

Chair's Balancing Package: Transportation Network Companies  
Amy Gore and Karina Bull, Analysts  
November 6, 2019

CBA	CBA Summary	Changes from Previous Discussion
TNCFEE-101-A-1	Substitutes CB 119685 vD2 for vD1a and passes CB 119685	<ul style="list-style-type: none"> <li>• Technical and clarifying changes</li> </ul>
TNCTAX-103-B-1	Substitutes CB 119684 vD4 for vD2e and passes CB 119684	<ul style="list-style-type: none"> <li>• Technical and clarifying changes</li> <li>• Consolidates base tax of \$0.51 and supplemental tax of \$0.06 into one tax of \$0.57 per ride</li> <li>• Adds the purchase of transit service and the support of Sound Transit West Seattle and Ballard extensions and to the list of intended uses of TNC tax revenues (CM Herbold)</li> <li>• Adds a transportation assistance voucher program to the list of intended uses of TNC tax revenues (CM Harrell)</li> <li>• Clarifies that TNC tax revenues appropriated to SDOT are not counted as part of the Minimal Annual GF appropriation required in Section 5 or Ordinance 124796 (Move Seattle Levy)</li> </ul>
TNCSPN-106-B-1	Substitutes Resolution 31914 vD3 for vD1d and adopts Resolution 31914	<ul style="list-style-type: none"> <li>• Technical and clarifying changes</li> <li>• Allows for escalation of appropriations for driver resolution services</li> <li>• Changes the target Area Median Income for rental housing funded with the TNC tax revenues from 80% of AMI to 60% of AMI (CM Mosqueda)</li> <li>• Adds the purchase of transit service and the support of Sound's Transit West Seattle and Ballard Link extensions to the list of eligible uses of TNC tax revenues (CM Herbold)</li> <li>• Adds a transportation assistance voucher program to the list of eligible uses of TNC tax revenues (CM Harrell)</li> </ul>
TNCSPN103-B-1	Requests FAS and SDOT develop a Transportation Assistance Voucher Program	<ul style="list-style-type: none"> <li>• The SLI includes both FAS and SDOT as respondents</li> <li>• The SLI has been amended to include the exploration of partnering with another entity (like King County's taxi scrip program)</li> </ul>

TNCSPN 104-B-1	Imposes a proviso of Finance General Funds related to the Transportation Assistance Voucher Program	<ul style="list-style-type: none"> <li>• The proviso has been reduced from \$1 million to \$500,000</li> <li>• The proviso has been amended to clarify that the proviso can be lifted by Council action after receipt of the response to SLI-103-B-1</li> </ul>
TNCMIN 103-A-1	Substitutes CB 119687 vD2 for D1a and passes CB 119687	<ul style="list-style-type: none"> <li>• Technical and clarifying changes</li> <li>• Amends the areas of evaluation for the Minimum Compensation Study (CM Mosqueda)</li> <li>• Clarifies that Council intends to consider adjustments to the minimum compensation standard if elements of the minimum are mandated by federal or state law (CM Mosqueda)</li> </ul>
TNCDRC 103-A-1	Substitutes CB 119686 vD2 for D1e and passes CB 119686	<ul style="list-style-type: none"> <li>• Technical and clarifying changes</li> <li>• Clarifies the definition of "Driver Resolution Center" to include experience advocating for underrepresented groups in social equity, economic power, and worker rights (CM Harrell)</li> <li>• Clarifies when a Deactivation Appeals Panel arbitration is voluntary (CM Mosqueda)</li> </ul>