



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, January 9, 2018; 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

	Page
1. Roll Call	
<u>Consent Agenda</u>	
2. Approve the Minutes of the December 12, 2017 Meeting – ACTION*	3
3. [Final Approval] 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*	7
<u>Regular Agenda</u>	
4. Election of Chair and Vice Chair for 2018 – ACTION*	
5. Allocation of \$110,000 in Prop K Funds for One Request, with Conditions, and Appropriation of \$180,000 in Prop K Funds for One Request – ACTION* Projects: (BART) Daly City BART Station Bus & Shuttle Circulation Improvements (\$110,000); (SFCTA) Peer Review for Downtown Extension Operational Studies (\$180,000)	19
6. Approve San Francisco's Project Priorities for the Local Partnership Program Competitive Grant Program – ACTION*	55
7. Adopt the Balboa Area Transportation Demand Management Framework [NTIP Planning] Final Report – ACTION*	73
8. Update on the Caltrain Peninsula Corridor Electrification Project and Communications Based Overlay Signal System Positive Train Control Project – INFORMATION*	79
9. Presentation on the Voter Survey Prepared for the San Francisco Transportation Task Force 2045 – INFORMATION*	81

Board Meeting Agenda

10. Update on the Transportation Network Companies (TNCs) Regulatory Landscape: An Overview of Current TNC Regulation in California and Across the Country – **INFORMATION***

123

Other Items

11. 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.

12. Public Comment
13. 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 12, 2017

1. Roll Call

Chair Peskin called the meeting to order at 10:04 a.m.

Present at Roll Call: Commissioners Cohen, Farrell, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (9)

Absent at Roll Call: Commissioners Breed and Fewer (2)

Commissioner Tang moved to excuse Commissioner Fewer, seconded by Commissioner Kim. Commissioner Fewer was excused without objection.

2. Chair's Report – INFORMATION

Chair Peskin elected to forego his chair's report.

There was no public comment.

3. Executive Director's Report – INFORMATION

Tilly Chang, Executive Director, elected to forego her executive director's report.

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the December 5, 2017 Meeting – ACTION**

5. **[Final Approval] Reappointment of Becky Hogue and Appointment of Kian Alavi to the Citizens Advisory Committee – ACTION**

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**

7. **[Final Approval] Approve the 2018 State and Federal Legislative Program – ACTION**

8. **[Final Approval] Approve the 2017 San Francisco Congestion Management Program – ACTION**

9. **[Final Approval] Accept the Audit Report for the Fiscal Year Ended June 30, 2017 – ACTION**

There was no public comment.

Commissioner Yee moved to approve the Consent Agenda, seconded by Commissioner Farrell.

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

Ayes: Commissioners Cohen, Farrell, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (9)

Absent: Commissioners Breed and Fewer (2)

End of Consent 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 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**

Anna LaForte, Deputy Director for Policy and Programming, presented the revised item per the staff memorandum. She explained that in light of the robust discussion at the prior Board meeting, staff had revised its 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.

Chair Peskin asked if the Board were to approve the item as revised, given the state's December 15 deadline, would it be the final approval. Ms. LaForte replied that it would be final approval on first read.

There was no public comment.

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

The item was approved as revised without objection by the following vote:

Ayes: Commissioners Cohen, Farrell, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (9)

Absent: Commissioners Breed and Fewer (2)

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**

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

Chair Peskin thanked Commissioner Tang and her staff, and his staff for listening and responding to a very sophisticated conversation that was held earlier in the year. He also thanked Executive Director, Tilly Chang and the Transportation Authority staff for their work on the program.

Commissioner Tang thanked the Transportation Authority staff and encouraged the Board to review the materials in the agenda packet. She said that there was a revised organization chart, where Board members could see the proposed new organizational structure for the program, and mentioned that a decision had been made to have the San Francisco Municipal Transportation Agency (SFMTA) oversee the program, instead of the Department of Public Health (SFDPH). She said the change worked well given other existing roles and responsibilities, and addressed the schools needs without reducing any of the funding to the nonprofit partner agencies. Chair Peskin thanked the SFMTA, SFDPH, the San Francisco Unified School District (SFUSD), and the nonprofit participants for attending a number of meetings and being willing to restructure the program.

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, Farrell, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (9)

Absent: Commissioners Breed and Fewer (2)

12. Update on the Transportation Network Companies (TNCs) Regulatory Landscape: An Overview of Current TNC Regulation in California and Across the Country – INFORMATION

Chair Peskin motioned to continue item 12.

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

Item 12 was continued without objection.

There was no public comment.

Other Items

13. Introduction of New Items – INFORMATION

There were no new items introduced.

14. Public Comment

There was no public comment.

15. Adjournment

Chair Peskin adjourned the meeting in the memory of Edwin M. Lee, the 43rd mayor of the city and county of San Francisco.

The meeting was adjourned at 10:15 a.m.



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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).

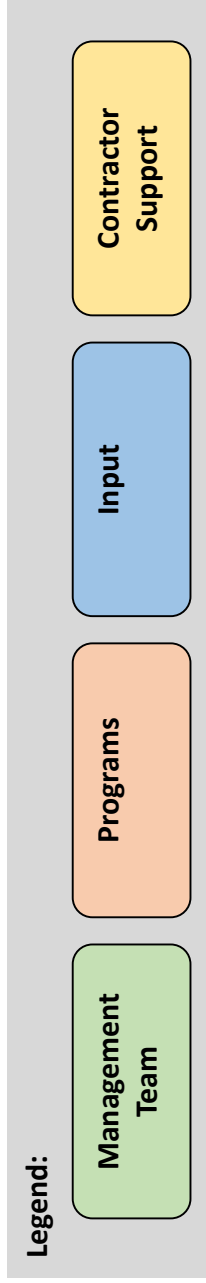
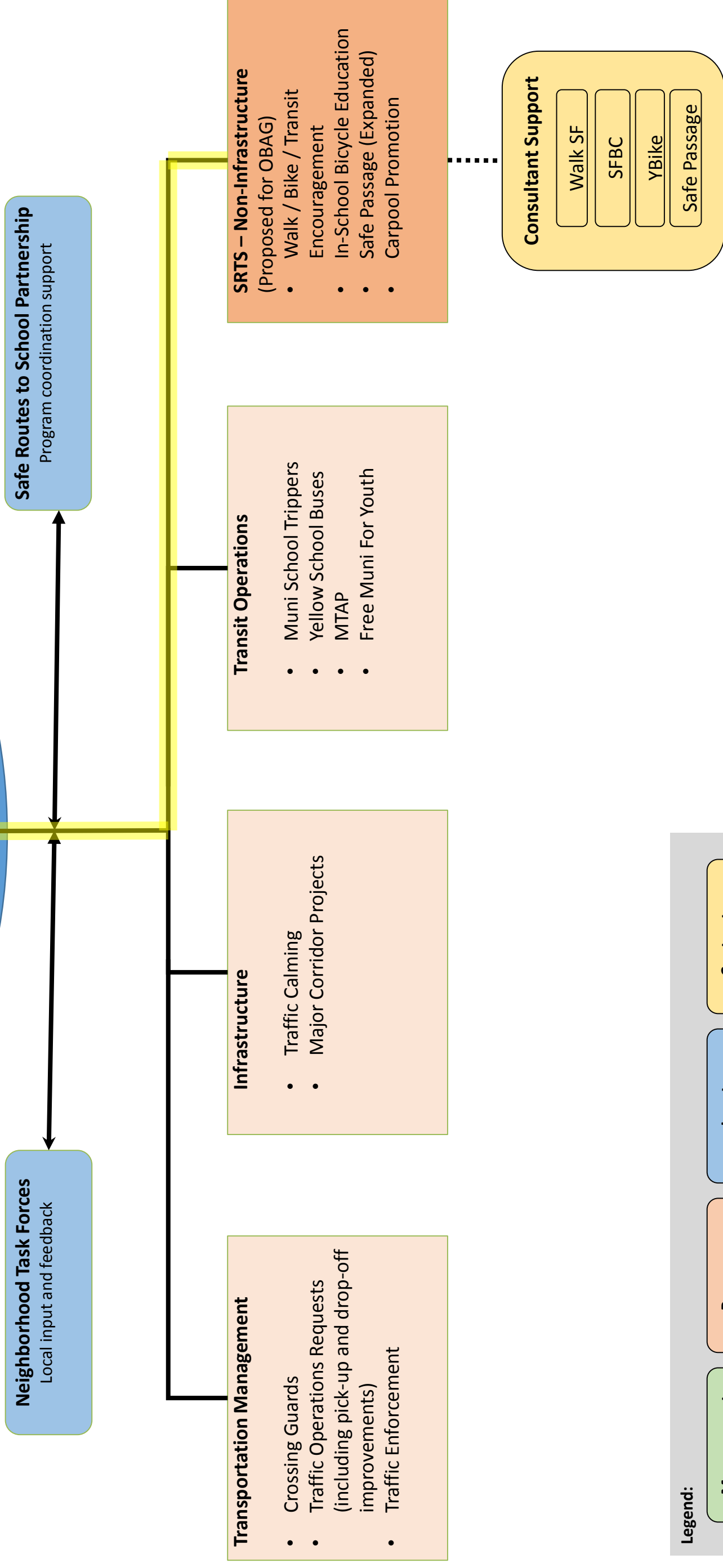
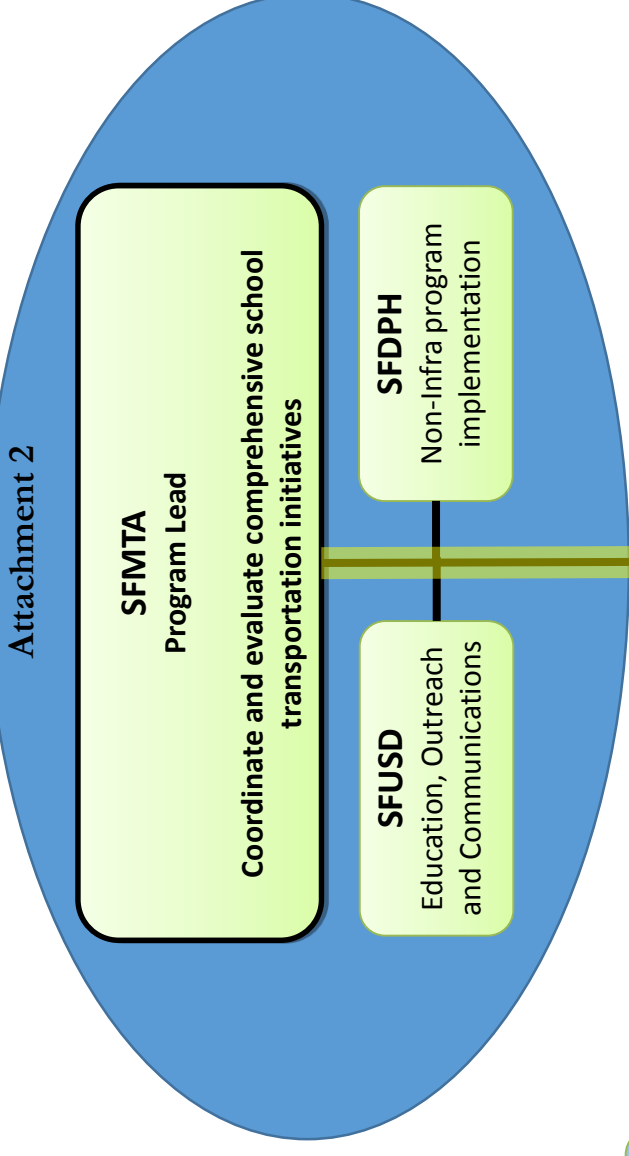
³ Projects were approved through Resolution 18-05 on July 25, 2017.

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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RESOLUTION ALLOCATING \$110,000 IN PROP K FUNDS FOR ONE REQUEST, WITH CONDITIONS, AND APPROPRIATING \$180,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received two requests for a total of \$290,000 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms (Attachment 5); and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Downtown Extension to a Rebuilt Transbay Terminal and Facilities - BART; and

WHEREAS, As required by the voter-approved Expenditure Plan, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for the Facilities-BART programmatic category; and

WHEREAS, BART's Daly City BART Station Bus & Shuttle Circulation Improvements request is consistent with the relevant 5YPP; and

WHEREAS, The proposed appropriation for the Peer Review for Downtown Extension Operational Studies requires a Strategic Plan amendment as detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$110,00 in Prop K funds for one request, with conditions, and appropriating \$180,000 in Prop K funds for one request, as described in Attachment 3 and detailed in the attached 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; now therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan, as detailed in the enclosed allocation request form for the Peer Review for Downtown Extension (DTX) Operational Studies project; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$110,00 in Prop K funds for one request, with conditions, and appropriates \$180,000 in Prop K funds for one request, as described in Attachment 3 and detailed in the allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation and appropriation 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 5YPP; 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 5YPP are hereby amended, as appropriate.

Attachments (5):

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

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	5	SFCTA	Peer Review for Downtown Extension (DTX) Operational Studies	\$ 180,000	\$ 180,000	86%	0%	Planning	Citywide
Prop K	20B	BART	Daily City BART Station Bus & Shuttle Circulation Improvements	\$ 110,000	\$ 295,000	90%	63%	Construction	N/A
TOTAL					\$ 290,000	\$ 475,000	56%	39%	

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: BART (Bay Area Rapid Transit District), SFCTA (San Francisco County Transportation Authority).

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 Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	SFCTA	Peer Review for Downtown Extension (DTX) Operational Studies	\$180,000	In response to a request made by Chair Peskin at the October 17 Board meeting, the Transportation Authority will lead a peer review of three operational studies related to the extension of Caltrain and of California High-Speed Rail to the Transbay Transit Center: (1) Value Engineering Study prepared by SENNER on behalf of Robert Birmingham, an affected property owner; (2) Train Operations Analysis of Two versus Three Mainline Tracks prepared by Parsons Transportation Group on behalf of the TJPA; and (3) Railway Alternatives and I-280 Boulevard Feasibility Study developed on behalf of the SF Planning Department. The intent is to inform key policymaker decisions regarding the operational advantages of a 2-track vs. a 3-track approach to the Transbay Transit Center and the operational ramifications of various alignment options for the approach. The peer review panel, composed of senior public and private sector managers with substantial rail operations experience, will gather input from key stakeholders. Findings will be presented to the Citizens Advisory Committee on March 28 and to the Board on April 10.
20B	BART	Daly City BART Station Bus & Shuttle Circulation Improvements	\$110,000	Access improvements at the Daly City BART station. The project includes upgrading an existing pedestrian ramp that provides access to the BART station and connecting bus routes including the MUNI 14R Mission Rapid and 28 19th Avenue to make it ADA compliant. Upgrading the ramp will also allow Muni to use the bus stop at the upper level parking lot to pick up passengers for the 28 line, providing operational flexibility and reducing operational costs. The project is expected to be open for use in Summer 2018.
TOTAL			\$290,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	SFCTA	Peer Review for Downtown Extension (DTX) Operational Studies	\$ 180,000	Strategic Plan Amendment: The recommendation includes a concurrent Prop K Strategic Plan amendment to program \$180,000 in unprogrammed capacity in the Caltrain Downtown Extension to a Rebuilt Transbay Terminal category to the subject project in Fiscal Year 2017/18.
20B	BART	Daly City BART Station Bus & Shuttle Circulation Improvements	\$ 110,000	
TOTAL \$			290,000	

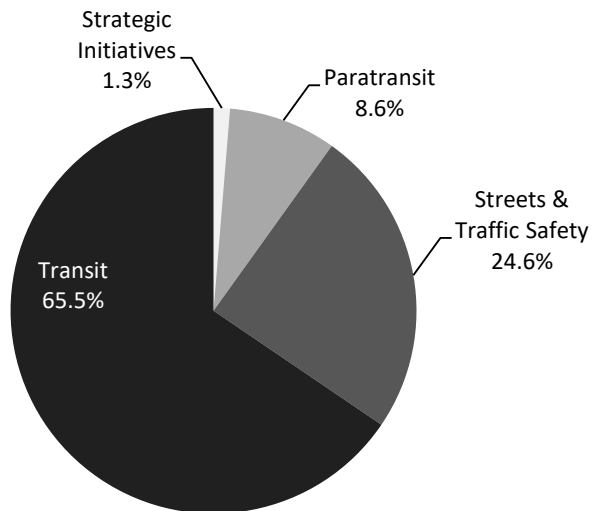
¹ See Attachment 1 for footnotes.

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

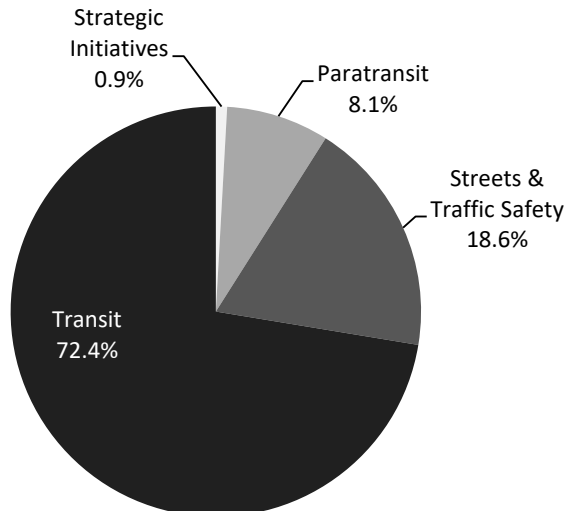
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 75,104,115	\$ 34,050,084	\$ 39,920,643	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 290,000	\$ 205,000	\$ 85,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 75,394,115	\$ 34,255,084	\$ 40,005,643	\$ 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



Attachment 5.
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action: 2017/18

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

Prop K EP Line Number (Primary): 5 Current Prop K Request: \$ 180,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 06

REQUEST

Brief Project Description (type below)

Transportation Authority-led peer review of three operational studies with differing conclusions regarding the extension of Caltrain and of California High-Speed Rail to the Transbay Transit Center. The peer review will inform key policymaker decisions regarding the operational advantages of a 2-track vs. a 3-track approach to the Transbay Transit Center and the operational ramifications of various alignment options for the approach.

Detailed Scope, Project Benefits and Community Outreach (type below)

See detailed scope description, next page.

Project Location (type below)

Fourth and King St to First and Mission St (location of Rebuilt Transbay Terminal)

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Named Project _____

Is the requested amount greater than
the amount programmed in the
relevant 5YPP or Strategic Plan? Greater than Programmed Amount

Prop K 5YPP Amount: _____ n/a _____ Prop AA Strategic
Plan Amount: _____

Please describe and justify the necessary amendment:

Funding the Peer Review for Downtown Extension (DTX) Operational Studies requires a Prop K Strategic Plan amendment to the Downtown Extension to a Rebuilt Transbay Terminal category to program \$180,000 in unprogrammed capacity to the subject project in FY 2017/18. The amendment would increase financing costs in the category by 0.03% over the 30-year life of the Prop K Expenditure Plan, and result in a minor increase of \$100,622 (0.003%) in anticipated financing costs for the Prop K program as a whole over the life of the program.

Detailed Scope, Project Benefits and Community Outreach (type below)

In response to a request made by Chair Peskin at the October 17 Board meeting, the Transportation Authority will conduct a peer review of three operational studies related to the extension of Caltrain and the California High-Speed Rail program to the Transbay Transit Center. The intent is to inform key policymaker decisions regarding the operational advantages of a 2-track vs. a 3-track approach to the Transbay Transit Center and the operational ramifications of various alignment options for the approach.

The operations studies include:

- 1) Transbay Transit Center, San Francisco DTX, Value Engineering Study prepared by SENER Engineering & Systems, Inc. (SENER) dated September 2017;
- 2) Train Operations Analysis of Two versus Three Mainline Tracks for the San Francisco Downtown Rail Extension prepared by Parsons Transportation Group dated October 31, 2017;
- 3) Railyard Alternatives and I-280 Boulevard (RAB) Feasibility Study Conceptual Planning Analysis dated June 19, 2017 developed on behalf of the San Francisco Planning Department.

A Peer Review Panel composed of senior managers with substantial rail operations experience, particularly with commuter and inter-city rail lines, has been selected. Panel members include: John Flint, Senior VP, T.Y. Lin International (TYLIN), John shall act as Chair and be responsible for the coordination in the performance of the review of all panel members; Les Elliott, President, The Elliott Group; David Nelson, Director of Transit Planning, JACOBS; Gene Skoropowski, Program Manager, TYLIN; Mike Marino, Director of Rail Transit, Port Authority of New York and New Jersey.

Each Panel Member will review the three operations studies noting similarities and differences in assumptions, analytic methods and conclusions/recommendations. The panel will also develop questions for key stakeholders to further understand the studies, validity of the assumptions and reasonableness of the conclusions. Individual meetings will be held with each stakeholder and their consultants to review their studies, approach and conclusions. Questions developed during the document review process will be posed to each stakeholder group to allow a full understanding of the stakeholder's position relative to the number of tracks and alignment approaching the Transbay Transit Center. Stakeholders will include: 1) The owner of 235, 201, 215 and 217 Second Street, Robert Birmingham and his consultant SENER; 2) City of San Francisco Planning Department and its consultant SMA Rail Consulting - RAB Study; 3) TJPA and its consultants PARSONS and Carl Wood; and 4) Caltrain and CHSRA including CHSRA's Early Train Operator, DB Engineering and Consulting.

The Peer Review Panel members will develop their preliminary observations and recommendations based on their review of the respective documents and the results from the one-on-one interviews, including their understanding of the difference between the studies and the validity of the assumptions leading to the differences. Preliminary findings and recommendations will be presented to all the stakeholders in a workshop setting with a opportunity for stakeholders to respond, ask questions and provide additional information. A draft report will be prepared by the Panel describing its analysis and findings. The draft will be submitted electronically to the Transportation Authority and stakeholders for review and comment. Following receipt of the stakeholder comments, the panel will develop responses to comments and distribute to stakeholders. The panel will convene a conference call(s) with the stakeholders to address/resolve any remaining questions.

The final report will be submitted to the Transportation Authority and stakeholders in electronic format. The Chair of the Peer Review Panel will present the findings to the Transportation Authority Citizens Advisory Committee and Board of Commissioners.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Mar	2018	Apr-Jun	2018
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (i.e., paratransit)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

- Document Review - Dec 11-22, 2017
- Stakeholders Meetings - Jan 25-26, 2018
- Workshop - Week of Feb 5, 2018
- Draft Report - Feb 12-24, 2018
- Comment Resolution - Feb 26-Mar 16, 2018
- Final Report - Mar 19-30, 2018
- SFCTA CAC presentation - Mar 28, 2018
- SFCTA Board presentation - April 10, 2018

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 180,000	\$ -	\$ -	\$ 180,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 180,000	\$ -	\$ -	\$ 180,000

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 180,000	\$ 180,000		consultant's cost estimate based on scope
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 180,000	\$ 180,000	\$ -	

% Complete of Design: as of
 Expected Useful Life: Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (Instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ 180,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY BY TASK)	Consultants				Total	% of contracts
	Budget Line Item	T. Y. Lin	Elliot	Jacobs		
1. Contract						
Task 1: Document Review	\$ 18,667	\$ 8,544	\$ 6,605	\$ 33,816	21%	
Task 2: Stakeholder Meeting	\$ 19,113	\$ 8,400	\$ 7,161	\$ 34,675	22%	
Task 3: Workshop	\$ 15,051	\$ 5,600	\$ 5,371	\$ 26,022	16%	
Task 4: Draft Report	\$ 16,304	\$ 4,200	\$ 2,685	\$ 23,189	14%	
Task 5: Comment Resolution	\$ 8,246	\$ 4,200	\$ 2,685	\$ 15,131	9%	
Task 6: Final Report	\$ 14,699	\$ 2,800	\$ 1,790	\$ 19,289	12%	
Task 7: Presentation	\$ 8,883			\$ 8,883	6%	
Subtotal	\$ 100,963	\$ 33,744	\$ 26,298	\$ 161,005		
2. Contingency				\$ 18,995	12%	
TOTAL				\$ 180,000		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

MAJOR LINE ITEM BUDGET

LABOR DETAIL BY MAJOR LINE ITEM (BY AGENCY BY TASK)

T.Y. Lin International
Contract 16/17-36
Task Order #1
**PEER REVIEW SERVICES FOR
DTX OPERATIONS**

	Classification/Title	Est'd Hours	Rate	Total Budget
Task 1.1: Document Review		40.00		\$ 18,667.40
John Flint	Sr. Vice President	16.00	\$ 358.27	\$ 5,732.32
Eugene Skoropowski	Program Manager	16.00	\$ 185.11	\$ 2,961.76
Robert Sergeant	Director Rail & Transit, West	4.00	\$ 360.24	\$ 1,440.96
Tiffany Packouz	Administrative	4.00	\$ 71.09	\$ 284.36
Other Direct Costs				\$ 8,248.00
Task 1.2: Stakeholders Meetings		72.00		\$ 19,113.48
John Flint	Sr. Vice President	32.00	\$ 358.27	\$ 11,464.64
Eugene Skoropowski	Program Manager	32.00	\$ 185.11	\$ 5,923.52
Robert Sergeant	Director Rail & Transit, West	4.00	\$ 360.24	\$ 1,440.96
Tiffany Packouz	Administrative	4.00	\$ 71.09	\$ 284.36
Task 1.3: Workshop		60.00		\$ 15,050.80
John Flint	Sr. Vice President	24.00	\$ 358.27	\$ 8,598.48
Eugene Skoropowski	Program Manager	24.00	\$ 185.11	\$ 4,442.64
Robert Sergeant	Director Rail & Transit, West	4.00	\$ 360.24	\$ 1,440.96
Tiffany Packouz	Administrative	8.00	\$ 71.09	\$ 568.72
Task 1.4: Draft Report		64.00		\$ 16,303.76
John Flint	Sr. Vice President	12.00	\$ 358.27	\$ 4,299.24
Eugene Skoropowski	Program Manager	12.00	\$ 185.11	\$ 2,221.32
Robert Sergeant	Director Rail & Transit, West	24.00	\$ 360.24	\$ 8,645.76
Tiffany Packouz	Administrative	16.00	\$ 71.09	\$ 1,137.44

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

T.Y. Lin International (continued)

		Est'd Hours	Rate	Total Budget
Task 1.5: Comment Resolution		32.00		\$ 8,245.88
John Flint	Sr. Vice President	12.00	\$ 358.27	\$ 4,299.24
Eugene Skoropowski	Program Manager	12.00	\$ 185.11	\$ 2,221.32
Robert Sergeant	Director Rail & Transit, West	4.00	\$ 360.24	\$ 1,440.96
Tiffany Packouz	Administrative	4.00	\$ 71.09	\$ 284.36
Task 1.6: Final Report		64.00		\$ 14,698.96
John Flint	Sr. Vice President	8.00	\$ 358.27	\$ 2,866.16
Eugene Skoropowski	Program Manager	8.00	\$ 185.11	\$ 1,480.88
Robert Sergeant	Director Rail & Transit, West	24.00	\$ 360.24	\$ 8,645.76
Tiffany Packouz	Administrative	24.00	\$ 71.09	\$ 1,706.16
Task 1.7: SFCTA CAC/Board Presentation		28.00		\$ 8,882.84
John Flint	Sr. Vice President	24.00	\$ 358.27	\$ 8,598.48
Tiffany Packouz	Administrative	4.00	\$ 71.09	\$ 284.36
Total		360.00		\$ 100,963.12
Summary by Contractor				
T. Y. Lin International		360.00		\$ 100,963.12
John Flint		128.00		\$ 45,858.56
Eugene Skoropowski		104.00		\$ 19,251.44
Robert Sergeant		64.00		\$ 23,055.36
Tiffany Packouz		64.00		\$ 4,549.76
Other Direct Costs				\$ 8,248.00
TOTAL		360.00		\$ 100,963.12

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

The Elliott Consulting Group, Inc.
Contract No. 17/18-12
**PEER REVIEW SERVICES FOR
DTX OPERATIONS**

		12/12/17 - 04/30/18		
	Classification/Title	Est'd Hours	Rate	Total Budget
Task 1.1: Document Review		16.00		\$ 8,544.00
Les Elliott	President	16.00	\$ 350.00	\$ 5,600.00
Other Direct Costs				\$ 2,944.00
Task 1.2: Stakeholders Meetings		24.00		\$ 8,400.00
Les Elliott	President	24.00	\$ 350.00	\$ 8,400.00
Task 1.3: Workshop		16.00		\$ 5,600.00
Les Elliott	President	16.00	\$ 350.00	\$ 5,600.00
Task 1.4: Draft Report		12.00		\$ 4,200.00
Les Elliott	President	12.00	\$ 350.00	\$ 4,200.00
Task 1.5: Comment Resolution		12.00		\$ 4,200.00
Les Elliott	President	12.00	\$ 350.00	\$ 4,200.00
Task 1.6: Final Report		8.00		\$ 2,800.00
Les Elliott	President	8.00	\$ 350.00	\$ 2,800.00
Total		88.00		\$ 33,744.00
Summary by Contractor				
	The Elliott Group	88.00		\$ 33,744.00
	Les Elliott	88.00		\$ 30,800.00
	Other Direct Costs			\$ 2,944.00
	TOTAL	88.00		\$ 33,744.00

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Jacobs Engineering Group
Contract No. 17/18-13
**PEER REVIEW SERVICES FOR
DTX OPERATIONS**

		12/12/17 - 04/30/18		
	Classification/Title	Est'd Hours	Rate	Total Budget
Task 1.1: Document Review		16.00		\$ 6,604.64
David Nelson	Director of Transit Planning	16.00	\$ 223.79	\$ 3,580.64
Other Direct Costs				\$ 3,024.00
Task 1.2: Stakeholders Meetings		32.00		\$ 7,161.28
David Nelson	Director of Transit Planning	32.00	\$ 223.79	\$ 7,161.28
Task 1.3: Workshop		24.00		\$ 5,370.96
David Nelson	Director of Transit Planning	24.00	\$ 223.79	\$ 5,370.96
Task 1.4: Draft Report		12.00		\$ 2,685.48
David Nelson	Director of Transit Planning	12.00	\$ 223.79	\$ 2,685.48
Task 1.5: Comment Resolution		12.00		\$ 2,685.48
David Nelson	Director of Transit Planning	12.00	\$ 223.79	\$ 2,685.48
Task 1.6: Final Report		8.00		\$ 1,790.32
David Nelson	Director of Transit Planning	8.00	\$ 223.79	\$ 1,790.32
Total		104.00		\$ 26,298.16
Summary by Contractor				
	Jacobs	104.00		\$ 26,298.16
	David Nelson	104.00		\$ 23,274.16
	Other Direct Costs			\$ 3,024.00
	TOTAL	104.00		\$ 26,298.16

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 1/2/2018 **Res. No:** _____ **Res. Date:** _____

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

Grant Recipient: San Francisco County Transportation Authority

	Action	Amount	Phase
Funding Recommended:	Prop K Appropriation	\$ 180,000	Planning/Conceptual Engineering (PLAN)
	Total:	\$ 180,000	

Total Prop K Funds: \$ 180,000 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 12/31/2018 **Eligible expenses must be incurred prior to this date.**

	Action	Amount	Fiscal Year	Phase
Intended Future Action				
	Trigger:			

Deliverables:

1. On completion of Task 4 (anticipated by February 24, 2018), provide an electronic copy of the Draft Report.
2. On completion of Task 5 (anticipated by March 16, 2018), provide an electronic copy of the Comment Resolution.
3. On completion of Task 6 (anticipated by March 30, 2018), provide an electronic copy of the Final Report.
4. Presentations to the CAC (anticipated March 28, 2018) and Board (anticipated April 10, 2018) following completion of the Final Report.

Special Conditions:

1. The recommendation includes a concurrent Prop K Strategic Plan amendment to program \$180,000 in unprogrammed capacity in the Caltrain Downtown Extension to a Rebuilt Transbay Terminal category to the subject project in Fiscal Year 2017/18. See attached amendment for details.
2. _____

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 1/2/2018 **Res. No:** _____ **Res. Date:** _____

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

Grant Recipient: San Francisco County Transportation Authority

Notes:

1. The TJPA has agreed to the attached oversight protocol for Phases 1 and 2 of the Transbay Transit Center program.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project

Reviewer: CP

SGA PROJECT NUMBER

Sponsor: San Francisco County Transportation Authority

SGA Project Number: 105-901xxx **Name:** Peer Review for Downtown Extension (DTX) Operational Studies

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$180,000					\$180,000

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 180,000

Current Prop AA Request: \$ -

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

Grant Recipient: San Francisco County Transportation Authority

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p>EC</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Eric Cordoba

Maria Lombardo

Title: Deputy Director Capital Projects

Chief Deputy Director

Phone: (415) 522-4812

(415) 522-4802

Email: eric.cordoba@sfcta.org

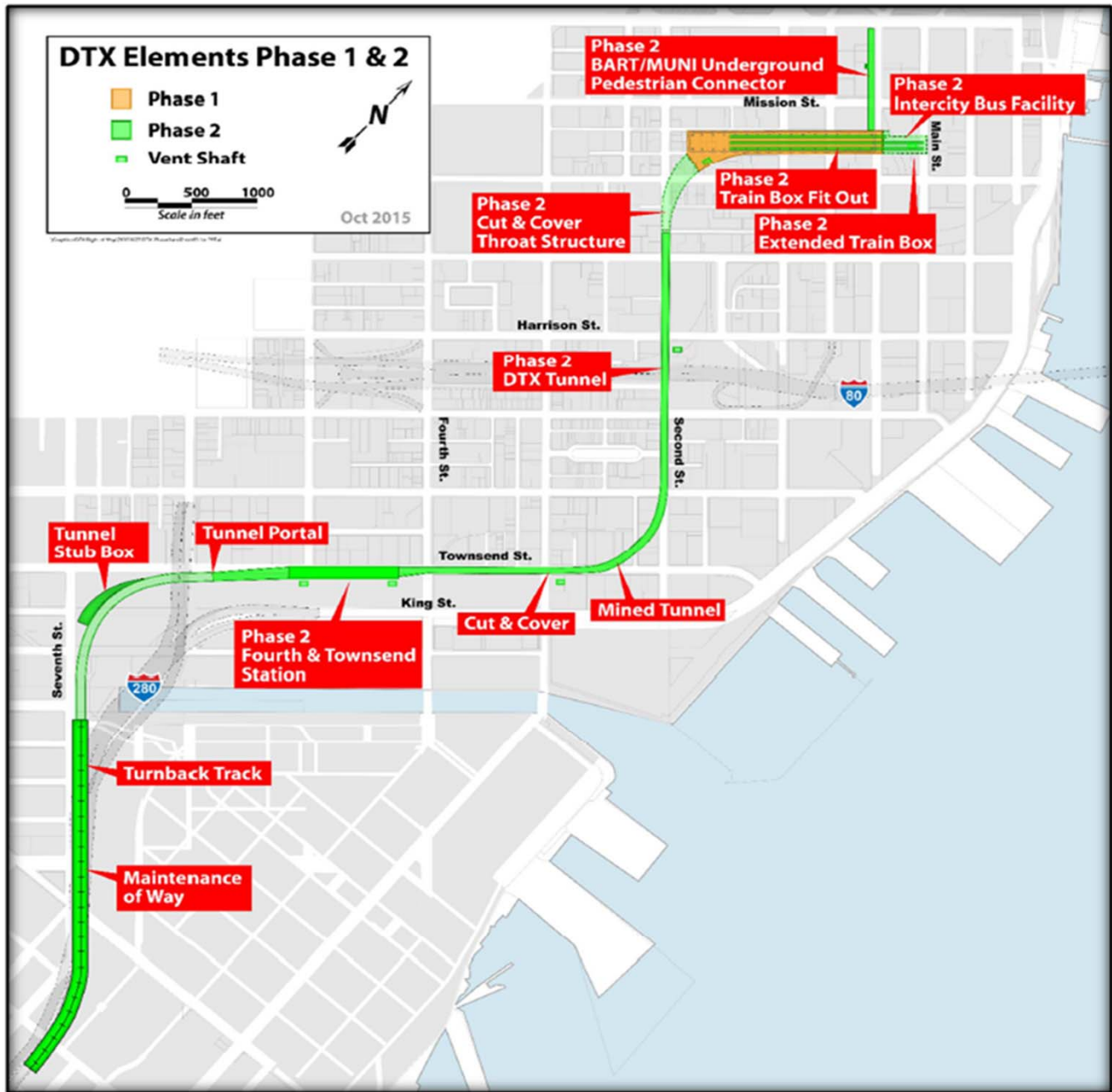
maria.lombardo@sfcta.org

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

**SFCTA OVERSIGHT PROTOCOL FOR
THE TRANSBAY TRANSIT CENTER AND CALTRAIN DOWNTOWN EXTENSION**

This oversight protocol sets the framework for a partnership between the Transbay Joint Powers Authority (TJPA) and the San Francisco County Transportation Authority (SFCTA) for the purpose of achieving the shared goal of on time and on budget delivery of a quality project for both the Transbay Transit Center (TTC) and the Caltrain Downtown Extension (DTX). The intent is to integrate the SFCTA Project Management Oversight representative (SFCTA PMO) into the TJPA Project Management Team's (TPMT) processes and protocols to serve as a resource to the team in addition to performing a traditional oversight role. In order to add value to this partnership, the SFCTA agrees that its PMO will have the appropriate technical, project management skills, and background to perform its duties. All SFCTA costs related to the PMO services will be borne by the SFCTA.

1. The TJPA Project Management Team (TPMT) will have an open door policy and work closely with the SFCTA PMO, who will have access to project Section Managers and available information through TJPA staff. The SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings with the TPMT, to stay abreast of all project activities and when warranted, may also attend, as observer, partnering sessions and progress meetings with the contractor. The TPMT will provide a list of current and anticipated regularly scheduled meetings, and the SFCTA PMO and TPMT will jointly determine the meetings that would be most useful.
3. Subject to FTA and FRA concurrence, the SFCTA PMO will also attend meetings with the FTA and FRA and its PMOCs.
4. The TPMT will make available to the SFCTA PMO all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within the stipulated review period and submitted to the TPMT for consideration. Should the SFCTA PMO not provide comments by the due date, the TPMT may assume that they are not forthcoming.
5. The SFCTA PMO will review progress and cost reports and provide comments.
6. The SFCTA PMO will participate as an observer in consultant selection panels and proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the TPMT and the TJPA Quality Assurance Manager.
8. The SFCTA PMO will be a member of the Risk Management team and participate in all Risk Management meetings and receive copies of the original risk register, its monthly updates, and reports.
9. For the DTX, the TPMT will institute a Configuration Management Board (CMB), with the SFCTA PMO as voting member, to review all proposed changes, regardless of whether they are owner, designer, or contractor originated, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The SFCTA agrees that its PMO will have the appropriate technical and Project Management background and will not have veto power. Recognizing that the TTC construction is well underway, and in lieu of establishing a new body for the TTC, voting participation by the SFCTA PMO in the existing change order review group will fulfil this requirement.
10. The SFCTA PMO will provide support to the TPMT on funding and financing issues, including proactively identifying grants and other funding opportunities.
11. The SFCTA PMO will review and approve project invoices submitted to the SFCTA and assure that they are processed in a timely manner.
12. The SFCTA PMO will assist the TPMT with development of grant amendments and funding requests which are submitted to the SFCTA for approval



Attachment 5.
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action: 2017/18

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

Grant Recipient: Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

Prop K EP category: Facilities-Rehabilitation, upgrade and replacement of existing facilities: (EP-20)

Prop K EP Line Number (Primary): 20 **Current Prop K Request:** \$ 110,000

Supervisorial District(s): N/A

REQUEST

Brief Project Description (type below)

Access improvements in and around the bus circulation area of the Daly City BART Station. Project will upgrade an existing pedestrian ramp that provides access to the BART station and connecting bus routes including the MUNI 14R Mission Rapid and 28 19th Avenue to make it ADA compliant.

Detailed Scope, Project Benefits and Community Outreach (type below)

The Daly City BART Station serves as a major transfer point for commuters between the Peninsula/South Bay and San Francisco. Currently the station is served by four BART lines, four Muni bus routes, five SamTrans bus routes, three private shuttle services, and three paratransit services. Prop K funds will cover San Francisco's share of the costs to upgrade an existing access ramp from the upper parking lot to lower-level bus stops to make it ADA compliant. Upgrading the ramp will also allow MUNI to use the bus stop at the upper level parking lot to pick up passengers for the 28 line, providing operational flexibility and reducing operational costs. The entire project also includes scope that is not funded with Prop K, including staff, consultant, and construction contract resources to re-pave the back parking lot, stripe parking stalls and crosswalk, and number the stalls.

Project Location (type below)

Daly City BART Station

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? No

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Named Project _____

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 550,000 Prop AA
Strategic Plan Amount: _____

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)	Apr-Jun	2017	Jul-Sep	2017
Advertise Construction	Jul-Sep	2017		
Start Construction (e.g. Award Contract)	Jan-Mar	2018		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2018
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 110,000	\$ -	\$ 110,000
State Transportation Improvement Program (STIP)(San Mateo)	\$ -	\$ -	\$ 200,000	\$ 200,000
BART funds	\$ -	\$ -	\$ 25,000	\$ 25,000
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 110,000	\$ 225,000	\$ 335,000

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 40,000	\$ -	\$ -	Design for this contract was done as part of a larger project so cost is approximate.
Construction (CON)	\$ 295,000	\$ 110,000	\$ -	100% design
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 335,000	\$ 110,000	\$ -	

% Complete of Design: as of
 Expected Useful Life: Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$ 25,000	\$ 85,000	\$ -	\$ -	\$ -	\$ 110,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	BART	Consultant	Contractor	
1. Contract					
1a. ADA Ramp					
Mobilization	\$ 10,000			\$ 10,000	
Civil and Site Work	\$ 50,000			\$ 50,000	
Concrete	\$ 55,000			\$ 55,000	
Signage and Striping	\$ 1,500			\$ 1,500	
Differing Site Conditions	\$ 40,000			\$ 40,000	
<i>1a Subtotal</i>	\$ 156,500			\$ 156,500	
1b. Parking Lot					
Mobilization	\$ 5,000			\$ 5,000	
Civil and Site Work	\$ 10,000			\$ 10,000	
Concrete	\$ 5,000			\$ 5,000	
Asphalt concrete pavement	\$ 40,000			\$ 40,000	
Signage and Striping	\$ 3,500			\$ 3,500	
Differing Site Conditions	\$ 20,000			\$ 20,000	
<i>1b Subtotal</i>	\$ 83,500			\$ 83,500	
2. BART labor					
2a. ADA Ramp	\$ 33,500	\$ 33,500			
2b. Parking Lot	\$ 16,500	\$ 16,500			
3. Construction Management/Support					
3a. ADA Ramp	\$ 30,000		\$ 30,000		
3b. Parking Lot	\$ 15,000		\$ 15,000		
	\$ -				
TOTAL CONSTRUCTION PHASE	\$ 335,000	\$ 50,000	\$ 45,000	\$ 240,000	

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 12/19/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

Grant Recipient: Bay Area Rapid Transit District

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 110,000	Construction (CON)
		Total:	\$ 110,000	

Total Prop K Funds: \$ 110,000 **Total Prop AA Funds:** \$ -

Fund Expiration Date: 9/30/2019 **Eligible expenses must be incurred prior to this date.**

Deliverables:

1.

With quarterly progress reports provide 2-3 photos of before conditions and work being performed. Upon project completion, provide 2-3 digital photos of completed work.
--
2.

--

Special Conditions:

1.

--
2.

--

Notes:

1.

Prop K funds will only be used for the ramp accessibility upgrade portion of the project scope.

2.

BART executed the construction contract for this project in December 2017, per guidance from Caltrans that it would risk losing State Transportation Improvement Program (STIP) funds if the contract was not executed by December 29, 2017.
--
3.

The subject request is part of a broader transit enhancement project at the Daly City BART station to which the Transportation Authority allocated \$507,980 in Prop AA funds in March 2016 to construct new bus layover spaces in the upper parking lot.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 12/19/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

Grant Recipient: Bay Area Rapid Transit District

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	67.16%	No Prop AA
Actual Leveraging - This Project	67.16%	No Prop AA

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: Bay Area Rapid Transit District

SGA Project Number: 120-xxxxxx **Name:** Daly City BART Station Bus & Shuttle Circulation Improvements

Phase: Construction (CON) **Fund Share:** 32.84%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$25,000	\$85,000				\$110,000

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 110,000

Current Prop AA Request: \$ -

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

Grant Recipient: Bay Area Rapid Transit District

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p>NF</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Hamed Tafaghodi

Nicole Foletta

Title: Project Manager

Principal Planner

Phone: (510) 287-4871

(510) 874-7346

Email: htafagh@bart.gov

nfolett@bart.gov

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form
MAPS AND DRAWINGS**

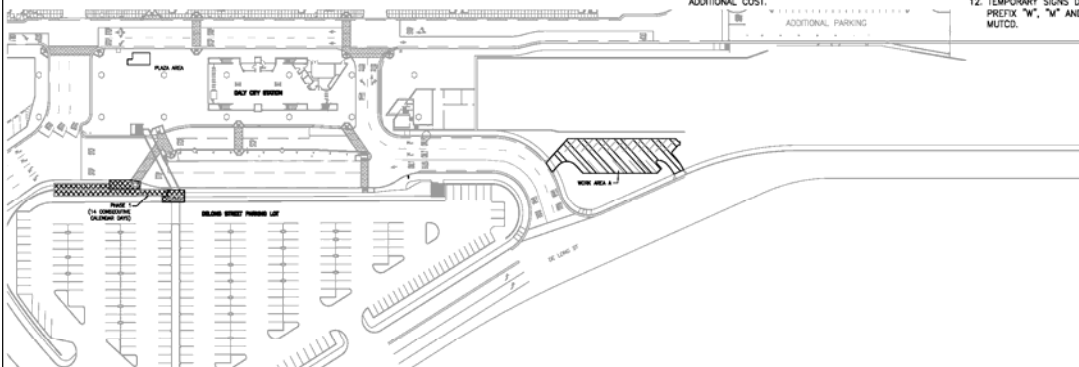
CONSTRUCTION TIME PERIOD ALLOWED FOR EACH WORK AREA

DALY CITY STATION

- WORK AREA A = 2 WEEKENDS - SEE NOTE 9
- PHASE 1 = 10 CONSECUTIVE CALENDAR DAYS - SEE NOTE 9

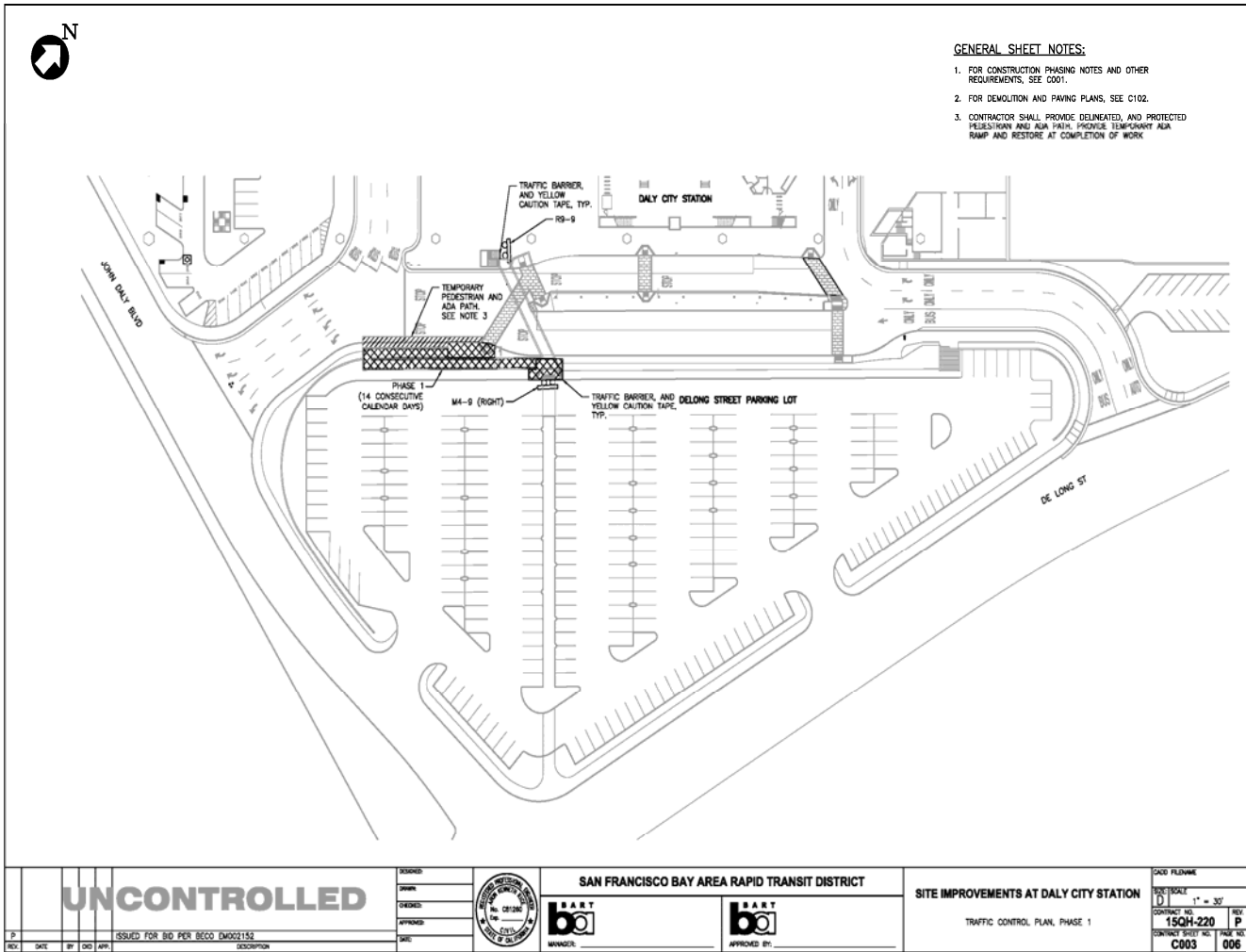
CONSTRUCTION PHASING NOTES AND OTHER WORK REQUIREMENTS:

1. WORK SHALL COMMENCE AND SHALL BE DONE IN PHASES AS SHOWN ON THE CONSTRUCTION PHASING AND TRAFFIC CONTROL PLANS, AND WITHIN THE CONSTRUCTION TIME PERIOD. WORK SHALL BEGIN WITH WORK AREA A AND BE FOLLOWED BY THE NEXT SUBSEQUENT PHASE.
2. THE CONTRACTOR SHALL NOT COMMENCE WORK ON THE NEXT PHASE OR WORK AREA (INCLUDING BARRICADING OF THAT PHASE) UNTIL THE PREVIOUS PHASE OR WORK AREA HAS BEEN ACCEPTED IN WRITING BY THE ENGINEER, AND THE CONTRACTOR HAS GIVEN THE ENGINEER WRITTEN NOTICE OF ITS INTENT TO COMMENCE WORK.
3. PRIOR TO CONSTRUCTION, THE ENTIRE PERIMETER OF EACH WORK AREA AND PHASE SHALL BE ENCLOSED WITH AN ENGINEER-APPROVED CONSTRUCTION BARRIER AND SIGNAGE AS SHOWN ON THE PHASING AND TRAFFIC CONTROL PLANS, C002 AND C003. A CONSTRUCTION BARRIER SHALL BE TYPE II BARRICADE WITH SECURED YELLOW CAUTION TAPE. REGULATORY SIGNAGE IN TRAFFIC LANES SHALL BE MOUNTED ON TYPE III BARRIERS. CONTRACTOR SHALL MINIMIZE AND MAINTAIN THE AREA ENCLOSED BY THE CONSTRUCTION BARRIER AT ALL TIMES, AND AS DIRECTED BY THE ENGINEER.
4. THE TRAFFIC CONTROL PLANS SHOWN ARE A RECOMMENDED CONFIGURATION AND MAY NOT SHOW ALL TRAFFIC SIGNAGE OR PATHWAY/LANE CLOSURES REQUIRED TO COMPLETE THE WORK IN A SAFE MANNER. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL/CLOSURE PLANS TO THE ENGINEER FOR APPROVAL PRIOR TO STARTING WORK.
5. ADDITIONAL SIGNAGE MAY BE REQUIRED AT THE DISCRETION OF BART POLICE OR THE ENGINEER DURING CONSTRUCTION DUE TO SAFETY CONCERNS. CONTRACTOR SHALL PROVIDE THIS SIGNAGE AT NO ADDITIONAL COST.
6. THE CONTRACTOR'S STORAGE AREA SHALL BE AS DESIGNATED BY THE ENGINEER AND ENCLOSED PER THE ENGINEER'S DISCRETION.
7. FOR PHASES THAT DO NOT SHOW SPECIFIC SIGNAGE OR TRAFFIC CONTROL, CONTRACTOR SHALL AT A MINIMUM BARRICADE THE WORK AREA WITH CAUTION TAPE AND DELINEATORS TO THE APPROVAL OF THE ENGINEER.
8. THE CONTRACTOR SHALL PROVIDE TEMPORARY SIGNAGE DURING CONSTRUCTION AS SUBMITTED AND APPROVED BY THE ENGINEER. EXACT LOCATIONS MAY BE ALTERED BY THE ENGINEER DURING CONSTRUCTION. UNLESS OTHERWISE NOTED, TEMPORARY SIGNAGE SHALL BE METAL BASED, WITH BLACK LETTERS AND SYMBOLS ON A REFLECTIVE ORANGE BACKGROUND. COVER ALL EXISTING SIGNS THAT ARE NOT APPLICABLE FOR EACH PHASE.
9. ALL "WORK AREAS" ARE WEEKEND WORK ONLY AND SHALL BE COMPLETED BETWEEN 8PM FRIDAY AND 4AM THE FOLLOWING MONDAY. CONTRACTOR MUST FOLLOW ALL LOCAL NOISE ORDINANCES.
10. PROVIDE TEMPORARY PAVEMENT MARKINGS REQUIRED FOR EACH PHASE. BLOCK OUT UNNECESSARY MARKINGS THAT ARE NOT APPLICABLE FOR EACH PARTICULAR PHASE OR WORK AREA. REMOVE TEMPORARY MARKINGS AFTER THE COMPLETION OF WORK.
11. CONTRACTOR SHALL MAINTAIN AN UNINTERRUPTED PATHWAY TO THE STATION ENTRANCES AT ALL TIMES EXCEPT AS NOTED OTHERWISE. PATHWAY TO BE INCLUDED AND IDENTIFIED IN THE CONTRACTOR'S TRAFFIC CONTROL PLANS.
12. TEMPORARY SIGNS DURING CONSTRUCTION WITH PREFIX "W", "M" AND "R" SHALL REFER TO CAUTIONS.



UNCONTROLLED		 SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT	BART APPROVED BY:	SITE IMPROVEMENTS AT DALY CITY STATION CONSTRUCTION PHASING PLAN AND NOTES	CADD PLANING REVISIONS: <table border="1" style="font-size: 8pt;"> <tr><td>DATE</td><td>BY</td><td>DESCRIPTION</td></tr> <tr><td> </td><td> </td><td> </td></tr> </table> CONTRACT NO. 150H-220 CONTRACT SHEET NO. C001 REV. P PAGE NO. 004	DATE	BY	DESCRIPTION			
DATE	BY	DESCRIPTION									

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form



<p>UNCONTROLLED</p>				<p>ISSUED FOR BID PER BECO DA002155</p>	<p>APPROVED BY: _____</p>	<p>MANAGER: _____</p>	<p>APPROVED BY: _____</p>	<p>SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT</p>	<p>SITE IMPROVEMENTS AT DALY CITY STATION</p>	<p>TRAFFIC CONTROL PLAN, PHASE 1</p>	<p>SCALE: 1" = 30'</p>	
											<p>CONTRACT NO. 1504-220</p>	<p>REV. P</p>
<p>REV. DATE BY QAD APP. DESCRIPTION</p>	<p>DATE</p>	<p>BY</p>	<p>QAD</p>	<p>APP.</p>	<p>DESCRIPTION</p>	<p>MANAGER</p>	<p>APPROVED BY</p>	<p>SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT</p>	<p>SITE IMPROVEMENTS AT DALY CITY STATION</p>	<p>TRAFFIC CONTROL PLAN, PHASE 1</p>	<p>SCALE: 1" = 30'</p>	
											<p>CONTRACT NO. 1504-220</p>	<p>REV. P</p>
											<p>C003</p>	<p>006</p>





Memorandum

Date: January 3, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 1/9/2018 Board Meeting: Allocation of \$110,000 in Prop K Funds for One Request, with Conditions, and Appropriation of \$180,000 in Prop K Funds for One Request, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$110,000 in Prop K sales tax funds to the Bay Area Rapid Transit District for one request: <ol style="list-style-type: none"> 1. Daly City BART Station Bus & Shuttle Circulation Improvements • Appropriate \$180,000 in Prop K sales tax funds for one request: <ol style="list-style-type: none"> 2. Peer Review for Downtown Extension (DTX) Operational Studies <p>SUMMARY</p> <p>We are presenting two requests totaling \$290,000 in Prop K sales tax funds to the Board for approval. 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>	<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: <hr/>
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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. Attachment 5 includes the Allocation Request Form for each project, with more detailed information on scope, schedule, budget and funding. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

FINANCIAL IMPACT

The recommended action would allocate \$110,000 and appropriate \$180,000 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocation and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Funding the Peer Review for DTX Operational Studies requires a Prop K Strategic Plan amendment to the Downtown Extension to a Rebuilt Transbay Terminal category to program \$180,000 in unprogrammed capacity to the subject project in FY 2017/18. The amendment would

Agenda Item 5

increase financing costs in the category by 0.03% over the 30-year life of the Prop K Expenditure Plan, and result in a minor increase of \$100,622 (0.003%) in anticipated financing costs for the Prop K program as a whole over the life of the program. See Attachment 5 for details.

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.

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

No CAC meeting was held in December 2017.

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

Attachment 5 – Prop K/AA Allocation Request Forms (2)



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RESOLUTION APPROVING SAN FRANCISCO'S PROJECT PRIORITIES FOR THE LOCAL PARTNERSHIP PROGRAM (LPP) COMPETITIVE GRANT PROGRAM

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 Competitive Program to local or regional transportation agencies that sought and received voter approval of transportation sales tax, tolls, or that have imposed fees; and

WHEREAS, On October 20, 2017, the CTC released the first LPP call for projects for the Competitive Program, covering Fiscal Year (FY) 2017/18 through FY 2019/20, with applications due on January 30, 2018 and up to \$300 million available statewide; and

WHEREAS, the San Francisco County Transportation Authority (Transportation Authority) is an eligible applicant as it 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, the LPP program guidelines allow eligible applicants to identify a different



entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC; and

WHEREAS, LPP Competitive Program are available for construction only, require a dollar-for-dollar match, and in the case of jurisdictions with a population between 700,000 and 1,499,999 people such as San Francisco, has a minimum grant request of \$3 million; and

WHEREAS, the CTC will give higher priority to projects that can commence construction earlier, leverage more committed funds per program dollar, are more cost effective, demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled, and demonstrate regional and community support; and

WHEREAS, the Transportation Authority received requests to support the nomination of three projects from the Port of San Francisco (SF Port) and San Francisco Public Works (SFPW) as detailed in Attachments 1 and 2; and

WHEREAS, the Transportation Authority considered the LPP Competitive Program guidelines, and assessed each project's potential to be competitive in this funding cycle; and

WHEREAS, the Transportation Authority staff recommendation is to submit project applications to the LPP Competitive Program in the following priority order: (1) Mission Bay Ferry Landing, (2) Jefferson Street Improvements Phase II, (3) Better Market Street Segment 1; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the proposed project priority as required by the LPP Competitive Program guidelines; and be it further

RESOLVED, That as a condition of submitting project applications to the aforementioned Competitive Program, the Executive Director shall impose such terms and conditions as are necessary for SF Port and SFPW to comply with LPP guidelines including timely use of funds and reporting requirements.

Attachments (2):

1. Project Nominations for LPP Competitive Program
2. Project Information Forms

Attachment 1
San Francisco County Transportation Authority
SB 1 - Local Partnership Program (LPP), Competitive Program Project Priorities
PROJECT NOMINATIONS FOR LPP COMPETITIVE PROGRAM

Priority	Sponsor ¹	Project Description	Districts	Fiscal Year of Request	LPP Request	Total Project Cost
1	SF Port	Mission Bay Ferry Landing - Construct a ferry landing and water taxi landing to provide regional ferry service to the Mission Bay priority development area (PDA), the fastest growing neighborhood in San Francisco. The Ferry Landing will consist of multiple components: construction of a pier, gangway, and float; dredging of the proposed dredge boundary for safe navigation and approach to the Ferry Landing; and landside and utility improvements associated with the Ferry Landing.	6, 10	2018/19	\$11,000,000	\$42,670,000
2	SFPW	Jefferson Street Improvements Phase II - Construct the remaining 3 blocks of streetscape design between Powell Street and Jones Street, as envisioned in the Fisherman's Wharf Public Realm Plan. Phase I (Hyde to Jones) was completed in 2013. The project includes widened sidewalks, pedestrian lighting, bike parking, landscaping and trees, and public seating. These blocks on Jefferson Street have recently been added to the High Injury Network.	3	2018/19	\$6,500,000	\$14,318,000
3	SFPW	Better Market Street Segment 1 - The overall project will reconstruct San Francisco's premier boulevard and important regional transit corridor from Octavia Boulevard to the Embarcadero. Segment 1 will address the needs of Market Street between 6th and 8th Streets. The project includes wider and longer transit boarding islands, ADA accessible curb rams and streetcar access ramps, upgraded transit shelters, full repaving of the roadway, replacement and upgrade of traffic signals, protected cycling facility, upgrades to MUNI infrastructure, streetscape, among other improvements.	3, 5, 6	2019/20	\$40,177,500	\$90,670,000
Totals:					\$57,677,500	\$147,658,000

Notes:

¹ SFPW stands for San Francisco Public Works.

Attachment 2 Project Information Forms



**San Francisco County Transportation Authority
Project Information Form**



Local Partnership Program - Competitive Program Call for Projects	
Category:	Infrastructure
Subcategory:	Transit Facilities
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	Mission Bay Ferry Landing
Project Location:	The Mission Bay Ferry Landing will be located on San Francisco Bay, along the Port's Southern Waterfront in the Mission Bay/Central Waterfront area. The proposed Ferry Landing would be located near the intersection of Terry Francois Boulevard and 16th Street, adjacent to Agua Vista Park and nearby the planned Mission Bay Front Park. The Water Taxi will be located approximately 400 feet south of the Ferry Landing along Terry Francois Boulevard. The sites are located completely on Port of San Francisco property.
Project Supervisorial District(s):	6 & 10
Project Description:	The Port is proposing to construct the Mission Bay Ferry Landing and water taxi landing on San Francisco Bay, within the Port's Mission Bay/Central Waterfront area. The Project entails construction of a single-float, two-berth Ferry Landing to provide regional ferry service. The design of the Ferry Landing and water taxi facility will conform to the current Americans with Disabilities Act (ADA) standards for accessible design. The Ferry Landing will consist of multiple components: construction of a pier, gangway, and float; dredging of the proposed dredge boundary for safe navigation and approach to the Ferry Landing; and landside and utility improvements associated with the Ferry Landing.
Purpose and Need:	<p>The Mission Bay Ferry Landing and water taxi project will serve more than 350,000 annual weekday passengers plus 125,000 people traveling for special events. Located adjacent to the Mission Bay Priority Development Area (PDA) and within the Port of San Francisco PDA, the ferry will provide a critical link between the fastest growing neighborhood of San Francisco and the East and North bays. Ferry service will provide access to jobs, housing, and entertainment. The Mission Bay area has been experiencing major growth and development since 2000, and this growth is anticipated to continue through 2030. This epicenter of development includes the U.C. San Francisco -Mission campus; the Golden State Warriors Chase Center scheduled to open in 2019; and the growth of the surrounding neighborhoods of Mission Bay, Dogpatch, Potrero Hill and the Central Waterfront. The ferry landing would sit within a half mile of approximately 11,000 new housing units (including affordable to moderate, low, and very low-income households), seven million square feet of new office and commercial space, and 41 acres of new public open space. Multiple transit connections such as the T/Central subway, 22, and 55 bus lines are located within walking and biking distance.</p> <p>The ferry will help ensure that growth in the area is sustainable by alleviating overcrowding on San Francisco and regional transit services, reducing vehicle trips to the neighborhood and relieving stress on the Transbay Corridor. The ferry landing provides resiliency in the event of an earthquake or other unplanned event. The project will also promote Vision Zero by keeping cars off of San Francisco's streets and promoting walking, bicycling, and transit for the first or last mile of the journey, as ferry riders find themselves in a transit-rich, walkable, and bikeable neighborhood.</p>
Community Engagement/Support:	The Port has coordinated with various stakeholders during the concept planning phase of the project including: WETA, Pier 70 Dry Dock Operations, Golden Gate Bridge Highway Transportation District, UCSF, Mission Bay Development Group, and other project stakeholders. Recent presentations on the project have been made to the Bay Area Council, Central Waterfront Advisory Board, and South Beach Harbor Neighborhood Association. For previous grant applications, the Port has gathered more than ten letters of support from: elected officials (Assemblymember David Chiu and Senator Scot Weiner); businesses (including the Mission Bay Life Science Community and UCSF); and neighborhood organizations (including Bayview Residents Improving Their Environment and The South Beach, Rincon, Mission Bay Neighborhood Association).
Implementing Agency:	Port of San Francisco
Project Manager:	Jonathan Roman
Phone Number:	415-274-0619
Email:	jonathan.roman@sfpport.com
Environmental Clearance	
Type:	City of San Francisco Planning Department CEQA Initial Study/Mitigated Negative Declaration
Status:	Environmental Evaluation submitted May 2017; Initial Study/Mitigated Negative Declaration Admin Draft in process
Completion Date:	05/01/18



**San Francisco County Transportation Authority
Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Month	Year	Month	Year
Planning/Conceptual Engineering (30%)	100%	Contracted	January	2017	September	2017
Environmental Studies (PA&ED)	60%	Contracted	January	2017	November	2018
Design Engineering (PS&E)	30%	Contracted	September	2017	December	2018
R/W Activities/Acquisition						
Advertise Construction	0%	Contracted	November	2018	April	2019
Start Construction (e.g. Award Contract)	0%	Contracted	April	2019		
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)	0%				January	2021

Comments/Concerns



San Francisco County Transportation Authority
Project Information Form

Project Name: Mission Bay Ferry Landing

Project Cost Estimate	Phase	Cost	Funding Source	
			LPP Request	Other
Planning/Conceptual Engineering				
Environmental Studies and Design Engineering		\$6,970,000		\$6,970,000
R/W				
Construction		\$35,700,000	\$11,000,000	\$24,700,000
Procurement (e.g. rolling stock)				
Total Project Cost		\$42,670,000	\$11,000,000	\$31,670,000
Percent of Total			26%	74%

Project Funding By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	16/17	17/18	18/19	19/20	Total
Environmental Studies and Design Engineering	Port Harbor Fund	Allocated	16/17	\$1,500,000	\$1,970,000			\$3,470,000
Environmental Studies and Design Engineering	General Fund	Allocated	17/18		\$3,500,000			\$3,500,000
Construction	LPP Request	Planned	18/19			\$11,000,000		\$11,000,000
Construction	Regional Measure 3	Planned	18/19			\$13,700,000		\$13,700,000
Construction	Private Contributions	Planned	18/19			\$5,000,000		\$5,000,000
Construction	Developer Impact Fees	Programmed	18/19			\$6,000,000		\$6,000,000
Total By Fiscal Year				\$1,500,000	\$5,470,000	\$35,700,000	\$0	\$42,670,000

Comments/Concerns

\$6 million in developer impact fees collected by the City are committed to the Mission Bay Ferry Landing (MBFL) and will be collected over the next five years. To meet the cashflow timing needs of MBFL, the Port is actively working with the Capital Planning Program and the Mayor's Budget Office to address any issues. In addition, the City is seeking \$5 million in private contribution toward the project from UCSF and hopes for a commitment in early 2018.

The final piece of the project's funding plan is Regional Measure 3 (RM3), a proposed bridge toll increase on Bay Area bridges. The RM3 authorizing bill, SB 595, was signed by Governor Brown in the fall of 2017 and the Expenditure Plan includes a \$300 million ferry enhancement program, for which MBFL is an eligible and planned project. In January of 2018, the Bay Area Toll Authority (BATA) will finalize its decision on when RM3 goes on the ballot. All indications are that BATA will place the measure on the June 2018 ballot and that funds will flow to projects six months later. Should voters not approve the measure, the Port would work with the Capital Planning Program, the Mayor's Budget Office, and the Transportation Authority to close any remaining funding gaps. Potential funding sources could include the General Fund, future SF General Obligation bonds or other new revenue measures identified by the Transportation Task Force 2045, Prop K sales tax funds, Air District funds, other impact fees, future funding cycles of the Transit and Intercity Rail Capital Program, and other state or federal funding sources that become available.



**San Francisco County Transportation Authority
Project Information Form**

Local Partnership Program - Competitive Program Call for Projects	
Category:	Infrastructure
Subcategory:	Bicycle and Pedestrian Transportation Improvements
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	Jefferson Street Improvements, Phase II
Project Location:	Jefferson Street, between Powell Street and Jones Street
Project Supervisorial District(s):	3
Project Description:	Phase II of the Jefferson Streetscape Improvements Project completes the remaining 3 blocks of the streetscape design developed from the Fisherman's Wharf Public Realm Plan. The project includes the installation of narrowed geometrically patterned streets, widened sidewalks, pedestrian scale lights, bike parking, new landscaping, trees, and public seating.
Purpose and Need:	<p>The comprehensive Jefferson Street project envisioned in the Fisherman's Wharf Public Realm Plan (FWPRP) was broken into two phases, the first of which was completed in 2013 between Hyde and Jones. In 2014, an average of 150,412 people visited SF each day. Fisherman's Wharf (FW) is the second most visited neighborhood and Pier 39 is the top attraction. This project's impact would be wide-ranging. FW has larger blocks in comparison with city centers, which have comparable levels of pedestrian activity. Longer blocks are less pedestrian-friendly, necessitating additional investments to compensate for this inadequacy. Other challenges include the lack of a coherent pedestrian network, the lack of a cycling network, narrow and congested sidewalks, and an uninviting and poor streetscape.</p> <p>The Jefferson Street Improvement project will widen pedestrian footpaths along the entire length of Jefferson because the current sidewalk width is inadequate for the volume of pedestrians, forcing pedestrians to navigate in a crowded and cluttered landscape with narrow, congested, and uninviting sidewalks; crowding at crossings caused by long signal phases; and heavy vehicular traffic causing insecurity, noise and pollution. Jefferson Street is in the latest High Injury Network, a tool created by San Francisco Department of Public Health to prioritize investments that reduce traffic related deaths and severe injuries.</p> <p>A redesigned Jefferson plays the central role in the vision to create a walkable district, prioritizing fewer cars, widened sidewalks, and a safe two-way bicycle route along the Bay. The project will help complete a gap in the Bay Trail, a 400 mile-long recreation path that runs around the entire SF Bay. Most of the trail is off-street, but at FW, it becomes undefined and cyclists must navigate chaotic streets mixed with complex traffic: double decker tourist buses, street cars, amphibious vehicles, trucks, three wheeled scooters, horse and wagons, private cars, segways, and pedestrians.</p>
Community Engagement/Support:	Since 2006, the project has engaged a variety of community members, property owners, and business interests. The project has received enthusiastic support from San Francisco leaders, as well as the local community. The late Mayor Edwin M. Lee considered this project a priority of the city and was instrumental in funding Phase I, as well as the design process for Phase II. District 3 Supervisor Aaron Peskin has also written of his support for completing the Jefferson Street Phase II project.
Implementing Agency:	Department of Public Works
Project Manager:	David Froehlich
Phone Number:	(415) 558-4041
Email:	david.froehlich@sfdpw.org
Environmental Clearance	
Type:	CEQA
Status:	Completed
Completion Date:	09/25/12

**San Francisco County Transportation Authority
Project Information Form**



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Month	Year	Month	Year
Planning/Conceptual Engineering (30%)	100%	In-house	June	2008	April	2012
Environmental Studies (PA&ED)	100%	In-house	Jan	2012	Sept	2012
Design Engineering (PS&E)	95%	In-house	Feb	2016	June	2018
R/W Activities/Acquisition	100%	In-house	Jan	2012	Sept	2012
Advertise Construction	0%	In-house	July	2018	Dec	2018
Start Construction (e.g. Award Contract)	0%	Contracted	Jan	2019	Jan	2020
Start Procurement (e.g. rolling stock)	0%	Contracted	Jan	2019	Jan	2020
Project Completion (i.e. Open for Use)	0%		Jan	2020		

Comments/Concerns



**San Francisco County Transportation Authority
Project Information Form**

Project Name: Jefferson Street Improvements, Phase II

Project Cost Estimate	Phase	Cost	Funding Source	
			LPP Request	Other
	Environmental Studies (PA&EID)	\$83,000		\$83,000
	Design Engineering (PS&E)	\$1,235,000		\$1,235,000
	R/W	\$0		
	Construction	\$13,000,000	\$6,500,000	\$6,500,000
	Procurement (e.g. rolling stock)	\$0		
Total Project Cost		\$14,318,000	\$6,500,000	\$7,818,000
Percent of Total			45%	55%

Project Funding By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Prior	17/18	18/19	19/20	Total
Environmental Studies (PA&EID)	General Fund	Allocated	Prior	\$83,000				\$83,000
Design Engineering (PS&E)	General Fund	Allocated	Prior	\$979,429	\$255,571			\$1,235,000
Construction	General Fund	Programmed	Prior			\$382,000		\$382,000
Construction	LPP Request	Planned	18/19			\$6,500,000		\$6,500,000
Construction	General Fund	Planned	18/19			\$6,118,000		\$6,118,000
								\$0
								\$0
Total By Fiscal Year				\$1,062,429	\$255,571	\$13,000,000	\$0	\$14,318,000

Comments/Concerns

San Francisco Public Works will make a General Fund budget request for Fiscal Year 2018/19 to secure the required funding match for the construction phase of the project. Public Works will also pursue Prop K funds from the bicycle and pedestrian safety categories.

**San Francisco County Transportation Authority
Project Information Form**



Local Partnership Program - Competitive Program Call for Projects	
Category:	Infrastructure
Subcategory:	Transit, Bike, and Pedestrian Improvements
Fiscal Year of Allocation:	2019/20
Project Information	
Project Name:	Better Market Street Segment 1
Project Location:	Market Street between Steuart and Octavia
Project Supervisorial District(s):	3,5,6
Project Description:	Better Market Street will completely reconstruct San Francisco's premier boulevard and important regional transit corridor from Octavia Boulevard to the Embarcadero. Phase 1, subject of this request, will address the needs of Market Street between 6th and 8th Streets. The project prioritizes transit, provides safe pedestrian access for people of all ages and abilities, builds safe bicycle facilities and quality public spaces and streetscapes.
Purpose and Need:	<p>The project will address the following needs on Market Street:</p> <ol style="list-style-type: none"> 1. Build transit's core capacity along Market Street in order to accommodate growth from new housing developments, transit service, and transit connections. 2. Accommodate growing bicycle traffic, increase safety, and decrease conflicts of bicyclists with transit and pedestrians. 3. Revitalize Market Street as the City's premier pedestrian boulevard through streetscape and safety improvements <p>Phase 1 of the project will address these needs on Market Street between 6th and 8th Streets, with the following scopes:</p> <p>Core Capacity Improvements including: • Wider and longer transit boarding islands for more customer and bus capacity • Consolidated and relocated stops to improve transit efficiency • New center boarding islands located only at Civic Center BART/Muni Metro Station to allow the F and 9/9R to improve performance along the corridor • Relocated curbside boarding islands that provide more regularly-spaced local service along the corridor (mid-block between 8th and 7th streets & near 6th Street) • ADA accessible curb ramps and streetcar access ramps ("mini-highs") at all F-line (historic streetcar) stops • Upgraded transit shelters • Red Muni-only lanes in the two center lanes • New F-Line track loop at McAllister and Charles J Brenham to allow additional streetcar service between Powell and Fisherman's Wharf • Full repaving of roadway including base repair • New concrete bus pads at bus stop locations • Replacement and upgrade of traffic signals including provision of larger, more visible signal heads and bicycle signals where needed • Transit signal priority • New CCTV cameras at intersections and center boarding islands • Private vehicular restrictions to speed bus service and reduce conflicts with Muni (Figures 8 and 9: Proposed Vehicle Restrictions) • Protected cycling facility along length of the corridor to attract bicyclists of all ages • New striping to clearly define bicycle circulation including jug-handles and intersection markings • Clearly marked pedestrian crossings • Traction power upgrades to provide power for increased transit service on surface routes and in the Muni Metro • New Overhead Contact System (OCS) installation to support changed geometries and increased service</p> <p>Streetscape Enhancements include: • Simplifying north side intersections to make it easier and safer to cross by eliminating two-stage crossings • Shortening crossing distances • Changing cross streets to right angles • Extending sidewalks to shorten crossings (e.g. bulb outs) • Realigning and reconstructing crosswalks • Adding new curb ramps at all intersection crossings and on transit islands • Installing Audible Pedestrian Signals and Pedestrian Countdown Signals throughout • Ensuring minimum 15' wide pedestrian through-way everywhere and generous sidewalk widths that prioritize human-scale movement • Replacing sidewalk bricks to improve accessibility, providing all users with improved traction and narrower joints that meet current ADA standards • Modernizing wayfinding systems (bicycle and pedestrian) • Planting new and replacement trees with improved subsurface conditions to improve overall health of the urban forest on Market Street • Installing streetscape improvements and furnishings • Adding Public Art</p> <p>State of Good Repair include: • Replace streetcar tracks • Replace OCS poles and wires • Replace the sewer on the street and abandon century old existing brick sewer • Replace aging water distribution infrastructure • Replace conduit and wiring for streetlight service • Add SFPUC Power Enterprises conduit for future electric distribution • Add conduit for high-speed internet connectivity</p>



**San Francisco County Transportation Authority
Project Information Form**

Community Engagement/Support:	The Better Market Street project has clear and diverse support from community members, merchant groups, and key businesses who look forward to the improvements that the project will bring. Advocacy organizations representing multiple transportation modes, including walking, bicycling, and public transportation, have participated in our planning process and are on board. Contractor associations support the project and the jobs it will bring to the City. The project has incorporated input, ideas, and support from local Community Benefit Districts and Business Improvement Districts. Environmental and arts organizations recognize their role in improving San Francisco's premier corridor and are backing the project. Workforce development and affordable housing organizations also support the plan and understand how improving Market Street will benefit San Francisco's less fortunate populations. In an often divided City, the one thing many people agree on is the need for a Better Market Street.
Implementing Agency:	Department of Public Works
Project Manager:	Simon Bertrang
Phone Number:	526-558-4045
Email:	simon.bertrang@sfdpw.org
Environmental Clearance	
Type:	CEQA: EIR NEPA: EA
Status:	Ongoing
Completion Date:	04/01/19

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Month	Year	Month	Year
Planning/Conceptual Engineering (30%)	25%	In-house	Oct	2018	April	2019
Environmental Studies (PA&ED)	25%	Both	Jan	2015	April	2019
Design Engineering (PS&E)	10%	In-house	April	2019	Dec	2019
R/W Activities/Acquisition	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	In-house	Jan	2020		
Start Construction (e.g. Award Contract)	0%	Contracted	June	2020		
Start Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A	N/A	N/A
Project Completion (i.e. Open for Use)	0%	N/A			June	2022

Comments/Concerns

Any delay to the environmental phase schedule would require the project to be designed at-risk (i.e. in advance of obtaining environmental clearance) to meet the LPP timely use of funds requirements for the start of construction. Environmental clearance is underway for the entire Better Market Street project.
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San Francisco County Transportation Authority
Project Information Form

Project Name: Better Market Street Segment 1

Project Cost Estimate	Phase	Cost	Funding Source	
			LPP Request	Other
	Planning/Conceptual Engineering	\$2,296,000		\$2,296,000
	Environmental Studies (PA&ED)	\$1,705,000		\$1,705,000
	Design Engineering (PS&E)	\$6,314,000		\$6,314,000
	R/W	\$0		
	Construction	\$80,355,000	\$40,177,500	\$40,177,500
	Procurement (e.g. rolling stock)	\$0		
Total Project Cost		\$90,670,000	\$40,177,500	\$50,492,500
Percent of Total			44%	56%

Project Funding By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Prior	17/18	18/19	19/20	20/21	Total
Planning/Conceptual Engineering	General Fund	Allocated	Prior			\$2,296,000			\$2,296,000
Environmental Studies (PA&ED)	General Fund	Allocated	Prior	\$1,180,385	\$393,462	\$131,154			\$1,705,000
Design Engineering (PS&E)	Prop A GO Bond	Allocated	Prior			\$2,104,667	\$4,209,333		\$6,314,000
Construction	LPP Request	Planned	19/20				\$40,177,500		\$40,177,500
Construction	Prop A GO Bond	Programmed	19/20				\$40,177,500		\$40,177,500
									\$0
									\$0
									\$0
Total By Fiscal Year					\$393,462	\$4,531,821	\$84,564,333		\$90,670,000

Comments/Concerns



Memorandum

Date: January 3, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 01/09/18 Board Meeting: Approve San Francisco’s Project Priorities for the Local Partnership Program (LPP) Competitive Grant Program

RECOMMENDATION Information Action

- Approve San Francisco’s Project Priorities for Senate Bill 1 (SB1) Local Partnership Program (LPP) Competitive Grant Program:
 1. Mission Bay Ferry Landing (Port of San Francisco (SF Port))
 2. Jefferson Street Improvements Phase II (San Francisco Public Works (SFPW))
 3. Better Market Street Segment 1 (SFPW)
- Authorize the Executive Director to enter into agreements designating SF Port and SFPW as the implementing agencies for the aforementioned projects in compliance with LPP guidelines.

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

SUMMARY

The Transportation Authority is an eligible applicant for the LPP Competitive Grant Program. The current call for projects will program up to \$300 million statewide in Fiscal Years (FYs) 2017/18 - 2019/20 with applications due to the California Transportation Commission (CTC) on January 30, 2018. LPP guidelines allow eligible applicants to identify a different entity as the implementing agency. Eligible applicants must establish project priorities if submitting multiple applications. The Transportation Authority received three project nomination requests from SF Port and SFPW. After considering LPP guidelines and assessing each project’s potential to be competitive in this funding cycle, we recommend submitting project applications for the amounts shown in the priority order shown below. A minimum 1:1 match is required and only the construction phase is eligible for funding. The minimum grant size is \$3 million.

1. Mission Bay Ferry Landing (SF Port) - \$11 million
2. Jefferson Street Improvements Phase II (SFPW) - \$6.5 million
3. Better Market Street Segment 1 (SFPW) - \$40.18 million

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, and the State Transportation Improvement 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 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 through a Formulaic Program and 50% through a Competitive Program. Last month, the Transportation Authority programmed San Francisco's share of LPP Formulaic Program funds to two SFPW street resurfacing projects. The first LPP call for projects for the Competitive Program is currently underway.

The LPP Competitive Program guidelines establish that project nominations will be considered in two groups: one for project nominations from jurisdictions with voter-approved taxes or fees, and the other for project nominations from jurisdictions with self-imposed fees. As administrator of the Prop K transportation sales tax and the Prop AA vehicle registration fee, the Transportation Authority is an eligible applicant for the voter-approved portion of the Competitive Program, while the City and County of San Francisco is an eligible applicant for the self-imposed fees portion through the Transportation Sustainability Fee.

LPP Competitive Program Highlights.

The LPP Competitive Program has broad project eligibility criteria, including projects that improve the state highway system, improve transit facilities or expand transit services, improve local roads, or improve bicycle and pedestrian safety, among others. According to the LPP guidelines, Competitive Program funds are available for construction only and require a dollar-for-dollar match. In the case of jurisdictions with a population between 700,000 and 1,499,999 people such as San Francisco, there is a minimum grant request of \$3 million, meaning a minimum \$6 million construction phase.

According to the LPP guidelines, the CTC will give higher priority to projects that can commence construction earlier, leverage more committed funds per program dollar, are more cost-effective, demonstrate quantifiable air quality improvements including a significant reduction in vehicle-miles traveled (VMT), and demonstrate regional and community support. Projects must have fully committed funding by July 1 of the year of LPP programming or funds will be lost to the project and returned to the CTC.

Project Nominations.

In October, we distributed information about the LPP Competitive Program call for projects to city departments, regional transit operators and other project sponsors through the Transportation Authority's Technical Working Group. We received requests to support the nomination of the following three projects for the LPP Competitive Program.

- SF Port submitted one nomination request: \$11 million in LPP funds for the Mission Bay Ferry Landing project to fund the construction of a two-berth ferry landing and a water taxi landing in Mission Bay, providing regional ferry service to a rapidly growing part of the city.
- SFPW submitted two nomination requests: \$40.18 million in LPP funds for Better Market Street Segment 1 to fund transit, bicycle and pedestrian improvements on Market Street, between 6th and 8th Street; and \$6.5 million in LPP funds for Jefferson Street Improvements Phase II for the construction of the remaining 3 blocks of the streetscape design for Fisherman's Wharf, between Powell Street and Jones Street.

Agenda Item 6

Project information is summarized in Attachment 1 with more detail provided in the Project Information Forms included in Attachment 2.

Recommended LPP Competitive Program Priorities.

After considering LPP guidelines and assessing project status and potential to be competitive in the call for projects, we recommend submitting San Francisco's project nominations in the following priority order. We have listed some of the key project information upon which our rationale for priority order is based.

1. Mission Bay Ferry Landing (\$11 million in FY 2018/19):
 - Design close to 65% complete, with environmental clearance expected in May 2018. Project schedule has construction starting in spring 2019, subject to funding availability.
 - Provides regional ferry services to and from Mission Bay, expected to serve over 350,000 annual weekday passengers and 125,000 passengers for special events. Project would reduce vehicle trips and greenhouse gas emissions, and relieve stress on the Transbay corridor.
 - Funding plan overmatches the LPP funds with developer fees (\$6 million), private contributions (\$5 million being pursued from UCSF), and other sources including Regional Measure 3 (\$13 million). To be competitive and meet LPP requirements, SF Port needs to secure full funding by July 1, 2018.

2. Jefferson Street Improvements Phase II (\$6.5 million in FY 2018/19):
 - Design is at 95%, environmental clearance has been obtained, project is ready to advertise for construction as soon as July 2018, subject to funding availability.
 - Improves bicycle and pedestrian safety for a 3-block segment on the High Injury Network, in the second most visited neighborhood of San Francisco. However, it's difficult to quantify air quality or VMT reduction benefits that would result from the project.
 - Funding plan depends on SFPW securing \$6.1 million in local match funds, likely from the General Fund, in FY 2018/19.

3. Better Market Street Segment 1 (\$40.18 million in FY 2019/20):
 - Design is at 10%, with state and federal environmental clearance for the overall project expected to be completed by mid-2019. Any delays in obtaining environmental clearance could put the LPP funds at risk if SFPW is unable to meet the LPP timely use of fund requirements, and might require City departments (i.e. SFPW and SFMTA) to design the project at-risk (i.e. before obtaining environmental clearance).
 - Transit, pedestrian, and bicycle corridor of regional importance, serving San Francisco residents, workers, and visitors. Project is a key component of the Bay Area Core Capacity Transit Study.
 - Segment 1 has \$40.18 million in Prop A General Obligation Bond funds secured to match the LPP request and fully fund the construction phase.

We've consulted with the Mayor's Office on the proposed recommendation. Given that the City and the Transportation Authority can submit projects for consideration under different "groups" within the Competitive Program (one for project nominations from jurisdictions with voter-approved taxes or fees, and the other for project nominations from jurisdictions with self-imposed fees), we've agreed on a strategy where the Transportation Authority would submit the three projects in the above noted order for the *voter approved funding* "group", and the City will submit Jefferson, Mission

Agenda Item 6

Bay Ferry Landing, and Better Market Street (in that order) for the *self-imposed fees* “group”. The intent is to maximize the funding awarded to San Francisco by tapping all available “groups”.

Next Steps.

Following Board approval of the project priorities for the LPP Competitive Program, we will submit project nominations to CTC jointly with SF Port and SFPW before the January 30 deadline. The CTC is scheduled to release staff recommendations on April 25, 2018 and adopt the Program of Projects at its May 16, 2018 meeting.

We believe that the strong emphasis on “shovel ready” projects for this new competitive grant program covering FYs 2017/18 - 2019/20 following so closely on the heels of several other SB 1 funding cycles (e.g. LPP – Formula funds, Transit and Intercity Rail Capital Program, Active Transportation Program, SB 1 street resurfacing formula funds) is why we received so few project nominations – rather than a lack of demand. We are already initiating conversations with San Francisco project sponsors and Board members to identify projects for future LPP Competitive Program funding cycles along with the required matching funds to ensure that we have a strong pipeline of competitive projects. This project pipeline development will be one of many considerations that go into the upcoming Prop K 5-Year Prioritization Program updates, a process that will commence later this calendar year.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority’s adopted FY 2017/18 budget associated with the recommended action.

CAC POSITION

No CAC meeting was held in December 2017.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Nominations for LPP Competitive Program

Attachment 2 –Project Information Forms

RESOLUTION ADOPTING THE BALBOA AREA TRANSPORTATION DEMAND MANAGEMENT FRAMEWORK [NTIP PLANNING] FINAL REPORT

WHEREAS, The Balboa Area Transportation Demand Management Framework (Framework) was recommended by Commissioner Yee for \$100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, The study area was defined to include three subareas: 1) City College of San Francisco Ocean Campus; 2) the 17-acre Balboa Reservoir site; and 3) portions of the Westwood Park, Ingleside, and Sunnyside neighborhoods; and

WHEREAS, the Framework was initiated with the aim of engaging the Balboa Area community to develop a set of neighborhood-based transportation demand management (TDM) strategies to address community-identified barriers to travel in the area, including traffic congestion, walkability issues, personal security concerns, bikeway gaps, parking availability, transit cost, and Muni service; and

WHEREAS, The planning effort was led by the San Francisco Planning Department (SF Planning) in partnership with Commissioner Yee's office and coordinated closely with the San Francisco Municipal Transportation Agency (SFMTA) and City College; and

WHEREAS, The Framework recommendations were informed by technical analysis, neighborhood travel behavior surveys, and feedback from the Balboa Reservoir Community Advisory Committee, the Balboa Park Station Community Advisory Committee neighborhood associations, and the public; and

WHEREAS, The proposed TDM Framework presents a menu of recommended strategies to reduce vehicle-miles traveled (VMT), auto trips, traffic congestion, and transportation costs, including strategies related to land use, parking, bicycling, mobility management, transit, and infrastructure



improvements; and

WHEREAS, Once approved, the Framework will serve to advise transportation decision-making in the Balboa Area, in particular for City College and around future development at the Balboa Reservoir site; and

WHEREAS, At its May 24, 2017 meeting, the Citizens Advisory Committee was briefed on the Framework's Final Report and unanimously adopted a motion of support for its adoption; and

WHEREAS, Based on public input received, after the Citizens Advisory Committee meeting Commissioner Yee requested that SF Planning conduct additional outreach to address outstanding concerns expressed by members of the public, and the resulting feedback was incorporated into the enclosed final report; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Balboa Area TDM Framework [NTIP Planning] Final Report; and be it further

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

Enclosure:

1. Balboa Area TDM Framework [NTIP Planning] Final Report



Memorandum

Date: January 3, 2018
To: Transportation Authority Board
From: Amber Crabbe – Assistant Deputy Director for Policy and Programming
Subject: 1/9/18 Board Meeting: Adoption of the Balboa Area Transportation Demand Management Framework [NTIP Planning] Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Balboa Area Transportation Demand Management (TDM) Framework [NTIP Planning] Final Report.</p> <p>SUMMARY</p> <p>The Balboa Area TDM Framework project was recommended by Commissioner Yee for \$100,000 in Prop K sales tax funds from the Neighborhood Transportation Improvement Program (NTIP) to engage the community in developing physical and operational measures to encourage sustainable travel choices and reduce vehicle-miles traveled, auto trips and traffic congestion in the Balboa Area. The project’s draft final report, prepared by the San Francisco Planning Department (SF Planning), is included as an enclosure in this packet with a cover memo from Commissioner Yee that outlines the study’s context, lessons learned, and next steps.</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"/> Procurement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

The Balboa Area TDM Framework project was led by SF Planning with the aim of engaging the community to develop a set of neighborhood-based transportation demand-management strategies in the Balboa Area. Attachment 1 shows the study area, which includes three subareas of focus: 1) City College of San Francisco Ocean Campus; 2) the 17-acre Balboa Reservoir site that is currently being developed through the City’s Public Lands for Housing program; and 3) portions of the Westwood Park, Ingleside, and Sunnyside neighborhoods.

Steady investment has been improving transit, walking, and biking around the Balboa Park BART station. However, the community has identified a number of barriers to travel in the area, including traffic congestion, walkability issues, personal security concerns, bikeway gaps, parking availability,

transit cost, and Muni service. At the same time, the study area is anticipating increases in City College enrollment due to the new Free City College program and the City is slated to build 1,100 mixed-income housing units on the Balboa Reservoir site, resulting in increased demand and parking loss for City College. Given limited roadway right-of-way, transit infrastructure, and financial resources, there is a need to better manage travel demand.

The proposed Balboa Area TDM Framework presents potential strategies to reduce vehicle-miles traveled (VMT), auto trips, traffic congestion, and transportation costs (both financial costs and level of effort required). The project and its recommendations were informed by technical analysis, neighborhood travel behavior surveys, and feedback from the Balboa Reservoir Community Advisory Committee, the Balboa Park Station Community Advisory Committee, neighborhood associations, and the public.

Recommendations.

The Framework recommends considering a broad menu of physical and operational TDM strategies in the study area:

- Land use: build new affordable housing with on-site child care facilities.
- Parking: “right size” the parking at City College and new Balboa Reservoir site; implement parking pricing strategies; dedicate parking spaces for shared vehicles; expand Residential Parking Permit zone.
- Bicycling: provide secure bike parking with repair shop; provide bike sharing.
- Mobility management: employ a dedicated mobility management staff; implement a ride matching program; implement a car sharing program.
- Transit: provide real time transit information; implement a mandatory transit pass programs for students and new residents.
- Infrastructure improvements: plan and construct Ocean and Geneva Avenue corridor pedestrian and bicycle safety improvements; close gaps in the bicycle network; retime signals.

The report includes an indication of each strategy’s cost and potential impact. Rather than prescribing which measures to pursue, it is meant to serve as a resource for the community, the City, City College, and the Balboa Park Reservoir developer and to help frame current and future efforts to encourage sustainable travel choices. While the recommended TDM strategies can be implemented independently of one another, employing them concurrently could improve their effectiveness and increase community benefits.

Additional Community Engagement.

The public process that went into developing the Framework was more complex than initially anticipated, with multiple rounds of community feedback. After the Transportation Authority Citizens Advisory Committee was briefed on the draft final report on May 24, 2017, Commissioner Yee requested that SF Planning conduct additional outreach to address concerns raised by members of the public, primarily about parking loss, safety, transit service, and data collection. Commissioner Yee’s cover letter that accompanies the draft final report outlines these concerns, as well as lessons learned through developing the Framework.

Agenda Item 7

The most significant community concerns related to parking, specifically:

- Whether the timing of the parking needs assessment conducted for the Framework resulted in an accurate estimate for City College.
- Concerns about the impact of increased demand for parking due to the new Free City College program paired with the removal of current City College parking once the Balboa Reservoir site is developed.
- How to ensure neighborhood parking isn't exacerbated due to increased vehicle travel to those major trip generators.
- How to ensure working students can maintain affordable access to campus, recognizing some of them will need to drive regardless of the TDM measures in place.

The feedback received from outreach and community review of the Framework is summarized in the "Community Concerns, Barriers, and Opportunities" section of the enclosed draft final report. SF Planning staff presented the revised draft final report to the Balboa Park Station Area Community Advisory Committee in November, 2017 and has had several follow up discussions with members of the Balboa Reservoir Community Advisory Committee and the broader community.

Next Steps.

Once approved, the report will serve to advise transportation decision-making in the Balboa area. Of particular importance is its role as a resource for the new Balboa Reservoir development, where the City and community members are currently working with the selected developer to ensure sufficient mitigation measures and transportation improvements that will maintain access to City College and limit traffic impacts on the surrounding neighborhood.

While the process of preparing the report led to a greater understanding of community concerns, the Framework should be considered as a platform for future work. A more detailed, implementable TDM plan will require further public engagement, technical analysis, and study of potential strategies. To continue current momentum, the report recommends a Balboa Area Working Group comprised of representatives from City departments, City College, and the developer/property manager of the Balboa Reservoir site to further explore opportunities to coordinate TDM measures and other capital improvements.

FINANCIAL IMPACT

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

CAC POSITION

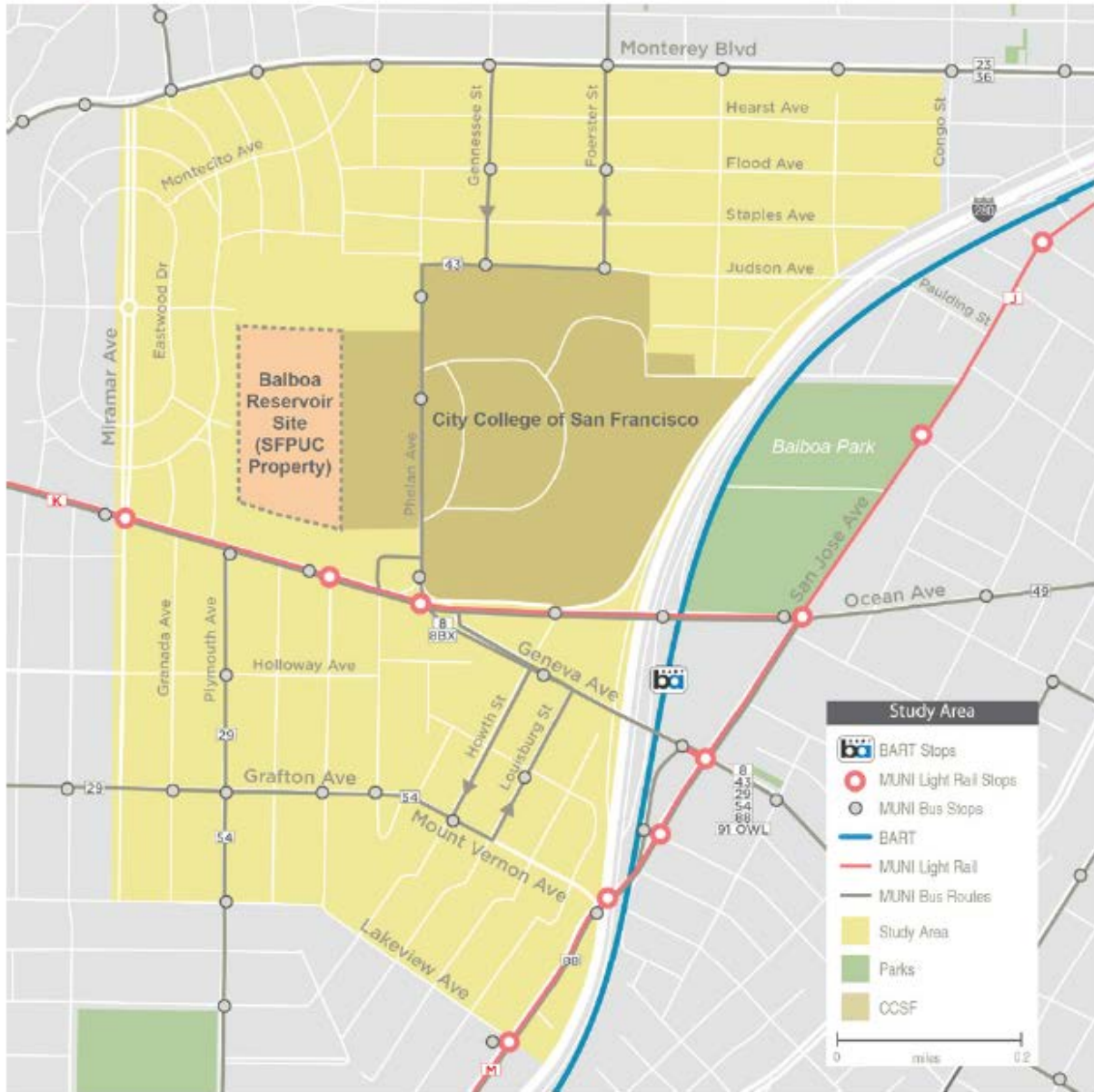
The CAC was briefed on an earlier draft of this item at its May 24, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Framework Study Area
Enclosure 1 – Draft Final Report

Attachment 1.

Balboa Area Transportation Demand Management (TDM) Framework Study Area





Memorandum

Date: January 3, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 01/09/18 Board Meeting: Caltrain Cal Mod Program Update

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>As required by the Funding Partners Oversight Protocol for Caltrain’s Cal Mod Program, the Director of Caltrain will present at the Board of Supervisors twice a year on the Cal Mod Program and answer questions regarding the status of the program. Chair Peskin has requested that the first of these required updates take place at the January 9, 2018 Transportation Authority Board meeting. The Cal Mod Program includes Caltrain electrification, procurement of vehicles (Electric Multiple Units or EMUs) and the Communications Based Signal System Positive Train Control (CBOSS PTC). This memo is intended as a staff supplement to the presentation to be given by Caltrain.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" 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

The paragraphs below provide a brief status update on the CBOSS PTC and the Peninsula Corridor Electrification Project (PCEP), which is comprised of corridor electrification and vehicle procurement as part of the Cal Mod program.

CBOSS PTC: Caltrain issued a Design-Build contract to Parsons Transportation Group (PTG) in October 2011 with a project budget of \$239,880,000. On February 22, 2017, after long and thoughtful consideration, Caltrain terminated its design-build contract with PTG for CBOSS due to non-performance. The project was restarted in May 2017 with the award of a short-term contract to Alstom (a subcontractor under the PTG contract) to keep the project moving until a long-term contract is procured to complete the work. On July 6, 2017 Caltrain awarded another contract to ARINC, another subcontractor under the original contract, to perform an evaluation of the status of the project to guide the development of the scope of work for the Systems Integration contract. Caltrain is continuing discussions with legal counsel and multiple vendors, and is evaluating options for moving forward.

As of November 30, 2017, expenditures and accruals reached \$200,791,879 on the project, with work estimated at 83.7% complete. Wayside systems and on-board systems installation are complete, together with the Backup Central Control Facility (BCCF), which was put into service in June 2016. Work has resumed on the onboard software development and testing, both in the lab and on test

Agenda Item 8

trains. Revenue Service Demonstration, originally scheduled for October 2016, is currently anticipated for December 2018. Once a new Systems Integration contractor is in place, Caltrain will reassess the schedule and budget. The contract issued to PTG in October 2011 had a \$159,761,261 budget, of which \$116,748,741 has been paid through November 30.

PCEP: As of November 30, 2017, the PCEP has spent \$373,409,596 against a \$1.98 billion budget. In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure (BBI) in the amount of \$697 million. The contract was issued with a \$108 million limited Notice to Proceed (NTP), pending execution of the FTA Full Funding Grant Agreement (FFGA), which was delayed by three-and-a-half months. Having received the FFGA on May 23, 2017, Caltrain issued full NTP on June 19, 2017. A groundbreaking ceremony was held on July 21, 2017. Construction of the Overhead Contact System (OCS) started in March 2017 and work is progressing on tree pruning, utility relocations, potholing, and pole foundations. Meanwhile The PCEP team continues to work with BBI on finalizing the OCS design. BBI has completed the inspection of existing signal cables to determine compatibility with the future electrified railroads. Coordination with PG&E for infrastructure improvements and TPS interconnects continues.

On September 6, 2016 Caltrain gave a limited NTP to Stadler Rail for the \$551 million EMU contract to design and fabricate 96 electric vehicles. After receipt of the FFGA, Caltrain issued the full NTP on June 1, 2017. In accordance with the Buy America provisions of the FTA funding, the vehicles will be manufactured in Salt Lake City. The vendor has submitted various early deliverables to Caltrain, including the Master Program Schedule, Contracts Deliverable List, and System Safety, Quality Assurance Plans and Conceptual Design. The PCEP team continues to address system-wide interface issues involving the emerging EMU design and the existing wayside infrastructure with the PCEP and CBOSS Projects. EMU design coordination discussions continue with representatives from Caltrain Operations and Maintenance, Caltrain Outreach, the Federal Railroad Administration (FRA), FTA Safety and Quality Assurance personnel, Electrification contractor, and Program Scheduling. Fabrication of the car bodies is underway and arrival of first vehicle is anticipated in July 2019.

Both contractors have completed their evaluation of the impact on cost and schedule resulting from the delay in issuing the FFGA, which Caltrain is currently evaluating. Including Caltrain staff and consultant costs, the delay was initially estimated to cost approximately \$16 million. It now appears that the cost will be somewhat lower. Revenue Service Demonstration is now scheduled for April 2022, a four-month delay from the original December 2021 baseline, reflecting the delay in obtaining the FFGA. Although this date includes a four-month schedule contingency based on the project team's risk analysis, the FTA is recommending an additional four-month contingency, which would push the Revenue Service Demonstration date to August 2022.

FINANCIAL IMPACT

None. This is an information item.

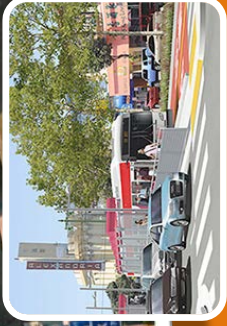
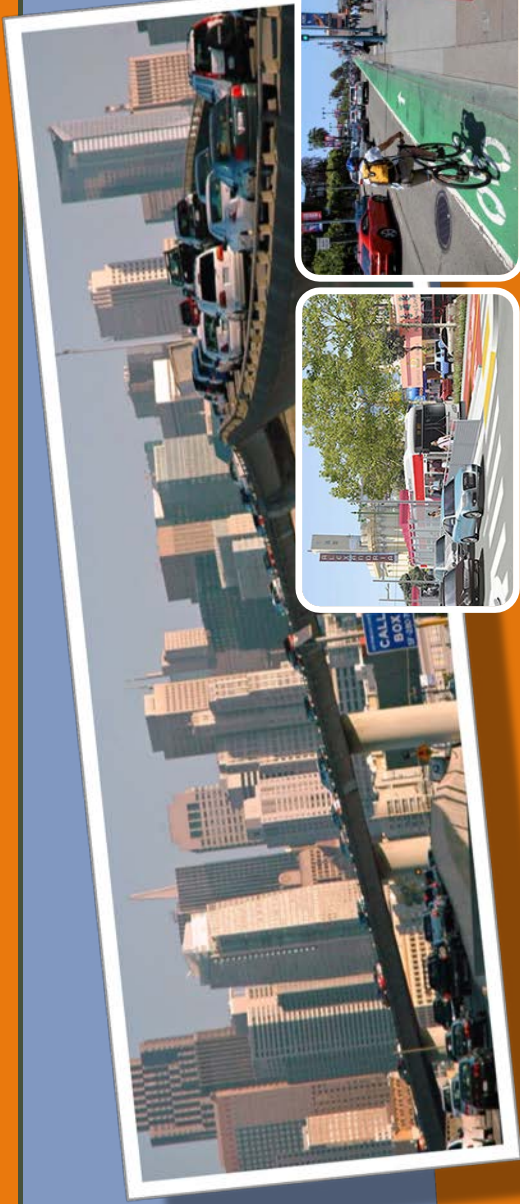
CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

None.

San Franciscans' Support for Increased Transportation Funding



*Key Findings from a Citywide Voter Survey Conducted December 1-7, 2017
Commissioned by the San Francisco County Transportation Authority*

Fairbank, Maslin, Maulin, Metz & Associates – FM3

PUBLIC OPINION RESEARCH & STRATEGY

Survey Methodology

- 1,013 online and telephone interviews with registered voters likely to cast ballots in November 2018 in San Francisco
- Interviews conducted December 1-7, 2017
- Interviews in English, Spanish, and Chinese and on landlines and cell phones
- Margin of sampling error of $\pm 3.1\%$ at the 95% confidence level
- Some percentages may not sum to 100% due to rounding
- Selected comparisons to a similar 2015 survey for the SFCTA



NOTE

- » This survey was designed to assess community priorities for transportation funding, and to gauge the relative appeal of four distinct funding mechanisms.
- » It was not designed to make a final determination of a funding measure's viability, and firm conclusions about viability cannot be derived from the data.
- » Subsequent research should gauge support for the policy details of a more specific plan, as well as the impact of a range of pro and con arguments, before conclusions are drawn about viability.

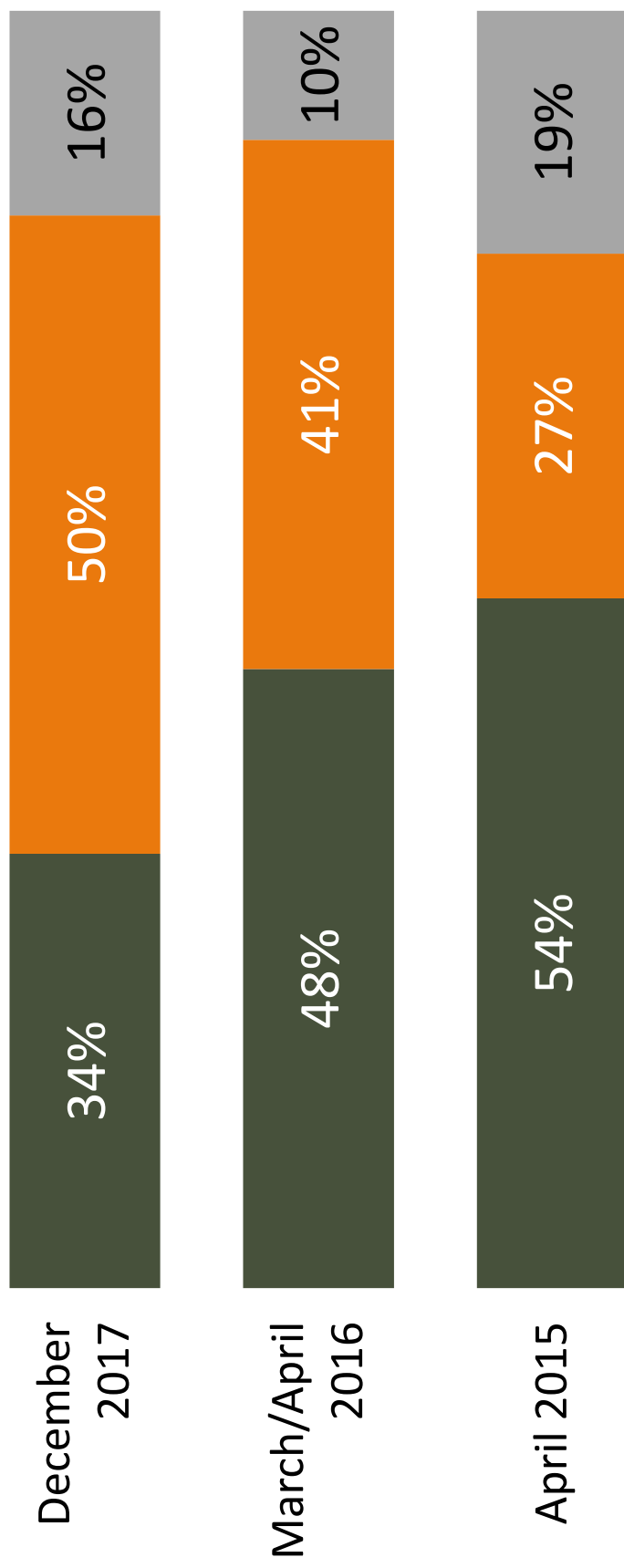


Issue Context

Voters are increasingly concerned about the direction of the City.

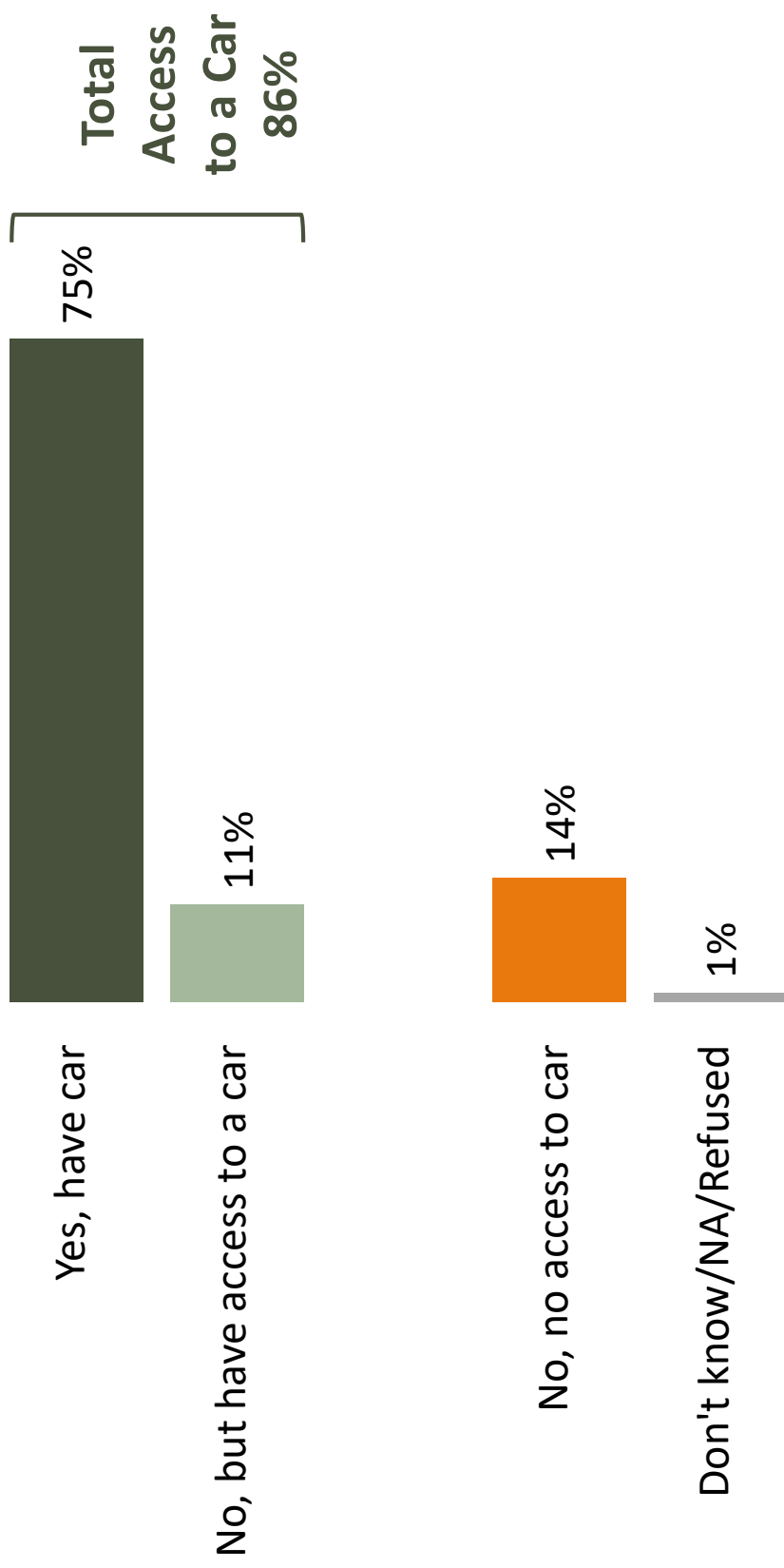
Do you think things in San Francisco are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?

■ Right Direction ■ Wrong Track ■ Don't Know/NA



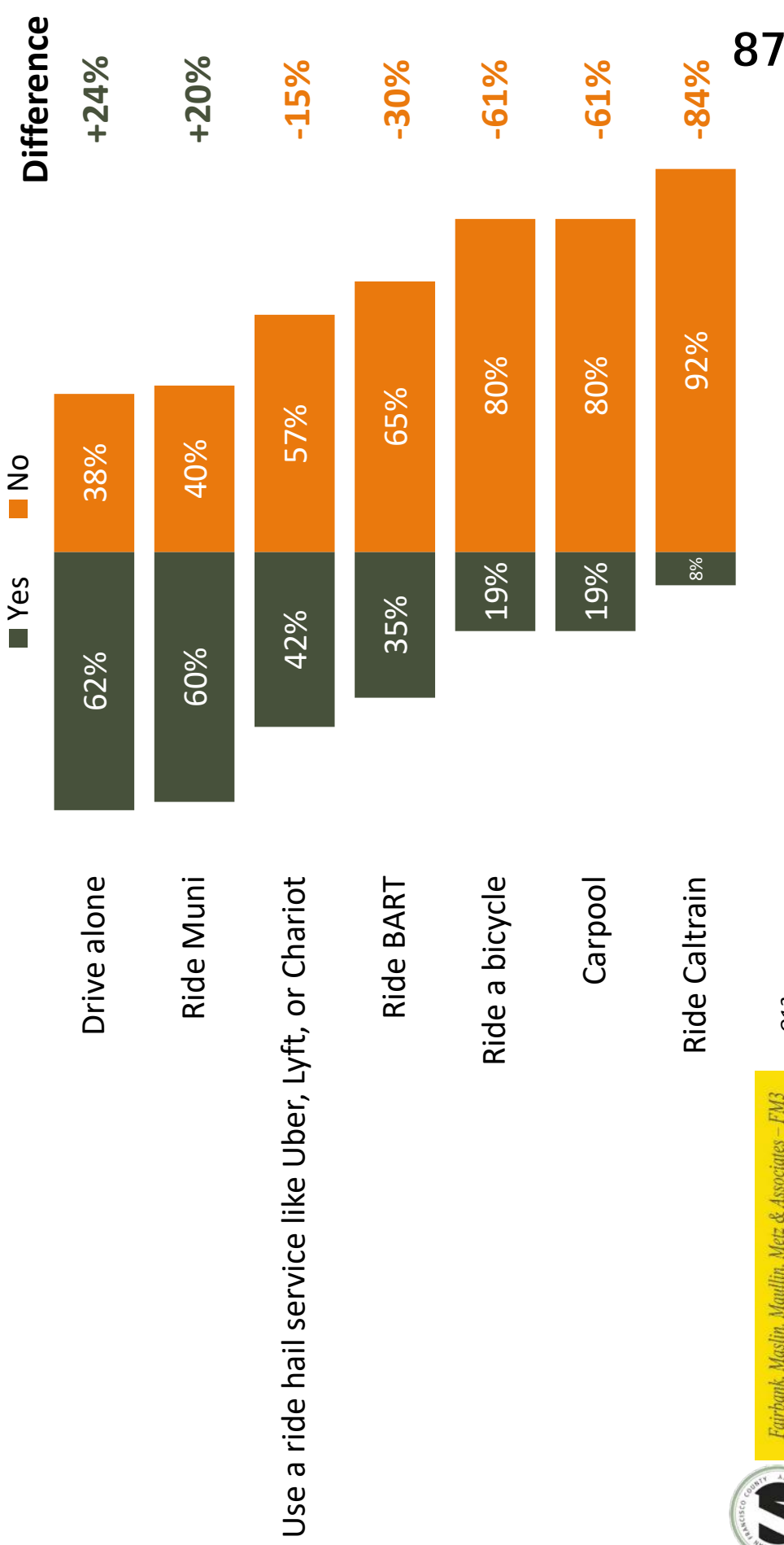
Nearly nine in ten likely voters either own a car or have access to one.

Do you own a car?



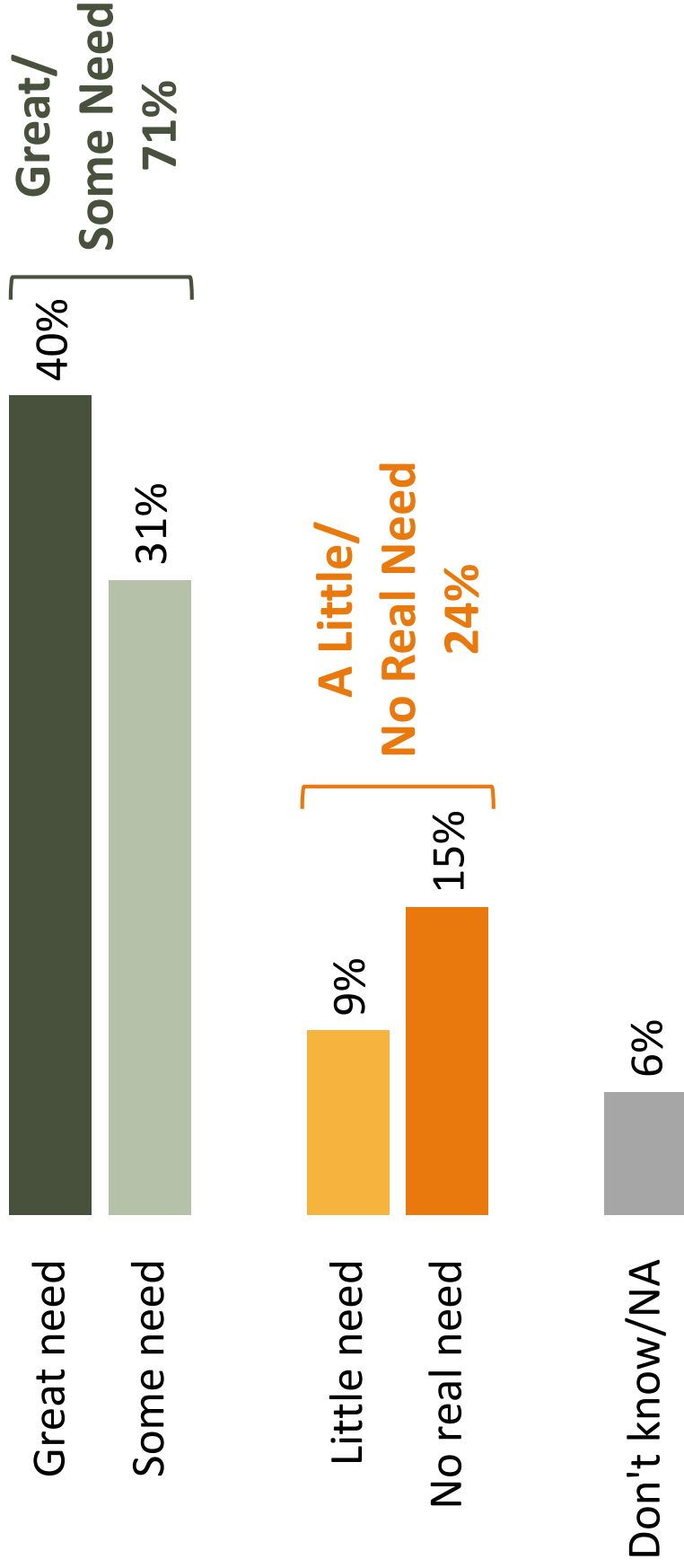
Most San Francisco voters either drive and/or ride Muni multiple times a week.

Do you regularly, that is at least 2 or 3 times per week, use any of the following modes of transportation? By that I mean for any purpose, including commuting to school or work, running errands, or recreation.



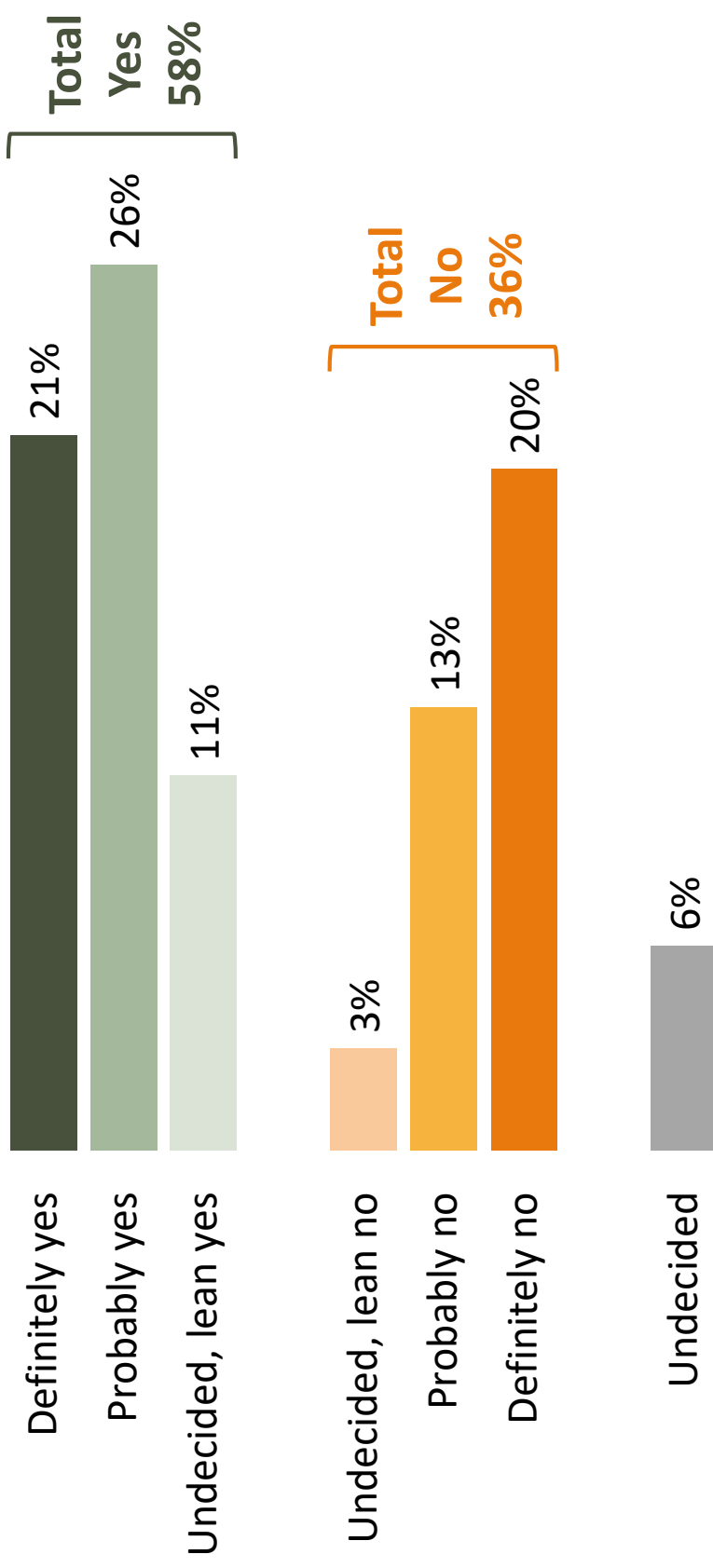
Seven in ten see a need for additional funding for transportation in San Francisco.

In your personal opinion, do you think there is a great need, some need, a little need, or no real need for additional funds to improve the transportation system in San Francisco?



Nearly three in five voters support Regional Measure 3.

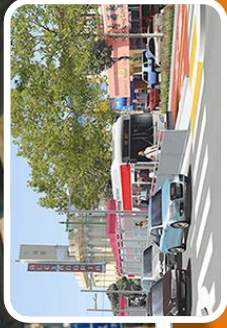
One measure may be on the ballot throughout the 9-county Bay Area. It would fund a plan to reduce traffic; improve commutes; relieve BART crowding; reduce freeway bottlenecks; build carpool lanes; and improve bus, ferry, BART, and commuter rail, with a \$1 toll increase effective in 2019, a \$1 increase in 2023, and a \$1 increase in 2027, on all Bay Area toll bridges except the Golden Gate Bridge, with independent oversight and all funds staying in the Bay Area.



Support for RM3 is strongest among men, voters 50 under age 50, Democrats, and white voters.

Demographic Group		Total Yes	Total No	Undecided
Gender				
Men		62%	32%	5%
Women		54%	40%	7%
Age				
18-49		67%	27%	6%
50-64		55%	37%	7%
65+		44%	51%	5%
Party				
Democrats		63%	33%	4%
Independents		53%	37%	11%
Republicans		37%	58%	5%
Ethnicity				
Latinos		41%	50%	9%
African-Americans		44%	45%	12%
All Asian/Pacific Islanders		53%	45%	3%
Chinese		56%	40%	4%
Whites		65%	29%	6%
All Voters of Color		50%	44%	5%





Support for San Francisco Transportation Funding Measures

Approach to Testing Initial Support

- Survey participants were split into four demographically similar groups, each one-quarter of the sample
- All respondents heard the same hypothetical ballot language for a funding measure, but each of the four groups heard a different funding mechanism.



Ballot Language Tested

The San Francisco Transportation Improvement and Safety Measure

In order to:

- expand BART and Muni vehicle fleets;
- fix potholes and repair deteriorating streets;
- update infrastructure to keep BART, Muni, and Caltrain safe and prevent breakdowns;
- improve bicycle and pedestrian facilities; and
- improve transportation for seniors and the disabled,

(Group 1:) shall the San Francisco sales tax rate be increased by ½-cent bringing the total tax to 9%,

(Group 2:) shall San Francisco add an annual assessment to the Vehicle License Fee equal to 1.35% of the vehicle's value,

(Group 3:) shall San Francisco increase the business tax rate on revenues from commercial rental properties up to 2.5%,

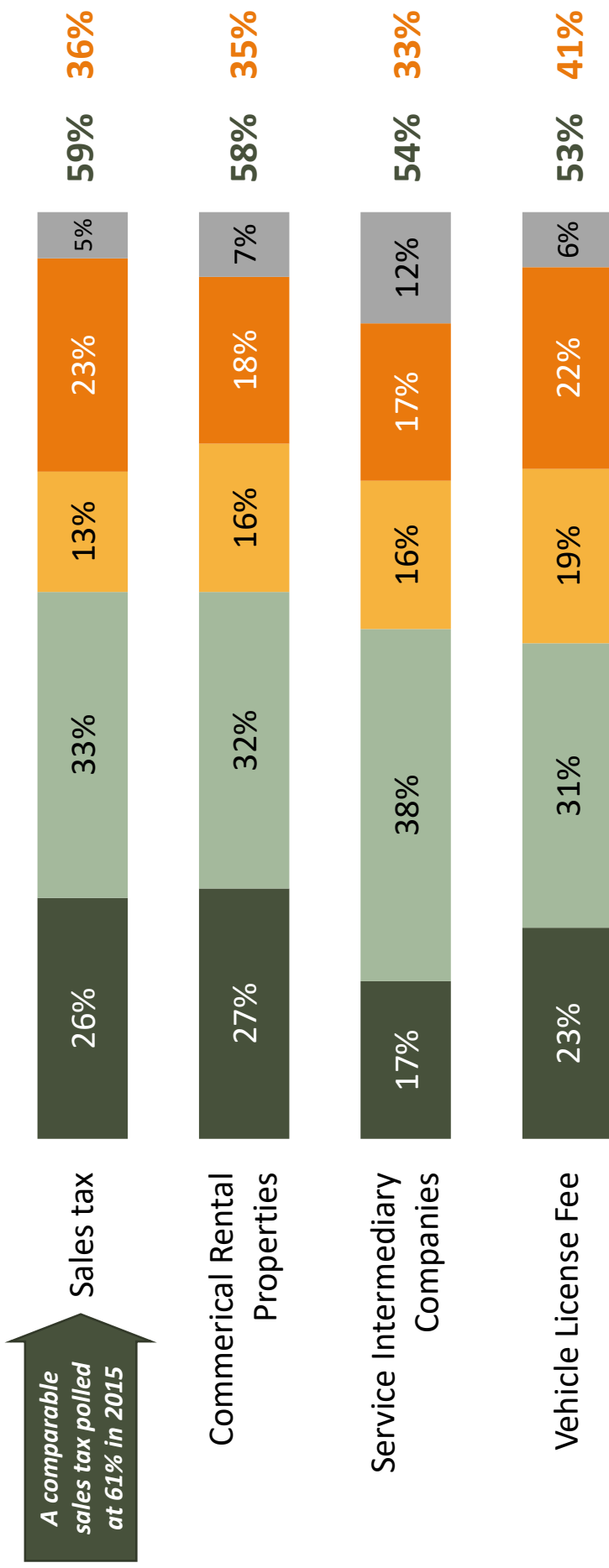
(Group 4:) shall San Francisco establish a 2% tax on revenues retained by third-party service intermediary companies,

subject to independent audits and public oversight?

The sales tax and business tax on commercial rental properties receive the strongest support, but no funding mechanism reaches the two-thirds threshold.

If there were an election today, do you think you would vote “yes” in favor of this measure or “no” to oppose it?

■ Def. Yes ■ Prob./Und., Lean Yes ■ Prob./Und., Lean No ■ Def. No ■ Undecided



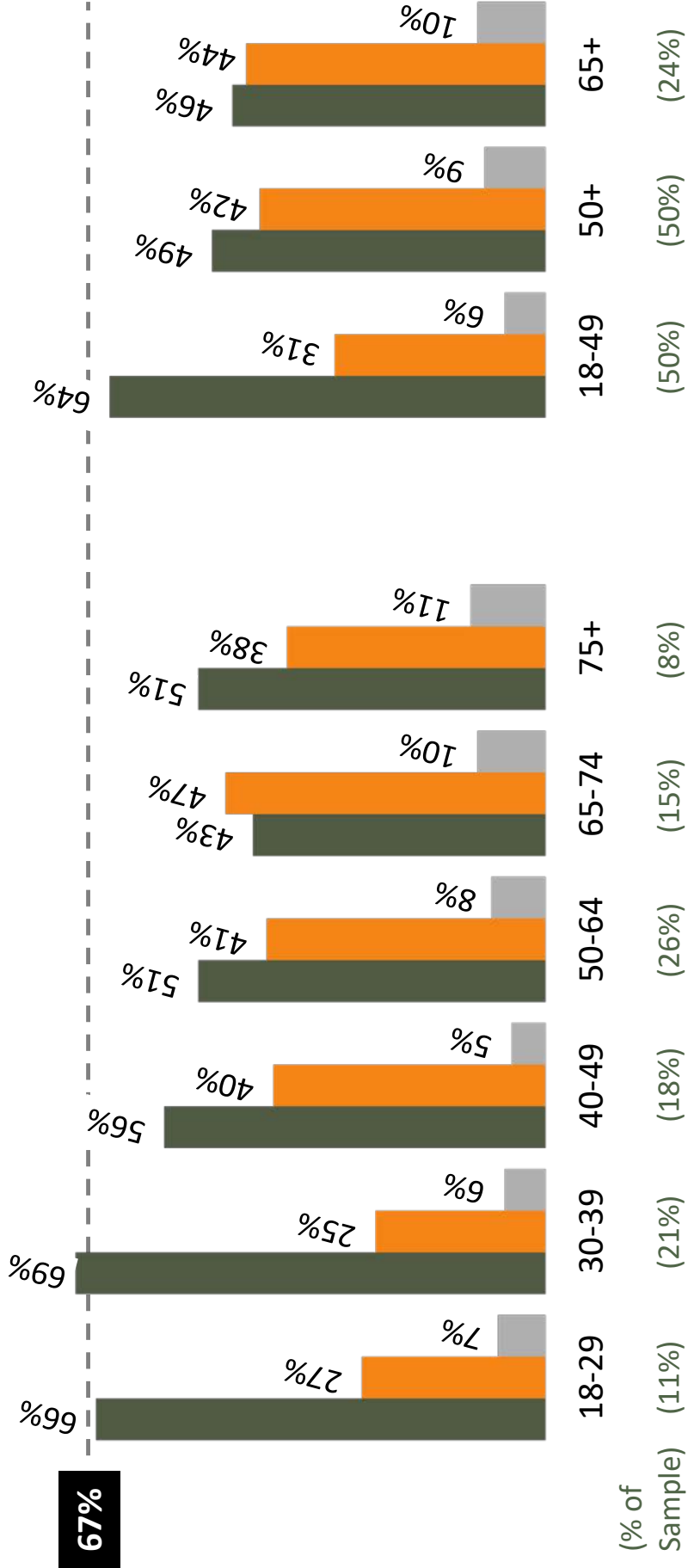
A comparable sales tax polled at 61% in 2015



The measure receives support at the two-thirds level among voters under age 40.

Initial Support by Age

■ Total Yes ■ Total No ■ Undecided



67%



Fairbank, Maslin, Maullin, Metz & Associates - FMA
PUBLIC OPINION RESEARCH & STRATEGY

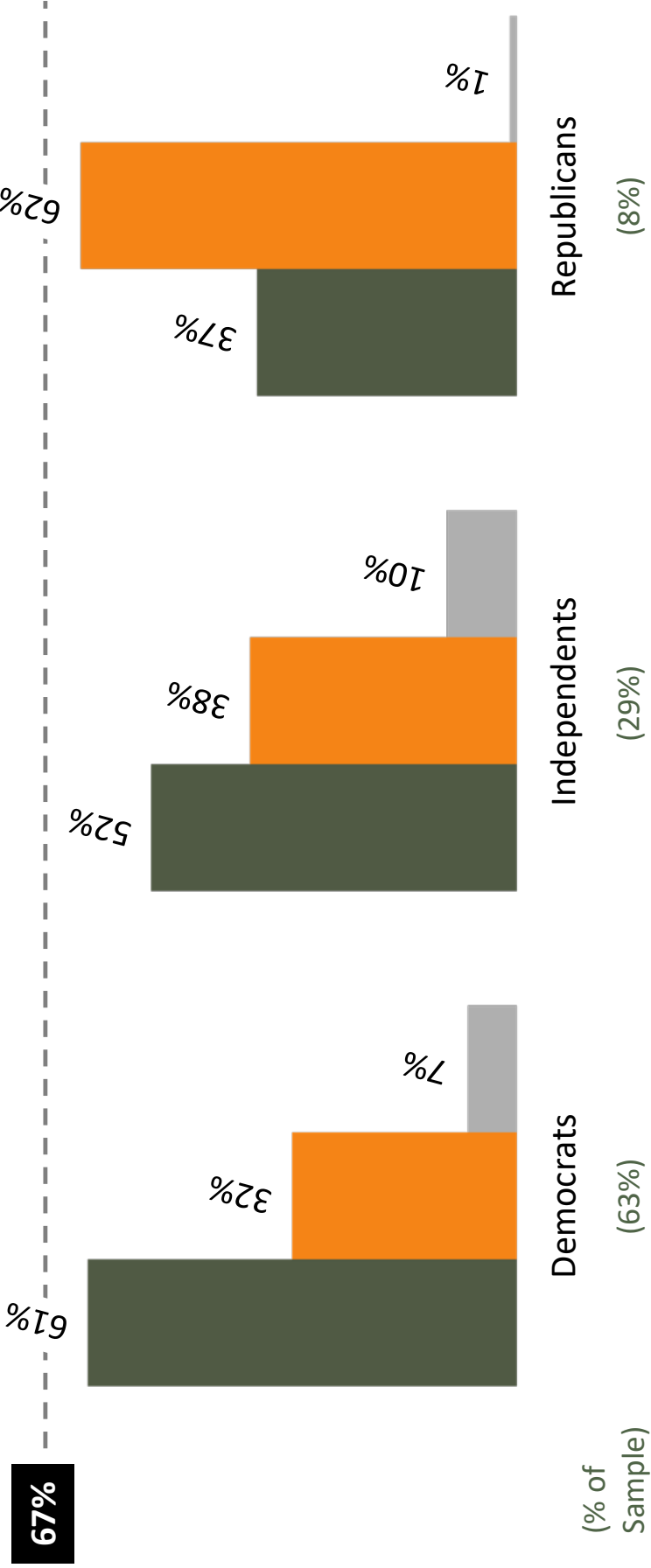
Q3 (Total): If there were an election today, do you think you would vote "yes" in favor of this measure or "no" to oppose it?

Democrats and independents are much more supportive of a potential measure than are Republicans.

96

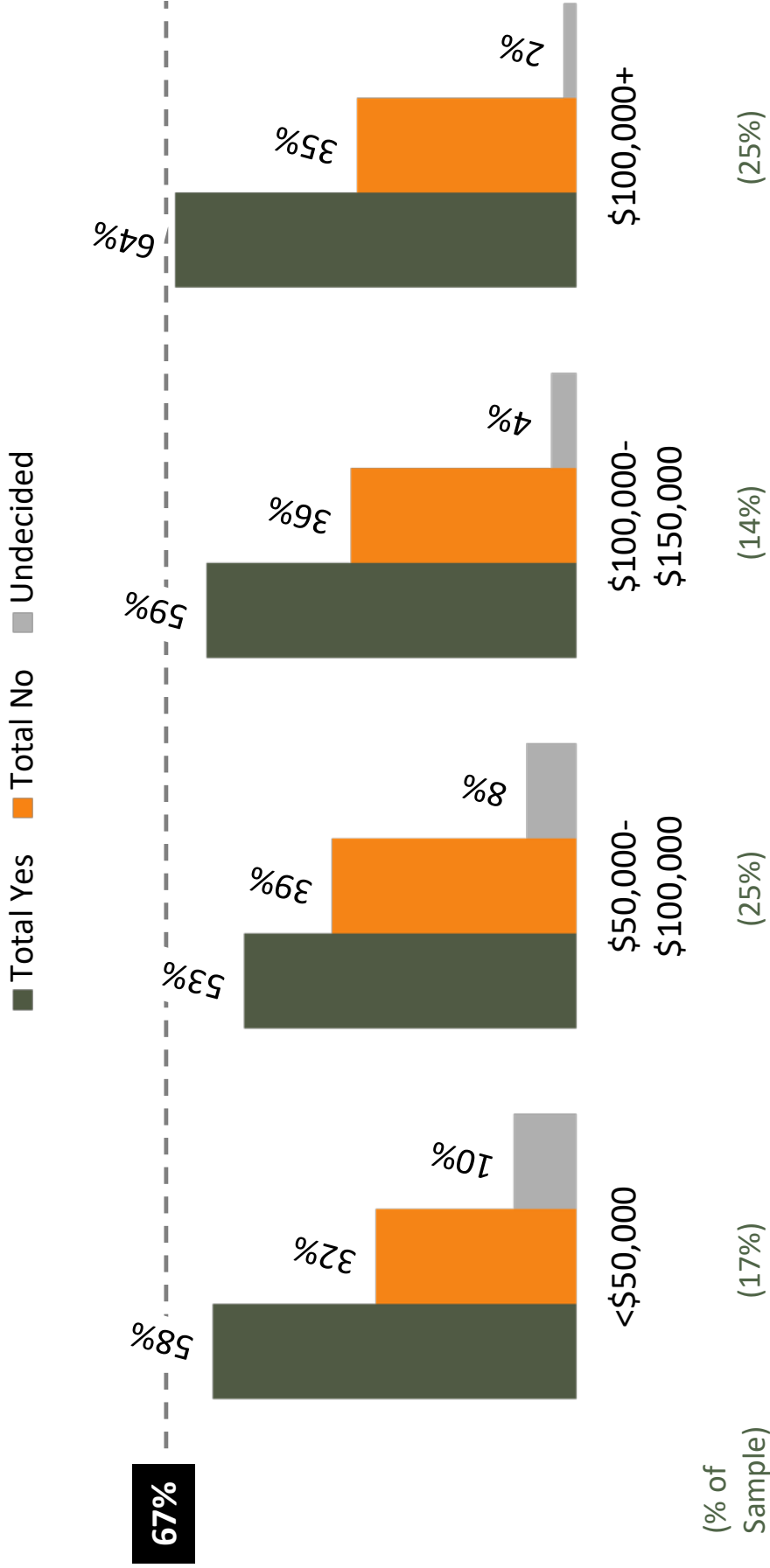
Initial Support by Party

■ Total Yes ■ Total No ■ Undecided



Higher-income households are more likely to vote "yes" than low and middle-income ones.

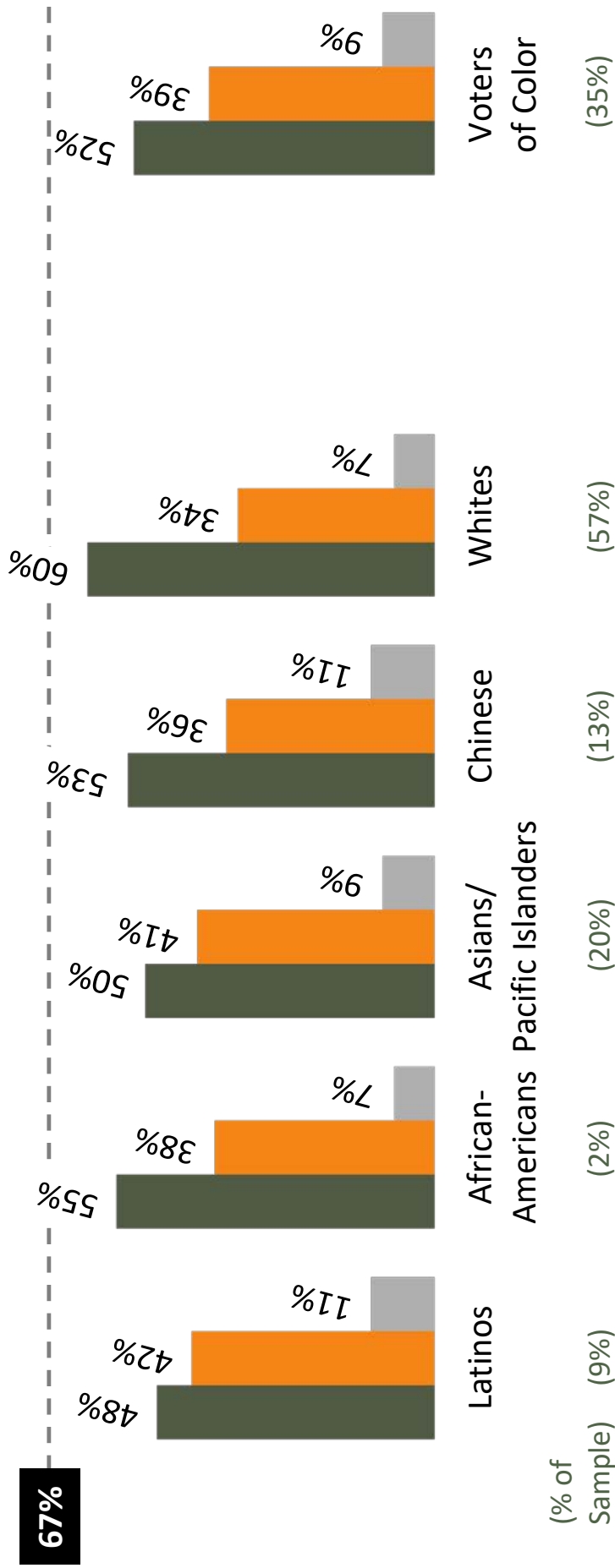
Initial Support by Household Income



White voters are more likely to vote “yes” than are voters of color.

Initial Support by Ethnicity

■ Total Yes ■ Total No ■ Undecided



Fairbank, Maslin, Maullin, Metz & Associates – FM3

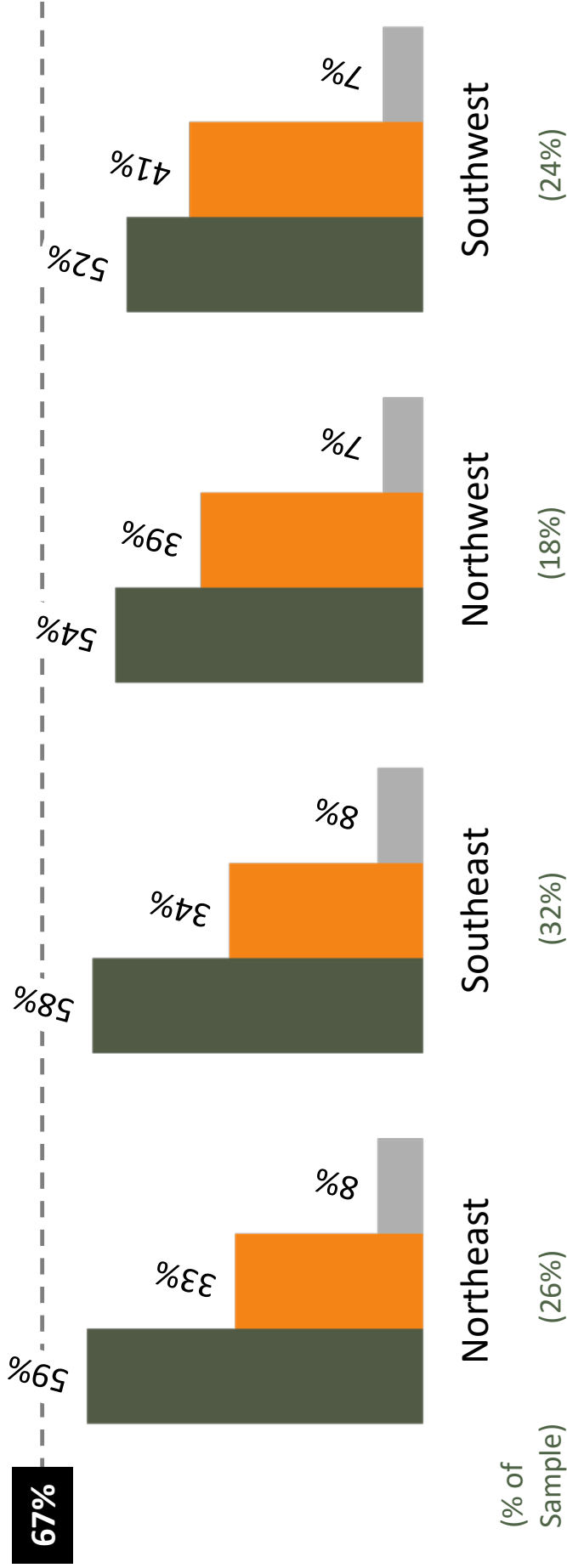
PUBLIC OPINION RESEARCH & STRATEGY

Q3 (Total): If there were an election today, do you think you would vote “yes” in favor of this measure or “no” to oppose it?

Views on the potential measure are similar across the City, with those on the eastside slightly more supportive.

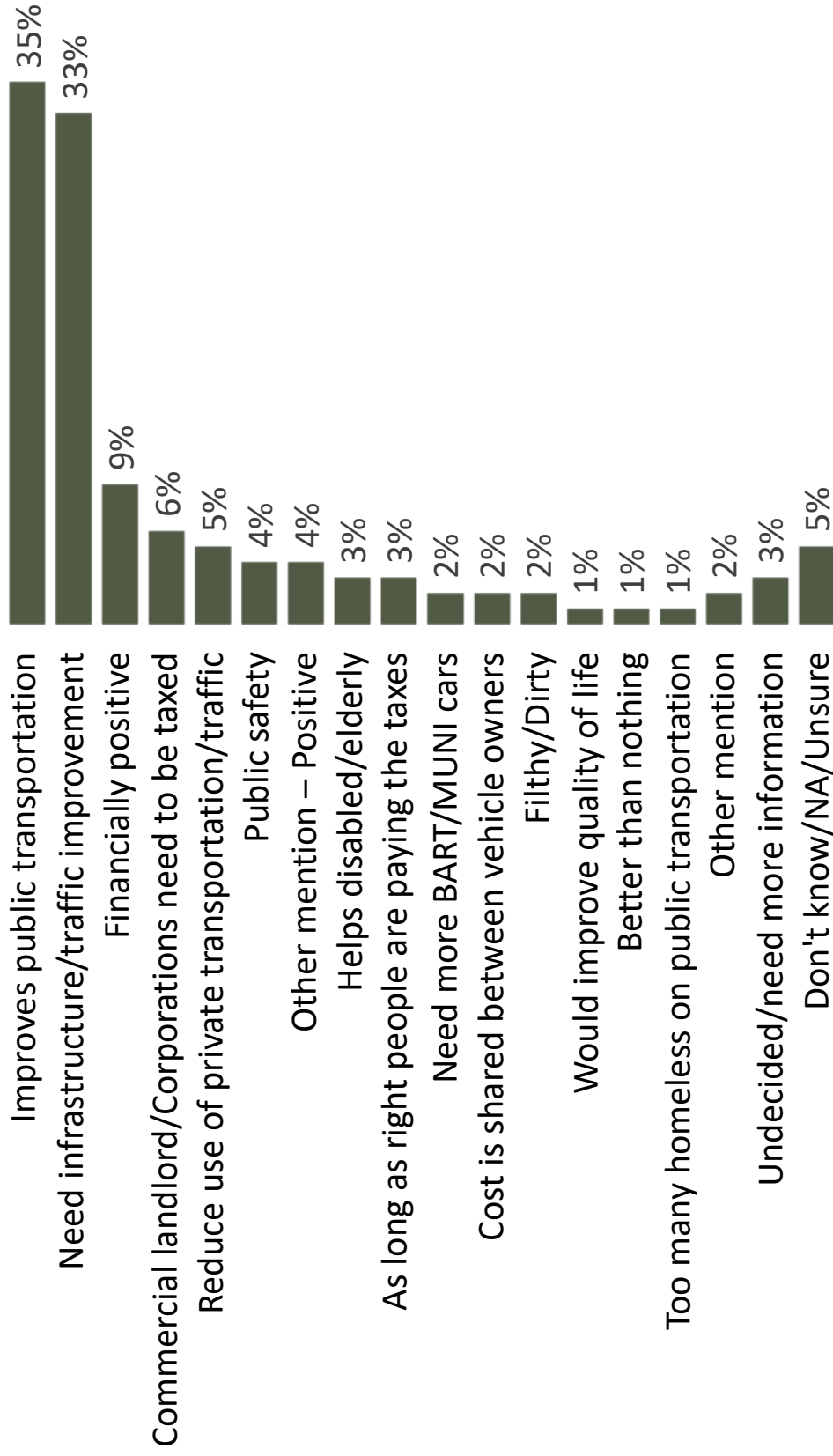
Initial Support by Quadrant of the City

■ Total Yes ■ Total No ■ Undecided



The most commonly-cited reasons for supporting the measure are to improve public transit and minimize traffic.

*In a few of your own words, what are the main reasons why you would vote YES on this measure?
(Open-ends; Grouped Responses Shown)*



Comments in Favor of the Measure

I would vote yes because there is too much car traffic- if the money would go to public transit that would be helpful.

Businesses utilize lots of the same roads, and depending on the nature of the business I'm pretty sure they use it more often than residents.

Because I think moving towards public transportation while weening off of fossil fuels will help global warming and decrease congestion.

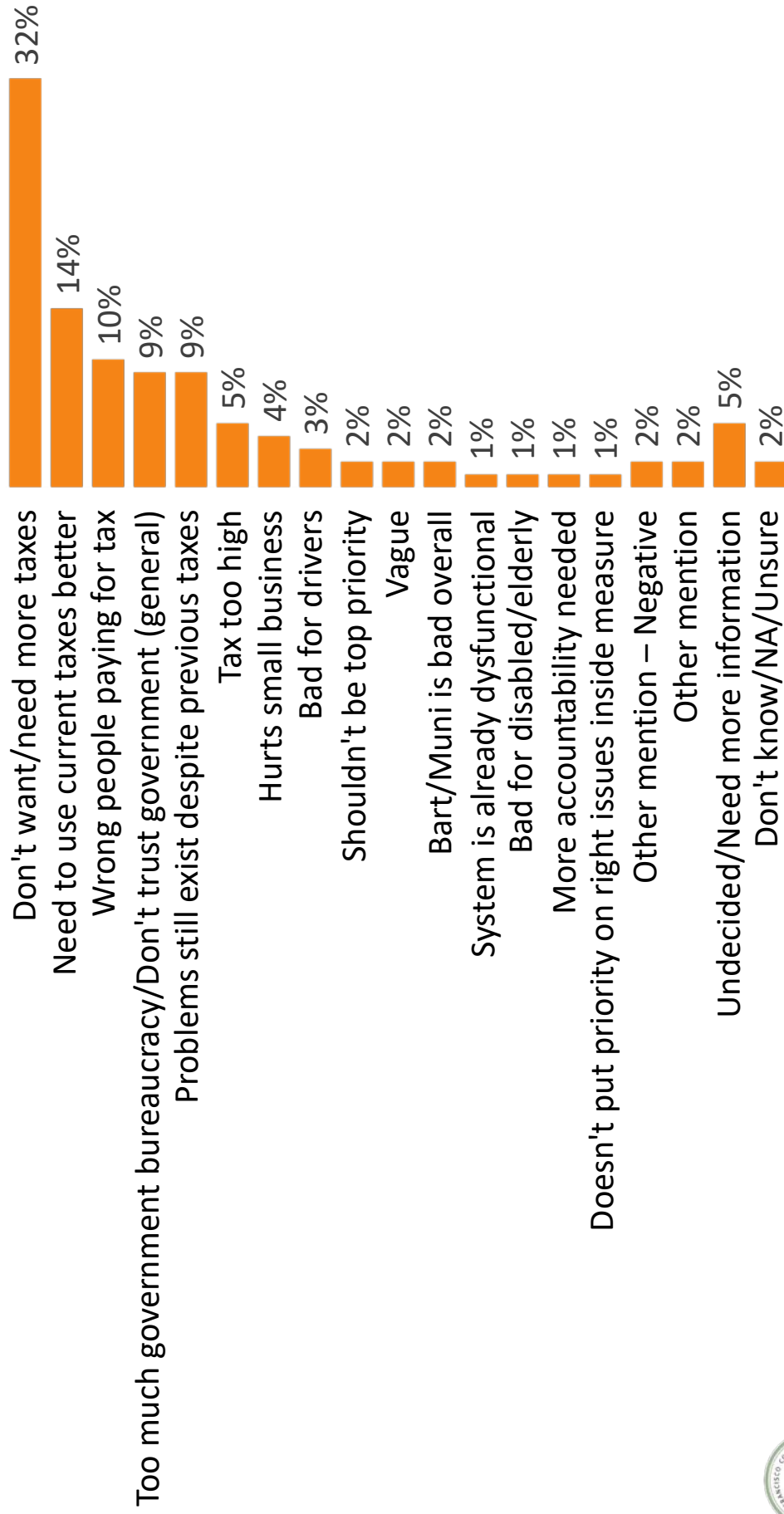
Need to fix roads, expand BART, fix the Muni system and the infrastructure is decaying. No one has touched it for years.

To improve Muni and potholes and to make it safer for seniors.

It will be worth it to improve the transportation and infrastructure in San Francisco for a small increase.

Opposition is driven by a dislike of taxes.

*In a few of your own words, what are the main reasons why you would vote **NO** on this measure?
(Open-ends; Grouped Responses Shown)*



Comments in Opposition to the Measure

The City has enough money, they need to budget like the rest of us.

We are overtaxed as it is, generating revenue this way is the wrong approach, tax the very wealthy.

This should not be a priority right now, many other things more important.

I believe that they can address it and get money somewhere else. Tax other people.

I do not work, and everything is expensive. I take the bus and don't want to see price increases.

I remember the way San Francisco was and I prefer the way things were before, I don't like the way San Francisco is now!



Shaping the Structure of a Measure

Upon hearing all four funding mechanisms in isolation, voters drew sharper distinctions in their acceptability.

■ Very Acc.
 ■ Smwt. Acc.
 ■ Smwt. Unacc.
 ■ Very Unacc.
 ■ DK/NA
 Total

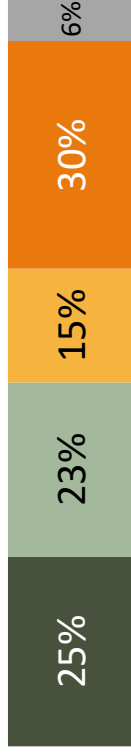
Increasing the business tax rate on total revenues from large commercial rental properties (HALF SAMPLE: with exemptions for small businesses and non-profits) up to 2.5%



Establishing a 2% tax on revenues kept by service intermediary companies - which contract with independent workers to provide services like ride-hailing and food delivery



Add an annual local assessment to the state vehicle license fee (HALF SAMPLE: equal to 1.35% of the vehicle's value) (HALF SAMPLE: which would restore the total state and local fee to the prior rate of 2%)



Increasing the City sales tax rate by ½-cent bringing the total tax to 9%



Q6 (Total). The final structure of the San Francisco transportation funding ballot measure I just described has not been determined. I am going to read you several different potential sources of funding for the transportation improvements described in that measure. Please tell me whether you would find it acceptable or unacceptable way of raising money for these purposes.

Exemptions make little difference in the commercial business tax; historical context helps modestly with the VLF.

■ Very Acc.
 ■ Smwt. Acc.
 ■ Smwt. Unacc.
 ■ Very Unacc.
 ■ DK/NA
 Total Acc.
 Total Unacc.

Increasing the business tax rate on total revenues from large commercial rental properties
(HALF SAMPLE: with exemptions for small businesses and non-profits) up to 2.5%

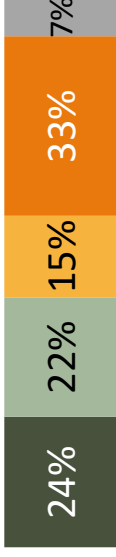
With exemption information



No exemption information



Equal to 1.35% of the vehicle's value



Add an annual local assessment to the state vehicle license fee...

Which would restore the total state and local fee to the prior rate of 2%



Q6b & c (Split Sample E & F). The final structure of the San Francisco transportation funding ballot measure I just described has not been determined. I am going to read you several different potential sources of funding for the transportation improvements described in that measure. Please tell me whether you would find it acceptable or unacceptable as a way of raising money for these purposes.

Given small sample sizes, variations across supervisorial districts are minor in most cases.

(Total Acceptable)

Funding Mechanisms	All Voters	Supervisorial Districts											
		1	2	3	4	5	6	7	8	9	10	11	
Increasing the business tax rate on total revenues from large commercial rental properties (HALF SAMPLE : with exemptions for small businesses and non-profits) up to 2.5%	65%	60%	55%	63%	64%	75%	53%	59%	72%	71%	66%	71%	
Establishing a 2% tax on revenues kept by service intermediary companies - which contract with independent workers to provide services like ride-hailing and food delivery	59%	58%	57%	63%	54%	52%	68%	53%	60%	65%	63%	60%	
Add an annual local assessment to the state vehicle license fee (HALF SAMPLE : equal to 1.35% of the vehicle's value) (HALF SAMPLE : which would restore the total state and local fee to the prior rate of 2%)	49%	57%	49%	51%	39%	49%	71%	38%	55%	41%	48%	38%	
Increasing the City sales tax rate by ½-cent bringing the total tax to 9%	37%	45%	23%	41%	34%	41%	42%	30%	34%	37%	47%	39%	19%



Voters place highest priority on repaving streets, maintaining Muni and expanding public transportation service.

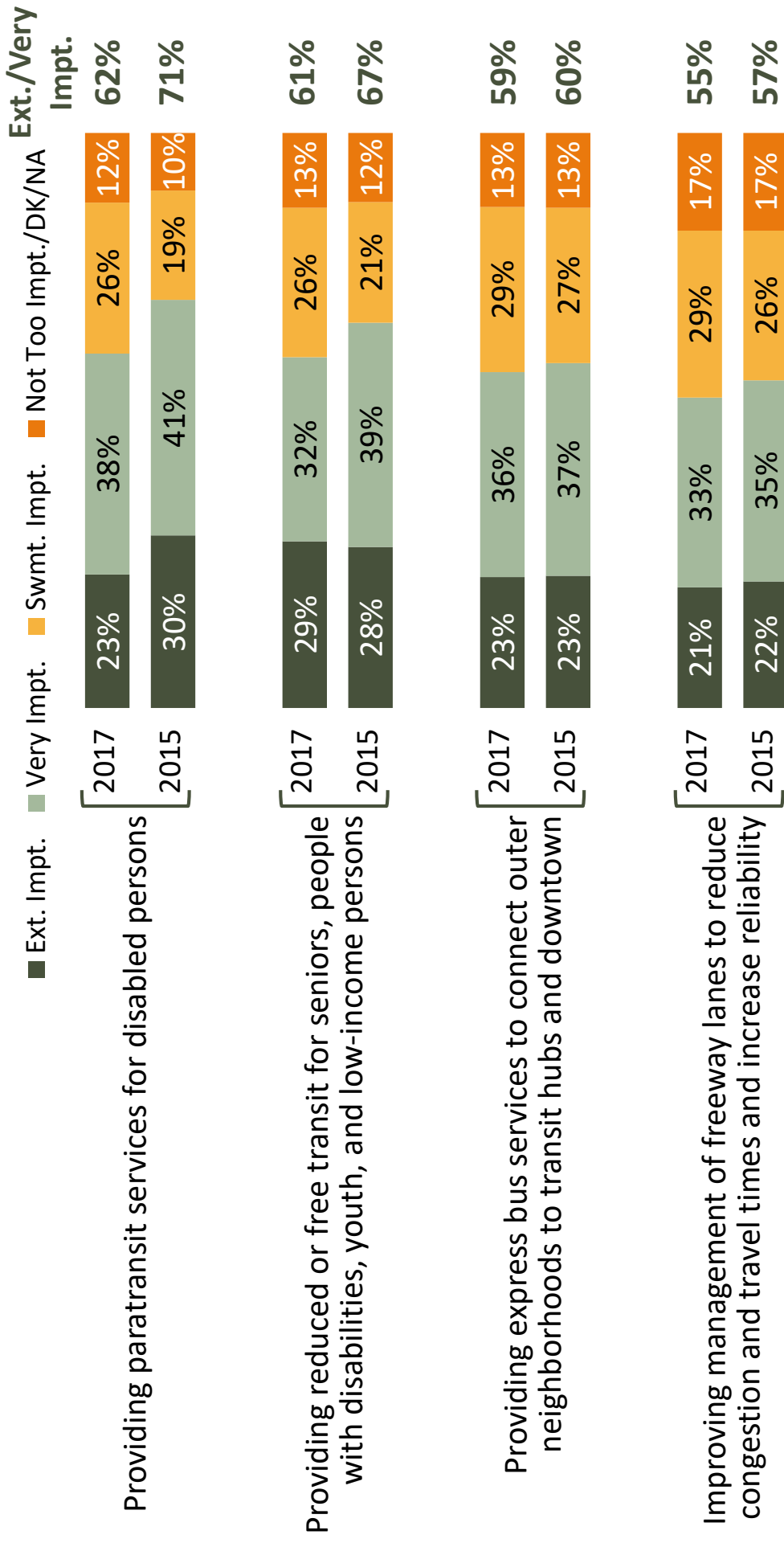
108

■ Ext. Impt. ■ Very Impt. ■ Swmt. Impt. ■ Not Too Impt./DK/NA ■ Ext./Very Impt.



Q7. I am going to read you a list of ways that money from a measure like the one I just described might be used. Please tell me how important it is to you that money from the measure be used to pay for each of the following — is it extremely important, very important, somewhat important, or not too important? *Wording varies slightly from that in 2015

Paratransit services and reduced rates were also important to voters, but lower-tier overall.



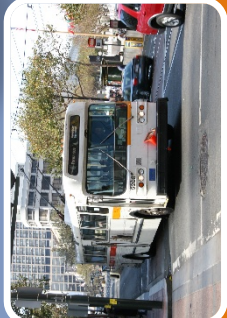
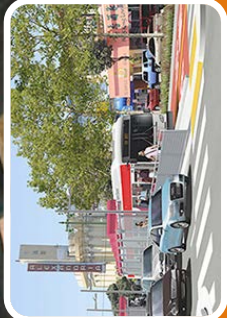
Transit improvements tend to be higher priorities to younger voters, while repaving stands out among older voters.

(Total Extremely/Very Important)

List	All Voters	Age							
		18-29	30-39	40-49	50-64	65-74	75+	18-49	50+
Repaving and repairing streets	75%	73%	70%	72%	79%	79%	82%	71%	80%
Maintaining Muni equipment and facilities to ensure vehicles' safety and reliability	75%	73%	77%	73%	73%	77%	75%	75%	75%
Expanding BART, Caltrain, and Muni service to reduce congestion	70%	72%	81%	68%	68%	65%	57%	74%	65%
Making street safety improvements for pedestrians and bicyclists	63%	62%	72%	62%	61%	57%	59%	66%	59%
Providing paratransit services for disabled persons	62%	67%	62%	60%	60%	61%	65%	63%	61%
Providing reduced or free transit for seniors, people with disabilities, youth, and low-income persons	61%	71%	61%	58%	57%	62%	63%	62%	60%
Providing express bus services to connect outer neighborhoods to transit hubs and downtown	59%	68%	67%	61%	53%	53%	51%	65%	53%
Improving management of freeway lanes to reduce congestion and travel times and increase reliability	55%	55%	60%	56%	52%	50%	55%	57%	52%

Q7. I am going to read you a list of ways that money from a measure like the one I just described might be used. Please tell me how important it is to you that money from the measure be used to pay for each of the following—is it extremely important, very important, somewhat important, or not too important?





Messaging

Approach to Testing Messaging

- ✓ Each respondent heard balanced pro and con messaging, in rotated order, focused on each potential funding mechanism for the hypothetical transportation funding measure.
- ✓ Respondents first heard messaging for the type of tax they were asked about at the beginning of the survey.
- ✓ Then they heard messaging on the other funding mechanisms in a random order.
- ✓ Broader messaging unrelated to the funding mechanism was not tested.



Arguments For and Against a Business Tax on Service Intermediary Companies

Let me ask you about the idea of establishing a 2% business tax on revenues from service intermediary companies.

Supporters say that ride-hailing, food delivery, and similar companies use our roads and cause congestion, and so they need to start paying their fair share to reduce traffic and maintain roads. Currently, San Francisco taxpayers are subsidizing these costs for them. Besides, since these companies don't pay their workers benefits, and many pay less business tax than other San Francisco companies, they can afford to help pay the cost of transportation improvements, like increasing and improving bus service, repairing roads, and mitigating traffic.

Opponents say that taxing ride-hailing, food delivery services, and the like could lead them to raise costs for San Franciscans who use these services, or pass the costs on to their workers, many of whom are low- or moderate-income. Others say many of these companies strengthen the economy in low-income neighborhoods, and might end up moving their businesses out of San Francisco to avoid these taxes.

Having heard this, would you find establishing a 2% business tax on revenues from service intermediary companies acceptable or unacceptable as a way of raising money to make transportation improvements in San Francisco?

Similarly three in five voters see a tax on service intermediaries companies as “acceptable.”⁴

Having heard this, would you find establishing a 2% business tax on revenues from service intermediary companies acceptable or unacceptable as a way of raising money to make transportation improvements in San Francisco?

Service Intermediary Companies as Part of Initial Ballot Language

Total Yes: 54%
Total No: 33%
Undecided: 13%

Very Acc.
 Smwt. Acc.
 Smwt. Unacc.
 Very Unacc.
 DK/NA
 Total Acc. **59%**
Total Unacc. **33%**



Q6d. The final structure of the San Francisco transportation funding ballot measure I just described has not been determined. I am going to read you several different potential sources of funding for the transportation improvements described in that measure. Please tell me whether you would find it acceptable or unacceptable as a way of raising money for these purposes. Q11 (Split Sample D, A/B/C & Total).

Arguments For and Against a Business Tax on Commercial Rental Properties

Let me ask you about the idea of increasing the business tax rate on revenues from commercial rental properties to 2.5%.

Supporters say that this tax will collect revenue from commercial landlords that rent large amounts of commercial office space to businesses that are contributing to the high number of commuters using the City's transportation system. Revenues would be used to repair streets, address congestion, improve transit, and make walking and biking safer. Nonprofits and arts organizations will be exempt from this tax. Currently, San Francisco commercial landlords have a tax rate that is less than one-tenth of what it is in Manhattan.

Opponents say that business taxes are too high already and taxes on landlords will end up getting passed on to their tenants many of whom already have trouble finding affordable rental space in San Francisco. At a time when commercial rents in San Francisco are among the highest in the country, this tax risks raising them further.

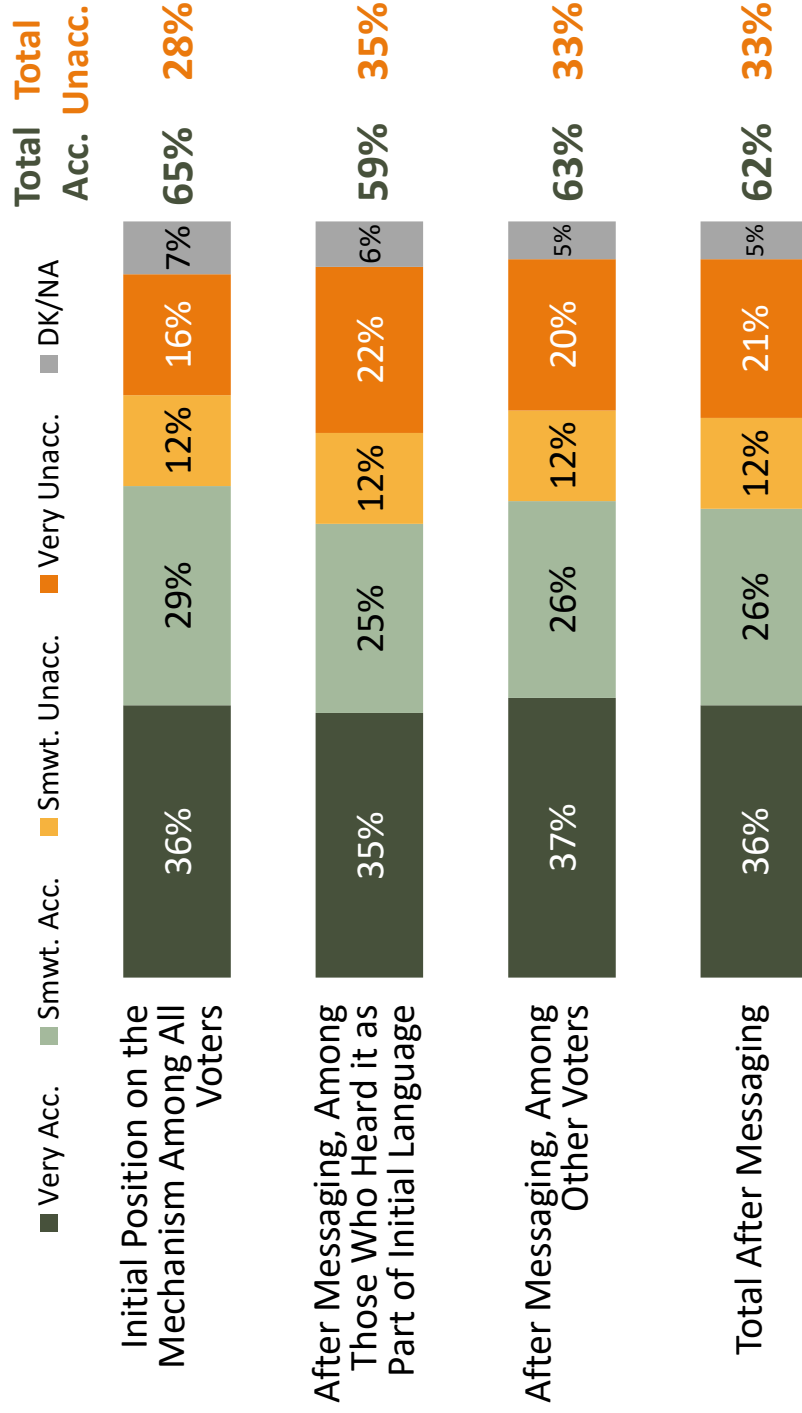
Having heard this, would you find increasing the business tax rate on revenues from commercial rental properties to 2.5% acceptable or unacceptable as a way of raising money to make transportation improvements in San Francisco?

Roughly three in five consistently find a tax on commercial rental properties “acceptable.”

Having heard this, would you find increasing the business tax rate on revenues from commercial rental properties to 2.5% acceptable or unacceptable as a way of raising money to make transportation improvements in San Francisco?

Commercial Rental Properties as Part of Initial Language

Total Yes: 58%
Total No: 35%
Undecided: 7%



Q6c (Total). The final structure of the San Francisco transportation funding ballot measure I just described has not been determined. I am going to read you several different potential sources of funding for the transportation improvements described in that measure. Please tell me whether you would find it acceptable or unacceptable as a way of raising money for these purposes. Q10 (Split Sample C, A/B/D & Total).

Arguments For and Against a Vehicle License Fee

Let me ask you about the idea of adding an annual assessment to the Vehicle License Fee equal to 1.35% of the vehicle's value.

Supporters say that San Francisco's vehicle license fee used to be 2% before Governor Schwarzenegger reduced it to .35%. A vehicle license fee would raise money to repair streets, address congestion, improve transit, and make walking and biking safer. And because it is scaled to a vehicle's value, more affluent residents would pay more. Residents who do not own a car – including many low-income residents – would pay nothing.

Opponents say that another annual vehicle fee on top of recently-enacted gas tax and vehicle fee increases would just be too big of a burden for local residents, especially low-income residents who have no choice but to drive to get to work. Between gas, parking, bridge tolls, and existing fees, driving a car is already too expensive in San Francisco. Drivers shouldn't have to pay more in taxes to support improvements to public transportation systems they may not use. But many drivers on San Francisco streets don't live here and wouldn't pay the fee.

Having heard this, would you find adding an annual assessment to the Vehicle License Fee equal to 1.35% of the vehicle's value acceptable or unacceptable as a way of raising money to make transportation improvements in San Francisco?

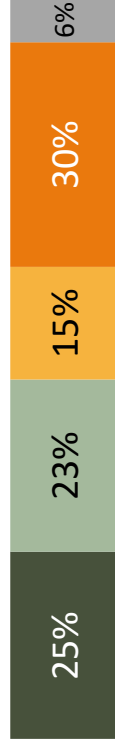
Voters are divided on the acceptability of a VLF¹₁₀₀ – both before and after messaging.

Having heard this, would you find adding an annual assessment to the Vehicle License Fee equal to 1.35% of the vehicle's value acceptable or unacceptable as a way of raising money to make transportation improvements in San Francisco?

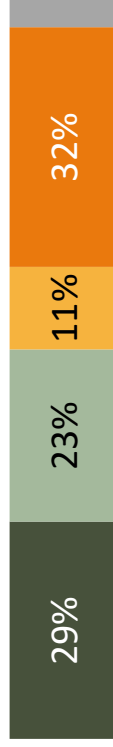
■ Very Acc.
 ■ Smwt. Acc.
 ■ Smwt. Unacc.
 ■ Very Unacc.
 ■ DK/NA
 Total **Acc.**
 Total **Unacc.**

Vehicle License Fee as Part of Initial Ballot Language
 Total Yes: 53%
 Total No: 41%
 Undecided: 6%

Initial Position on the Mechanism Among All Voters



After Messaging, Among Those Who Heard it as Part of Initial Language



After Messaging, Among Other Voters



Total After Messaging



Q6b (Total). The final structure of the San Francisco transportation funding ballot measure I just described has not been determined. I am going to read you several different potential sources of funding for the transportation improvements described in that measure. Please tell me whether you would find it acceptable or unacceptable as a way of raising money for these purposes. Q9 (Split Sample B, A/C/D & Total).

Arguments For and Against a Sales Tax

Let me ask you about the idea of increasing sales tax rate by ½¢.

Supporters say that San Francisco has used the sales tax effectively before and that it has a lower sales tax rate than many neighboring counties, and would still be lower even with a ½¢ increase. In addition, more than \$2 of every \$5 of sales tax revenue would be paid by visitors and businesses. Revenues would improve bus and train service; reduce traffic congestion; and help make transportation affordable for low-income households, seniors, and youth.

Opponents say that the sales tax is regressive, meaning that it costs low-income households a greater proportion of their income than high-income ones. At a time when San Francisco has one of the highest costs of living and a high degree of income inequality, and many residents are struggling to make ends meet, a sales tax is the wrong approach.

Many expressed reservations about the sales tax as a funding mechanism, though it was more appealing among those who heard it as the initial option presented.

Having heard this, would you find increasing the sales tax rate by ½¢ acceptable or unacceptable as a way of raising money to make transportation improvements in San Francisco?

½¢ Sales Tax as Part of Initial Ballot Language

Total Yes: 59%
Total No: 36%
Undecided: 5%

■ Very Acc. ■ Smwt. Acc. ■ Smwt. Unacc. ■ Very Unacc. ■ DK/NA Total Acc. Total Unacc.

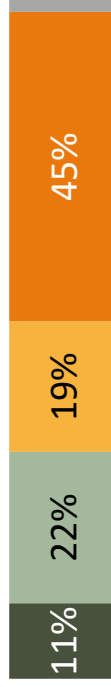
Initial Position on the Mechanism Among All Voters



After Messaging, Among Those Who Heard it as Part of Initial Language



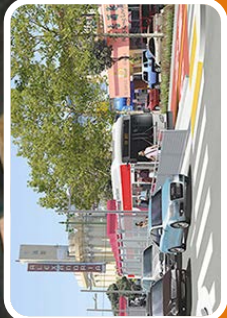
After Messaging, Among Other Voters



Total After Messaging



Q6a (Total). The final structure of the San Francisco transportation funding ballot measure I just described has not been determined. I am going to read you several different potential sources of funding for the transportation improvements described in that measure. Please tell me whether you would find it acceptable or unacceptable as a way of raising money for these purposes. Q8 (Split Sample A, B/C/D & Total).



Key Findings

Key Findings

122

- ✓ San Francisco voters see a need for additional funding for public transportation and a majority are willing to support a funding measure to provide additional funding for public transportation and traffic improvements.
 - Support is driven by the broad perception of need, while opposition is motivated by the concerns about taxation.
 - Those most likely to support a funding measure are voters under age 40 and higher-income voters.
- ✓ Among the potential funding mechanisms, a sales tax and a business tax on commercial rents receive the strongest initial support.
- ✓ However, after balanced pro and con arguments describing each funding mechanism, the potential service intermediary tax and commercial rental property tax are seen as most acceptable to voters.
 - The service intermediary tax is the only funding mechanism among those tested to increase in acceptability over the course of messaging.
- ✓ Voters view investing in public transit, including BART, Muni and Caltrain, and repairing streets as the most important spending areas for the measure.



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>	<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"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other: _____
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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.

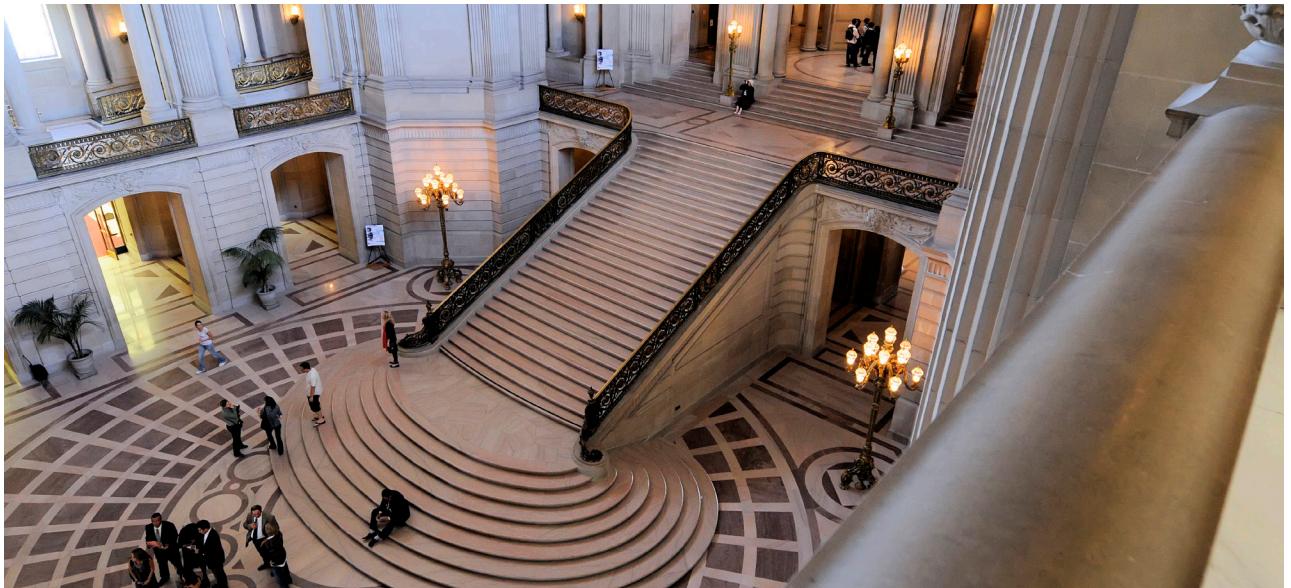
CAC POSITION

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

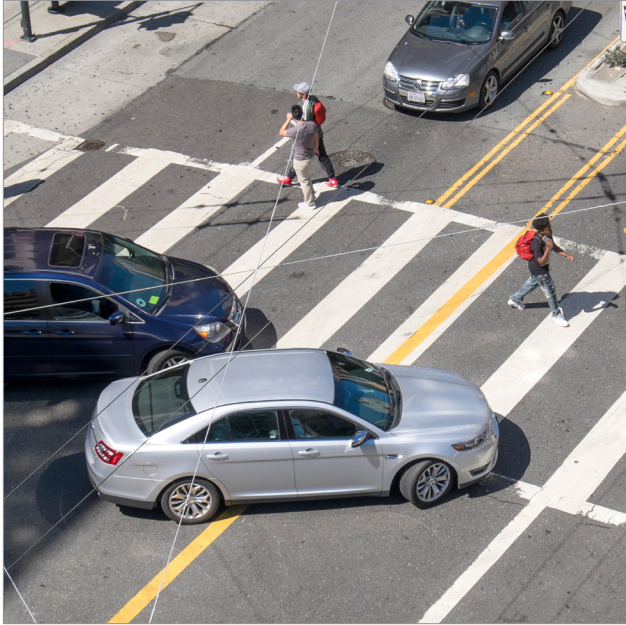


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REPORT DESIGN: Bridget Smith, SFCTA

Contents

Executive Summary	1
How are TNCs regulated in California?	1
What is the TNC Regulatory Framework in Other Jurisdictions?	1
Introduction	2
How are TNCs regulated in California?	2
State Regulation in California	2
Local Planning, Policies, and Regulation in San Francisco	6
What is the TNC Regulatory Framework in Other Jurisdictions?	10
Case Study Examples of TNC-related Issues	10
Conclusion	16
Appendix 1: Comparison of TNC-Related Regulations Across Sister Cities by Guiding Principle	17
Appendix 2: Expanded Comparison of TNC-Related Regulations Across Sister Cities by Guiding Principle	18

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

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.

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.



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.

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

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



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.

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

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

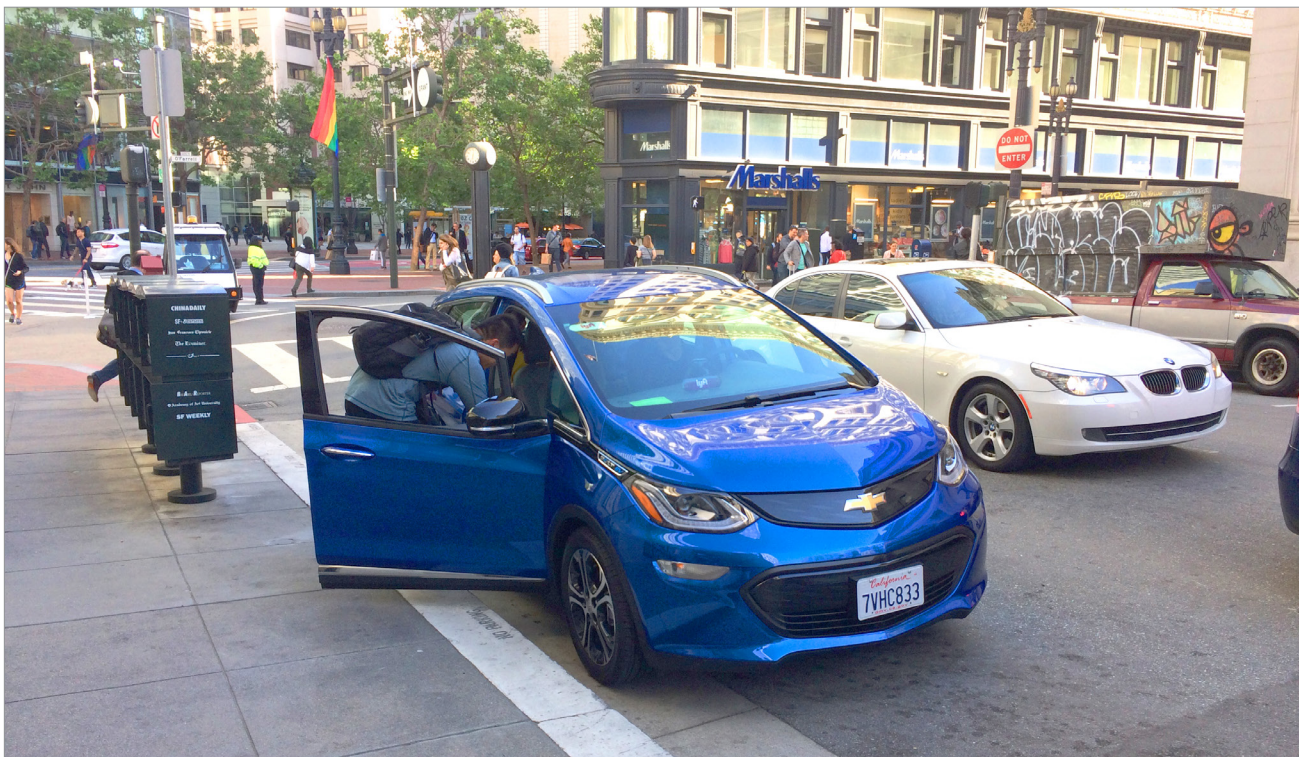
This decision is on appeal. According to data provided by the Treasurer and Tax Collector's Office and analyzed by the Transportation Authority, approximately 21,000 TNC drivers have complied with the registration requirement.⁴³ It has been estimated that as many as 45,000 TNC drivers may operate in 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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY • DECEMBER 2017

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>

continued next page

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>

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					
Operations	Managed Lanes and Transit Stops: Local restrictions limiting usage of bus stops and travel in red transit lanes.	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.	Managed Lanes and Transit Stops: Painted red bus lanes are for transit use only, and no other vehicles may travel in them.	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.	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. .
Curb Management	Solicitation of Passengers: TNC drivers may not solicit passengers, cruise for passengers or pick up passengers in a taxi zone. 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.	Solicitation of Passengers: TNC drivers may not solicit passengers through any means other than an e-hail. 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.	Solicitation of Passengers: TNC drivers may not solicit passengers, cruise for passengers or pick up passengers in a taxi zone. 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.	Solicitation of Passengers: TNC drivers may not solicit passengers through any means other than an e-hail. Curb Management: City code allows TNC drivers to stop in public parking areas only long enough to load and unload passengers.	Solicitation of Passengers: TNC drivers may not solicit passengers through any means other than an e-hail. Curb Management: City code color curb program delineates parking, loading and standing regulations.
EQUITABLE ACCESS	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.	No applicable policies	No applicable policies	No applicable policies	No applicable policies
DISABLED ACCESS	Customer Accessibility 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 Design: TNC’s must provide a timeline for modifying the app and website to meet Web Content Accessibility Guidelines.	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. 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. Design: Each vehicle with Hearing Induction Loop capability must display a Hearing Induction Loop Decal. Driver Training: All TNC drivers must complete a Wheelchair Passenger Assistance Training as part of the licensing process.	Accommodation: Drivers may not refuse to transport any passenger’s wheelchair if it can be folded and placed in the passenger, driver or trunk compartment of the vehicle. Drivers may not refuse to transport any service dog that assists passengers with disabilities. Accessibility Fund: A per-trip fee of \$0.10 on all TNC rides is intended to be used to offset the higher operational costs of wheelchair accessible taxi (“WAT”) services for owners and operators.	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. 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. 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. 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.	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. Accessibility Fund: Task force established to investigate a possible annual surcharge fee to enhance wheelchair-accessible service within the TNC industry.

	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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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