



Voting Members

Chair, Malcolm Heinicke
Bruce Oka
Adam Millard-Ball
Laurie Graham
Richard Hybels
Hansu Kim
John Lazar
Tone Lee
Autumn O'Keefe
Charles Rathbone
Rich Schlackman
Thomas George-Williams

Non-Voting Members

Paul Gillespie
Michelle Allersma and Rick Wilson
Tom Owen
Greg Wagner
Jordanna Thigpen, Acting Director

DRAFT Pilot Program for Peak Time Cabs

The following will serve as a draft of the proposed Peak Time Medallion Program and Dispatch Standards.

I. Peak Time Medallion Program

A. 25 Peak Time Permits

- given to highest bidder for five years (sealed bidding process)
- A-card holder / group of A-card holders / color scheme can bid
- bidder must show that the operating color scheme will field dispatch calls and meet the annually adopted Color Scheme Standards
- cap of 8 permits per one such bidder (i.e., no color scheme can have more than 8)
- vehicle requirements same as for new medallions (i.e., hybrid/alternative fuel vehicles)

B. Enforcement

- cab must be on designated lot in off-peak times (subject to fine and revocation of permit after second offense)
- SFMTA to handle enforcement with funds from bid revenues
- SFMTA to use remainder of bid revenue for limo enforcement and general funds
- cab to be numbered with "PT" permit numbers

C. Peak Times

- Tues, Wed, Thurs (3pm to 11pm), Fri (2pm to 3 am), Sat (2pm to 3 am)

- specified peak days (NYE at night, Fleet Week Weekend, etc.) to be determined at ISCOTT or by the SFMTA Board
- SFMTA can provide authority to issue for specific days on one time basis

D. 10 Spare Cab Allowances

- given to highest bidder for five years (sealed bidding process)
- color schemes only can bid
 - must show that they have at least 10 spare cabs in fleet for each permit bid on
 - bidder must show that vehicle will be separately insured
 - bidder must show that the operating color scheme will field dispatch calls
 - cap of 3 permits per one such bidder (i.e., one color scheme can have no more than 3)
- Enforcement
 - violations subject to fine and revocation with no refund
 - SFMTA to handle enforcement with funds from bid revenues
 - SFMTA to use remainder of bid revenue for limo enforcement and general funds
 - cab number to reported before shift begins via submission to SFMTA (likely Internet submission)
 - same peak times in effect as described above

E. Institutional Memory

- if there is no success on either or both of these proposals, it is recommended that future bodies re-visit a single driver permit idea.

II. Dispatch

A. Minimum Size: 100 cabs per dispatch company in the City

- 9 month grace period to come into compliance
 - Dispatch services who meet this requirement will be eligible to be one of the companies to receive forwarded calls from 311 (SFMTA may provide funding for this from bidding revenues above)

B. Dispatch Premium

- SFMTA may approve dispatch premiums of up to \$5 per dispatch pickup for peak times described above
- Dispatch service without the premium must remain an option provided by the color scheme