

1 [Urging San Francisco’s State Legislative Delegation to Introduce State Legislation to Enable
2 San Francisco to Impose Infrastructure Impact Fees on Transportation Network Companies]

3 **Resolution urging San Francisco’s State Legislative Delegation to introduce state**
4 **legislation to enable San Francisco to impose Infrastructure Impact Fees on**
5 **Transportation Network Companies.**

6
7 WHEREAS, Many local and state jurisdictions throughout the United States have
8 initiated long-overdue updates to tax codes that reflect the financial impacts of Transportation
9 Network Companies (TNCs) on local and regional public infrastructure, as TNC services
10 reduce public transit ridership and revenue while inducing demand for vehicles on city streets,
11 causing congestion, collisions and pedestrian safety impacts; and

12 WHEREAS, Chicago has imposed a \$0.15 on Uber, Lyft and other TNC services in
13 order to pay for track, signal and electrical upgrades to ensure transit safety and efficiency;
14 and

15 WHEREAS, Portland has imposed a \$0.50 fee per TNC trip which generates over
16 \$8 million per year for city traffic police and parking enforcement efforts; and

17 WHEREAS, Philadelphia is generating \$2.6 million a year for the city’s public schools
18 and \$1.5 million a year for additional local traffic police and parking enforcement through a
19 1.4% tax on Transportation Network Companies; and

20 WHEREAS, New York City has proposed \$2 to \$5 per TNC trip in order to generate up
21 to \$605 million a year for the city’s failing subway system; and

22 WHEREAS, Massachusetts has begun collecting \$0.20 per TNC trip statewide to
23 generate revenue for a State Transportation Fund to improve roads and bridges and build out
24 an educational and job training program specifically designed to help the taxi industry adapt to
25 new technologies; and

1 WHEREAS, New York State has assessed a 4% tax on ride-hail trips that originate
2 outside of New York City elsewhere in the state, which is expected to raise \$24 million a year,
3 for local bus and commuter rail services; and

4 WHEREAS, San Francisco seeks to pass a revenue measure that would fund deferred
5 maintenance of public transit vehicles and facilities, pedestrian safety and Vision Zero
6 improvements and bolster police enforcement of double-parking and unsafe driving; and

7 WHEREAS, The State of California Public Utilities Commission recently voted to
8 reduce its 0.33% fee of gross revenues from TNCs to 0.25%, but continues to refuse to share
9 of any said revenues with local governments to ameliorate the impacts of TNCs; and

10 WHEREAS, The San Francisco Transportation Task Force 2045, made up of a broad
11 cross-section of San Francisco residents, business, labor and transit representatives acting as
12 advisors to the Mayor and Board of Supervisors, including SFMTA Director Ed Reiskin and
13 SFCTA Director Tilly Chang, overwhelmingly identified TNCs as a potential revenue source to
14 fund an annual \$100 million local contribution toward the city's \$22 billion expenditure plan
15 over the next 27 years; and

16 WHEREAS, The San Francisco Transportation Task Force 2045 identified the need for
17 a state legislative fix to enable San Francisco to assess a special tax for infrastructure and
18 enforcement specifically; now, therefore, be it

19 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
20 hereby strongly urges San Francisco's State Legislative Delegation (Senator Scott Weiner
21 and Assembly Members David Chiu and Phil Ting) to sponsor state legislation to enable San
22 Francisco to impose an Infrastructure Impact Fee on TNCs; and, be it

23 FURTHER RESOLVED, That the Board of Supervisors of the City and County of San
24 Francisco directs the Clerk of the Board to transmit this Resolution to the respective offices of
25 the City Lobbyist and the San Francisco Legislative Delegation upon final passage.