



SAN FRANCISCO TAXI Presentation to the Board of Directors' Workshop



Proposition A

A charter reform measure, approved by the voters on November 6, 2007, authorizing the Board of Supervisors to abolish the Taxi Commission and transfer the powers and duties of the Taxi Commission to the SFMTA.

Upon such transfer, Prop A gives the SFMTA exclusive authority over taxi-related functions, fares, fees, charges, budgets and personnel, and authorizes the SFMTA to adopt regulations which supercede all previously-adopted ordinances governing motor vehicles for hire.

Taxi Regulation and the *Transit First* Policy

The safe and efficient movement of people and goods

- Vehicle safety standards (Board regulations)
- Enforcement of permit conditions to revoke permits of potentially dangerous drivers (staff)
- Enforcement against illegal businesses and operators (staff)

Encourage the use of public rights of way by pedestrians, bicycles and pedestrians and public transit, and strive to reduce traffic and improve public health and safety

- Clean vehicle standards to protect air quality (Board regulations)
- Increase number of and identify locations for taxi stands (staff after hearings) and improve dispatch response (Board regulations and staff working with industry) to increase availability of taxis to residents who might otherwise drive

Taxi Regulation and the *Transit First* Policy continued

Transit priority: Designated transit lanes and improved signalization, to expedite the movement of public transit vehicles, including taxis, and to improve pedestrian safety.

- **Incorporate taxis into SFgo program (staff)**
- **Designate transit-only lanes that may be used by taxi vehicles (Board)**

New transportation investment to meet the demand for public transit generated by new public and private commercial and residential developments.

- **Identify key locations for taxi stands (staff after hearings) and improve dispatch response (Board regulations and staff working with industry) to make taxis accessible to residents who might otherwise drive.**

Taxi Regulation and the *Transit First* Policy continued

Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes and secure bicycle parking.

- Enhance taxi driver training for better “share the streets” skills (Board regulation and staff)**

Encourage innovative solutions to meet public transportation needs wherever possible and where it will not adversely affect service provided by Muni.

- Be creative in identifying alternatives and solutions for better taxi service to the public (Board and staff)**

The Regulation of Taxis

San Francisco Taxi Permitting System

Permits issued to a person without a vehicle:

- Driver permit (“A-Card”)

Permits issued to a person for use with an identified vehicle:

- Taxi / ramp taxi permit (medallion)
- Non-standard vehicle permits: jitney bus, motorized rickshaw, other vehicles

Permits issued to a business that affiliates with permitted vehicles:

- Color Scheme permits (32)
- Dispatch Service permits (10)

What Are Medallions?

- **A physical manifestation of a taxi permit (P-16) in the form of a metal plaque with a unique number, like a license plate, in the front windshield of a taxi.**
- **A permit for a person to operate a particular taxi vehicle that is associated with the permit.**
- **A right to collect lease fees from drivers who do not have Medallions. There is no legal limit to the lease fee.**
- **A Medallion issued BEFORE Proposition K (1978) is a lifetime permit with no full-time driving requirement.**
- **A Medallion issued AFTER Proposition K is a privilege and not a property right, only valid so long as the owner meets full-time driving requirement: Driving for at least four hours per day during each 24 hour period on at least 75 percent of the business days during a calendar year (156 daily shifts of at least four hours).**

What Is Prop K?

A ballot initiative spearheaded by then Supervisor Quentin Kopp and passed by San Francisco voters on June 6, 1978 to reform the taxi medallion system by:

- **Prohibiting corporate ownership of taxi permits after a 1976 corporate bankruptcy made medallions an asset in bankruptcy court**
- **Prohibiting corporate ownership of newly issued taxi permits, and providing that if the corporate permit reverts to the City if the corporate stock ownership changes by 10 percent or more**
- **Requiring taxi permit holders to declare their intent to be full-time drivers of San Francisco taxis**
- **Prohibiting ownership of a permit by more than one natural person**
- **Prohibiting the transfer of any permit, pre-K or post-K, by the permittee**

30 Years Later

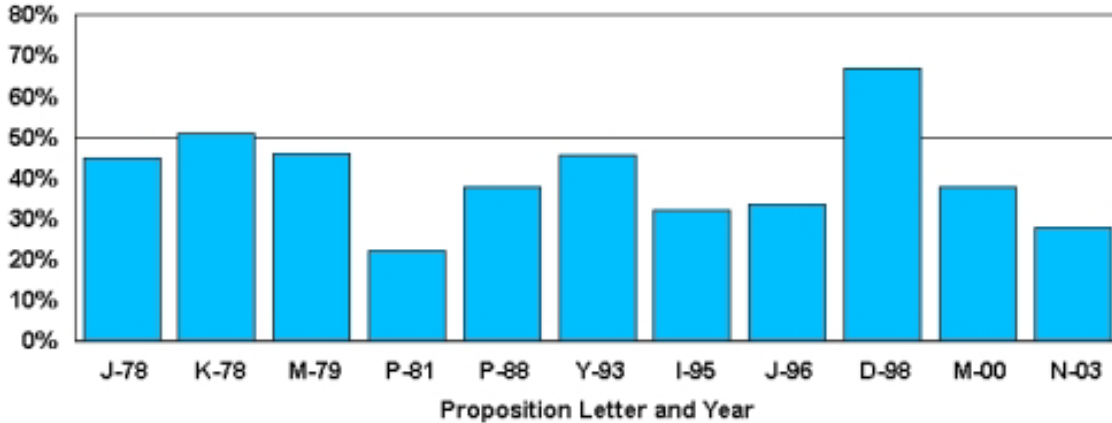
	1978	Today
Total Permits	711	1,456 (1,500 authorized)
Individual Permits	579	Pre-K: 312 Post-K: 1,050
Corporate Permits	132	96
Total Pre-K permits (2006)	----	408

History of 1978-2003 Taxi-related Ballot Initiatives

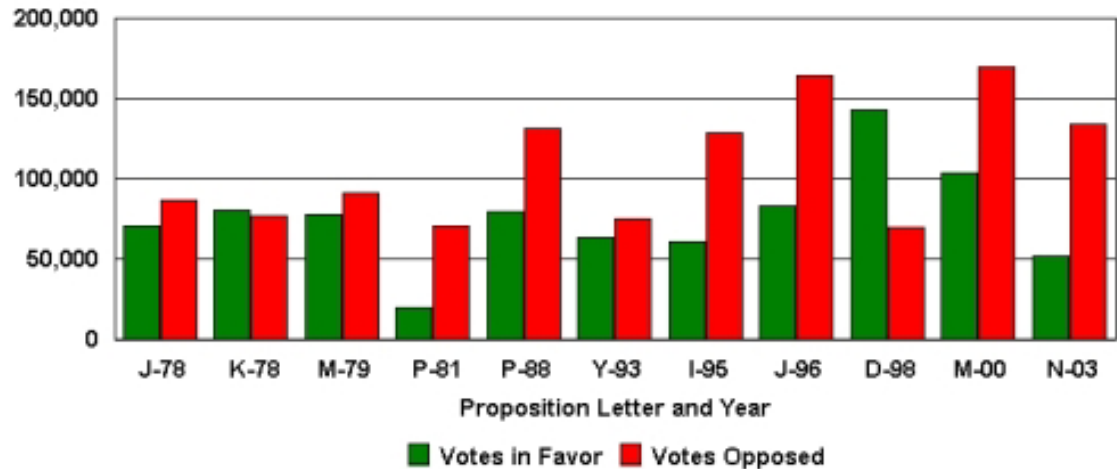
- **PROPOSITION J** of June 1978 competed with Prop K but lost.
- **PROPOSITION K** of June 1978 won with 51% of the vote.
- **PROPOSITION M** of November 1979 sought to restore transferability of permits.
- **PROPOSITION P** of November 1981 sought to repeal Prop K and transfer regulation to the Board of Supervisors.
- **PROPOSITION P** of November 1988 sought to repeal Prop K, but retain non-transferability of permits.
- **PROPOSITION Y** of November 1993 sought, to increase the number of permits and add new types of permits.
- **PROPOSITION I** of November 1995 was a bid by United Taxicab Workers to limit on gate fees and establish a centralized dispatch system.
- **PROPOSITION J** of November 1996 would have allowed the sale of permits, established gate control and limited permits to drivers with at least five years experience. It would also have allowed for a type of part-time permit.
- **PROPOSITION D** of November 1998 established the Taxi Commission. It was the only taxi-related ballot measure to pass after Prop K in 1978.
- **PROPOSITION M** of November 2000 would have authorized the issuance of various kinds of special purpose taxi permits, and allow them to be issued to more than a single individual. Prop M would also have set 800 hours as an annual driving or operating requirement.
- **PROPOSITION N** of November 2003 was a bid by PDA (now known as the Medallion Holders Association) to prevent revocation of permits due to disability.

Election Results for 1978-2003 Taxi-related Ballot Measures

Taxi Ballot Propositions 1978-2003
Percent of Votes in Favor



Taxi Ballot Propositions 1978-2003



State Law Requirements

CA Government Code § 53075.5:

Every city and county must adopt a policy for issuing taxi driver permits, which must include:

- **The permit must state the name of the Color Scheme with which the driver is affiliated**
- **The Color Scheme must notify the City upon termination of employment**
- **The driver must surrender the permit upon termination of employment**
- **Mandatory drug testing as a condition of permit renewal:**
 - **Drivers must test negative for the same substances listed in federal Department of Transportation regulations: marijuana, cocaine, amphetamines, opiates**
 - **Positive results may not be used in criminal proceedings**
 - **Positive results must be reported directly to the city or county**
 - **All results are confidential except as required by law**
 - **Self employed drivers are responsible for the cost of the tests**

Policy Issue: Drug Testing Program for San Francisco Taxi Drivers

- **Make driver permits subject to requirement of cooperation with random and post-accident testing as a permit condition**
- **Conduct random testing at Color Scheme locations for driver convenience**
- **Should a medical marijuana card be a defense to a positive marijuana test?**
- **Follow Department of Transportation procedures before a driver who has a positive result can return to work driving a commercial vehicle:**
 - **Provide the driver with contact information for a certified substance abuse professional (SAP)**
 - **Ensure that the driver has been evaluated by a SAP and complies with the SAP's recommendations (e.g. substance abuse program)**
 - **Require a negative return-to-duty test before the driver is allowed to drive a taxi again.**
- **SFMTA suspension of driver's permit pending notification by a Color Scheme of the driver's return to duty.**

Financial Background

SF Taxi Industry Financial Relationships

Medallion Holder and Associated Vehicle

Each Medallion must affiliate with a Color Scheme

Fuel, vehicle maintenance

Lease payments

Each driver must access a vehicle with a Medallion, either by long-term lease to Medallion holder or "gas and gates" to a Color Scheme

Color Scheme Taxi Business

Payments for contracted services

Dispatch Service

Per shift "gas and gates" payments

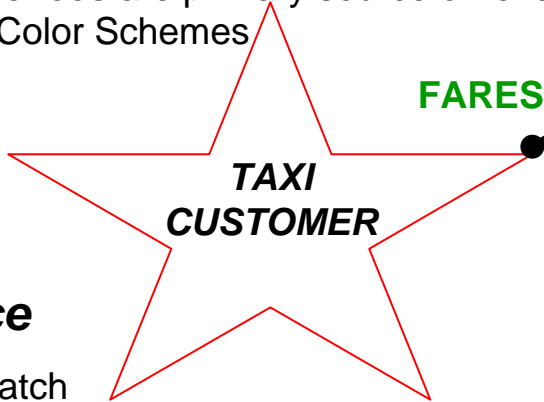
Gate fees are primary source of revenue for Color Schemes

"A-Card" Driver

Each driver must affiliate with a Color Scheme

FARES

AND TIPS



TAXI CUSTOMER

Fuel costs

Each Color Scheme must affiliate with a Dispatch Service

Provides dispatch services to Color Schemes that don't have their own

Fee Schedule for Permits 2008-2009

TYPE OF PERMIT	FILING / ONE-TIME FEE	RENEWAL FEE
New Color Scheme		
1-5 Medallions	\$1,228.00	\$814.00
6-15 Medallions	\$1,799.00	\$1,342.00
16-49 Medallions	\$3,598.00	\$3,322.00
50+ Medallions	\$4,495.00	\$4,152.00
Taxicab Radio Dispatch Service	\$3,862.00	\$4,267.00
Color Scheme Change	\$416.00	
PC & N (Medallion Waiting List)	\$346.00	
Ramp Taxicab	\$523.00	\$169.00
Taxicab	\$1,267.00	\$960.00
Metallic Medallion (Annual Renewal by Company)		\$48.00
Lost/Temporary Permanent Medallion	\$246.00	
Fingerprinting Fee	\$45 City, \$34 State	\$79.00
Public Passenger Vehicle Driver (A-Card)	\$81.00	\$57.00

Gate Fees: Charged by Color Schemes to Drivers for Use of a Vehicle

- **Before March 1, taxi fares and upper limit on gate fees are set in even numbered years by Controller's report, taking into account CPI and industry information**
- **Controller's recommendation goes into effect automatically unless Board of Supervisors disapproves or modifies it within a certain period of time**
- **In 2008, Controller recommended increased gate fee cap from \$96.50 to \$98.00, and Board did not act on Controller's recommendation**
- **Controller's fares and gate fee caps went into effect by operation of law on January 14, 2009**
- **The Board passed an ordinance, effective February 13-23 (depending on timing of Mayor's signature) preventing the Controller's higher cap from going into effect. The result:**
 - **Until January 8: Cap set at \$96.50**
 - **January 14 until February 13-23: cap increased to \$98.00**
 - **February 13-23: Cap reduced to \$96.50**
 - **March 1: SFMTA Board has power to set gate fee caps**

San Francisco Taxicab Rates of Fare (2009)

First 1/5th mile or flag	<p>\$3.10</p> <p>Jan.14 - Feb.13-23: \$3.35</p> <p>Feb. 13-23: \$3.10</p> <p>March 1: ?</p>
Each additional 1/5th mile or fraction thereof	<p>\$0.45</p> <p>Jan.14 - Feb.13-23: \$0.50</p> <p>Feb. 13-23: \$0.45</p> <p>March 1: ?</p>
Each minute of waiting or traffic time delay	<p>\$0.45</p> <p>Jan.14 - Feb.13-23: \$0.50</p> <p>Feb. 13-23: \$0.45</p> <p>March 1: ?</p>
Airport surcharge	\$2.00

Enforcement

Illegal Vehicles

How to Spot a Real San Francisco Taxi

- ✓ **Side & rear of cab should say San Francisco Taxicab**
- ✓ **Small metal license plate should be visible on dashboard in front of windshield**
- ✓ **Driver's I.D. should be visible from the back seat**

About Limousines

- **Limousine rides must be prearranged usually by phone or in writing**
- **Look for a TCP number on the front and rear bumpers of the vehicle**
- **Ask for driver's business card and a receipt before departing**
- **Limo drivers are forbidden from soliciting customers without prior reservations**

Benefits of Riding in a San Francisco Taxi

- **Drivers required to take extensive training, including street navigation**
- **Vehicles undergo safety and meter inspections**
- **Drivers are subject to background checks**
- **Taxis are insured in case of an accident; illegal taxis and limousines may not be**
- **You are supporting your local taxi drivers by using their service**

Authorized San Francisco Color Schemes (32)

<p>98 Pennsylvania Avenue *Gold Star Cab Company Green Cab Lucky Cab Co.</p> <p>999 Pennsylvania Avenue ABC Cab Co. *Bay Cab Co. *Black & White Checker Cab Co. *Comfort Cab Company Executive Cab Company Town Taxi Cab Company</p> <p>2121 Evans Avenue S.F. Super Cab Company Big Dog Cab Company Max Cab Company S.F. Taxi Cab Co. Metro Cab Co. *Royal Cab Co. USA Cab Co.</p> <p>85 Industrial St *Best Cab Crown Cab Co.</p>	<p>United Cab Co. 20 Heron St. *Luxor Cab Co. 2230 Jerrold Ave *National Cab Co. 2270 McKinnon Ave *Six2Six Taxi 1640 Davidson Ave Delta Cab Co. 1340 25th St. *DeSoto Cab Co. 555 Selby St. Veterans Cab Co. 2270 McKinnon Ave *Yellow Cab Co-Op 1200 Mississippi St. *Alliance Cab Co. 2175 Market St. *American Cab Co. 120 Willow St. Arrow Cab Co. 2575 Marin St. *Fog City Cab Co. 979 Bryant St.</p> <p>* Color Schemes with Ramp Taxis</p>
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Unauthorized Taxi Listings from Online AT&T Yellow Pages (33)

<p>49ers Cab Company (415) 333-3353 Bay Shuttle (415) 504-1873 Berkeley Airport A Cab Svc. (510) 450-0777 Brisbane City Cab (415) 333-1111 Cab Yallow (415) 348-1651 City Wide Taxi Dispatch (415) 920-0700 Covay Cab (415) 285-6072 Haight Street Garage (415) 647-7350 Junk Cab (415) 586-5222 Orange Cab No 433 (415) 731-5256 Pacific Cab Co. (415) 986-7220 San Francisco Yellow AAA Cab (415) 469-9940 San Francisco Yellow Cab (415) 647-8081 San Mateo Yellow Cab (415) 355-0355</p>	<p>SF Town Taxi Inc. (415) 401-8900 Sneck Cab (415) 970-1100 Speck Cab (415) 970-1100 V I P Taxi (650) 703-8654 Yellow Aa Cab (415) 431-5466 Yellow Aaa Cab (415) 333-3633 Yellow Cab (415) 469-9940 Yellow Cab (415) 682-9845 Yellow Cab (415) 401-0114 Yellow Cab (415) 436-9303 Yellow Cab (650) 941-0149 Yellow Cab (415) 587-1300 Yellow Cab (415) 550-4000</p>	<p>Yellow Cab (415) 584-8199 Yellow Cab (415) 831-2212 Yellow Cab (415) 330-9172 Yellow Cab (415) 379-3748 Yellow Cab Co. (415) 333-3633 Yellow Cab Co (415) 550-4000 Yellow Cab Company (415) 333-3633 Yellow Cab of San Francisco (415) 386-9700 Yellow Cab Taxi (415) 550-4000 Yellow Taxi (415) 202-0690</p>
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SB 1519 (Leland Yee) Amends the Government Code:

53075.7 (a) Upon receipt of a complaint containing sufficient information to warrant conducting an investigation, the local agency shall investigate any business that advertises or operates taxicab transportation service for hire. ...

Pursuant to this investigation, the local agency shall do all of the following:

- (1) Determine which businesses, if any, are required to have in effect a valid taxicab...permit...but do not have that valid authority to operate.
- (2) Inform any business not having valid authority to operate that it is in violation of law.
- (3) [I]nstitute civil or criminal proceedings, or both, pursuant to the governing municipal code or other authority of jurisdiction.

53075.8 (b) (1) The Legislature ...finds ...that the termination of telephone service utilized by taxicabs operating without proper authority is essential to ensure the public safety and welfare. Therefore, local agencies should take enforcement action, as specified in this section, to disconnect telephone service of unauthorized taxicab operators who unlawfully advertise passenger transportation services in yellow page directories and other publications.

* * *

(c) (1) In addition to any other remedies that may be available by law, ..., the local agency may notify the taxicab operator that the local agency intends to seek termination of the operator's telephone service. ...

* * *

(d) **The taxicab operator, within 10 calendar days of the date of the notice, may contest the allegations contained in the notice by filing a written protest with the local agency. ...**

(e) **The ... local agency ... shall hear the protest. ...If the hearing body upholds the allegations ... the written decision shall state either that the allegations are sufficient to justify seeking termination of the taxicab operator's telephone service, or that the allegations are not sufficient**

* * *

(f) (2) A telephone ... corporation shall refuse telephone service to a new subscriber and shall disconnect telephone service of an existing subscriber ... upon receipt from any authorized officer or employee of the local agency of a writing, signed by a magistrate, ... finding that probable cause exists to believe that the subscriber is advertising ... taxicab transportation services

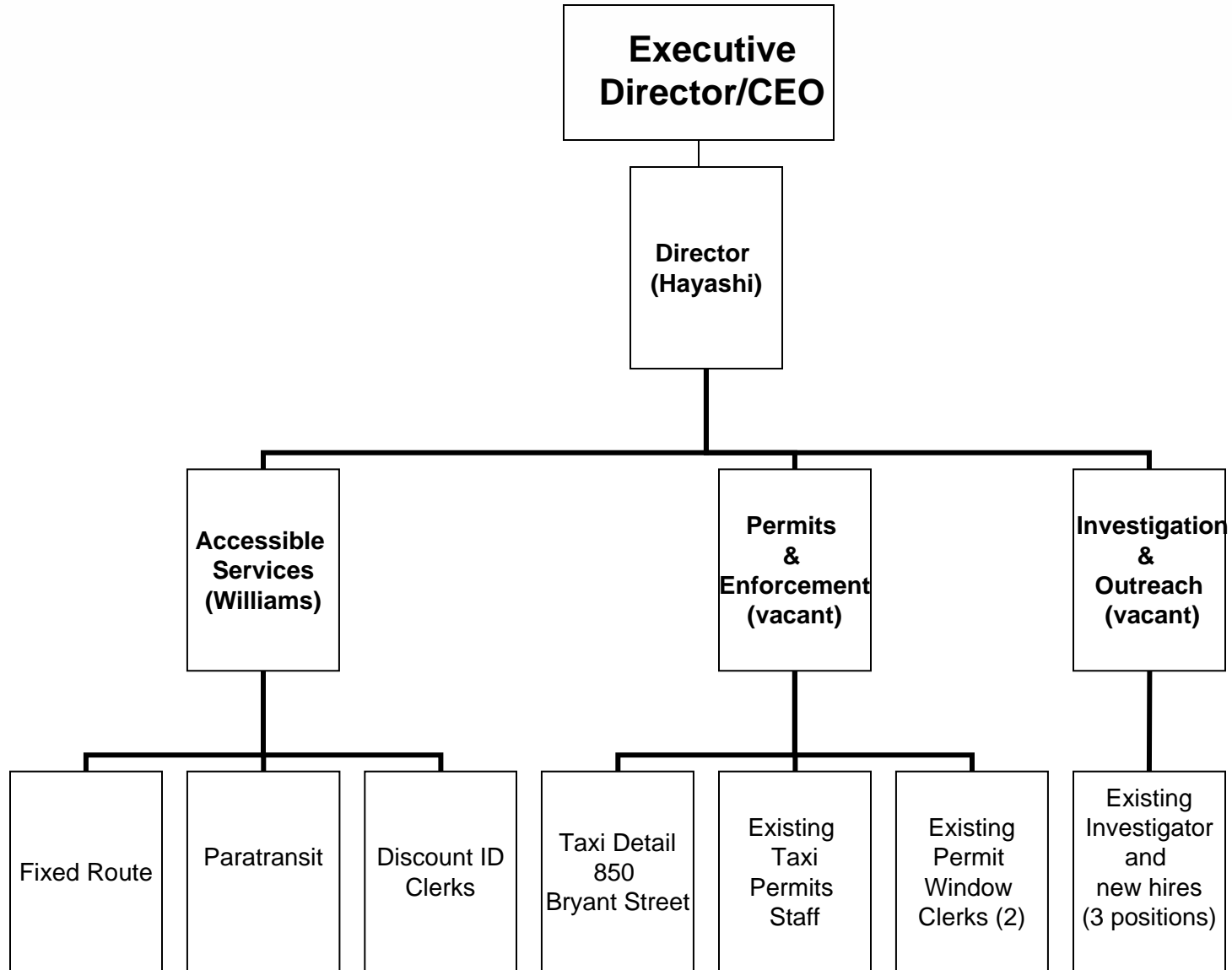
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53075.9 (c) Whenever the local agency, after a hearing, finds that any person or corporation is operating as a taxicab ...service without a valid ... permit or fails to include [its permit number] in any written or oral advertisement the ... the local agency may impose a fine of not more than ...\$5,000 for each violation. The local agency may assess the person or corporation an amount sufficient to cover the reasonable expense of investigation ... incurred by the local agency. The local agency may assess interest on any fine or assessment imposed, to commence on the day the payment of the fine or assessment becomes delinquent. All fines, assessments, and interest ... shall be deposited at least once each month in a fund established for the purpose of enforcing the provisions of this section.

SFPD Taxi Detail

- **Capt. Charles Keohane**
- **Lt. Jean Schlotz (Permit Division supervisor)**
 - Sgt. Ron Reynolds
 - Develops and implements enforcement strategies, testifies at permit hearings
 - **Off. Paul Makaveckas**
 - Teaches six-hour Taxi Class that is a prerequisite for a Driver's Permit (A-Card)
 - **Clerk**
 - Helps compile reports, prepares reports, takes calls from permittees and the public, receives permit applications and application fees

Proposed Org Chart: Division of Taxi and Accessible Services



Taxi Vehicle Fleet

Fleet Conversion - Clean Taxi Program 2008-2010

Board of Supervisors Ordinance No. 26-08

- Dept. of Environment is required to produce annual report of taxi vehicles that would allow SF to achieve the goal of 20 percent reduction of taxi greenhouse gas emissions from 1990 levels (Green Vehicle Guide).
- Each Color Scheme is required to provide annual report on how it will achieve target reductions over three years, and reporting steps taken in the preceding year.
- Ramp taxis not included in calculation of Color Scheme emissions.
- Color Schemes are required to manage emissions to achieve targeted reduction levels.
- TXC is required to consider these requirements when deciding whether to approve the use of any vehicle as a taxi.
- TXC may enact regulations making failure to comply a violation that could result in revocation or suspension of permit.
- TXC may reject a Color Scheme's plan or report as inadequate and require re-submittal within a certain time, and failure to comply is subject to administrative discipline.
- Allowed taxi companies to charge gate fee surcharge (\$7.50 for 10 hour shift or \$0.75 per hour) for low emission vehicles:

Rated SULEV (Super Low Emission Vehicle) by Cal. Air Resources Board or ULEV (Ultra Low Emission Vehicle) if the vehicle was placed in service prior to Jan. 1 2008



Hybrid Technologies: Modified PT Cruiser EV Plug-in Hybrid with lithium battery (New York)

Manganese Bronze: All-electric, 100 mile range, 50 mph top speed (London)



The taxi of the future...

Allied Vehicles: Peugeot-based E7 all-electric accessible taxi, 100 mile range, 60 mph top speed (Britain), 2009 price approximately \$80,000



... and of the past.



Les Femmes Cochers –
Postcard series of the first
female taxicab and horse-cab
drivers in Paris.

