

Miscellaneous

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JUL 25 2008

SAN FRANCISCO  
TAXI COMMISSION

2230 JERROLD AVENUE - SAN FRANCISCO, CA 94124 - PHONE 282-1224 FAX 282-1706

July 24, 2008

This is to take note of praise for driver Issa Hawamdah. The compliment was expressed by passenger Genya Erlich who called Luxor after riding with Mr. Hawamdah.

Ms. Erlich describes Issa as serving her "brilliantly" and urged that he "be represented as best driver of the year."

Happily, others have also recognized the superb quality of Mr. Hawamdah's work. Issa was honored at the most recent Awards Ceremony of the San Francisco Taxi Commission, and is the current Driver of the Year.

Congratulations to Issa Hawamdah for continuing to provide high quality service to customers, and for projecting a strongly positive image of Luxor Cab.

Sincerely,

Charles Rathbone  
Operations Department

Cc: Genya Erlich; Issa Hawamdah; SF Taxicab Commission;  
Paratransit Coordinating Council; John Lazar



The Taxi Commission Chairman  
City Hall, San Francisco

July 15, 2008

I am one of the Taxi Driver in San Francisco who is watching your deliberation on TV with great interest. The Commission is doing a great job.

I am a bit worried about the concern and proposed measure the Commission entertained on 07/09/08. That is about the effect of gas price on Drivers income and, may be, increase fare or impose a Surcharge of or up to \$1.00 to off-set the burden of price rise on drivers.

Someone in the deliberation room attempted to justify the increase by saying `today drivers are paying \$30 or more per day than before`. Sir, this can not be true. If it is true the problem is with gas efficiency of the cab that should be addressed immediately. The proposed solution will sooner or later invite for more fare jacking or surcharge in future. I rather see the Commission look into other means to increase the gas efficiency of cabs. For example, have the cab owners improve mileage consumption of fuel; avoid junk Spares with 250000 or more mileage from the street, etc.

Let us all share the burden and sacrifice our comfort **.Cab owners can and should do a lot that will make them more proud in the future.** Please OWNERS do something.

Respectfully  
Short term lease driver

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JUL 30 2008

SAN FRANCISCO  
TAXI COMMISSION

July 14, 2008

SAN FRANCISCO TAXI COMMISSION

I am DeSot cab driver and medallion holder 03435 and am writing about our fuel costs.

Over the past week my average gas bill was 39¢ per ~~hour~~<sup>mile</sup> - almost all driving was in the City.

I request that you raise our per-mile charge from \$2.25 to \$2.40 - just 15¢ and the \$2.40 is a nice round number. This would help us on the street and the burden on the public is small.

I see no reason to reverse the starting charge or the waiting charge.

Sincerely,  
Richard A. Byer  
Since 1969 SF Cabbie.

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JUL 15 2008

SAN FRANCISCO  
TAXI COMMISSION

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ALBUQUERQUE JOURNAL

## Seattle wades into the taxi tangle

Drivers, at considerable risk, have been telling the City Council how the industry really works. The City Council is now looking at making taxis greener, fairer to drivers, and better for customers.

By Jean Godden

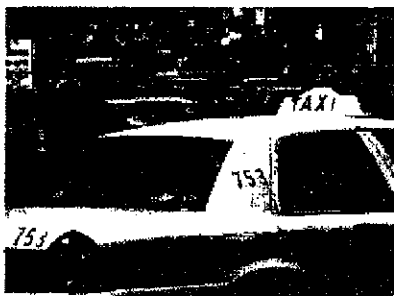
This summer's stealth issue, a critical subject that's been flying under the local radar, is the greening of Seattle's taxis and a much-needed overhaul of the local taxicab industry. Proposed legislation now before the Seattle City Council has not received a lot of press. But for all its obscurity, the taxicab overhaul matters a great deal for the public, for the environment, for those who drive the cabs, and for those license holders who have invested in the industry. The issue, vital to the livelihoods of several hundred owners and several thousand drivers, has generated plenty of controversy at City Hall.

Issues address by the proposed legislation, along with a companion ordinance passed earlier this month:

- Requiring new cabs to go green and meet higher per gallon mileage standards by 2013.
- Allowing for more licenses — up to 35 per year — with provisions that the new licensees must drive those cabs at least 30 hours a week, 40 weeks a year, for five years before licenses can be sold.
- Issuing of "lease caps" that set maximum lease rates and thus protect drivers from being forced to pay for expenses that, fairness dictates, should be covered by taxicab license owners, rather than by drivers who frequently average only \$10-\$12 an hour.
- Increasing annual city license fees, which have not been raised for a decade, to cover the cost of regulating the industry.
- Raising drop and per-mile rates to capture increasing fuel costs in a way that is fairer to customers.
- Working with the Port of Seattle to resolve the issue of "deadheading" between the city and Sea-Tac Airport, so that trips to the airport would be able to pick up passengers there, rather than returning empty.

The cab business in Seattle is a mostly male industry that attracts new immigrants and refugees to its ranks. It is estimated that 89 percent of Seattle drivers were born outside the U.S.; many licensees also are relative newcomers. There are 643 licensed Seattle cabs, adding up to a \$70 million a year industry. But despite a city office devoted to taxi regulation, not a lot of data have been collected. One of the goals of the new legislation is to capture solid information and to report back to the Seattle City Council about industry conditions.

Taxis are a regulated monopoly, so oversight is important. No industry can regulate itself fairly; self-regulation inevitably errs on the side of self interest. Too often, low-income cab drivers have been subjected to high lease rates and terms by taxicab owners. While information on the balance between owners and drivers is mostly anecdotal, the stories that council members have heard during hearings are compelling. It has taken considerable courage for taxi drivers to stand up publicly and tell their stories, perhaps risking their careers.



(Chuck Taylor)

Photo by Chuck Taylor

VIDEO AD BY MIXPO (REQUIRES FLASH)

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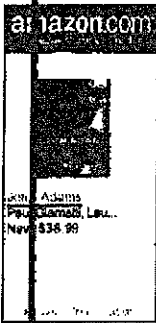
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The legislation now before the council, which likely will be voted on next month, would provide for the city's taxicab regulators to hold public hearings and, relying on cost-of-living figures, set maximum lease rates for cabs. Seattle would not be the first city to use lease caps to ensure excessive costs are not passed along to drivers. Boston, Philadelphia, New York, Minneapolis, and San Francisco are among the cities that use them.

Our goals should be to reduce our carbon footprint and better serve the public and the taxi industry. That road to a greener, more customer-friendly industry is wide open, and the city ought to take decisive action, soon.

Jean Godden is a member of the Seattle City Council. She was a columnist and chronicler of Seattle life for many years at both Seattle daily newspapers.

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VIDEAD BY MIKPO

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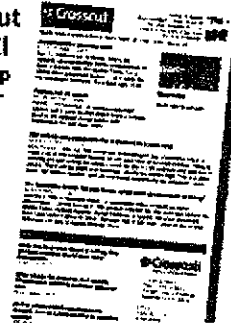
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