

1 [Urging Regulation of Transportation Network Companies to Ensure Passenger Safety and
2 Baseline Social Services and Finding that Both Taxis and Transportation Network Companies
are a Critical Part of San Francisco's Transit First Policy]

3 **Resolution urging the California Public Utilities Commission to consider further**
4 **regulation of Transportation Network Companies to ensure passenger safety and**
5 **baseline social services and finding that both taxis and Transportation Network**
6 **Companies are a critical part of San Francisco's Transit First Policy.**

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8 WHEREAS, Vehicles for hire, including Taxis, are a critical component of San
9 Francisco's transportation system, yet existing Taxi services have been historically unable to
10 satisfy passenger demand; and

11 WHEREAS, San Francisco's Transit First Policy prioritizes transportation choices other
12 than the use of private vehicles; and

13 WHEREAS, Taxis and Transportation Network Companies (TNCs) are an important
14 component of San Francisco's Transit First policy; and

15 WHEREAS, The California Public Utilities Commission (CPUC) considers both, which
16 includes "ridesharing" companies such as *Uber*, *Lyft*, and *Sidecar*, and taxi companies to be
17 providers of for-profit transportation services; and

18 WHEREAS, As of June 2014 the CPUC has proposed changing its TNC insurance
19 requirements to specify that TNC insurance shall be primary and exclusive and shall assume
20 all liability whenever the TNC driver has the application open, including during the following
21 three periods: 1) when the application is open and the driver is awaiting a match, 2) when a
22 match is accepted but the passenger is not yet in the car, and 3) when the passenger is in
23 the car and until the passenger exits the car; and
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1 WHEREAS, The CPUC’s June 14 decision also proposes that in addition to the
2 \$1,000,000 in commercial liability insurance that TNCs currently must carry, TNCs provide
3 \$50,000 in comprehensive and collision coverage, \$1,000,000 in uninsured/underinsured
4 motorists coverage, and \$ 5,000 in medical payments coverage; and

5 WHEREAS, The June 14 decision would allow TNCs to satisfy the insurance
6 requirements through policies held by the TNC, or through a combination of policies held by
7 the driver and the TNC, but only if the driver’s policy is specifically written to cover TNC
8 services; and

9 WHEREAS, These proposed changes represent progress ~~for~~ towards reducing the
10 risks posed by collisions involving TNCs but may, still contain gaps that leave drivers,
11 passengers, bicyclists, and pedestrians vulnerable; and

12 WHEREAS, The CPUC requires that drivers for TNCs and taxis, respectively, undergo
13 a background check; and

14 WHEREAS, the CPUC requires annual inspections of TNCs and taxi vehicles,
15 respectively; and

16 WHEREAS, Providing accessible services is critically important and in recognizing this,
17 the CPUC has mandated that TNCs submit a timeline for modifying their user applications to
18 allow for passengers to indicate their access needs; and

19 WHEREAS, San Francisco’s taxi fleet is made up of 2,000 low emission vehicles,
20 and the SFMTA has recently received a grant to expand its fleet with 100% electric vehicles
21 and rapid charge stations; now, therefore be it

22 RESOLVED, That the San Francisco Board of Supervisors urges the California Public
23 Utilities Commission to develop further regulations for Transportation Network Companies to
24 ensure emission reductions, passenger safety and baseline social services, including but not
25 limited to 1) stringent safety regulations, consistent with the Fair Chance Ordinance, 2)

1 comprehensive insurance requirements, 3) standards for operations, and 4) requirements for
2 fully accessible service for persons with disabilities; and, be it further

3 RESOLVED, That the San Francisco Board of Supervisors finds that taxis and TNCs
4 are part of San Francisco’s transportation system and both are a critical part of San
5 Francisco’s Transit-First Policy.

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