



San Francisco
International
Airport

Transportation Network Companies at San Francisco International Airport



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What are TNC's?

As Defined by the California Public Utilities Commission:

TNC = Transportation Network Company

Some Legal Definitions

TNCs like Uber, Lyft and SideCar are not “ridesharing” services



California Law re TNCs

In September 2013, the California Public Utilities Commission issued a Decision, making the following findings:

- TNCs are charter-party carriers because they provide prearranged transportation services for compensation.
- A "ride-share" in California requires that drivers have a common work-related or incidental purpose with their passengers. If the primary purpose of the ride is to make a profit, it is not a "rideshare." (Cal. Public Utilities Code 5353(h))
- The CPUC Decision finds that TNCs do not fit the legal definition of "rideshare."





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Legal Take-Away

- Don't fall into the trap of referring to TNCs as “ride-sharing” companies
- TNCs have the potential of making a great contribution to the **commercial** transportation industry
- But TNCs are **for profit** companies



SFO - The Big Picture

- SFO Statistics (FY 13/14):
 - 46.2M air passengers
 - 2,500 ground transportation permittees, operating 11,700 vehicles on 1.5 miles of roadway
 - Average 120,000 passengers per day

- Ground Transportation Management
 - Existing systems:
 - AVI – Transponders on commercial vehicles
 - BART Trains and AirTrain
 - Taxi Smart Cards
 - New comprehensive GTMS/TMS under development



Our Performance Goals

- Putting Safety & Security First
 - Passengers / Drivers / Pedestrians
- Easing and Controlling Congestion
 - Limited curb space is a problem
 - Transit First policy
- Keeping Operators Accountable
 - Insurance requirements
- Fair Play
 - Level playing field for operators
- Consistent Enforcement
 - Compliance with Airport Rules & Regulations



TNC Permit Development – Thinking Outside the Box

- Identifying and Understanding the TNC Business Model
 - Meetings with TNCs to understand technology and operations
 - Potential for software-based solutions (e.g., vehicle tracking via geofence)
 - Different Companies have different operations – creating a general permit
 - Recognize Consumer Choices / Embrace Innovation

- Considering Overall Impacts
 - Equity with other permit requirements
 - Need for data
 - Limited curb space and staging areas



SFO TNC Permit Highlights

- Pilot Program
 - Data collection, evaluation of impacts
 - Currently, drop-off only
- Insurance
 - Sufficient liability coverage while on Airport property for TNC trip
 - Airport as additional insured
- Identifying TNC Vehicles
 - Trade dress
 - Electronic waybill
 - Airport placard



SFO TNC Permit Highlights (cont'd.)

- Vehicle Tracking
 - Notification upon entry/exit from Airport property and upon ride completion
 - Required data: License plate number, date/time, GPS location, driver validation

- Fees and Charges
 - Initial Deposit
 - Trip fee equal to limo rate
 - Trips self-reported and payment remitted monthly

- Auditing
 - Operational records/data subject to audit by City



Challenges

- Regulations in flux
 - CA Public Utilities Commission
 - CA Legislature
- Illegal operations and regulatory violations
- Enforcement resources
- Lack of data
- Building trust and communication

