



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Policy Advisory Council Equity & Access Subcommittee

Jim Blacksten, Chair
Daniel Saver, Vice Chair

Wednesday, June 12, 2019

11:30 AM

Yerba Buena - 1st Floor

This meeting will be recorded. Copies of recordings may be requested at the Metropolitan Transportation Commission (MTC) at nominal charge, or recordings may be listened to at MTC offices by appointment.

The Policy Advisory Council advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy, and social equity.

1. Welcome

2. [19-0294](#) Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations

Action:

Revised Plan for Special Language Services to LEP Populations.
Information

Presenter:

Michael Brinton and Luz Campos

Attachments:

[02_LEP_2019_Plan.pdf](#)

3. [19-0570](#) Equity Overview of Two MTC Active Transportation Programs

Overview of Equity Provisions for the Regional Bike Share and Active Transportation Programs.

Action:

Information

Presenter:

Kara Oberg and Karl Anderson

Attachments:

[03_Draft_Equity_and_Active_Transportation_Programs.pdf](#)

4. [19-0642](#) Federal Transit Administration (FTA) Section 5310 FY 2018 & 19 Call for Projects

Caltrans announcement of pending FTA Section 5310 FY 2018 & 19 call for projects.

Action: Information

Presenter: Drennen Shelton

Attachments: [04_FTA_Section_5310_Call_for_Projects.pdf](#)

5. [19-0643](#) Transportation Network Company (TNC) Access for All Act (Hill, 2018) Implementation

Background and information on the implementation of the TNC Access for all Act (Hill, 2018).

Action: Information

Presenter: Drennen Shelton

Attachments: [05_TNC_Access_for_All_Act.pdf](#)

6. New Business

Members of the subcommittee may bring up new business for discussion or addition to a future agenda.

7. Public Comments / Other Business

Note: The subcommittee will not take action on items not listed on today's agenda.

8. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council Equity and Access Subcommittee will be held at 11:30 a.m. on Wednesday, July 10, 2019.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0294 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 3/12/2019 **In control:** Policy Advisory Council Equity & Access Subcommittee
On agenda: 6/12/2019 **Final action:**
Title: Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations
Revised Plan for Special Language Services to LEP Populations.

Sponsors:

Indexes:

Code sections:

Attachments: [02_LEP 2019 Plan.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations

Revised Plan for Special Language Services to LEP Populations.

Presenter:

Michael Brinton and Luz Campos

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission
Policy Advisory Council Equity & Access Subcommittee

June 12, 2019

Agenda Item 2

**Revised Plan for Special Language Services to
Limited English Proficient (LEP) Populations**

Subject: Revised Plan for Special Language Services to LEP Populations.

Background: Presidential Executive Order 13166 (August 2000) states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with LEP, and develop and implement a system to provide those services so all persons can have meaningful access to services. Agencies such as the Metropolitan Transportation Commission (MTC) that receive federal funds are also subject to this requirement. Accordingly, in September 2010, the Commission adopted MTC's Plan for Special Language Services to LEP Populations (LAP-2010). The Language Assistance Plan (LAP)-2010 was updated, revised and approved by the Commission on May 2013.

MTC entered into an agreement with Civic Edge on April 2018 to assist with the analysis and outreach necessary to review and update MTC's current LAP. On May 2, 2019, MTC issued a news release and a series of display ads in various community papers informing the public that the draft version of the revised LAP ("*Draft Revised LAP-2019*") was available for review and public comment. The *Final Revised LAP-2019*, is available for public review in Spanish, Mandarin, Cantonese, and English. These documents are available on the internet at <https://mtc.ca.gov/about-mtc/public-participation/get-language-assistance>.

MTC received a total of two written comments (see Attachment B) on the *Draft Revised LAP-2019*. Comments on the *Draft Revised LAP-2019* indicated that MTC should update its policies to avoid overly technical terms and write in a style tailored to a general audience; and present languages in alphabetical order. The *Draft Revised LAP-2019* was not modified in response to the comments received.

Staff finalized the Revised LAP-2019 ("*2019 Plan*") and will continue to perform periodic checks of translated materials to ensure they are interpreted correctly, and monitor the effectiveness of the *2019 Plan*.

Issues: None.

Recommendation: None

Attachments: Attachment A: Plan for Special Language Services to LEP Populations-2019
Attachment B: Summary of Comments and Responses to MTC's Draft Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations

Plan for Special Language Services to Limited English Proficient (LEP) Populations

The Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations is available online at

https://mtc.ca.gov/sites/default/files/MTC_2019_Plan_for_Providing_Special_Language_Services_to_LEP_Population_-_Final_Draft.pdf

**Summary of Comments and Responses to
MTC's Draft Revised Plan for Special Language Services to Limited English Proficient
(LEP) Populations**

COMMENTS	RESPONSE
<p>#1 — E-mail comment (Comment from: Betsy Megas)</p> <p>I haven't read your language assistance draft in detail, but it looks to me from the summary like you're aiming to provide services in a selection of the languages most commonly spoken here.</p> <p>I suggest you also make it a policy (whether in this document or elsewhere) to simplify your English, to make sure that the most public-facing parts are simple enough for people with limited English or limited literacy. There are many advantages to simplifying the English: -English is a lot easier for a non-native speaker to read, when it's simple, and not too legal or bureaucratic. -Native English speakers may have limited literacy or may have difficulty reading. This study finds that around 25% of Californians have low literacy, some with difficulty performing routine tasks: https://nces.ed.gov/NAAL/pdf/state_summaries/California.pdf -Even fluent English readers have an easier time reading and using information when the language is simple, clear, and concise. -People speak a huge diversity of languages in the greater Bay Area, and even offering services and materials in the top dozen or more languages would fail to serve everybody. With some exceptions (e.g. Portuguese speakers may find Spanish easier English), people who speak other languages will try to use English. -Translations are messy, and even good ones may miss details. (I saw one VTA study of complete streets get translated and checked off in Spanish as a "complete study of streets.")</p>	<p>This Plan is intended to detail the various ways MTC works to serve the needs of Bay Area residents who are limited English proficient. MTC provides translated web content and provides simple, concise instructions on how to request translation services, both on the web and at our meetings.</p> <p>The agency will continue to monitor the effectiveness of its LEP Plan and whether new documents, services, and/or activities need to be made accessible for LEP persons.</p>
<p>#2 — E-mail comment (Comment from: Craig Yates)</p> <p>Excellent outreach, best languages presented in alphabetical order, so all languages people learn the meaning of respect present for all languages. Alphabetical order A-Z. Chinese, Spanish, Tagalog, so shows all languages are important not one is more important than the other.</p>	<p>Order of languages is determined by the frequency with which LEP population come in contact with the agency.</p>



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 19-0570 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/8/2019 **In control:** Policy Advisory Council Equity & Access Subcommittee
On agenda: 6/12/2019 **Final action:**
Title: Equity Overview of Two MTC Active Transportation Programs
Overview of Equity Provisions for the Regional Bike Share and Active Transportation Programs.

Sponsors:

Indexes:

Code sections:

Attachments: [03_Draft Equity and Active Transportation Programs.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Equity Overview of Two MTC Active Transportation Programs

Overview of Equity Provisions for the Regional Bike Share and Active Transportation Programs.

Presenter:
Kara Oberg and Karl Anderson

Recommended Action:
Information

Attachments:

Metropolitan Transportation Commission

Policy Advisory Council Equity & Access Subcommittee

June 12, 2019

Agenda Item 3

Equity Overview of Two MTC Active Transportation Programs

Subject: Overview of Equity Provisions for the Regional Bike Share and Active Transportation Programs.

Background: *Overview of Regional Bike Share and Active Transportation Programs*
MTC entered into a 10-year exclusive contract with Motivate Inc. to own and operate a 7,000 bicycle share system in the cities of Berkeley, Emeryville, Oakland, San Francisco and San Jose. Included in this contract are five terms that help to reduce the barrier to entry for low-income communities to access bike share. MTC also administers the regional Active Transportation Program (ATP), which funds projects that encourage increased use of active transportation. ATP aims to accomplish this by increasing the proportion of trips accomplished by biking and walking, and increasing safety and mobility for non-motorized users, while working to reduce greenhouse gases, enhance public health, ensure that disadvantaged communities fully share in the benefits of the program and provide a broad spectrum of projects to benefit many types of active transportation users.

At a regional level, bike share and funding active transportation programs helps to meet at least four of the *Plan Bay Area 2040* targets, including reducing CO₂, increasing physical activity, reducing the amount of household income spent on transportation and increasing non-auto mode share.

Regional Bike Share Program

The 10-year bike share contract has equity provisions that include a low-income membership, cash payment option, Clipper as a membership identifier, 20% of stations in Communities of Concern, and the joint funding of low-income outreach. The program's standard annual membership is \$15/month or \$149/year, subject to an annual regulated increase of Consumer Price Index (CPI) + 2%. The low-income membership option, called Bike Share for All, is \$5/year for the first year and then \$5/month thereafter for unlimited 60-minute trips¹. As of May 2019, Bike Share for All members made up 22% of members, which is among the highest percentage in the country. In addition to the low-income membership, cash payment is also available at the Bay Area Metro Center Hub, the Oakland Public Library and the Berkeley Public Library.

Members can unlock a bicycle by either a phone application or by tapping their Clipper card. As of May 2019, just under 40% of members use a Clipper card to unlock a bicycle, which reduces the need a smart phone and use of a data plan to unlock a bicycle. In addition, 20% of stations are required to be in Communities of Concern. In March 2019, over 40% of stations were in Communities of Concern with about 70% within or ¼ mile from a Community of Concern.

MTC and Motivate jointly funded a low-income outreach contract with Transform. This contract was the result of a Bike Share Equity Working Group with representatives from each participating city, Bike East Bay, San Francisco Bicycle Coalition, Silicon Valley Bicycle Coalition, Transform and MTC. The Working Group's goal is for the Ford GoBike membership and ridership to be representative of the communities where it operates. To help meet this goal, Transform worked with the bicycle coalitions, The

¹ <https://www.fordgobike.com/pricing/bikeshareforall>

Scraper Bike Team, Cycles of Change, San Francisco Yellow Bike Project and Chinese Newcomers Services Center to hire local ambassadors to explain how the bike share program works, provide information on the low-income membership, and sign up residents as members. Thanks in part to this contract, 22% of Ford GoBike members are low-income residents.

Active Transportation Program

MTC administers the Bay Area's Active Transportation Program (ATP), which is the primary funding program for active transportation projects in the region. ATP includes about \$220 million per year statewide, with 50% allocated to the State for its statewide program and 10% allocated to small urban and rural counties – both of which are administered through Caltrans/California Transportation Commission. The remaining 40% is administered by large Metropolitan Planning Organizations (MPOs), including MTC.

To help meet the goal of ensuring that disadvantaged communities fully share in the benefits, the application assigns 10 points to projects serving Disadvantaged Communities (DACs). The state also mandates a 25% funding minimum requirement for DACs. MTC has adopted a measure to define our DACs as Communities of Concern (COC). In the Bay Area, 22% of the population is located in a COC.

In this most recent ATP cycle from 2019, the regional portion of funding totaled \$37 million out of \$49 million overall. Over all four cycles since the program's inception in 2014, a total of \$236 million was distributed, with \$212 million (90%) of this total benefitting COCs.

Successful ATP project types are generally projects that benefit DACs or COC, highly effective/cost-benefit projects (such as gap closure, safety improvements, infrastructure/non infrastructure combination and complete streets), and Safe Routes to School.

All Cycles 2014 through 2019	Amount Awarded (\$Ms)		
	State	Regional	Total
Total	\$100	\$136	\$236
COC Investment	\$97	\$115	\$212
Total Share Benefitting COCs	97%	86%	90%

One example of an ATP funded project in a COC is the East Palo US-101 Pedestrian/Bike Overcrossing. This crossing provides connectivity from the residential Woodland community southwest of Highway 101 to the rest of East Palo Alto on the northeastern side of U.S. Highway 101. The project provides access to shopping and community centers, schools, and the regional trails system. The completion is slated for mid-2019.

Recommendation: N/A

Attachments: Presentation

Bike Share for All and Active Transportation Program

Kara Oberg and Karl Anderson, Metropolitan Transportation Commission
Policy Advisory Council, Equity & Access Subcommittee, June 12, 2019

Overview

- Plan Bay Area Targets
- MTC Bike Share Overview
 - Bike Share for All
 - Bike Share Capital
- Active Transportation Program

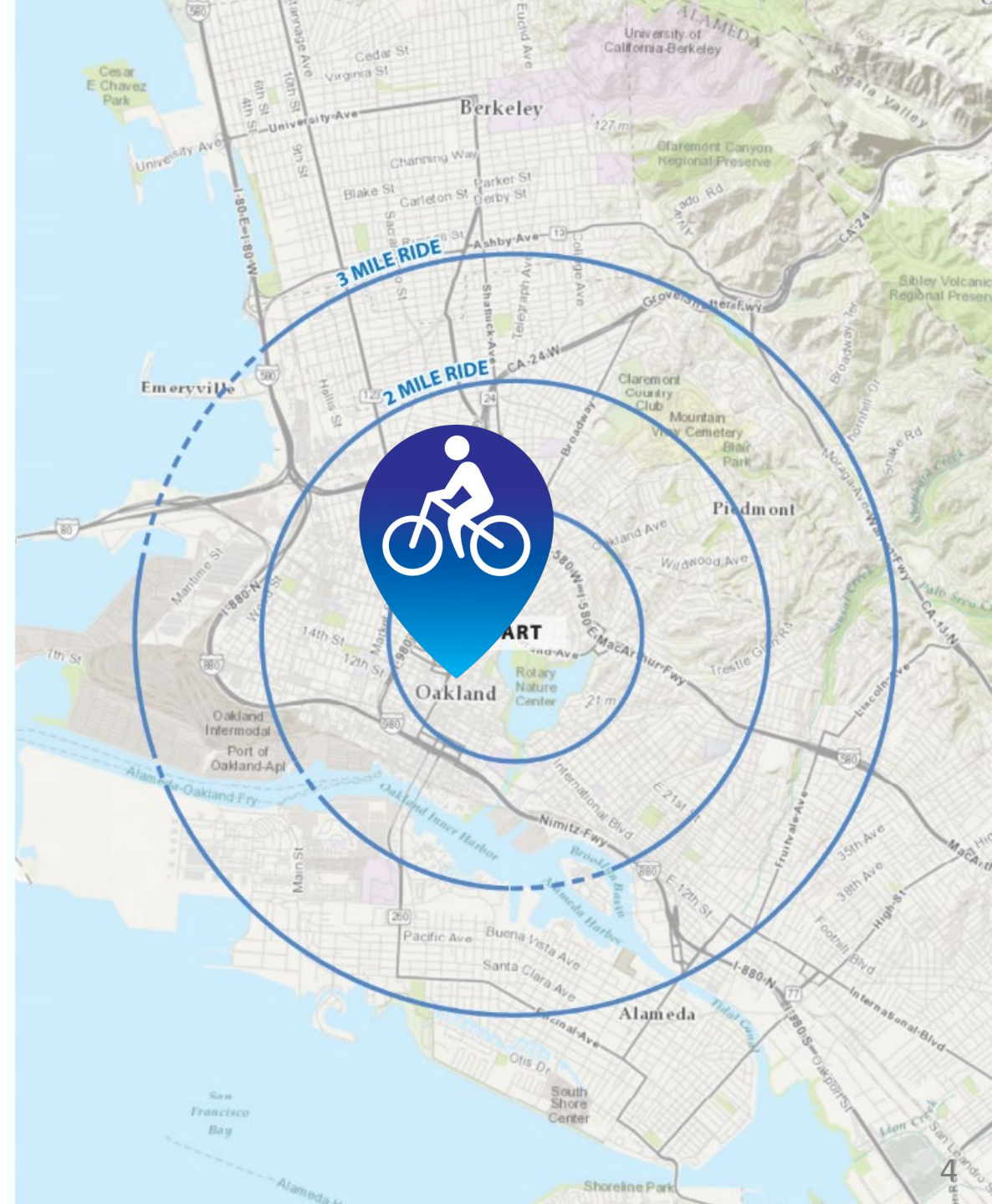
Plan Bay Area 2040 Targets

- Climate Protection: **Reduce CO₂**
- Healthy & **Safe** Communities: Reduce road crashes and increase physical activity
- **Equitable** Access: Reduce share of household income spent on housing and transportation
- Transportation Effectiveness: Increase non-auto **mode share**

Why?

Of all the Bay Area trips
Over 50% are 3 miles or less...

the perfect distance to
travel by...

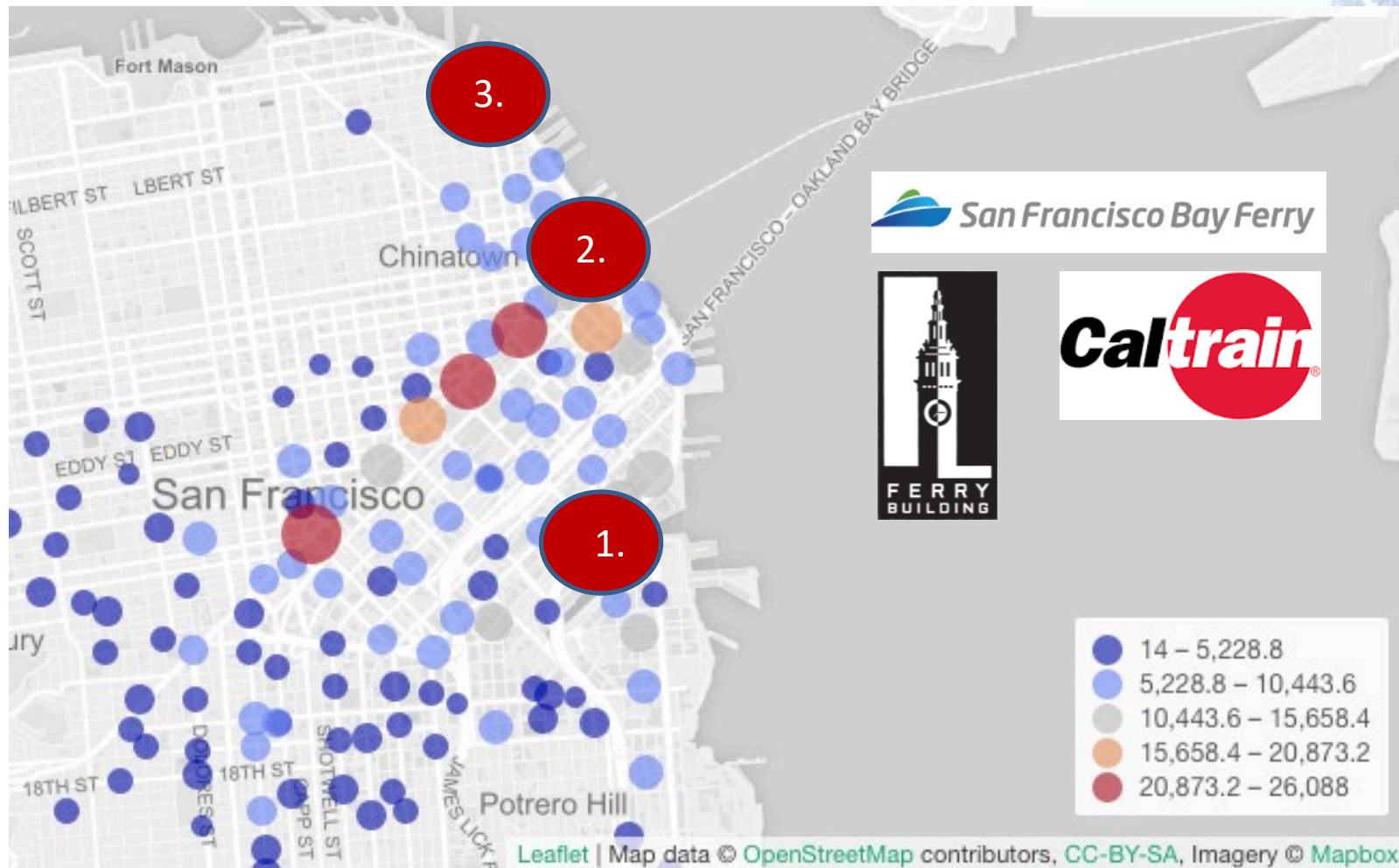


Ford GoBike Background

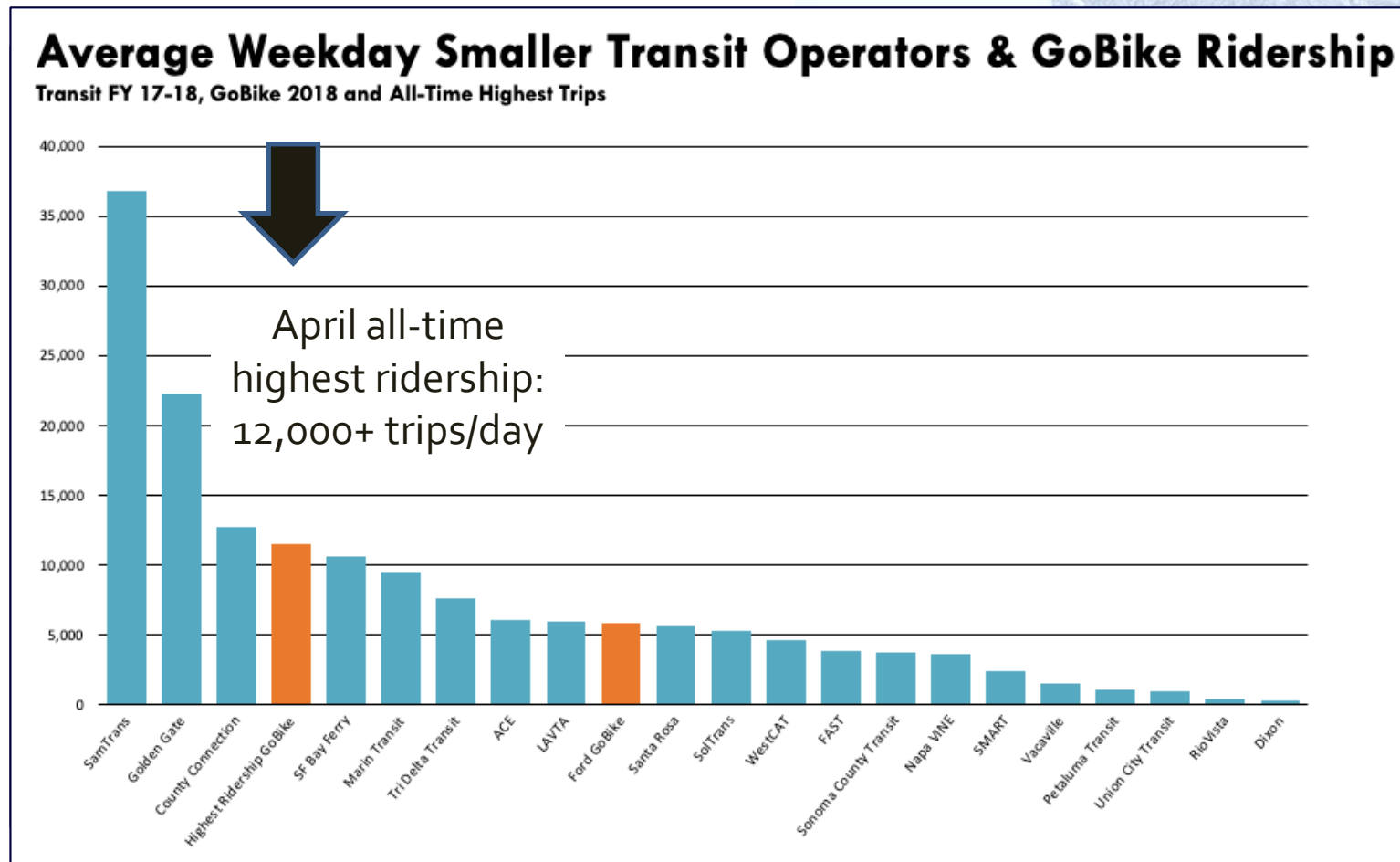
- May 2015: Commission approved contract
- December 31, 2015 agreement signed
- Zero public cost for capital or operations, 7,000 bikes & 10-year commitment with many public benefits
- June 28, 2017 San Francisco launch



Ford GoBike Stations by Total Trips + Regional Transit

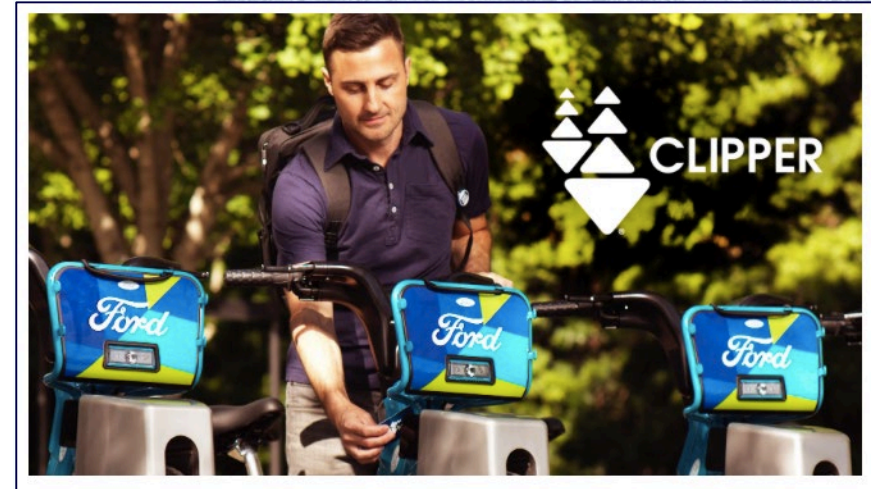


Transit Trips



Membership

- 37% of members use their Clipper card to unlock a bicycle
- This provides a more seamless transit transfer and non-smart phone option



Membership

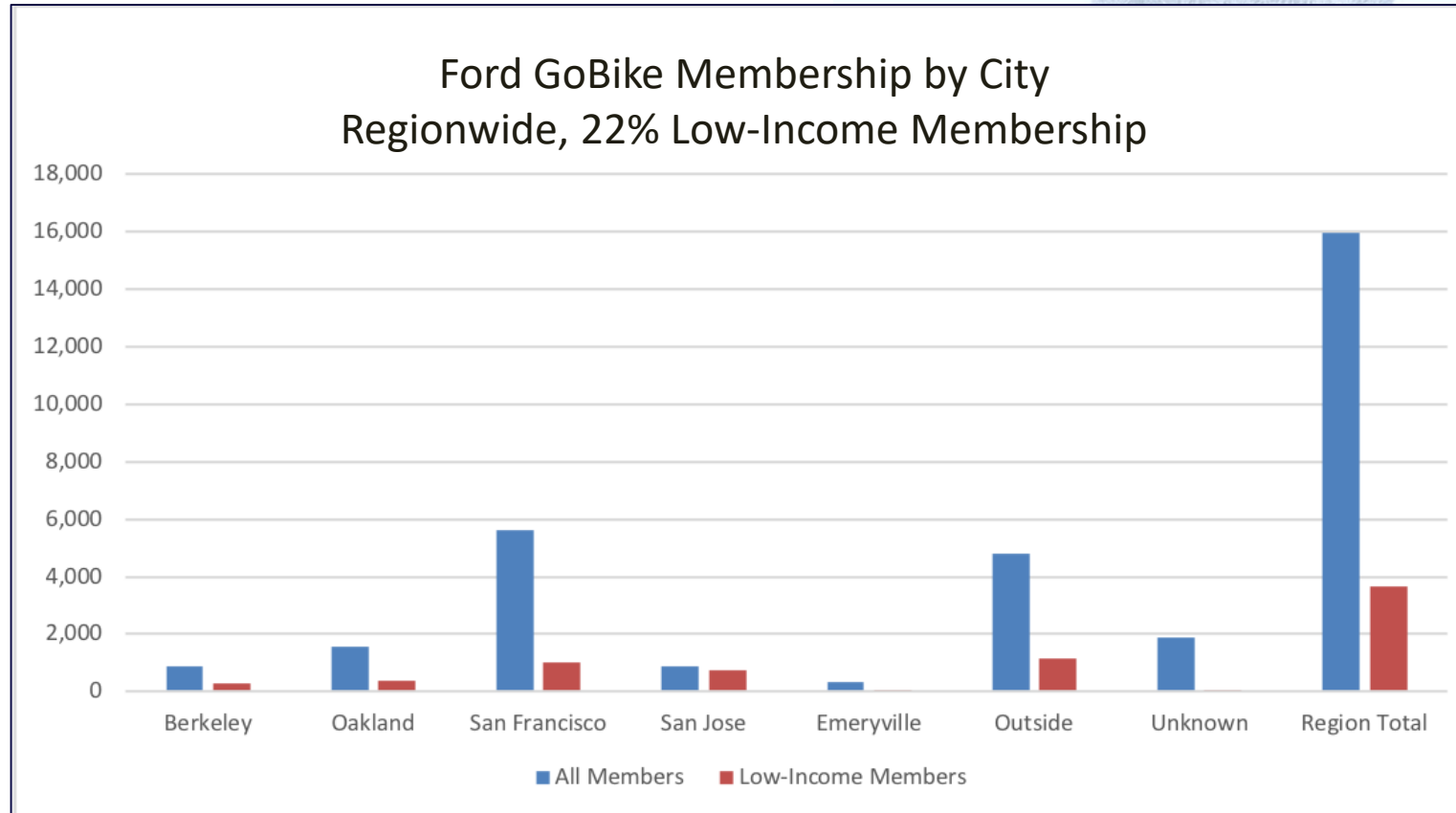
- Membership - each trip is less expensive than the last
- Bike Share for All - \$5 yr. then \$5/mo.




Community Outreach



Low-Income Membership




Bike Share for All



Our communities. Our transportation. Our future.

Select Language ▼

SEARCH 

ABOUT US ▼OUR WORK ▼GET INVOLVED ▼BLOG & RESOURCES ▼DONATE ▼

Home » Ford GoBike is a model for equitable bike share access in the US, thanks to community engagement

FORD GOBIKE IS A MODEL FOR EQUITABLE BIKE SHARE ACCESS IN THE US, THANKS TO COMMUNITY ENGAGEMENT

For Immediate Release: September 20, 2018






CONTACT: Edie Irons, Communications Director, 510-334-1344, eirons@transformca.org


OAKLAND, CA - [New data shows](#) 20 percent of Ford GoBike memberships are discounted "Bike Share for All" memberships for low-income riders, among the largest share of any bike share system in the country. By comparison, discounted memberships make up only 9 percent of bike share memberships on Indego in Philadelphia and just 3 percent for Bluebikes Boston — systems often lifted up as bike share pioneers based on their low-income programs.

[The information](#) was made available by TransForm, the nonprofit organization that coordinated community outreach about the discounted bike share memberships and other biking resources in low-income neighborhoods throughout the Bay Area. This equity outreach was funded by the Metropolitan Transportation Commission (MTC) and Motivate, the operator of Ford GoBike, and took place between September 2017 and March 2018. Ford GoBike launched in Summer 2017 in San Francisco, San Jose, Oakland, Berkeley, and Emeryville.

Take Action

Email Sign-Up



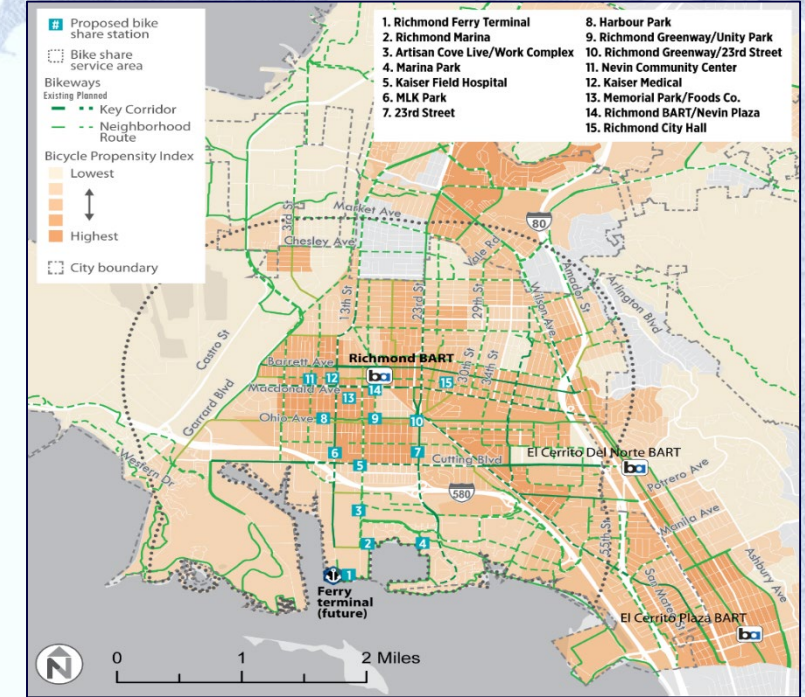
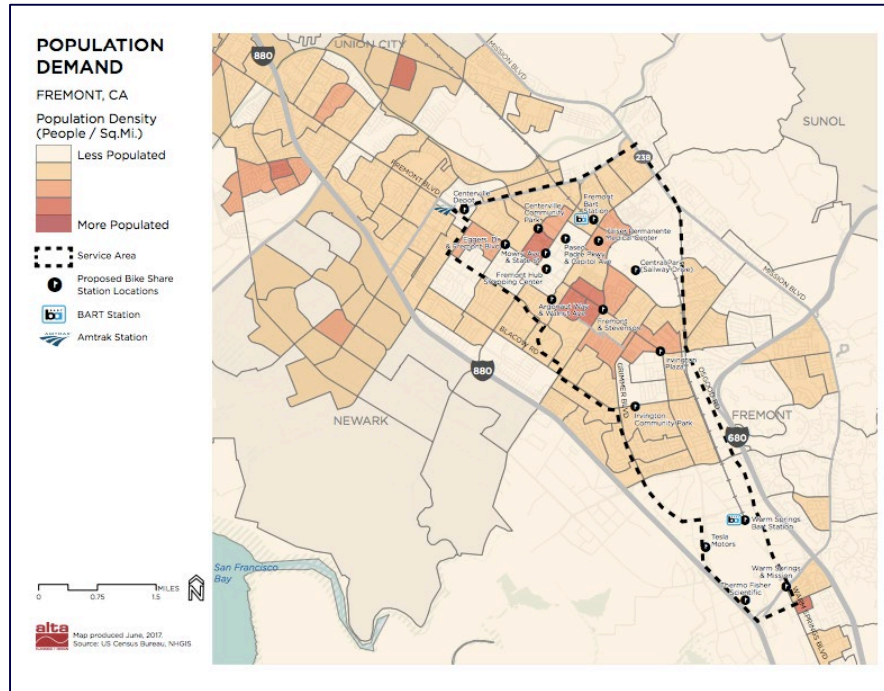
 **Related Blog Posts**

What a long, inspiring trip it's been

Bike Share Capital

- Funding requirements:
- 20% of service area in Communities of Concern or CARE neighborhoods
- International Safety Standards: ISO
- Clipper as Membership Identifier

Bike Share Capital



Active Transportation Program (ATP)

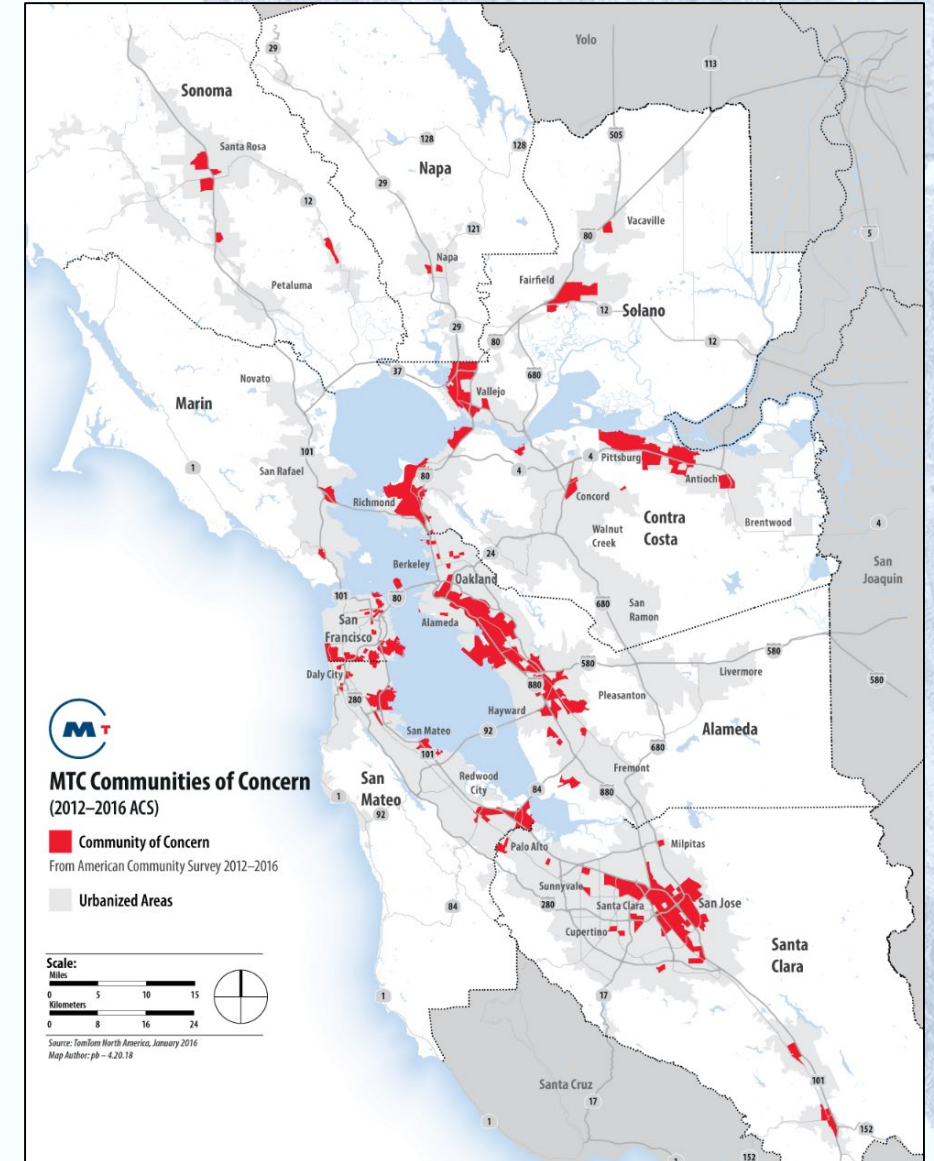
- Primary funding program for active transportation projects in the region
- About \$220 million per year
 - 50% to State for Statewide Program (Caltrans/CTC)
 - 40% to 10 large Metropolitan Planning Organizations (MPOs)
 - 10% to Small Urban/Rural (MTC ineligible to compete)
- The Metropolitan Transportation Commission (MTC) is the MPO for the 9-county Bay Area
- MTC's ATP website: <https://mtc.ca.gov/atp>

Summary of Previous ATP Cycles

Program	Year	Amount Awarded in Millions			
		State	% of State	Regional	Total
Cycle 1	2014	\$ 26	14%	\$ 31	\$ 57
Cycle 2	2015	\$ 20	11%	\$ 30	\$ 50
Cycle 3	2016	\$ 32	24%	\$ 22	\$ 54
Cycle 3 Augmentation	2017	\$ 10	10%	\$ 16	\$ 26
Cycle 4	2019	\$ 12	5%	\$ 37	\$ 49
Totals		\$ 100	12%	\$ 136	\$ 236

MTC's Communities of Concern

- Areas that have a concentration of both minority and low-income households
- Applicants may use MTC's COC definition to meet the Disadvantaged Community requirement
- MTC uses the latest data from the American Community Survey, currently 2012-2016 5-year Estimates
- Map of current COC areas in the region is available at:
 - <https://arcg.is/15Kqya>



Investment in COCs

All Cycles 2014 through 2019	Amount Awarded (\$Ms)		
	State	Regional	Total
Total	\$ 100	\$ 136	\$ 236
COC Investment	\$ 97	\$ 115	\$ 212
Total Share Benefitting COCs	97%	86%	90%

- **Successful Project Types (General)**
 - Projects benefiting Disadvantaged Communities and Communities of Concern
 - Highly effective/cost-benefit projects
 - Gap closures, safety improvements, Infrastructure/NI combination, complete streets
 - Safe Routes to School

ATP Funded Projects

- Oakland - Fruitvale Alive Gap Closure Project
- Pittsburg - Walk Bike Pittsburg 2035
- Richmond - Yellow Brick Road
- San Rafael - Francisco Blvd East Ave Bridge Bike Ped Connectivity
- Napa County - SRTS Program
- San Francisco - 6th Street Pedestrian Safety Project
- East Palo Alto - US-101 Pedestrian/Bike Overcrossing
- Gilroy - Gilroy Moves! SRTS Non-infrastructure
- Fairfield - East Tabor/Tolenas Safe Routes to School Gap Closure Project

ATP Funded Projects

Oakland - Fruitvale Alive Gap Closure Project



1. Raised Cycle track
2. Bus stop moved to far-side (New bus shelter)
3. Highly visible striped bike crossings provided on three intersection legs
4. Pedestrian-oriented lights improve pedestrian safety and match Fruitvale Alive lights.
5. Chain link fence replaced with decorative green fencing and relocated to back of columns.

6. Cobble surfacing for low maintenance edge band.
7. Underpass paint improvements cleaned and refurbished.
8. Curb radius reduced to shorten pedestrian crossing distance.
9. Gateway signage added.
10. Decorative railings protect bikeways from adjacent vehicles



1. Median widened for refuge and planted with street trees.
2. Roadway narrowed slightly to shorten pedestrian crossing distance.
3. Raised Cycle track with street trees.
4. Curb radius reduced to shorten pedestrian crossing distance.
5. Bus stops with shelter & seating.
6. City-owned area landscaped and improved.
7. Pedestrian-bikeway-oriented street lights.
8. Raised Cycle track/Pedestrian path buffered with planters.
9. City gateway sign
10. Street Trees on surplus property (later phases)

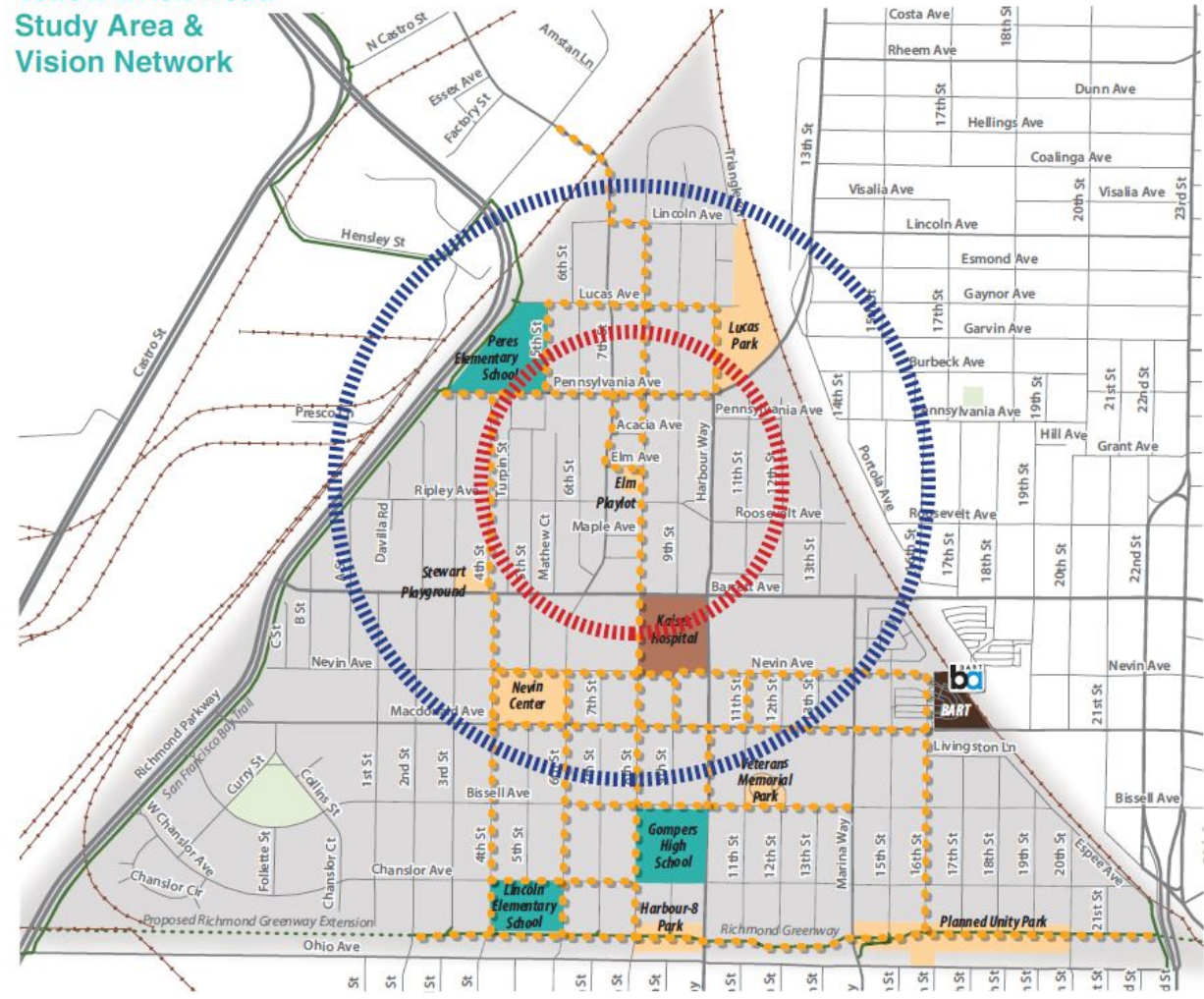
ATP Funded Projects

Richmond - Yellow Brick Road

Design Inspirations and Potential Treatments



Yellow Brick Road Study Area & Vision Network



ATP Funded Projects

East Palo Alto - US-101 Pedestrian/Bike Overcrossing



Thank you

Kara Oberg, koberg@bayareametro.gov

Karl Anderson, kanderson@bayareametro.gov



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 19-0642 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/22/2019 **In control:** Policy Advisory Council Equity & Access Subcommittee
On agenda: 6/12/2019 **Final action:**
Title: Federal Transit Administration (FTA) Section 5310 FY 2018 & 19 Call for Projects
Caltrans announcement of pending FTA Section 5310 FY 2018 & 19 call for projects.

Sponsors:

Indexes:

Code sections:

Attachments: [04_FTA Section 5310 Call for Projects.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Federal Transit Administration (FTA) Section 5310 FY 2018 & 19 Call for Projects

Caltrans announcement of pending FTA Section 5310 FY 2018 & 19 call for projects.

Presenter:

Drennen Shelton

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission
Policy Advisory Council Equity & Access Subcommittee

June 12, 2019

Agenda Item 4

Federal Transit Administration (FTA) Section 5310 FY 2018 & 19 Call for Projects

Subject: Caltrans announcement of pending FTA Section 5310 FY 2018 & 19 call for projects.

Background: The Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310) provides a mix of capital and operating grants to private nonprofit corporations and public agencies to provide safe, efficient, and coordinated transportation services for seniors and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate. Caltrans is the designated recipient for funds apportioned to the Bay Area's Large Urbanized Areas (UZAs), and for the State's Small Urbanized and Rural Areas. As authorized by the Fixing America's Surface Transportation (FAST) Act, Caltrans is expected to release the FY 2018 and FY 2019 call for projects in July 2019.

There are two project categories in the 5310 Program: 1) Traditional and 2) Expanded. The 5310 Program requires that at least 55 percent of available funding must be set aside for "traditional" 5310 projects. Eligible traditional 5310 projects include mobility management, vehicles, and other equipment (communications equipment, computer hardware, and wheelchair restraints). In addition to the required traditional projects, up to 45 percent of funds may be utilized for projects that were formerly eligible under the FTA's New Freedom Program (also referred to as the "Expanded" projects): additional public transportation projects that exceed the ADA minimum requirements, improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service, or provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation, including mobility management. See Attachment A for more information on project eligibility.

Under this program, Caltrans has two funding categories: Large UZA and Small Urbanized and Rural Areas. Applicants in the Bay Area's Small Urbanized or Rural Areas will compete in the statewide competitive process. Applicants in the Bay Area's Large UZAs will compete within the UZA where the project is located. See Attachment A for more information on programming targets for the Bay Area.

Application Process and Schedule

Caltrans utilizes an electronic application process for the 5310 Program. For this call for projects, all applications must be submitted through the Caltrans Electronic Grants Management BlackCat System. The general schedule for this cycle is:

July / August 2019	Caltrans issues Call for Projects and holds Applicant Workshop/Webinars
September 2019	Applications are due
December 2019	Draft project list submitted to the California Transportation Commission
January 2020	Final project list announced
Spring 2020	Successful Applicant Webinar; Grant submitted to FTA; Standard Agreement process initiated; Procurement process begins

Applicants are highly encouraged to review the Bay Area's Coordinated Public Transit-Human Services Transportation Plan, and think about proposed projects and coordination opportunities prior to the Caltrans release of the call for projects.

Additional information can be found:

Caltrans Section 5310 Webpage:

<http://dot.ca.gov/hq/MassTrans/5310.html>

Coordinated Public Transit-Human Services Transportation Plan:

http://mtc.ca.gov/sites/default/files/Coord_Plan_Update.pdf

Issues: None

Recommendation: None

Attachments: Attachment A: FTA Section 5310 Program: Eligible Activities and Funding Availability
Attachment B: SF Bay Area Urbanized Areas Map
Attachment C: Caltrans 5310 Program Fact Sheet

FTA Section 5310 Program

Eligible Activities

The following list of eligible activities is excerpted from Federal Transit Administration (FTA) Circular C 9070.1G, the *Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions*. Applicants are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities, considering the transportation needs, solutions, and strategies for enhanced coordination in the Bay Area's Coordinated Public Transit—Human Services Transportation Plan.

Traditional Section 5310 Projects	
Vehicles	Acquisition of expansion or replacement buses and/or vans
Equipment	<ul style="list-style-type: none"> (1) Radios and communication equipment; (2) computer hardware and software; (3)wheelchair restraints; (4) transit-related intelligent transportation systems (ITS) [must be included in the Bay Area Intelligent Transportation Systems (ITS) Architecture (http://www.mtc.ca.gov/planning/ITS/)]; (5) dispatch systems.
Support for Mobility Management and Coordination <i>(Eligible under both Traditional and Expanded Section 5310 Projects)</i>	<ul style="list-style-type: none"> (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; (2) Support for short-term management activities to plan and implement coordinated services; (3) The support of state and local coordination policy bodies and councils; (4) The operation of transportation brokerages to coordinate providers, funding agencies, and passengers; (5) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; (6) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems; and (7) Funding to support the administrative costs of sharing services provided to clients along with other seniors and/or individuals with disabilities and the coordinated usage of vehicles with other nonprofits.

Expanded Section 5310 Projects	
Public Transportation Projects that Exceed the Requirements of the ADA	<p>(1) Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA;</p> <p>(2) Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;</p> <p>(3) The incremental cost of providing same day service;</p> <p>(4) The incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not on a case-by-case basis for individual riders in an otherwise curb-to-curb system;</p> <p>(5) Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;</p> <p>(6) Feeder services. Accessible “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.</p>
Public Transportation Projects to Improve Accessibility	<p>Training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.</p>
Public Transportation Alternatives that Assist Seniors and Individuals with Disabilities with Transportation	<p>(1) Supporting the administration and expenses related to voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The Section 5310 program can provide vouchers to seniors and individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on predetermined rates or contractual arrangements. Transit passes or vouchers for use on existing fixed-route or ADA complementary paratransit service are not eligible.</p> <p>(2) Supporting volunteer driver and aide programs. Volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase capacity of volunteer driver programs are also eligible.</p>

Funding – Large Urbanized Areas and Small Urbanized/Rural Areas

Under this program, Caltrans has two funding categories: Large Urbanized Areas (UZAs) and Small Urbanized and Rural Areas. Applicants in the Bay Area's Small Urbanized or Rural Areas will compete in the statewide competitive process. Applicants in the Bay Area's Large UZAs will compete within the UZA where the project is located. If you are unsure if your project is in a Large UZA or in the Small Urbanized and Rural Areas, please see the attached map (Attachment B).

Approximately \$14M is available statewide to projects in Small Urbanized and Rural Areas. Approximately \$9M is available for projects in the Bay Area Large UZAs. Caltrans has not issued fund estimates for the Bay Area Large UZAs. MTC has estimated the two-year programming target for the Bay Area's Large UZAs based on the FY 2018 and FY 2019 Federal 5310 apportionments, shown in Table 1; these figures are subject to change and are presented here for planning purposes.

Table 1: 5310 Bay Area Large UZA – Two-Year Funding Estimated for FYs 18 & 19

Bay Area Large UZAs	Traditional Projects Programming Targets (FY 18 & 19)	Expanded Projects Programming Targets (FY 18 & 19)	Caltrans and MTC Program Oversight (FY 18 & 19)	Total Two-Year Programming Target by UZA (FY 18 & 19)
Antioch UZA	\$262,326	\$166,935	\$47,696	\$476,956
Concord UZA	\$587,796	\$374,052	\$106,872	\$1,068,720
San Francisco--Oakland UZA	\$3,000,895	\$1,909,660	\$545,617	\$5,456,172
San Jose UZA	\$1,284,381	\$817,334	\$233,524	\$2,335,239
Santa Rosa UZA	\$311,104	\$197,975	\$56,564	\$565,643
Totals	\$5,446,502	\$3,465,956	\$990,273	\$9,902,730

Notes: UZA = Urbanized Area

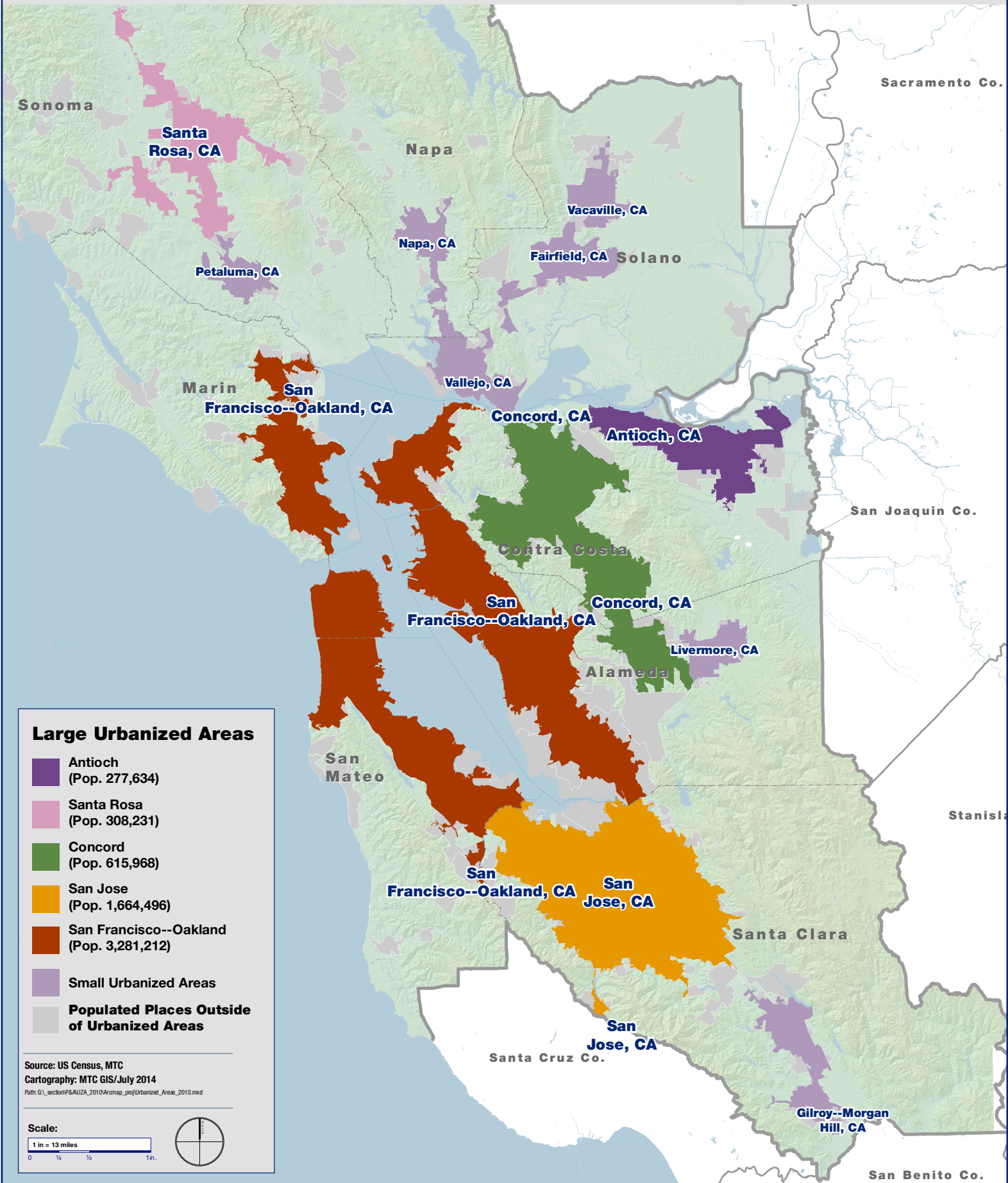
SF Bay Area Urbanized Areas



Agenda Item 4 Attachment B
Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems





FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Fiscal Years 2018 & 2019

PROGRAM FACT SHEET & TIMELINE

Program Purpose:

- To improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

Funding:

- Approximately **\$19 Million** in Federal Grant funds for Large Urbanized Areas and **\$14 Million** for Small Urban and Rural communities.
- This is a competitive grant process.
- The Federal Transit Administration (FTA) mandates that at least 55% of funding is used for Traditional Projects.
- FTA mandates that no more than 45% of funding be used for Expanded Projects.

Eligible Applicants:

- Private non-profit corporations (Traditional and Expanded Projects)
- Public Agencies where no non-profits provide service (Traditional Projects)
- Public Agencies approved by the State to coordinate services (Traditional Projects)
- Public Agencies (Expanded Projects)

Eligible Capital Expenses (Traditional):

- Accessible vans and buses
- Mobile radios and communication equipment
- Computer hardware and software

Vehicle Replacement (Traditional) Projects:

- Vehicle(s) must be in active service
- A replacement bus or van must meet or exceed useful life at the time of application.

Service Expansion Vehicle (Traditional) Projects:

- Services to additional persons; or
- Expanding the service area or hour; or
- Increasing the number and/or frequency of trips

Examples of Eligible Mobility Management (Expanded)

Projects: (but not limited to)

- Planning, development, implementation of coordinated transportation services
- Travel training/trip planning

Examples of Eligible Operating Assistance (Expanded)

Projects: (but not limited to)

- Expansion of hours/service of paratransit service beyond the requirement of the American with Disabilities Act (ADA)
- Enhancement of services (same day; etc.)
- New or expansion of Volunteer Driver Programs

Program Requirements:

- Grantees are responsible for the proper use, operating costs, and maintenance of all project equipment.
- Grantees certify that they will comply with State and Federal requirements.
- Grantees must certify that all projects are ready for implementation at time of application.

Information:

- See Caltrans Division of Rail and Mass Transportation (DRMT) Section 5310 webpage at: www.dot.ca.gov/drmt/fed5310.html
- Applications are submitted through BlackCat at: <http://cadot.blackcatgrants.com>
- Call for projects expected on **July 1 2019.**



5310 PROGRAM TIMELINE

Spring 2019:

- MPO/RTPA/Sub-Recipient Survey
- Townhall Meeting

July/August 2019:

- Call for Projects
- Grant Application Workshops/Webinar

September/October 2019:

- Applications close on BlackCat Electronic Grant Management (EGM) system
- MPO/RTPA score applications
- The State Review Committee (SRC) verifies MPO/RTPA scores

October 2019:

- MPOs/RTPAs verify regional prioritized lists on BlackCat to be submitted to the Federal Transit Administration (FTA) by Caltrans

November 2019:

- Regional scores are merged into a statewide-prioritized list of projects

December 2019:

- Submit draft list to the California Transportation Commission (CTC)
- CTC distributes public draft of the Program of Projects (POP)

January 2020:

- CTC conducts staff level conference for the SRC to hear any filed appeals
- CTC conducts public hearing to adopt final POP
- Final POP distributed publicly
- Projects are programmed in the Federal Transportation Improvement Program (FTIP)

Spring 2020:

- Schedule Successful Applicant Webinar, verify new agency information
- After verification that all projects are programmed, approved POP submitted to FTA for funding approval
- After FTA's final approval, Standard Agreement process initiated
- Procurement process begins

Program Note:

FTA Section 5310 vehicles are purchased by Caltrans using a State procurement process. Upon Caltrans approval, public agencies may follow their own local procurement process. However, the grantee must comply with State and Federal procurement procedures when purchasing with local funds. Upon project completion, the grantee request reimbursement from Caltrans for the Federal Share.

** Timeline dates are subject to change.*



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0643 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/22/2019 **In control:** Policy Advisory Council Equity & Access Subcommittee

On agenda: 6/12/2019 **Final action:**

Title: Transportation Network Company (TNC) Access for All Act (Hill, 2018) Implementation

Background and information on the implementation of the TNC Access for all Act (Hill, 2018).

Sponsors:

Indexes:

Code sections:

Attachments: [05_TNC Access for All Act.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Transportation Network Company (TNC) Access for All Act (Hill, 2018) Implementation

Background and information on the implementation of the TNC Access for all Act (Hill, 2018).

Presenter:
Drennen Shelton

Recommended Action:
Information

Attachments:

Metropolitan Transportation Commission
Policy Advisory Council Equity & Access Subcommittee

June 12, 2019

Agenda Item 5

Transportation Network Company (TNC) Access for All Act (Hill, 2018) Implementation

Subject: Background and information on the implementation of the TNC Access for all Act (Hill, 2018).

Background: In September 2018, the Governor signed into state law Senate Bill (SB) 1376: TNC Access for All Act (Hill, 2018). Under this Act, the California Public Utilities Commission (CPUC) is responsible for establishing a program focused on TNC ride accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV). The program will be funded through the establishment of the TNC Access for All Fund wherein, beginning July 1, 2019, all TNCs shall be required to pay into, on a quarterly basis equivalent to and at a minimum, \$0.05 for each TNC trip completed using the TNC's online-enabled application or platform that originates in one of the geographic areas selected by the CPUC for inclusion in the program. The CPUC has the authority to adjust the fee in each geographic area to different levels based on the cost of providing adequate WAV service within the geographic area. TNCs may be exempted from the payment of the fee in a geographic area if the TNC meets the level of WAV service designated by the CPUC for that geographic area, as specified, and would require the CPUC to reduce the amount of money a TNC is required to pay if it meets certain requirements.

Update on Implementation

Between December 2018 and May 2019, the CPUC conducted several public workshops to discuss the topics related to the successful implementation of the TNC Access for All Act. These topics have been divided into three separate tracks and timelines. Please see the table below for information on track issues and timelines.

A number of Bay Area transit agencies (County Connection, Marin Transit, SMFTA, and SamTrans) have been actively participating in this process and have submitted comments to the CPUC. Please see the attached materials from the latest CPUC workshop to see a summary of the issues and CPUC staff recommendations. The CPUC filed a Proposed Decision on May 24, 2019 (see attached excerpt), which is anticipated for CPUC Commission action at the end of June 2019. A working group meeting is scheduled for June 12. MTC, as a member of the working group, will participate in the meeting and is interested in hearing feedback from you prior to the meeting.

Track Issues and Timelines

Track 1 Issues: <ul style="list-style-type: none">▪ Access Fund fee Amount▪ TNC remittance▪ Geographic Areas	Recommendations: Filed May 24, 2019 Final Policies: Late June 2019
Track 2 Issues: <ul style="list-style-type: none">▪ Establish TNC offsets and exemptions▪ Evaluating TNC WAV service▪ Disbursement of Access Funds▪ Eligibility of Access Providers	Parties submit proposals to CPUC: August 30, 2019 Recommendations: Late 2019 Final Policies: Early 2020
Track 3 Issues: <ul style="list-style-type: none">▪ Reporting requirements▪ Establish Intervenor compensation▪ Additional TNC accessibility issues	Schedule is TBD; anticipated to be finalized in second quarter of 2020

MTC is considering submitting comments this month on the Track 1 proposal, and is interested in any feedback. Additional information on this can be found on the CPUC website: <https://www.cpuc.ca.gov/tncaccess/>.

Issues: None

Recommendation: None

Attachments: Attachment A: CPUC Workshop Agenda and Presentation, May 2, 2019
Attachment B: SFMTA CPUC Workshop Presentation, May 2, 2019
Attachment C: Excerpt of CPUC Proposed Decision Filing, May 24, 2019



R.19-02-012 “TNC Access for All” Workshop



May 2, 2019

Los Angeles, CA





Agenda

- Summary of SB 1376 & CPED Staff Proposal
- Lunch Break (Noon – 1 PM)
- Presentations from Parties
- Establishment of Geographic Areas
- Access Fund Fee
- TNC Remittance Offsets
- Open Discussion





Housekeeping

- Email Questions/Comments to transportationprograms@cpuc.ca.gov
- CPUC staff will read aloud emailed comments/questions.
- Phone line will be opened for comments/questions during discussion on each topic – on mute during presentations.
- WebEx is being recorded – will post on CPUC website (www.cpuc.ca.gov/tncaccess) after workshop.





TNC Access for All Act Overview

Public Utilities (PU) Code § 5440.

(c) It is the intent of the Legislature that the commission initiate regulation of charter-party carriers... to ensure that transportation network company services do not discriminate against persons with disabilities, including those who use **nonfolding mobility devices**.

(f) There exists a **lack of wheelchair accessible vehicles (WAVs) available via TNC online-enabled applications or platforms** throughout California. In comparison to standard vehicles available via TNC technology applications, WAVs have higher purchase prices, higher operating and maintenance costs, higher fuel costs, and higher liability insurance, and require additional time to serve riders who use nonfolding motorized wheelchairs.





Key Provisions of SB 1376

- Imposes per-trip “Access Fund” fee on “TNC trips” that originate in “geographic areas” selected by Commission to facilitate on-demand WAV service beginning July 1, 2019
- Fee moneys can be spent by TNCs directly (via “offsets” or “exemptions”) or distributed by Commission on a competitive basis to “access providers” to provide on-demand WAV service in designated geographic areas
- TNCs and “access providers” must demonstrate presence/availability of WAVs and improved response times as a result of fee money expenditures and report data on trips requested/fulfilled, response times, etc.





Access Fund Fee

- (B) (i) "The commission shall require each TNC by July 1, 2019, to pay on a quarterly basis to the commission an amount equivalent to, **at minimum, 0.05 dollars (\$0.05) for each TNC trip** completed using the transportation network company's online-enabled application or platform **that originates in one of the geographic areas** selected pursuant to subparagraph (D), except if the TNC meets the requirements of an exemption established by the commission pursuant to subparagraph (G). The commission **may adjust the fee in each geographic area** selected pursuant to subparagraph (D) to different levels **based on the cost of providing adequate WAV service** within the geographic area."
- (ii) "**Each TNC shall charge its customers** on each TNC trip completed the full amount of the per-trip fee established pursuant to this subparagraph, and remit the total amount of those fees charged to the commission each quarter..."





Geographic Areas

- (D) "The commission shall select geographic areas, which shall be **based on the demand for WAVs** within the area and **selected according to outcomes of workshops** in subparagraph (A), for inclusion in the on-demand transportation programs or partnerships funded pursuant to subparagraph (C). The commission shall **allocate moneys in the Access Fund** for use in each geographic area in a manner that is **proportional to the percent of the Access Fund fees originating in that geographic area.**"





Access Fund Offset

- (ii) "...The commission shall **authorize a TNC to offset against the amounts due pursuant to this subparagraph for a particular quarter the amounts spent by the TNC during that quarter to improve WAV service on its online-enabled application or platform for each geographic area and thereby reduce the amount required to be remitted to the commission.** In order to offset amounts due pursuant to this subparagraph in a geographic area, the commission shall require a TNC, at a minimum, to **demonstrate, in the geographic area, the presence and availability of drivers with WAVs on its online-enabled application or platform, improved level of service, including reasonable response times, due to those investments for WAV service compared to the previous quarter, efforts undertaken to publicize and promote available WAV services to disability communities, and a full accounting of funds expended.**"





Access Fund Exemption

- (G) The commission shall require each transportation network company to be accessible to persons with disabilities in order to be exempt from paying the charge required pursuant to subparagraph (B). **The commission shall adopt a designated level of WAV service that is required to be met in each geographic area via a TNC's online-enabled application or platform in order for the TNC to be exempt from paying the fee required... for the next year in that geographic area. As part of the designated level of WAV service for each geographic area, the commission shall require a TNC, at a minimum, to have response times for 80 percent of WAV trips requested via the TNC's online-enabled application or platform within a time established by the commission for that geographic area.** If a TNC meets the WAV service level requirement established pursuant to this subparagraph in a geographic area selected pursuant to subparagraph (D) for a particular year, the TNC is exempt from paying the fee... for the next year for that geographic area only...





Access Providers

- (C) "The commission shall create the TNC Access for All Fund (Access Fund) and deposit moneys collected pursuant to subparagraph (B) in the Access Fund. The commission shall **distribute funds in the Access Fund on a competitive basis to access providers that establish on-demand transportation programs or partnerships to meet the needs of persons with disabilities**, including wheelchair users who need a WAV, in the geographic areas selected pursuant to subparagraph (D)."
- (a) "Access provider" means an organization or entity that directly provides, or contracts with a separate organization or entity to provide, on-demand transportation to meet the needs of persons with disabilities.





Distribution of Funding to Access Providers

- (E) The commission shall request access providers to submit applications to receive funds... by April 1, 2020. The commission may accept applications for new on-demand transportation programs or partnerships any time after April 1, 2020. From the applications that are submitted, the commission shall select by July 1, 2020, on-demand transportation programs or partnerships to receive funding based on criteria adopted by the commission in consultation with stakeholders described in subparagraph (A). As part of the criteria, the commission shall require an access provider to demonstrate in its application, at a minimum, how the program or partnership improves response times for WAV service compared to the previous year, the presence and availability of WAVs within the geographic area, and efforts undertaken to publicize and promote available WAV services to disability communities.





Data Reporting

- (I) Within 30 days after the end of each quarter **beginning after July 1, 2020**, a **transportation network company that receives an offset** pursuant to clause (ii) of subparagraph (B) or an **access provider that receives funding** pursuant to subparagraph (C) shall submit a report to the commission. The report shall include, but shall not be limited to, all of the following:
 - (i) The number of WAV rides requested.
 - (ii) The number of WAV rides fulfilled.
 - (iii) Data detailing the response time between when a WAV ride was requested and when the vehicle arrived.
 - (iv) Information regarding educational outreach to disability communities, including, but not limited to, information and promotion of availability of WAVs for wheelchair users.
 - (v) A detailed description of expenditures or investments, as applicable.

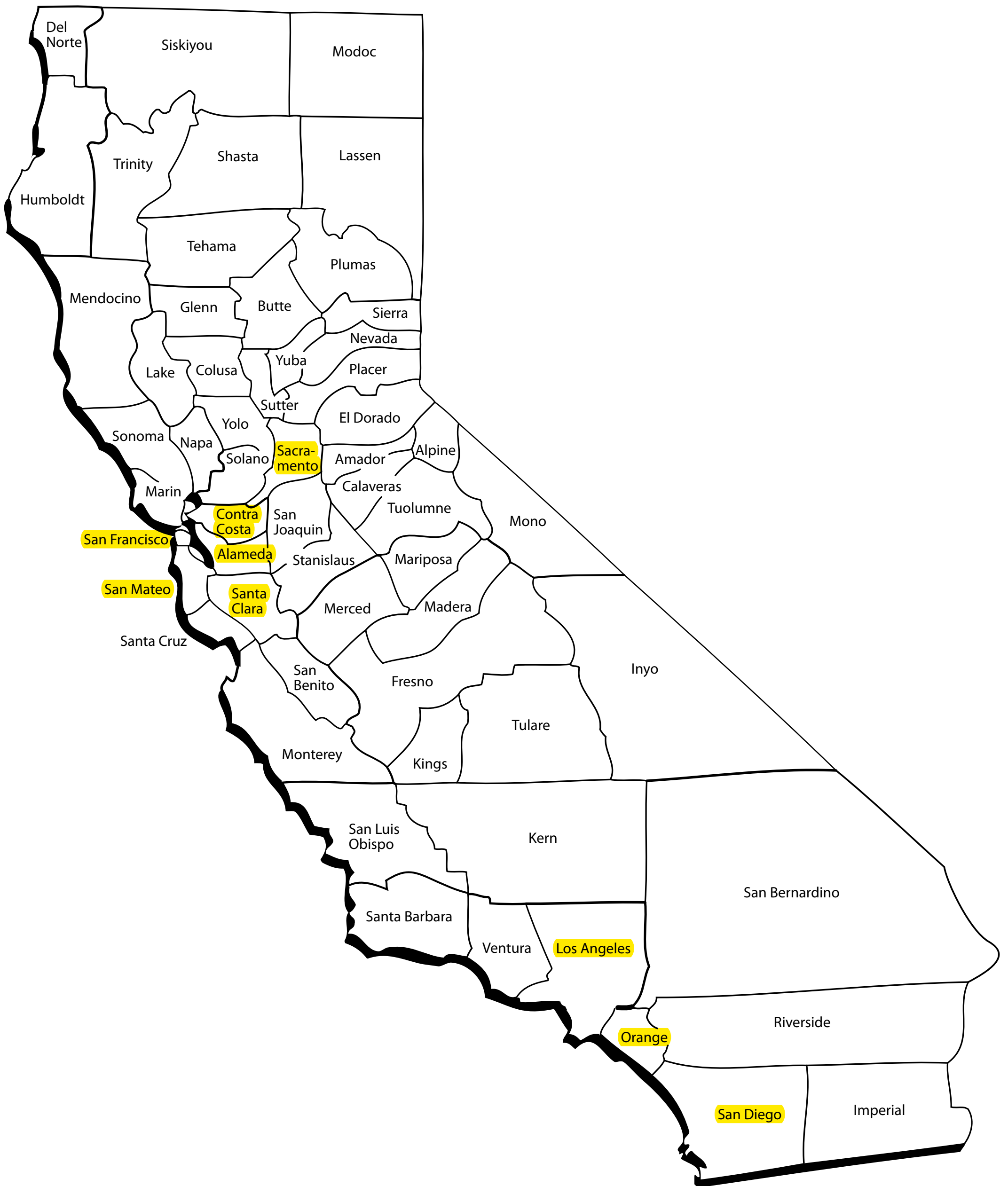




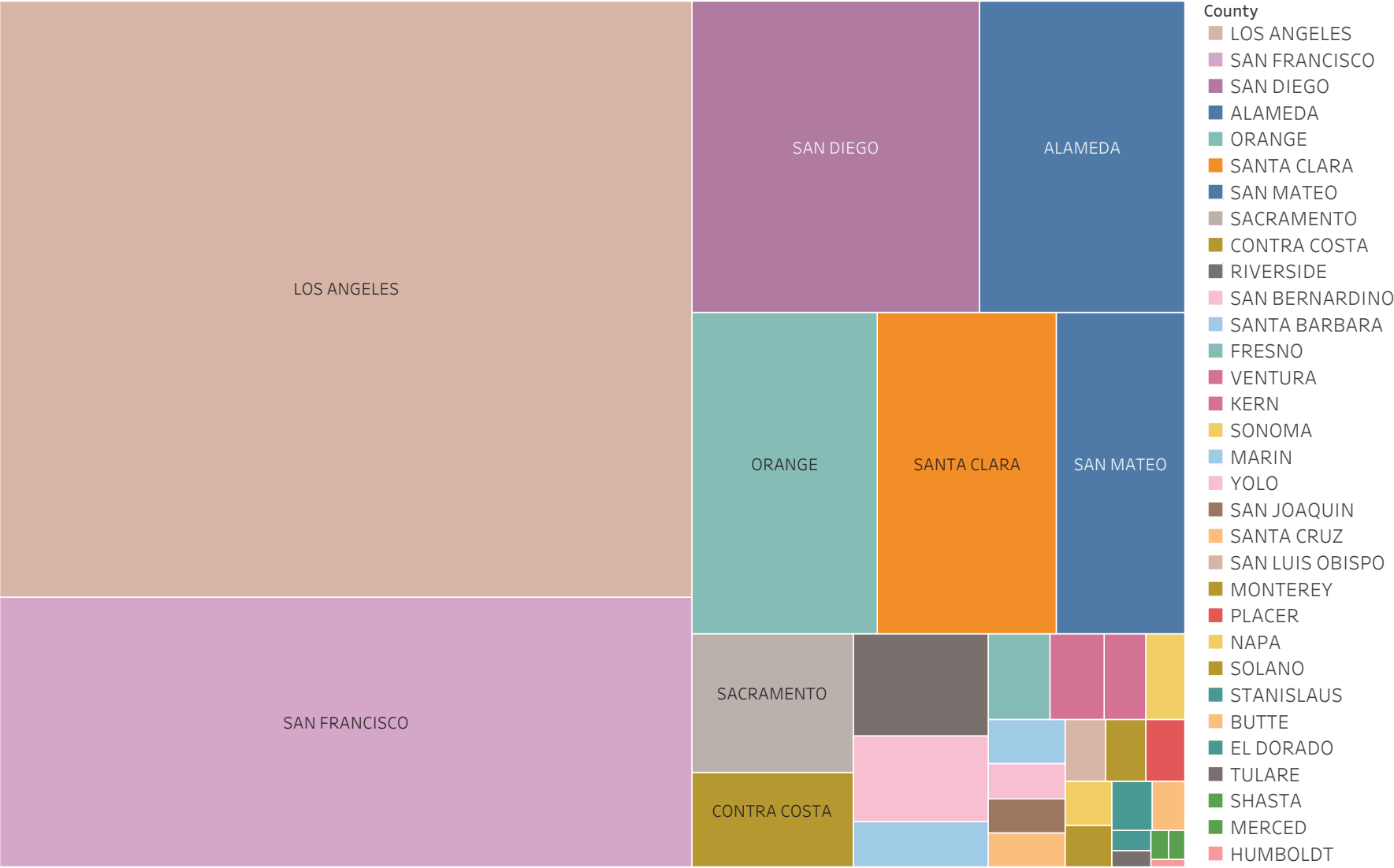
Staff Proposal: Geographic Area

- “Based on demand for WAVs”
- Option 1: Counties of Alameda, Contra Costa, Los Angeles, Orange, Sacramento, San Diego, San Francisco, San Mateo, and Santa Clara.
 - Based on analysis of non-WAV TNC trip demand
- Option 2: Each County in California
 - Based on probable “latent” demand for on-demand WAV service
- County = Geographic Area, not “Regions,” due to reliance on response times





California TNC Trips By County





Staff Proposal: Access Fund Fee

- \$0.10 per trip
- Same amount in each geographic area
- Applied only on trips provided under TNC permit authority
- Will result in collection of tens of millions of dollars annually
- Implementation issues related to failure to collect or remit fees and overpayments should be addressed





Staff Proposal: TNC Offsets

- Not required to authorize offsets at same time as establishing geographic areas and fee
- Statute does not require data reporting by a TNC that receives an offset until after July 1, 2020
- Numerous issues still need to be addressed including:
 - How does the Commission grant/deny offset?
 - At what point during a quarter is an offset request received?
 - What types of investments can be counted?
 - What criteria should be used to evaluate “improved level of service?”
 - Can spending 99% (but not 100%) of moneys collected each quarter still be considered an offset? Should offsets be capped?
 - Does instability in Access Fund balance due to TNC offsets need to be addressed?





Lunch Break





Questions/Comments from Remote Participants

- Email:
transportationprograms@cpuc.ca.gov
- Please do not use WebEx chat for your questions/comments.
- Press *6 on your phone to unmute/re-mute your individual line.
- Please mute your line when you are not speaking.





Discussion of Establishment of Geographic Areas

- How should WAV demand be evaluated?
- Should geographic areas be designated at the municipal level (e.g. city/county), regionally, or at another level?

Remote Participants

- Email: transportationprograms@cpuc.ca.gov
- Press *6 on your phone to unmute/re-mute your individual line.
- Please mute your line when you are not speaking.





Discussion on Access Fund Fee

- What is the appropriate per-trip fee amount?
- How should the fee be presented to consumers?

Remote Participants

- Email: transportationprograms@cpuc.ca.gov
- Press *6 on your phone to unmute/re-mute your individual line.
- Please mute your line when you are not speaking.





Discussion on TNC Offsets

- What should be considered as an “improved level of service?”
- How should “reasonable response times” be calculated?
- What other criteria for an offset should be satisfied by TNCs?
- What data should TNCs report in connection with being granted an “offset,” and should that data be made publicly available?

Remote Participants

- Email: transportationprograms@cpuc.ca.gov
- Press *6 on your phone to unmute/re-mute your individual line.
- Please mute your line when you are not speaking.





Open Comment

- Email:
transportationprograms@cpuc.ca.gov
- Please do not use WebEx chat for your questions/comments.
- Press *6 on your phone to unmute/re-mute your individual line.
- Please mute your line when you are not speaking.





SFMTA

Implementing SB 1376

TNCs: Access for Persons with Disabilities

Erin McAuliff

Senior Planner, Accessible Services

San Francisco Municipal Transportation Agency

Establishment of Geographic Areas

The fee should be collected on every TNC trip in California.

County level is appropriate for collecting and disbursing funds.

CPUC should leverage expertise of MPOs and RTPAs to administer program and evaluate applications from access provider. These entities already administer county-specific transportation programs and cover the entire State.

Access Fund Fee

- A minimum fee of \$0.15 is appropriate
 - Accounts for urban, suburban, and rural settings while establishing a baseline
- The fee should be presented using non-stigmatizing language
 - “Access for All fee”

Criteria for TNC Remittance Offsets

To be able to measure TNC eligibility for offsets in each county, CPUC will need to:

- Require TNCs to report response times for all trips.
- Establish benchmarks for reasonable response times in each County.

Criteria for TNC Remittance Offsets

SFMTA Proposed WAV Response Time Benchmarks

Example: San Francisco

Evaluation Point	WAV trips serviced in 10 minutes or less	WAV trips serviced in 20 minutes or less
July 2019 – June 2020	60%	80%
July 2020 – June 2021	70%	80%
July 2021 – June 2022	80%	90%
July 2022 – June 2023	90%	--

Criteria for TNC Remittance Offsets

Public reports for TNCs to receive remittance offsets in each County should demonstrate:

- Number of WAVs available in revenue service every hour
- WAV rides requested and number of WAV rides fulfilled and unfulfilled *for wheelchair users*
- Response times for every WAV trip
- Full accounting of investments to improve WAV service, tied to measurable outcomes
- Description of outreach, with reporting on quantitative impact on wheelchair users
- Training of WAV drivers

Contact Information

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Attachment C

Senate Bill 1376: TNC Access for All –

Summary of Proposed Decision on Track 1 Issues Filed on May 24, 2019 by California Public Utilities Commission (CPUC)

The CPUC has drafted a Proposed Decision based on feedback received. The Proposed Decision will be heard, at the earliest, at the CPUC June 27, 2019 Business Meeting, where CPUC Commissioners could vote to approve it. The June 27th agenda will be posed 10 days before the meeting. Parties of the record may file comments on the proposed decision.

Track 1: Transportation Network Companies (TNC) Trip Fee and Geographic Areas

Below is a summary of the Track 1 Proposed Decision Order items that will be considered by the CPUC in June 2019:

1. Each TNC shall charge customers the per-trip fee for TNC trips that originate in a designated geographic area.
2. Each TNC shall be required, beginning July 1, 2019, to pay on a quarterly basis to the Commission (CPUC) an amount equivalent to \$0.10 for each TNC trip completed using the TNC's online-enabled application or platform.
3. Each TNC shall present the per-trip fee to its customers in the same manner in which it currently presents similar surcharges. For a TNC that presents similar surcharges as line item fees to its customers, the per-trip fee shall be identified as the "Access for All Fee."
4. TNC shall submit its quarterly TNC Access for All Act Fund remittance to the Commission (CPUC) on the same schedule as the requirements for the Public Utilities Commission Transportation Reimbursement Account, as provided in Public Utilities Code Sections 423(b) and 405 (two months after the end of the quarter).
5. The designated geographic areas shall be each county in California. Each TNC shall submit its quarterly remittance with an accompanying Fee Statement.