not operate a TNC vehicle for more than 12 hours spread over a total of 15 hours in any 24-hour period. After that, drivers must not drive any for-hire vehicle until 10 consecutive hours have passed.</p> <p>Traffic Collision: Drivers must report collisions that occur while operating a TNC vehicle within three days to both the State of Washington, as required, and to the Director of the Department of Finance and Administrative Services.</p>	<p>Driver Training: Drivers must complete an online or in-person transportation network driver’s training program approved by Commissioner and conducted by the TNC company or other authorities approved by the commissioner. Training must include transporting passengers in a safe manner; Rules of the Road specific to the City of Chicago; zero-tolerance policy; guidelines on providing service to people with disabilities; guidelines on compliance with City of Chicago laws specific to TNCs; and guidelines and information on compliance with these rules. (9-115-150)</p> <p>Driving Time Limits: TNC drivers may not drive for more than 10 hours in a 24-hour period, nor may TNC vehicles be operated by one or more drivers for more than 10 hours in a 24-hour period. The TNC company must monitor compliance with this requirement. (9-115-190)</p>	<p>Driver Training: No mandated training. Must be 21 years of age. Must be at least 21. If 23 or older, must have US driver’s license for at least 1 year. If under the age of 23 with US driver’s license for at least 3 years.</p> <p>Driving Time Limits: TNCs must ensure that no driver drives longer than 12 hours in a 24-hour period.</p>

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Guiding Principle	San Francisco (California PUC)	New York City (Taxi and Limousine Commission)	Seattle (TNC City Ordinance)	Chicago (TNC City Ordinance)	Boston (Massachusetts DPU)
Consumer Safety	<p>Zero Tolerance Policy: TNCs are required to have a zero-tolerance intoxicating substance policy that allows riders to report unsafe activity, and requires TNCs to immediately suspend the driver until an investigation is conducted.</p> <p>Vehicle Signage: TNC must display consistent trade dress color contrasted as to be readable during daylight hours at a distance of at least 50 feet.</p> <p>Proof of TNC Affiliation: Must carry proof of TNC insurance. The app used by a TNC to connect drivers and passengers must display for the passenger: 1) a picture of the driver, and 2) a picture of the vehicle the driver is approved to use.</p> <p>Complaints: TNC websites and mobile applications must include a phone number or in-app call function and email address to report zero-tolerance complaint as well as the CPUC's Consumer Intake Unit.</p> <p>Data Security: TNCs must ensure the security, protection and privacy of Driver and Rider personal information.</p>	<p>Zero Tolerance Policy: No explicit reference to a zero-tolerance policy, though there is language prohibiting drivers from driving under the influence.</p> <p>Vehicle Signage (TLC): Licensed vehicles must display signs identifying them as TLC-licensed, three valid Commission license decals, a valid registration sticker from an authorized state motor vehicle department, and a valid New York State DMV inspection sticker that has no fewer than eight months left before the sticker expires.</p>	<p>Zero Tolerance Policy: TNC companies must have a zero-tolerance drug and alcohol policy for TNC drivers. Drivers may not drink any alcoholic beverage while on duty or less than eight hours prior to going on duty, and may not possess an open or unsealed container of alcoholic beverages while on duty. Drivers may not smoke in the vehicle.</p> <p>Vehicle Signage: A decal identifying the affiliated TNC must be affixed to the windshield of the TNC vehicle.</p> <p>Proof of TNC Affiliation: Drivers must carry proof that of affiliation with the TNC company whenever they are actively driving as well as display an enlargement of the for-hire license.</p> <p>Complaints: The TNC app must include a telephone number, website link and email through which passengers can register complaints about drivers suspected of being under the influence of drugs or alcohol. The app also must also include the phone number and email of the Consumer Protection Unit of the Department of Finance and Administrative Services for reporting complaints.</p> <p>Passenger Assistance: Drivers may not refuse to transport groceries, packages or luggage when accompanied by a passenger, and must help passengers by placing luggage or packages that weigh less than 50 pounds in and out of the vehicle.</p> <p>Routes: Drivers must use the most direct available route on all trips unless the passenger specifically requests to change the route. Drivers must carry a map of Seattle and the region, published within the past two years, and display the map to passengers upon request.</p> <p>Payment: TNC apps must disclose the full rate, including any variable fees or possible surcharges, before the customer confirms the ride. Additionally, drivers may accept payment only electronically via the TNC app.</p>	<p>Zero Tolerance Policy: TNC companies must maintain and enforce a zero-tolerance policy for intoxicating substances, potentially including education, random testing, assistance programs and counseling, among other strategies. Companies must have a written process to identify a driver suspected of operating a vehicle under the influence of intoxicating substances and a process for deactivating the driver. TNC companies must also maintain a list of credible zero-tolerance complaints received against its affiliated transportation network drivers and make the list available to the Department.</p> <p>Proof of TNC Affiliation: TNC companies must issue all drivers identification cards, they must display interior signage must clearly identify the company with which the driver is affiliated and must contain the vehicle identification number, license plate of the vehicle in which it is placed, and the name and photo of the driver associated with the vehicle in addition to displaying trade dress.</p> <p>Complaints: TNC drivers must have a sign visible to the passengers in the rear seat of the vehicle that reads, "for compliments and complaints, please call 311."</p>	<p>Zero Tolerance Policy: No explicit reference to a zero-tolerance policy, though if a driver is verifiably intoxicated, they would be deactivated through mandated driver deactivation policy.</p> <p>Vehicle Signage: A decal identifying the affiliated TNC must be affixed to the windshield of the TNC vehicle.</p> <p>Fare Transparency: TNC applications must disclose the full rate, including any variable fees or possible surcharges, before the customer confirms the ride and excessive base fares are prohibited.</p> <p>Proof of TNC Affiliation: Driver's must carry their TNC certification at all times.</p> <p>Complaints: TNC app must offer a 24-hour hotline for complaints.</p> <p>Data Security: TNCs must ensure the security, protection and privacy of Driver and Rider personal information.</p>
Pedestrian and Bicycle Safety	<p>Distraction Driving: DMV prohibits all drivers from texting and requires hands-free operation of cell phones while operating a vehicle.</p> <p>Roadway Safety: City laws against double parking and stopping in crosswalks.</p>	<p>Distraction Driving: DMV prohibits all drivers' use of mobile phone unless it is in hands-free mode.</p> <p>Pedestrian/Cyclist Safety Stickers: Each vehicle must display an internal safety sticker, with the following inscription: "Turning? People are Crossing." (§59A-29) The TLC also distributes "LOOK for Cyclists" and "Your Choices Matter" stickers to licensed vehicles at inspections.</p>	<p>Distraction Driving: DMV prohibits all drivers' use of mobile phone unless it is in hands-free mode.</p>	<p>Distraction Driving: DMV prohibits all drivers' use of mobile phone unless it is in hands-free mode.</p>	<p>Distraction Driving: DMV distracted driving law, exception for audio emergency or navigation. All drivers are prohibited from sending/reading text messages.</p> <p>Roadway Safety: City laws against double parking violations, stopping violations in crosswalks and bike lanes, or pedestrian safety zones.</p>
Insurance	<p>General Coverage Requirements: TNCs are required to provide coverage over each period of primary insurance for death and personal injury and property damage as well as excess coverage during all three periods of operation: pre-ride request, ride-accepted, and transporting the rider.</p>	<p>General Coverage Requirements: Both drivers and TNCs are required to have coverage during the three periods of operation.</p> <p>TNC Company Insurance: TNC companies must carry commercial general liability coverage with a limit of \$5M, professional liability coverage with a limit of \$1M, crime insurance with a limit of \$1M, and business automobile liability insurance. TNC companies must also become members of the Black Car Fund, an operators' injury compensation fund that provides workers' compensation insurance to New York State black car companies. TNC companies must register with the New York State Department of State as a member of the Black Car Fund.</p>	<p>General Coverage Requirements: TNC companies must maintain commercial liability insurance with limits of \$1M per occurrence. The City of Chicago must be named as an additional insured. TNC companies must also carry commercial automobile liability insurance covering the company and its drivers.</p>	<p>General Coverage Requirements: TNC companies must maintain commercial liability insurance with limits of \$1M per occurrence. The City of Chicago must be named as an additional insured. TNC companies must also carry commercial automobile liability insurance covering the company and its drivers.</p>	<p>General Coverage Requirements: DPU requires automobile liability coverage for TNC drivers during three periods of performance, and requires TNC's to be liable if drivers do not carry the proper insurance.</p>

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Guiding Principle	San Francisco (California PUC)	New York City (Taxi and Limousine Commission)	Seattle (TNC City Ordinance)	Chicago (TNC City Ordinance)	Boston (Massachusetts DPU)
TRANSIT	<p>Managed Lanes and Transit Stops: Local restrictions limiting usage of bus stops and travel in red transit lanes.</p> <p>Solicitation of Passengers: TNC drivers may not solicit passengers, cruise for passengers or pick up passengers in a taxi zone.</p> <p>Curb Management: City code color curb program delineates parking, loading and standing regulations. Drivers may not stop or park a vehicle in a traffic lane, at any time.</p>	<p>Managed Lanes and Transit Stops: New York has red bus lanes and signed with the hours they are in effect. Parking and standing, double parking, or stopping of any kind is not permitted in any bus lane.</p> <p>Solicitation of Passengers: TNC drivers may not solicit passengers through any means other than an e-hail.</p> <p>Curb Management: City code allows TNC vehicles to stop in “no parking” or “no standing zones” to pick up or drop off passengers and may double park alongside another vehicle if there is no curb space available, provided they do not block traffic flow, pedestrian crosswalks, intersections, bicycle lanes, bus lanes, or horse-drawn carriage boarding areas. Driver Relief Stands: New York also has 69 taxi relief stands, 33 of which are open to for-hire vehicles (including TNC vehicles). Taxi relief stands are designated curb spaces that allow drivers to park their vehicles for up to one hour to leave their vehicles and take care of personal needs.</p>	<p>Managed Lanes and Transit Stops: Painted red bus lanes are for transit use only, and no other vehicles may travel in them.</p> <p>Solicitation of Passengers: TNC drivers may not solicit passengers, cruise for passengers or pick up passengers in a taxi zone.</p> <p>Curb Management: City code curb color program delineates parking, loading, and standing regulations, and is supplemented by signage. Bus stops are also designated by curb color. Seattle has three-minute passenger loading zones, designated by white curbs and signage, located throughout the city for brief stops to pick up and drop off passengers.</p>	<p>Managed Lanes and Transit Stops: Chicago has a network of dedicated bus lanes as part of the Loop Link, designated by red paint. No other vehicles may travel or stop in these lanes.</p> <p>Solicitation of Passengers: TNC drivers may not solicit passengers, respond to passengers attempting to hail drivers on the street, or pick up passengers at taxi stands.</p> <p>Curb Management: City code allows TNC drivers to stop in public parking areas only long enough to load and unload passengers.</p>	<p>Managed Lanes and Transit Stops: Exclusive/restricted bus lanes, no parking at bus stops, passenger vehicles may not stop temporarily during the actual receiving or discharging of passengers, while taxis may stop for 20 minutes. . .</p> <p>Solicitation of Passengers: TNC drivers may not solicit passengers through any means other than an e-hail.</p> <p>Curb Management: City code color curb program delineates parking, loading and standing regulations.</p>
EQUITABLE ACCESS	<p>Ratings: Although TNCs may provide platforms allowing drivers and passengers to “rate” each other, TNCs shall ensure that such ratings are not based on unlawful discrimination, and that drivers do not discriminate against passengers or potential passengers on the basis of geographic endpoints of the ride, race, color, national origin, religion, sex, disability, age, or sexual orientation/identity.</p>	<p>No applicable policies</p>	<p>Response to Calls: Drivers may not refuse to transport any person except when they have already been dispatched on another call, the passenger is acting in a disorderly or threatening manner, the passenger is otherwise acting in a way that would cause a reasonable person to be concerned for the health and safety of the driver or others, or the passenger refuses to state a specific destination upon entering the vehicle.</p>	<p>No applicable policies</p>	<p>No applicable policies</p>
DISABLED ACCESS	<p>Customer Accessibility</p> <p>Accessibility Plan: TNCs must submit and annually update a plan that includes a timeline for including a way for passengers to signify their needs and/or the accompaniment of service animals, a plan for how to get accessible vehicles for those who need them, a timeline for making websites meet accessibility standards, and a plan for ensuring that driver’s review of customers doesn’t result in discrimination</p> <p>Design: TNC’s must provide a timeline for modifying the app and website to meet Web Content Accessibility Guidelines.</p>	<p>TLC Accessibility Rule: To comply with the TLC accessibility rules, TNC companies must dispatch an accessible TNC-affiliated vehicle upon receiving a call from a passenger with a disability, or arrange for an accessible vehicle to be dispatched from another TLC-licensed base station.</p> <p>Accommodation: TNC companies must ensure that equal service is given to persons with disabilities whether they dispatch a TNC-affiliated vehicle or contract with another base to provide service. This includes ensuring that response time to pick up passengers is the same for those with and without disabilities and that fares are consistent. The TNC company must provide service to passengers with disabilities for the same hours and days that service is provided to all other passengers.</p> <p>Design: Each vehicle with Hearing Induction Loop capability must display a Hearing Induction Loop Decal.</p> <p>Driver Training: All TNC drivers must complete a Wheelchair Passenger Assistance Training as part of the licensing process.</p>	<p>Accessibility Plan: Each TNC company must submit a plan to enhance service to customers with disabilities; if the plan is approved by the commissioner, the TNC company must implement the plan within 6 months from the date of approval of the plan. Failure to submit or implement this plan results in a fine of \$10,000 per day.</p> <p>Design: The TNC application must be accessible to customers who are blind, visually impaired, and deaf and hard of hearing, and must provide customers with an opportunity to indicate whether they require a wheelchair-accessible transportation network vehicle.</p> <p>Accommodation: TNC companies must provide service to customers who require a wheelchair-accessible transportation network vehicle either by connecting customers with TNC drivers who operate wheelchair-accessible vehicles; or by entering into a service agreement.</p> <p>Driver Training: For TNC applications that allow drivers to rate their passengers, TNC companies must train their drivers not to discriminate against people with disabilities in their passenger ratings. Wheelchair-accessible vehicles must be inspected by the city for compliance with legally required safety standards before they are put into use. They must have clear signage indicating that they are accessible.</p>	<p>Accessibility Plan: To obtain a permit, the TNC must demonstrate procedures governing the safe pickup, transfer, and delivery of individuals with visual impairments and individuals who use mobility devices, including but not limited to wheelchairs, crutches, canes, walkers, and scooters.</p> <p>Accessibility Fund: Task force established to investigate a possible annual surcharge fee to enhance wheelchair-accessible service within the TNC industry.</p>	<p>Response to Calls: TNC companies have an affirmative duty to respond to requests for service in underserved areas and to ensure that their drivers respond. They must immediately report to the Commission drivers who fail to respond to such calls.</p>

	San Francisco (California PUC)	New York City (Taxi and Limousine Commission)	Seattle (TNC City Ordinance)	Chicago (TNC City Ordinance)	Boston (Massachusetts DPU)
Guiding Principle					
SUSTAINABILITY					
Fleet management	<p>Fleet Ownership: TNCs are prohibited from owning and managing fleet.</p>	<p>Fleet Ownership: Drivers own or lease cars independently. TNC companies apply separately for an E-Hail License that permits them to make apps available to connect riders and drivers, but TNC drivers must still go through standard licensing procedures.</p>	<p>Fleet Ownership: There are no restrictions in place on fleet ownership, although all cars and all drivers must be individually permitted.</p>	<p>Fleet Ownership: TNC companies cannot own, provide financing for the obtaining, leasing, or ownership of, or have a beneficial interest in transportation network vehicles.</p>	<p>Fleet Ownership: Definition of TNC does not include specifications on vehicle ownership.</p>
CONGESTION	No applicable policies	No applicable policies	No applicable policies	No applicable policies	No applicable policies
ACCOUNTABILITY					
Trip reporting	<p>Trip Records: TNCs must supply the following reports to the CPUC annually:</p> <ol style="list-style-type: none"> 1. Reports on the provision of accessible vehicles. 2. Reports on each trip's acceptance, origin, destination (zip code), miles traveled, time and amount paid. 3. Report on number of driver violations and collisions. 4. Report on average and mean driver hours of operation. <p>San Francisco International Airport (SFO) uses GPS and geo-fencing application to monitor entry and exit</p>	<p>Trip Records: All TNC companies must be capable of automatically collecting and transmitting to the Commission data on all E-Hail requests and the outcome of those requests (including pickup and drop-off locations specified by latitude and longitude). They must also track drivers, itemized fares, fees, and payments. A Trip Record must be kept in the Vehicle during any trip between New York City and an Issuing Jurisdiction, including a trip through either New York City or an issuing jurisdiction, and must be presented upon request to any police officer or other person authorized by the Commission.</p>	<p>Trip Records: TNCs must supply the following reports reported quarterly:</p> <ol style="list-style-type: none"> 1. Total number of rides provided by each taxi, for-hire vehicle license holder or transportation network company. 2. Type of dispatch for each ride (e.g., online app). 3. Percentage or number of rides picked up in each ZIP code. 4. Pickup and drop off ZIP codes of each ride. 5. Percentage by ZIP code of rides that are requested but do not happen. 6. Number of collisions, including the name and number of the affiliated driver, collision fault, injuries and estimated damage. 7. Number of rides when an accessible vehicle was requested. 8. Reports of crimes against drivers. 9. Records of passenger complaints. <p>Any other data identified by the director of the Department of Finance and Administrative Services to ensure compliance.</p>	<p>Trip Records: TNC companies must record and report upon request:</p> <ol style="list-style-type: none"> 1. Number and percentage of customers within the city who requested wheelchair accessible vehicles and the number of filled requests; 2. Number and percentage of rides requested and accepted, and the number of rides requested and not accepted, by the licensee's drivers, organized according to the geographic parameters and time frames specified by the commissioner; 3. Information on drivers alleged to have committed a violation of TNC rules or their terms of service or who have been suspended or banned from driving for the TNC company, including any zero-tolerance complaints and the outcome of the investigation into those complaints; <p>Information on any collision or other incident that involved a TNC driver and that was reported to the TNC company; the cause of the incident; the amount paid, if any, for compensation to any party in each incident; and the time and date of the incident.</p>	<p>Trip Records: TNC's are responsible for keeping a seven-year record of reports on driver/rider and accessibility incidents as well as records pertaining to pricing.</p> <p>Annual reports:</p> <ol style="list-style-type: none"> 1. Number of rides and origin and destination of each trip; 2. Aggregated and anonymized trip route and length (miles and minutes); 3. Collision locations; 4. Interstate operating revenues. <p>Monthly reports: Detailed driver/rider complaints and the actions to respond to complaints.</p>
Licensing and Registration	<p>TNC Company Licensing: A TNC may apply for a permit from the CPUC every three years. TNCs also need to apply for a San Francisco International Airport permit should they wish to operate in that jurisdiction.</p> <p>Driver Licensing: City law requires TNC drivers operating in San Francisco to obtain a business license from the San Francisco Treasurer and Tax Collector's office, currently, though this is currently being contested. TNC drivers must have a driver's license and be 21 years of age with one year of experience driving a vehicle.</p>	<p>TNC Company Licensing (TLC): TNC drivers must be at least 19 years old. A medical exam is also required as part of the licensing process.</p> <p>Vehicle Licensing: TNC vehicles must have New York State license plates affixed to the Vehicle that are embossed with the legend "T & LC."</p>	<p>TNC Company Licensing: City law requires TNCs to have a valid Seattle business license. In addition, TNCs must hold a valid TNC license.</p> <p>Driver Licensing: TNC drivers in Seattle must hold both a valid Washington driver's license and a valid King County for-hire driver's license. They must also hold a valid City of Seattle business license. Drivers must pass a licensing test that may be administered by the City of Seattle, by the City jointly with King County, or by an approved TNC company or third-party vendor. The examination must test drivers' knowledge of requirements and laws for operating TNC vehicles; ability to speak and read English well enough to fulfill the duties of a driver; knowledge of vehicle safety requirements; knowledge of the geography of Seattle, King County and the surrounding region; knowledge of local public and tourist destinations and attractions; and knowledge of risk factors for crimes against drivers, of emergency procedures and of personal safety equipment. Curriculum for driver training programs and exam procedures and content must be approved each year.</p> <p>Vehicle Licensing: Any vehicle driven for a TNC must have a TNC vehicle endorsement, and drivers or owners must allow the City to inspect the vehicle upon request.</p>	<p>TNC Company Licensing: TNCs must apply for a permit from the City of Chicago.</p> <p>Driver Licensing: TNC drivers in Chicago must hold City of Chicago TNP chauffeur licenses. TNC companies must ensure that all drivers have these licenses. Drivers must be at least 21 years old and have been licensed for at least one year with no convictions for reckless driving, hit and run, or driving with a suspended or revoked license. They may not have been convicted of or placed on supervision for two or more offenses involving traffic regulations governing the movement of vehicles within the 12 months immediately prior to applying to become a TNC driver.</p>	<p>TNC Company Licensing: TNCs may apply for a permit from the Department of Public Utilities annually.</p> <p>Driver Licensing: Driver's license, and certificate background check.</p> <p>Vehicle Licensing: TNC drivers must have their car inspected before driving for a TNC.</p>

Guiding Principle	San Francisco (California PUC)	New York City (Taxi and Limousine Commission)	Seattle (TNC City Ordinance)	Chicago (TNC City Ordinance)	Boston (Massachusetts DPU)
LABOR					
Employment Status	<p>Unresolved: Operating as independent contractors though unresolved Federal Court cases continue to contest this status.</p>	<p>Unresolved: In June 2017, a New York State administrative law judge ruled that Uber drivers in New York City were employees of Uber and entitled to unemployment benefits. However, under state law, ridehailing companies operating in New York City are considered and licensed as black-car companies, while in the rest of the state they are considered to be transportation network companies and regulated separately.</p>	<p>Unresolved: In January 2016, the Seattle City Council enacted City of Seattle Ordinance 124968, an ordinance allowing for-hire drivers to collectively bargain with the companies that hire, contract, or partner with them. Originally set to go into effect in September 2017, the ordinance is currently being challenged in court by the U.S. Chamber of Commerce on the grounds that it violates and is preempted by federal antitrust law, is preempted by the National Labor Relations Act, and violates the Washington Consumer Protection Act and the Washington Public Records Act. In the interim, TNC drivers in Seattle continue to operate as independent contractors.</p>	<p>Unresolved: Operating as independent contractors though unresolved Federal Court cases continue to contest this status.</p>	<p>Unresolved: Operating as independent contractors though unresolved Federal Court cases continue to contest this status.</p>
FINANCIAL IMPACT					
Registration fees	<p>Application Fee: \$1,000 initial application fee for TNC; \$100 annual fee due thereafter.</p>	<p>Application Fee: \$500 application/renewal fee for E-hail provider license, paid every three years. Driver License Fee: \$252 upon application and renewal every three years.</p>	<p>Application Fee: Cost of applications and licensing is covered by per-trip fees, with no additional costs to TNC drivers.</p>	<p>Application Fee: TNC companies pay \$10,000 annually in addition to license fees.</p>	<p>Application Fee: Registration fees are set to cover the cost of the division's review of an application for a transportation network company permit, for renewal of the permit and to issue background check clearance certificates. The division may charge the transportation network company a reasonable fee to cover the costs.</p>
Administration fees and Funds	<p>Percent Revenue Fee: 0.33% gross California revenues and a \$10 administrative fee paid into CPUC Transportation Reimbursement Account. Per-Trip Fee: San Francisco International Airport charges a \$3.80 based on cost-recovery model for TNC program.</p>	<p>Workers' Compensation Surcharge (NYS Department of State): As members of the Black Car Fund, TNC companies must collect a 2.5 percent surcharge on each ride to contribute to the Black Car Fund for workers' compensation. All black car bases that own less than 50 percent of their fleet and do a minimum of 90 percent of their business on a non-cash basis are required to contribute.</p>	<p>Per-Trip Fee: TNC companies must pay a fee of \$0.35 per-trip fee (for all trips originating outside the City of Seattle) and \$0.14 per-trip fee (for all trips originating in the City of Seattle). These fees are collected by the TNC company and submitted quarterly to cover the costs of enforcement and regulation of TNC licensing, vehicle endorsements and driver licensing. Accessibility Fund: TNC companies must pay \$0.10 per trip for the Wheelchair Accessible Services Fund.</p>	<p>Per-Trip Fee: The City of Chicago Ground Transportation Tax Rate is currently \$0.40 per trip, while the Ground Transportation Tax Rate at O'Hare and Midway Airports, McCormick Place, and Navy Pier is \$5.40 per trip. TNC companies also pay an additional administrative fee of two cents per ride accepted. The Commission may assess additional fees sufficient to cover the costs of processing fingerprints and photos for driver licensing. TNC companies also pay a \$0.02 per trip fee for administrative costs. Accessibility Fund: TNC companies must pay \$0.10 per trip in a non-accessible TNC vehicle as a TNP</p>	<p>Transportation Infrastructure Enhancement Trust Fund: \$0.20/trip annual fee contribution to fund address the impacts of TNCs both in terms of encouraging transportation alternatives and re-tooling the taxi industry. Accessibility Fund: Task force established to investigate a possible annual surcharge fee to enhance wheelchair-accessible service within the TNC industry.</p>
COLLABORATION					
Proposal solicitation	No applicable policies	No applicable policies	No applicable policies	No applicable policies	No applicable policies
Community engagement	No applicable policies	<p>Community Engagement: TNC companies and drivers are regulated under the Taxi and Limousine Commission (TLC), which holds regular meetings and engagements with both drivers and the broader public.</p>	No applicable policies	No applicable policies	No applicable policies