

Taxi Advisory Council - Council Liaison Report – Regulatory Reform Update

December 13, 2010

Taxi Services' DRAFT State Law Agenda

SFMTA Taxi Services invites the San Francisco taxi industry's feedback on the following legislative proposals:

1. Clarifying the use of bike lanes for passenger pick up and drop off. Currently, state law is unclear as drafted as to a taxi's ability to pull into a bike lane to pick up or drop off passengers at a curb. Use of a bike lane is allowed "when necessary for safe operation" of a vehicle under the law as written. This will become an increasingly important issue as the number of bike lanes in San Francisco grows from 50 to nearly 80 miles, including several lanes to be separated from vehicle traffic by "soft hit" posts.
2. Use of security cameras in taxis. The new law going into effect as of January 1, 2011 prevents the use of audio recording on vehicle security cameras unless the driver, lessee (undefined) or registered owner is given the right to disable the camera at any time.
3. Clarifying drug testing requirements: The Government Code's requirements for drug testing taxi drivers needs revision because (1) it does not account for medical marijuana laws that have been enacted since the requirements were adopted; (2) it does not provide for random and post-accident testing, but rather requires an annual test at the time of permit renewal, which has the effect of allowing any driver who does take drugs to "clean up" prior to the test. The law as written requires a lot of effort and expense without providing any real benefit of drug testing.
4. Definition of pre-arrangement for limousines: New technology such as that used by Uber has rendered the distinction between limousines and taxis meaningless. State law needs to be amended to clarify the rights of each type of service.
5. Local registration of limousines: Even though the CPUC continues to regulate limousines, local jurisdictions should be allowed to at least register those that operate in their jurisdictions and be able to terminate their right to operate in that jurisdiction for repeated incidents of illegal activity.
6. Allow San Francisco taxis to use the HOV lanes in the Bay Bridge Toll Plaza.
7. Require Workers' Compensation insurance coverage for taxi drivers regardless of employment status.