

File No. 140950

Committee Item No. 12
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Sub-Committee

Date June 10, 2015

Board of Supervisors Meeting

Date _____

Cmte Board

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| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
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| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
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Completed by: Linda Wong Date June 5, 2015
Completed by: Linda Wong Date _____

1 [Administrative Code - Passenger Fleet Reduction and Car Sharing Services Ordinance and
2 Master Agreements for Procurement]

3 **Ordinance amending the Administrative Code to mandate reduction of the nonessential**
4 **City vehicle fleet, implement modern technology-based systems in measuring**
5 **utilization of the fleet and vehicle access, and allow the City Administrator to document**
6 **the existence of and restrict assignments of underutilized vehicles; require that officers**
7 **and employees seek to use car sharing services first instead of City owned vehicles;**
8 **authorize the City Administrator to enter into master agreements with vendors for the**
9 **procurement of car sharing services; and making environmental findings.**

10 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
11 **Additions to Codes** are in *single-underline italics Times New Roman font*.
12 **Deletions to Codes** are in ~~*strikethrough-italics Times New Roman font*~~.
13 **Board amendment additions** are in double-underlined Arial font.
14 **Board amendment deletions** are in ~~strikethrough Arial font~~.
15 **Asterisks (* * * *)** indicate the omission of unchanged Code
16 subsections or parts of tables.

17 Be it ordained by the People of the City and County of San Francisco:

18 Section 1.

19 The Planning Department has determined that the actions contemplated in this
20 ordinance comply with the California Environmental Quality Act (California Public Resources
21 Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of
22 Supervisors in File No. 140950 and is incorporated herein by reference.

23 Section 2. The Administrative Code is hereby amended by revising Section 4.10-1,
24 and adding Sections 4.10-2 and 4.15, to read as follows:

1 **SEC. 4.10-1. CITY-OWNED AND LEASED VEHICLES; FLEET MANAGEMENT**
2 **PROGRAM.**

3 (a) All general purpose vehicles owned, leased or rented by the City and previously
4 assigned to, or placed under the jurisdiction of, any officer or department of the City are
5 hereby transferred to the jurisdiction of the City Administrator. General purpose vehicles
6 acquired after the effective date of this ordinance shall also be placed under the jurisdiction of
7 the City Administrator.

8 (b) The City Administrator shall have primary authority over vehicles now or
9 hereafter placed under his or her jurisdiction, but may assign these vehicles for use by City
10 officers and departments. The City Administrator may adopt rules and regulations necessary
11 to implement this vehicle fleet management program, including rules covering: terms,
12 conditions, usage, and fees for assignment of vehicles by the City Administrator to individual
13 City officers and departments; vehicle maintenance programs; and vehicle replacement plans,
14 provided that the City Administrator shall not approve the purchase of any motor vehicle that
15 does not comply with Environment Code Section 404. Fees charged for the assignment of
16 vehicles shall be set by the City Administrator in consultation with the Controller, and the fees
17 shall be used to pay for acquisition and replacement of vehicles, maintenance and repair, and
18 other costs of administering the program. Each year, the City Administrator, in consultation
19 with the Controller, shall assess and collect the Air Pollution Mitigation Fees required by
20 Environment Code Section 405. The City Administrator may make appropriate provision for
21 vehicles previously acquired using special, dedicated or otherwise restricted funds.

22 (c) Beginning no later than July 1, 2014, and every year thereafter, the City
23 Administrator shall: (1) remove from service and discontinue the operation of all passenger
24 vehicles and light-duty trucks in the municipal fleet that are 12 years old or older; and (2)
25 reduce the total number of passenger vehicles and light-duty trucks in that portion of the

1 municipal fleet under his or *her* direct jurisdiction by 5 percent from its size on July 1, 2008.
2 The City Administrator shall provide a report on its fleet management program and proposals
3 for vehicle replacement along with its annual budget submission to the Mayor and the Board
4 of Supervisors.

5 (d) By July 1, 2018, the City Administrator shall reduce the total number of passenger vehicles
6 and light-duty trucks under his or her direct jurisdiction as of July 1, 2014 by 25 percent. By every
7 third year thereafter, the City Administrator shall further reduce the total number of passenger vehicles
8 and light-duty trucks under his or her direct jurisdiction by an additional 25 percent, until there are no
9 longer any passenger vehicles or light-duty trucks under the jurisdiction of the City Administrator.

10 (e) All City owned and leased vehicles shall be equipped with telematic vehicle tracking systems
11 when practicable. Departments with custody of those vehicles must submit reports with telematic data
12 for those vehicles, including but not limited to usage and mileage data, at the close of each fiscal year
13 to the City Administrator, or his or her designee.

14 (f) The City Administrator shall adopt a regulation defining an "Underutilized Vehicle" within
15 six months of the enactment of this legislation. Using information acquired pursuant to subsection (e)
16 of this Section, as well as other relevant sources, the City Administrator, or his or her designee, shall
17 designate vehicles within his or her jurisdiction as "Underutilized Vehicles" and restrict assignments
18 of these vehicles for use by City officers and departments. The City Administrator shall provide a report
19 on its fleet management program along with its annual budget submission to the Mayor and the Board
20 of Supervisors.

21 (g) No later than July 1, 2015, the City Administrator, or his or her designee, shall establish
22 and implement a system for managing the usage of the vehicle fleet under his or her direct jurisdiction
23 that utilizes technology that incorporates data analytics and real time update capability.

24 ///
25

1 **SEC. 4.10-2. SELECTION AND USE OF VEHICLES.**

2 *It is the policy of the City and County of San Francisco to use car sharing services rather than*
3 *City owned vehicles whenever practicable. All authorized officers and employees of the City and*
4 *County seeking to use passenger vehicles and light-duty trucks in the City fleet must first attempt to*
5 *utilize a shared vehicle authorized for use by the City Administrator. Use of the vehicle must be*
6 *consistent with Section 4.11 of this Code. Where use of a shared vehicle is impracticable, officers and*
7 *employees of the City and County may instead use the City fleet consistent with standard procedures.*

8
9 **SEC. 4.15. CAR SHARING SERVICE CONTRACTS.**

10 *(a) The City Administrator, or the Purchaser or Director of Fleet Management if so designated,*
11 *is authorized to enter into master agreements with vendors for the procurement of car sharing services*
12 *to be used by authorized officers and employees of the City and County.*

13 *(b) Agreements for the use of shared vehicles shall contain a provision authorizing priority and*
14 *potentially exclusive use of all available vehicles operated by the vendor as shared vehicles within the*
15 *City and County of San Francisco during an emergency.*

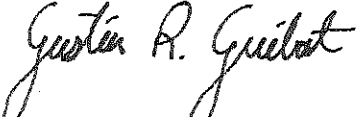
16 *(c) Agreements entered into pursuant to this Section 4.15 are not subject to the contracting*
17 *requirements of the Administrative or Environment Code, but shall be subject to the requirements*
18 *established by Chapter 67 of the Administrative Code ("the Sunshine Ordinance"). It is, however, the*
19 *policy of the Board of Supervisors to make every effort to comply with the provisions of the*
20 *Administrative and Environment Code.*

21
22 Section 3. Effective Date. This ordinance shall become effective 30 days after
23 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
24 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
25 of Supervisors overrides the Mayor's veto of the ordinance.

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Section 4. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: 
GUSTIN R. GUIBERT
Deputy City Attorney

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<p>Item 12 File 14-0950</p>	<p>Department: General Services Agency - City Administrator's Office (CAO)</p>
<p>EXECUTIVE SUMMARY</p>	
<p style="text-align: center;">Legislative Objectives</p>	
<ul style="list-style-type: none"> • The proposed ordinance would (1) transfer the fleet management and vehicle selection elements of the Healthy Air and Clean Transportation Program from the Department of the Environment to the City Administrator; (2) replace the mandatory fleet reduction requirements with new policies to optimize the size and use of the City's vehicle fleet; and (3) authorize master contracts for City use of car-sharing services. 	
<p style="text-align: center;">Key Points</p>	
<ul style="list-style-type: none"> • In 2010, the Board of Supervisors adopted the Healthy Air and Clean Transportation Program (HACTO). The legislation required each department to remove from service five percent of the department's existing total number of non-safety, passenger and light duty vehicles annually over a five-year period. It also required the removal of vehicles older than 12 years of age, beginning no later than July 1, 2015, and continuing each year thereafter. • As of December, 2014, vehicle telematics (also known as black boxes or global positioning systems) are installed in 2,700 vehicles in the City's fleet, with a plan to install telematics in an additional 776 vehicles, or 40 percent of the City's fleet. With the data generated from the vehicle telematics, the City Administrator, Fleet Services and the departments can make better informed decisions about which vehicles to remove from the fleet when implementing reductions. • Once vehicles are removed from the fleet, there may also be a need to develop a shared vehicle pool, with cars either owned or operated by government agencies, which government workers can access to make trips during the work day. Some departments, including the Airport and the Department of Public Health, already allow their employees to utilize City CarShare accounts to access privately-owned cars. 	
<p style="text-align: center;">Fiscal Impact</p>	
<ul style="list-style-type: none"> • Both the Budget and Legislative Analyst and the City Administrator estimated cost savings to be achieved by reductions to the non-safety vehicle fleet. Savings vary depending on the number of cars reduced and the speed with which they are eliminated from the fleet. 	
<p style="text-align: center;">Recommendations</p>	
<ul style="list-style-type: none"> • Amend the proposed ordinance to require that the master car sharing contracts be competitively bid consistent with Administrative Code Section 21.1. • Approval of the ordinance provision that waives the other contracting requirements of the Administrative or Environment Code, such as Local Business Enterprise and First Source Hiring, is a policy decision for the Board of Supervisors. • Approve the other provisions of the ordinance, including (1) transfer of fleet management and vehicle selection from the Department of the Environment to the City Administrator; (2) replace the mandatory fleet reduction requirements with policies to optimize the size and use of the City's vehicle fleet, and use technology to promote the safe and environmentally-friendly use of vehicles; and (3) authorize master contracts for City use of car-sharing services. 	

MANDATE STATEMENT / BACKGROUND**Mandate Statement**

According to Charter Section 2.105, all legislative acts shall be by ordinance and require the affirmative vote of at least a majority of the members of the Board of Supervisors.

Background

In 2010, the Board of Supervisors adopted the Healthy Air and Clean Transportation Program (HACTO). The legislation required each department to remove from service up to five percent of the department's City-owned total number of non-safety, cars and light duty trucks each year over a five-year period. It also required the removal of City-owned vehicles older than 12 years of age, beginning no later than July 1, 2015, and continuing each year thereafter. If the Director of the Department of the Environment found that such vehicles are necessary for departmental operations, then the Director of Environment could issue a waiver for the vehicle reduction requirements.

To-date, 23 out of 38 departments are considered to be HACTO compliant, meaning that they have either met their vehicle reduction requirements or have received waivers for vehicle reductions from the Department of the Environment, while 15 departments have not complied with the requirements of HACTO. Non-compliant departments had 2,143 vehicles eligible for reduction in 2010. The 15 departments which have not complied with HACTO have collectively requested 828 vehicle reduction waivers. To date, the non-compliant departments have only reduced 177 vehicles, or 8 percent of the 2,143 vehicles.

As under the HACTO legislation, past efforts to reduce the number of non-safety City-owned vehicles focused on reducing vehicles that reached a certain age or mileage threshold. These factors alone may not be sufficient to determine whether a vehicle is underutilized. Other factors that should be considered are total mileage compared to vehicle age, a vehicle's relative annual mileage compared to the mileage of other vehicles in the department, average daily usage of a vehicle, and vehicle condition.

To capture the additional data points about vehicle usage that are needed to more accurately assess whether a vehicle is underutilized, vehicle telematics, which are also known as black boxes or global positioning devices, can be used to track vehicle usage frequency, location, mileage, speed reached, mechanical problems, and other related information. As of December 2014, vehicle telematics were installed in 2,700 City vehicles, including 1,350 non-safety vehicles. There is a plan to install telematics in an additional 776 vehicles.

With the data generated from the vehicle telematics, the City Administrator, Fleet Services and the respective City departments should be able to make better informed decisions about which vehicles to remove from the fleet when implementing reductions.

Based on the Budget and Legislative Analyst's survey of other cities, once vehicles are removed from the fleet, there may be a need to develop a shared vehicle pool which government workers can access to make trips during the work day. The shared vehicle pool may include

establishing accounts with private car sharing businesses such as City CarShare¹. Some departments, including the Airport and the Department of Public Health, already allow their employees to utilize City CarShare accounts to access privately-owned cars. City CarShare has a plan specifically for use by government workers.

Another option being pursued by the City is the installation of vehicle on-demand technology in City-owned vehicles that can track vehicle usage, and enable departments to manage vehicle reservations through a shared vehicle pool. In January 2015, the Office of Contract Administration issued a Request for Proposals for a vehicle on-demand system (VODS) to be installed in various City-owned vehicles. According to the City Administrator's Office, approximately 165 vehicles will be enrolled in the VODS system, with the potential to expand to 300 vehicles, once the contract for a vehicle on-demand system is awarded.

The Budget and Legislative Analyst interviewed fleet management representatives from other cities that have reduced their non-safety vehicle fleet and implemented car-sharing systems. Three possible car-sharing models were identified by these other city fleet management representatives, including (1) privately-owned vehicles, where the city pays per hour to utilize vehicles owned and managed by the privately-owned car-sharing company; (2) city-owned vehicles, where the city pays for car-sharing technology to be installed in city-owned vehicles that are managed by the city; and (3) a hybrid model of private and city-owned vehicles, where the city owns vehicles managed by a private company, with access to private shared vehicles to be used in overflow situations. The hybrid model was most frequently recommended by the other cities interviewed.

DETAILS OF PROPOSED LEGISLATION

The proposed Ordinance (14-0950) revises Environment Code Sections 400, 401, 403, 404, 405, and 412, and Administrative Code Sections 4.10-1,2 and 4.15, as follows:

- 1) Transfer the fleet management and vehicle selection elements of the Healthy Air and Clean Transportation Program from the Department of the Environment to the City Administrator;
- 2) Replace the mandatory vehicle reduction requirements with policies to optimize the size and use of the City's vehicle fleet, use technology to promote the safe and environmentally-friendly use of vehicles, and reduce average per-mile greenhouse gas emissions from City fleet vehicles;
- 3) Authorize master contracts for City use of car-sharing services; and
- 4) Make other technical and conforming changes and affirm the Planning Department's determination under the California Environmental Quality Act (CEQA).

¹ City CarShare is a non-profit car sharing organization in which members pay a monthly fee and hourly rates to rent cars owned by City CarShare. Other car share businesses include Zipcar and the traditional car rental businesses that have implemented car share programs.

Transfer of Fleet Management

The proposed ordinance transfers the management and selection of the vehicle pool under HACTO from the Department of the Environment to the City Administrator. It also transfers all non-safety vehicles owned, leased or rented by the City and previously assigned to, or placed under the jurisdiction of, any officer or department, to the City Administrator. It specifically requires that the City Administrator (1) implement the policies outlined in the legislation to optimize the fleet and (2) report on progress of the implementation.

Under the proposed ordinance, the City Administrator will have primary authority over vehicles now placed under his or her jurisdiction, but may assign these vehicles for use by City officers and departments. The City Administrator may adopt rules and regulations necessary to implement a vehicle fleet management program, including rules covering: terms, conditions, and fees for assignment of vehicles by the City Administrator to individual City officers and departments; vehicle maintenance programs; and vehicle replacement plans.

The proposed ordinance also authorizes the City Administrator to establish, maintain and operate a vehicle pool at a location or locations to be determined by the City Administrator, from which the City Administrator will make vehicles available to authorized officers and employees of the City as needed. The City Administrator may adopt regulations governing the requisition and operation of vehicles assigned to the automobile pool and any matters related to the maintenance and operation of the pool.

Vehicle Reduction Policies

The proposed ordinance requires the City Administrator to use technology, including telematics and vehicle assignment systems, to right-size the existing fleet, reduce idling, reduce underutilization of vehicles, and promote the safe use of vehicles.

The City Administrator will also align green-house gas reduction goals with Federal Executive Order – Planning for Federal Sustainability in the Next Decade, to a baseline of emissions in fiscal year 2014, to achieve the following percentage reductions of greenhouse gases:

- A) Not less than 4 percent by the end of fiscal year 2017; and
- B) Not less than 15 percent by the end of fiscal year 2021.

The City Administrator is also required to conduct a review one year after the initial implementation of the fleet reduction policies and every year thereafter, to:

- 1) Assess telematics data;
- 2) Review developments in low carbon fuels;
- 3) Evaluate possible coverage of additional vehicle classes; and
- 4) Evaluate green-house gas reduction goals, and other topics the City Administrator deems are relevant.

The review will also serve as a basis for the City Administrator, in consultation with the Director of the Department of the Environment, to adopt and implement further policy changes regarding fleet management as appropriate.

Master Car-Sharing Contract

Under the proposed ordinance, the City Administrator, or the Purchaser or Director of the City Fleet,² is authorized to enter into master agreements with vendors for the procurement of car-sharing services to be used by authorized officers and employees of the City. Agreements for the use of shared vehicles will contain a provision authorizing priority and potentially exclusive use of all available vehicles within the City and County of San Francisco by authorized officers and employees of the City.

Master car sharing contracts entered into under the proposed ordinance would not be subject to the contracting requirements of the Administrative or Environment Codes, such as competitive solicitation of contracts, or Local Business Enterprise and First Source Hiring³. City policy is to make every effort to comply where practicable with the contracting requirements of the Administrative and Environment Codes when entering into such contracts.

FISCAL IMPACT

The City Administrator estimated the cost savings to be achieved from a reduction in underutilized vehicles. An internal analysis conducted by the City Administrator found that a 5 percent reduction to the non-safety fleet would generate a \$2.9 million savings over a 4-year period. Other efficiencies would be achieved through reduced idling and greater oversight of vehicle use. A 5 percent reduction in fuel usage would result in \$363,000 in estimated annual savings; a 10 percent reduction in fuel usage would result in \$725,000 in estimated annual savings. The proposed ordinance requires the City Administrator to report to the Board of Supervisors annually on changes made to fleet composition, at which point specific cost savings estimates will be made available.

The City Administrator also estimated that it is less expensive for the City to own and operate shared vehicles than it is to use private car-sharing services. On a mile-by-mile basis, the City can operate the program for \$.81/mile, whereas historical City CarShare billings to the City average \$2.05/mile for light-duty cars.

The City Administrator is currently in the process of extending the contract with City Car Share, a process which only requires administrative approval. The contract can be renewed for a maximum of 2.5 years.

The City Administrator's proposed fiscal year 2015-16 budget includes one 1823 Senior Administrative Analyst position with total first-year costs including salary and benefits of \$111,500 to administer the vehicle program established by this ordinance.⁴

² The Purchaser and the Director of the City Fleet report to the City Administrator.

³ The ordinance does not exclude these master agreements from the City's sunshine requirements under Administrative Code Section 67.

⁴ Annualized salary and fringe benefit costs for the 1823 Senior Administrative Analyst position are \$143,000.

POLICY CONSIDERATION

The proposed ordinance should be amended to require that the master car sharing contracts be competitively solicited, consistent with Administrative Code Section 21.1. The provision under the proposed ordinance that waives the other contracting requirements of the Administrative or Environment Code is a policy decision for the Board of Supervisors.

The Budget and Legislative Analyst recommends approval of the other provisions of the proposed ordinance to (1) transfer the fleet management and vehicle selection elements of the Healthy Air and Clean Transportation Program from the Department of the Environment to the City Administrator; (2) replace the mandatory fleet reduction requirements with policies to optimize the size and use of the City's vehicle fleet, and use technology to promote the safe and environmentally-friendly use of vehicles; and (3) authorize master contracts for City use of car-sharing services.

RECOMMENDATIONS

- 1) Amend the proposed ordinance to require that the master car sharing contracts be competitively solicited, consistent with Administrative Code Section 21.1.
- 2) Approval of the provision under the proposed ordinance that waives the other contracting requirements of the Administrative or Environment Code, such as Local Business Enterprise and First Source Hiring, is a policy decision for the Board of Supervisors.
- 3) Approve the other provisions of the proposed ordinance, including (1) transfer the fleet management and vehicle selection elements of the Healthy Air and Clean Transportation Program from the Department of the Environment to the City Administrator; (2) replace the mandatory fleet reduction requirements with policies to optimize the size and use of the City's vehicle fleet, and use technology to promote the safe and environmentally-friendly use of vehicles; and (3) authorize master contracts for City use of car-sharing services.

BOARD of SUPERVISORS



City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

September 16, 2014

File No. 140950

Sarah Jones
Environmental Review Officer
Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Dear Ms. Jones:

On September 9, 2014, Supervisor Farrell introduced the following legislation:

File No. 140950

Ordinance amending the Administrative Code to mandate reduction of the nonessential City vehicle fleet, implement modern technology-based systems in measuring utilization of the fleet and vehicle access, and allow the City Administrator to document the existence of and restrict assignments of underutilized vehicles; require that officers and employees seek to use car sharing services first instead of City owned vehicles; authorize the City Administrator to enter into master agreements with vendors for the procurement of car sharing services; and making environmental findings.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Linda Wong".

By: Linda Wong, Assistant Clerk
Budget and Finance Committee

Attachment

c: Joy Navarrete, Environmental Planning
Jeanie Poling, Environmental Planning

Not defined as a project under CEQA Guidelines Sections 15378 and 15080(c)(2) because it does not result in a physical change in the environment.

Joy
Navarrete

Digitally signed by Joy Navarrete
DN: cn=Joy Navarrete, o=Planning,
ou=Environmental Planning,
email=joy.navarrete@sfgov.org, c=US
Date: 2014.09.24 16:21:43 -0700

Wong, Linda (BOS)

From: Ausberry, Andrea
Sent: Friday, September 12, 2014 1:28 PM
To: Wong, Linda (BOS)
Subject: FW: Ride Sharing


Hi Linda,

The following public communication is regarding Budget item 140950.

Best,

Andrea S. Ausberry

Assistant Clerk
Land Use and Economic Development Committee
San Francisco Board of Supervisors
Office 415.554.4442
Website | <http://www.sfbos.org/>
Follow Us! | [Twitter](#)

 [Click here](#) to complete a Board of Supervisors Customer Service Satisfaction form.

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

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From: Jeremy Paz [<mailto:jeremy@7x7.com>]
Sent: Friday, September 12, 2014 12:27 PM
To: Wiener, Scott
Cc: Ausberry, Andrea; Chiu, David (BOS); Mar, Eric (BOS); Farrell, Mark (BOS); Tang, Katy (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Campos, David (BOS); Cohen, Malia (BOS); Avalos, John (BOS)
Subject: Ride Sharing

Honored People:

I am both a driver and a customer of all three (Uber, Sidecar, Lyft) services. While I have no idea what your criteria is for keeping this most amazing business model alive, I do know the following:

1. After driving for almost two years now I have never had one negative experience.
2. After driving for almost two years now not one passenger has related to me any egregiously negative driver feedback

3. A considerable amount of people who would otherwise stay home most of the time, are now using ride-sharing to get out and about to have fun and spend money in our economy
4. It has given a great number of people the opportunity to make a living in this very trying economic period
5. My experiences being driven by these "amateur" drivers have been far safer and more pleasant than that of any SF cab ride I've EVER had
6. My experiences as a driver have been to get to know our fair city even better and to feel like an ambassador to our many passengers who are visiting from parts beyond

Please leave ride-sharing in tact and affordable. It is a most necessary service.

Thank you,

Jeremy Paz
Berkeley Native, 27-year SF resident

Carroll, John (BOS)

From: Lee, Ivy (BOS)
Sent: Wednesday, September 10, 2014 4:42 PM
To: BOS Legislation (BOS)
Cc: Kim, Jane (BOS); Veneracion, April (BOS)
Subject: Cosponsorship request

Categories: 140950

Please add Sup. Kim as a co-sponsor on Sup. Farrell's ordinance re: reduction of City's vehicle fleet that he introduced at yesterday's BOS meeting. Thank you,

Ivy

Ivy Lee
Legislative Aide, Supervisor Jane Kim/District 6
415.554.7973 (direct)
ivy.lee@sfgov.org

[Sign up for the District 6 newsletter](#)

Carroll, John (BOS)

From: Carroll, John (BOS)
Sent: Wednesday, September 10, 2014 12:22 PM
To: BOS Legislation (BOS)
Subject: FW: BOS meeting item

Categories: 140950

From: Hsieh, Frances (BOS)
Sent: Wednesday, September 10, 2014 12:15 PM
To: Carroll, John (BOS)
Subject: BOS meeting item

Hi,

I am confirming that Supervisor Avalos would like to co-sponsor Supervisor Farrell's proposed measure regarding the City fleet phase out. Please let me know if you have any questions.

Thanks,
Frances

Frances Hsieh
Legislative Aide
Supervisor John Avalos
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102
415-554-6975 tel
415-554-6979 fax
frances.hsieh@sfgov.org

Print Form

Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amendment)
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [] inquires"
- 5. City Attorney request.
- 6. Call File No. [] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. []
- 9. Reactivate File No. []
- 10. Question(s) submitted for Mayoral Appearance before the BOS on []

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative Form.

Sponsor(s):

Supervisor Mark E. Farrell

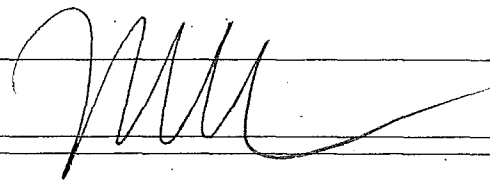
Subject:

Administrative Code - Passenger Fleet Reduction and Car Sharing Services Ordinance

The text is listed below or attached:

Attached.

Signature of Sponsoring Supervisor:



For Clerk's Use Only:

140950

