Mobility Permit Harmonization

Policy and Governance Committee
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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 the impacts on transportation network
- Efficient use of staff resources
Why Regulate?

• Public Safety
• Consumer Protection
• SFMTA Charter Mandate
effective, efficient, and safe transportation system
goals for quality of life, environmental sustainability, public health, social justice, and economic growth

• Align with City Policy Framework:
Guiding Principles
Regulated Mobility Permit 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 to require a permit or authorization to operate a Mobility Device Program

• Consolidate existing Mobility Device Permit Programs (bike share and scooter share) under new definition
Phase 1: Transportation Code Division II Amendments

- Defines a Mobility Device Program as a mobility device or system of devices capable of conveying 10 or more people, separately or together
- Provides basic substantive requirements
- Establishes a Proof of Concept Authorization (POCA)
Phase 1: Proof of Concept Authorization (POCA)

• Provide a path for mobility device service providers to test or deploy on a limited basis
• Goal is to collect information, including to inform potential pilot or permit programs
• Authorized by the Director of Transportation
• Limited duration and scale
Phase 1: Timeline

• Outreach: On-going to Key Stakeholders
  o Committees
  o Sister Agencies
  o Public all call for industry + community organizations

• Board of Supervisors: introduce Division I amendments, July

• SFMTA Board: Division II amendments, August
Phase 2: 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).
- Will require SFMTA Board approval (fall).
Mobility Data Harmonization

• To date, 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 is the lead for managing POCA program and Pilot.
- Taxis and Accessible Services is the operational division that takes the lead in regulating and managing on-going regulated programs.
Thank you!