



SFMTA

Mobility Permit Harmonization

Municipal Transportation Agency Board

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What is Permit Harmonization?

- **Phase I:** Plan to require all new mobility service operators under SFMTA's jurisdiction to have authorization before starting operations AND to streamline the authorization process
- **Phase II:** Unify and streamline the range of mobility permit programs within SFMTA's jurisdiction



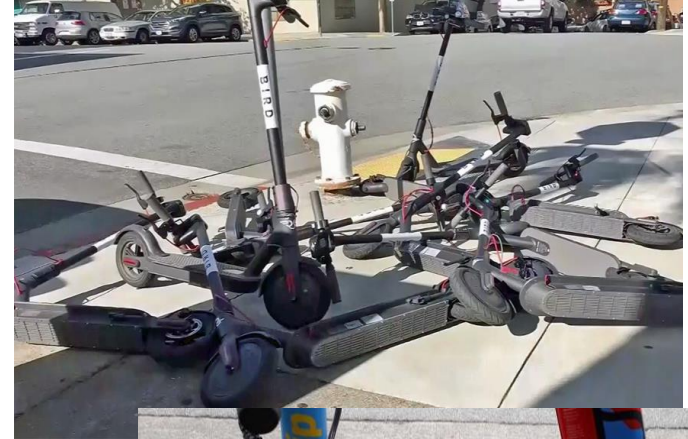
Permit Harmonization Goals



- Shift from **reactive** to **proactive** regulatory approach
- Allow **innovation** through a **clear path** for new mobility services
- **Standardize processes** and tools to administer, monitor and enforce
- **Coordinate data** reporting to **understand impacts** on transportation network
- **Efficient** use of staff resources
- **Partner** with the proposed Office of Emerging Technology

Why Regulate?

- Public Safety
- Consumer Protection
- SFMTA Charter Mandate
- Align with City's Policy Framework:
 - Guiding Principles
 - Disabled Access
 - Parking Requirements



SAFETY



TRANSIT



SUSTAINABILITY



COLLABORATION



EQUITABLE ACCESS



LABOR



CONGESTION



FINANCIAL IMPACT



ACCOUNTABILITY



DISABLED ACCESS

Regulated Mobility Programs

- Taxis
- Bikeshare
- Powered Scooter Share
- Private Transit Vehicles
- Commuter Shuttle
- On-Street Vehicle Share
- Shared Electric Mopeds



Phase 1: Transportation Code Division I Amendments

- Request Board of Supervisors:
 1. Create a violation for operating a mobility service without a permit or authorization
 2. Expand parking restrictions previously applicable to bike share and scooter share to apply to broader category of mobility device



Phase 1: Transportation Code Division II Amendments

- **Defines a Shared Mobility Device Service**
 - Mobility device or devices, capable of carrying 10 or more people, separately or together
- **Establishes a Proof of Concept Authorization (POCA)**
- **Provides basic substantive requirements**
 - Application
 - Testing Plan
 - Application and Administration Fees
 - Fines and authorization to terminate

Phase 1: Proof of Concept Authorization (POCA)

- Provide a path for new mobility device and non-standard vehicle service providers to test or deploy on a limited basis
- Goal is to collect information, including to inform potential pilot or permit programs
- Prevents unregulated launches, and provides SFMTA opportunity to establish appropriate rules
- Authorized by the Director of Transportation
- Limited duration, scale, and geography



Phase 1: Proof of Concept Authorization (POCA) Process Framework

A Policy Directive issued by the Director of Transportation will be developed to guide the implementation of the POCA program including:

- Application requirements
- Process and criteria for reviewing applications
- Public engagement
- Criteria for establishing the POCA terms
- Criteria for terminating a POCA

Public Outreach and Engagement

➤ On-going to Key Stakeholders

- Advocacy groups, non-profits, industry organizations
- SFMTA's [Mobility Permit Harmonization](#) project site

➤ Committees/Advisory Bodies

- SFMTA Board, Policy and Governance Committee
- Pedestrian Safety Advisory Committee
- Multimodal Accessibility Advisory Committee
- Bicycle Advisory Committee
- Transportation Authority, Citizens Advisory Committee
- Paratransit Coordinating Council
- Mayor's Disability Council
- SFMTA Citizens Advisory Committee

➤ City Departments & other Governmental Agencies

➤ Community Forum: industry + community groups



Feedback Heard

➤ Key Concerns

- Pedestrian safety
- Rider/service user accountability
- Complaint reporting process
- On-going community engagement
- Infrastructure needs

➤ Response

- Incorporate provisions into POCA Policy Directive
- Continue to engage community
- Work with 311



TABLE 1. SCOOTERS

SFMTA General Role

- Additional Operators
- Seniors + other vulnerable
- Bus stop curbside
- ↳ Small bus

Current Concerns

- City Liability
- Bad Advice
- Taxpayer
- Sidewalks
- Company
- Parking in
- pay for

Future:

- Aesthetic

SideWalk

- Close calls w/ fast riders
- ↳ for ppl of all mobility level
- Blocking Accessibility

Reliability (for users)

- Back to service's use as transportation

Infrastructure

- Insufficient, could lead to sidewalk

Safety

- Users
- faulty

Future:

- Aesthetic

TABLE 2 - ROUND 2

- Does the shared mobility device def. preclude TNCs, Ues etc.? Answer: YES
- Sidewalk riding is frequent + very dangerous high speeds, narrow sidewalks, avoiding bike infrastruc police have said they've been told not to ticket scooters + have been "very belligerent" when receiving complaints + to call 311. 311 says they don't take riding complain

Procedures for

- what if
- * Lack of Enf
- device ID
- Contact?

Non-Arterial Spe

Tech Interventions

- Company device sp
- Sidewalk riding a

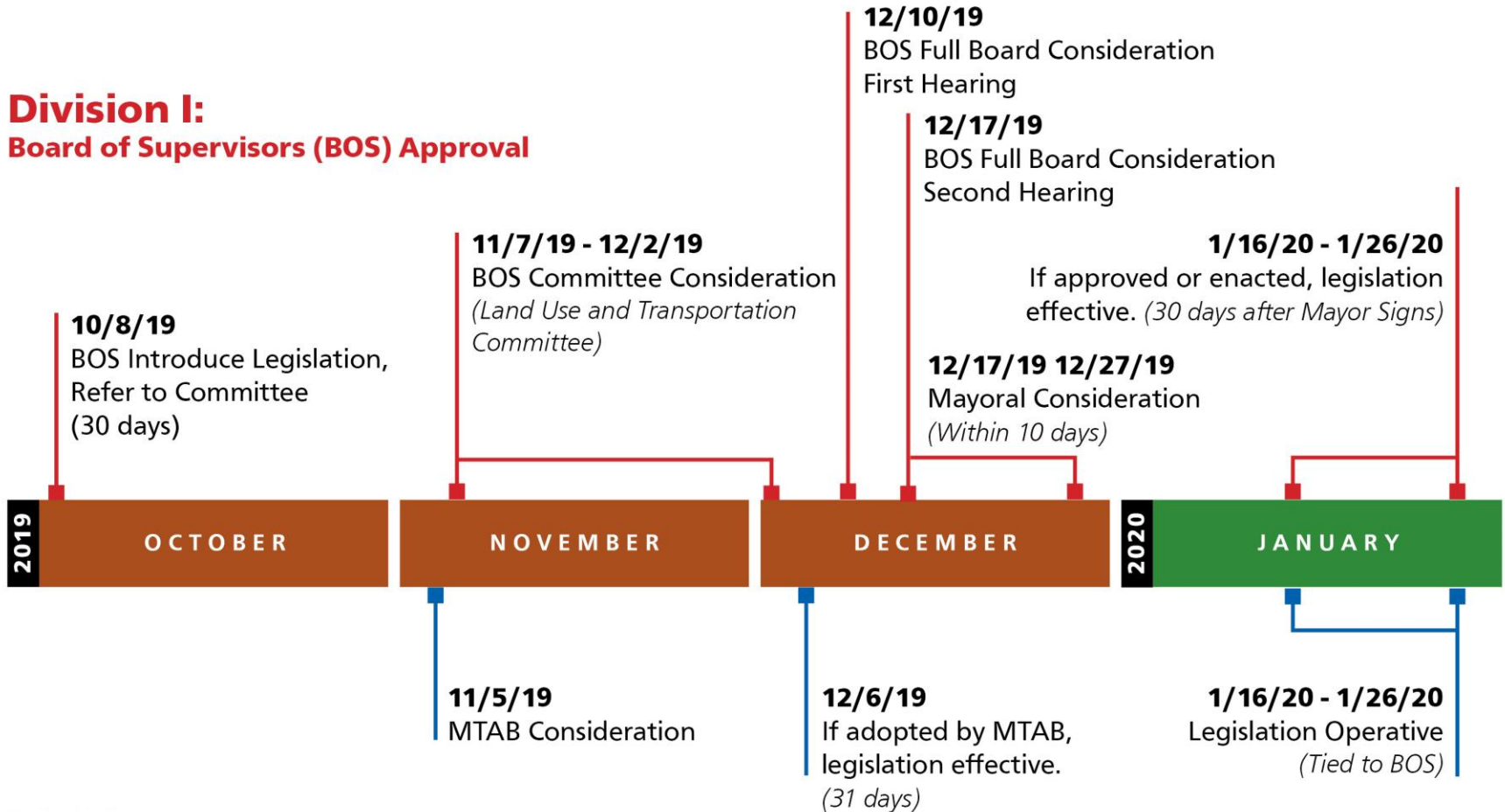
1. Safety

- sidewalk
- pavement
- protect



LEGISLATIVE APPROVAL TIMELINE

Division I: Board of Supervisors (BOS) Approval



Division II: Municipal Transportation Agency Board (MTAB) Approval

Updated: 10-21-2019 15:31

Next Steps

➤ Phase 2: Existing Elements

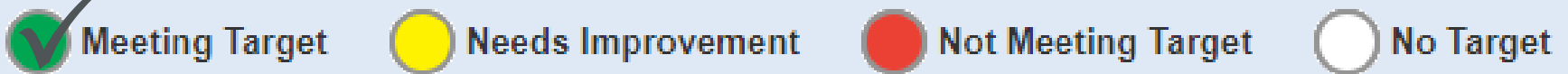
- Restructure Division II of the Transportation Code so that existing regulated mobility permit programs are under one umbrella
- Ensure that the regulatory framework allows the addition of new permit programs as they arise without having to recreate basic elements (e.g. appeals process)

➤ Phase 3: Movement of Goods

Ongoing Efforts

➤ Mobility Data Harmonization

- Currently, data sharing requirements tailored to the needs and key metrics of individual permit programs
- Moving to monitor and evaluate programs using a consistent set of metrics framed by the Guiding Principles
- To the extent that programs operate in a similar manner, standardize data sharing requirements



Organizational Structure

- By **harmonizing** and **standardizing** the permit programs, SFMTA will efficiently regulate new and future programs
- **Sustainable Streets Division**: Office of Innovation is the lead for managing POCA program and Pilots
- **Taxis and Accessible Services Division** is the operational division that takes the lead in regulating and managing on-going regulated programs

Staff Recommendation

Requesting that the Board of Directors amend Division II of the Transportation Code to:

- Establish a definition of Shared Mobility Device Service that encompasses existing shared mobility device services (bikeshare and e-scooter share),
- Delegate authority to the Director of Transportation to authorize the temporary operation of a Shared Mobility Device Service or Non-Standard Vehicle service under a Proof of Concept Authorization, if there is not an existing permit program,
- Establish fees and administrative penalties for violations, and
- Recommend that the Board of Supervisors approve an amendment to Division I of the Transportation Code to prohibit the operation of Shared Mobility Device Service without the applicable permit or authorization.

Questions