



SFMTA

# Mobility Permit Harmonization

Engineering, Maintenance & Safety Committee (EMSC)  
SFMTA Citizens' Advisory Council (CAC)

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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
- Align with City Policy Framework:  
Guiding Principles,  
including Disabled Access  
and parking requirements



## Guiding Principles for Emerging Mobility Services & Technologies

- |  |                  |  |                  |
|--|------------------|--|------------------|
|  | Safety           |  | Sustainability   |
|  | Transit          |  | Financial Impact |
|  | Equitable Access |  | Accountability   |
|  | Disabled Access  |  | Labor            |
|  | Congestion       |  | Collaboration    |

# 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 parking restrictions (bike share and scooter share) under one 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
- Prevents unregulated launches, and provides SFMTA opportunity to establish parking rules
- Authorized by the Director of Transportation
- Limited duration and scale



# Phase 1: Timeline

- Outreach: On-going to Key Stakeholders
  - Committees
  - Sister Agencies
  - Public all call for industry + community organizations
- Board of Supervisors: introduce Division I amendments, Summer/Fall
- SFMTA Board: Division II amendments, Summer/Fall

# 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!