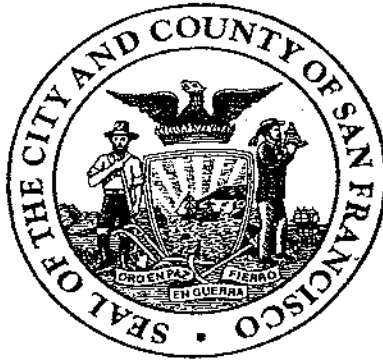
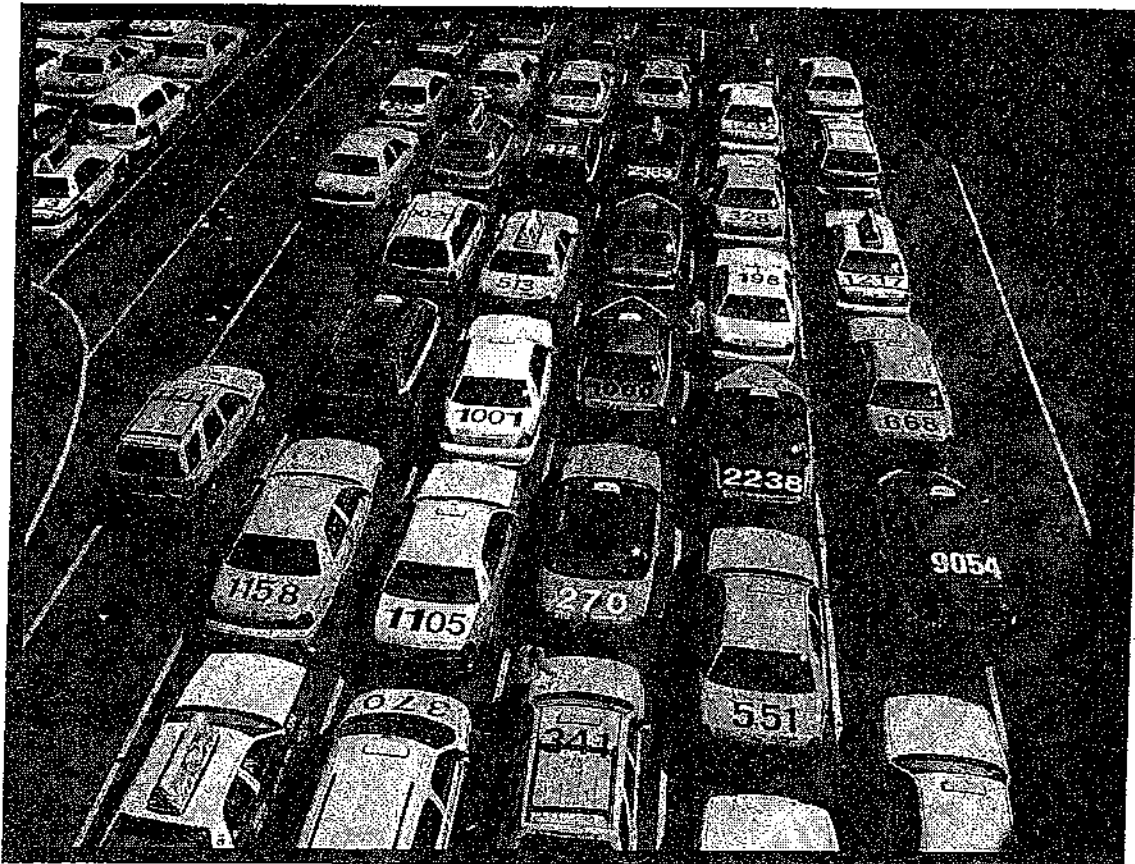


City and County of San Francisco Taxi Commission



Final Report
February 24, 2009



CITY AND COUNTY OF
SAN FRANCISCO



TAXI COMMISSION
MAYOR GAVIN NEWSOM

COMMISSIONERS TELEPHONE (415) 554-7737

PAUL GILLESPIE, PRESIDENT, ext. 3
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ARTHUR TOM, COMMISSIONER, ext. 4

JORDANNA THIGPEN, EXECUTIVE DIRECTOR

Dear Friends:

In 1997, after convening a public meeting concerning taxi issues that drew five hundred people on a Saturday afternoon to the Herbst Theater, Mayor Willie Brown appointed then Supervisor Gavin Newsom to chair a Taxi Task Force. That group led to the creation of the Taxi Commission, which held its first meeting ten years ago this week. As responsibility for taxi regulation moves to the MTA, it's worth reviewing how far we have come, and how far there is to go.

Taxi service in the late 1990's left much to be desired. 811 cabs were not enough to meet demand, and only a small handful was accessible to wheelchairs. Most vehicles were used police cars that got ten miles per gallon, had no age limit, and were often driven until they died on the streets. Overstressed order takers with pencil and paper called out long lists of intersections while customers fumed. Medallions were often issued to people with little or no driving experience. Murder and robbery of drivers was all too common and often went unsolved. Meter rates were frozen for years while drivers' costs went up regularly. Lawsuits and one sided self serving ballot measures were the primary means of expression in the taxi industry.

Today there are 1500 cabs, 100 of them wheelchair accessible. Because of our pioneering Clean Air Taxi policy, in a little more than two years the entire fleet will be converted to low polluting, high efficiency vehicles that will put thousands of dollars each year in drivers' pockets. In short, we will have cut emissions by 20% below 1990 levels in the industry, even while increasing the fleet size by more than 80%. GPS-based dispatch at the larger companies has greatly improved dispatch service, and the coming Paratransit Debit Card program will soon extend capabilities to all companies. Intrusive, uncomfortable shields have been kept out of our taxis, while digital security cameras have proven highly effective as both deterrent and source of evidence. Through legislation and oversight, medallions are now being issued only to actual, full time drivers.

A tremendous opportunity exists now to finally address some unresolved issues in the taxi industry. Connecting passenger and driver seamlessly and instantaneously is now technologically possible.

Resources already on the streets enforcing traffic and parking laws need to be marshaled to shut down illegal operators. Paratransit service by the taxi industry could finally be appreciated for the cost effective, highly regarded by users' service that it is. Creative thinking needs to be employed to address questions of health care, workers compensation, and disability for all drivers.

Clean, available, and accessible taxis are a vital part of any vibrant city. With good cab service, it is possible to live without a car, get around as a visitor, and access the world in a safe, dignified, affordable way for senior and disabled people. We have taken many steps in the right direction, and we need to keep moving forward without complacency.

Sincerely,

A handwritten signature in dark ink, appearing to read "Paul Gillespie", with a long horizontal line extending to the right.

Paul Gillespie
Taxi Commission President

INTRODUCTION

The San Francisco Taxi Commission was created by charter amendment (Proposition D) in 1998 and was responsible for regulating the taxi industry and setting policy to ensure proper taxi service for visitors to and residents of San Francisco. On March 1, 2009, the Taxi Commission will merge with the SFMTA.

The Commission accomplished some important work during its ten years of existence. It enhanced the dialogue regarding taxi issues and provided a forum for public officials and industry leaders to publicly discuss important issues affecting the City and the economic vitality of the industry. It was able to make some significant policy changes that improved the working conditions for drivers and permit holders.

Perhaps most importantly, the Commission was able to successfully advocate for landmark legislation mandating emissions goals and greenhouse gas reduction for the entire taxi fleet – the first such legislation in the country.

The Taxi Commission's Final Report is intended to serve as a source of institutional memory for those visiting taxi policy and issues in the future within San Francisco city government. Attached as Appendix A, in chronological order, are copies of all Policy Resolutions the Commission has successfully passed during its ten years of service. This will ensure that the Commission's work is easily accessible to those who wish to review it.

Finally, the Commission collects complaints and compliments on the 311 system. Some of the highlights from these calls are highlighted throughout the report.

INDUSTRY OVERVIEW

The San Francisco taxi industry is extraordinarily diverse. There are drivers and company owners from dozens of nations who have dedicated their careers to serving the people of the City and County of San Francisco with reliable, safe transportation.

San Francisco has a unique taxicab permitting system. To operate as a taxicab in San Francisco, a taxicab must have an operating permit. Like most jurisdictions, San Francisco strictly regulates the amount of taxicab permits it issues. Additionally, with limited exceptions for those holding a permit prior to 1978, holders of a taxicab permit must be a natural person, and must continue to work as taxi drivers while holding the permit. Permits cannot be sold or transferred, but remain valuable because of the opportunity to lease a permit to a company. Individuals can only receive permits if the Commission issues new permits, or if permits are returned to the City because of the death of a permittee or revocation of the permit for violations of the law.

Immediately prior to the Commission's formation in 1998, the Police Commission approved 500 taxicab permits. The Commission has issued 119 new permits, although it approved individual applications for many hundreds more as permits were returned to the City.

The Commission has maintained a "waiting list" for those desiring to obtain one of the 1,500 taxicab permits. As of February 2009 there are approximately 3,800 individual drivers on the waiting list. An individual can expect to wait anywhere from 13-16 years on the waiting list before qualifying to obtain a taxicab permit.

There are approximately 8,000 individual taxi drivers, although not everyone that holds a taxi permit actually performs the duties of a driver. With an estimated 16,000,000 taxi trips per year, it is estimated that only 4,000 individuals drive full-time, with the remainder driving part-time or not driving.

I had a great driver. This was my third time taking a taxi in San Francisco, this driver was really good. He knows the whole City! Keep up the good work in SF!
- Caller to the City's 311 System Re: Town # 323, 9/22/8

I had a very nice cab driver. He was the best cab driver I have ever had in my life. He asked if the music was OK, asked if I wanted to change the station, asked which way I wanted to go. The best customer service I have ever had in a cab. Thank you very much.
- Caller to the City's 311 System Re: Luxor # 901, 11/5/8

As of February 2009, there are 30 taxicab companies in San Francisco of varying size:

Taxi Company	Reg	Ramp	Total
ABC Taxicab	1	0	1
Alliance Cab	4	2	6
American Taxicab	14	1	15
Arrow Cab	69	0	69
Bay Cab	70	3	73
Best Cab	1	1	2
Big Dog City	24	0	24
Black & White Checker	61	10	71
Central Cab	1	0	1
Comfort Cab	0	3	3
Crown Cab	6	0	6
DeSoto Cab	105	8	113
Executive Cab	1	0	1
Fog City Cab	21	1	22
Gold Star Taxi	1	1	2
Green Cab	6	0	6

Taxi Company	Reg	Ramp	Total
Lucky Cab	1	0	1
Luxor Cab	175	38	213
Max Cab	3	0	3
Metro Cab	22	0	22
National Cab	66	0	66
Regents Cab Company	34	1	35
Royal Taxi	49	3	52
San Francisco Super Cab	2	0	2
San Francisco Taxicab	13	2	15
Six2Six Taxi	2	0	2
Town Taxi	62	3	65
United Cab	33	0	33
USA Cab	2	0	2
Veterans Cab	20	0	20
Vina Cab	6	0	6
Yellow Cab Co-op	497	17	514

I left my wallet (with a lot of money in it) in a United Cab. United Cab went out of their way to contact me through my credit card vendors. When I finally reached them, they brought my wallet to me at the hotel I was staying in. Every penny and credit card was with the wallet. Without their effort, I would have been unable to fly home 2 days later. I am very thankful for the effort United Cab made to get me my wallet. SF is a great city!

- Visitor to San Francisco, Winter 2008

COMMISSION OVERVIEW

Through the 20th century, the San Francisco taxi industry has evolved from horsedrawn carriages to today's hybrid and CNG motor vehicles. Labor arrangements have changed from unionized drivers splitting the meters with companies to an industry comprised almost completely of independent contractors.

Regulation of the industry has also evolved. The first regulation was adopted in 1932 and arose from the Great Depression, when economic conditions caused a surplus of drivers and vehicles to flood the streets of San Francisco. From 1932 to 1998, the San Francisco Police Department and Police Commission regulated taxicabs along with other motor vehicles for hire and other permitted vehicles, such as tow trucks.

In 1997, Mayor Willie Brown formed a Taxi Task Force to address some of the outstanding issues facing the industry. The number of taxicab vehicles in the City had not kept pace with the City's increasing popularity as a tourist destination or its increased resident population. Additionally, there were administrative issues that needed special attention. The Task Force made several recommendations, including the formation of a Taxi Commission which would oversee and regulate the taxi industry.

In 1998, voters approved a charter amendment creating the Taxi Commission and civilianizing enforcement and regulation of the industry. Throughout its existence, Commission has continued to work in partnership with the San Francisco Police Department to carry out its mission of regulating the industry and enforcing the laws which preserve safe working conditions for drivers and protect the public.

The Taxi Commission's Mission

The mission of the Taxi Commission is to ensure prompt, safe, honest, efficient, and courteous taxi service to the residents and visitors of San Francisco; to enact and enforce just and equitable rules concerning drives, medallion holders and companies; and to provide an open forum for debate and discussion of all issues concerning public vehicle for-hire services in San Francisco.

Commissioners

The Commission was privileged to have 24 individuals serving it from inception to its final hearing on February 24, 2009.

The Commission was comprised of seven volunteer individuals, appointed entirely by the Mayor. The seats were designated by charter as follows:

- An individual representing the senior and disabled community;
- A taxi driver that does not hold a taxicab medallion;
- A manager in a taxicab company (either a medallion holder or a company representative);
- A member of the hospitality industry;
- A member of the labor community;
- A person from the neighborhoods;
- A member of the general public not affiliated with any of the other enumerated categories.

Current Commissioners include the following:

- **Paul Gillespie – Commission President**
- **Patricia Breslin – Commission Vice President**
- **Richard Benjamin**
- **Tom Oneto**
- **Min Paek**
- **Susan Suval**
- **Arthur Tom**

Former Commissioners include the following:

- | | |
|-----------------------------|--------------------------|
| • Vincent Agbayani | • Michael Kwok |
| • Sergio Alunan | • Bowman Leong |
| • Jack Barry | • Mary McGuire |
| • Jane Bolig | • Bruce Oka |
| • Mariann Castello | • Jamie Slaughter |
| • Chris Dittenhafer | • Marty Smith |
| • Rachialle Franklin | • Lynette Sweet |
| • Malcolm Heinicke | • Richard Wiener |
| • Arthur Jackson | |

The Commission held 218 public meetings from 2000 to 2009, including retreats. The Commission also formed four separate subcommittees including the Health Care Subcommittee (6 meetings); the Charter Reform Working Group (9 meetings); the Rules Subcommittee (19 meetings); and the Clean Air Taxi Working Group (3 meetings).

MAJOR COMMISSION ACTIVITIES THROUGH THE YEARS

As noted above, the Commission was able to make some significant policy changes to improve the industry during its ten years of existence.

In Calendar Year 2000, the Commission recommended to the Board of Supervisors that it establish the Taxi Driver Benefit Fund with the revenue from taxi wrap advertising. It adopted new rules and regulation to strengthen enforcement, it investigated dispatch and possible improvements, and it addressed service to the Bayview community.

In Calendar Year 2001, it established new rules and regulations regarding use of ramp taxicab permits in spare vehicles, held hearings on dispatch service and illegal transportation, and adopted standards for permit revocation.

In Calendar Year 2002, it adopted the ADA Policy which allows modifications to the driving requirement for qualifying disabled medallion holders, addressed a resolution to then-Assemblyman Mark Leno regarding illegal transportation, added a \$2 Airport surcharge to compensate drivers for Airport-associated costs, and adopted and administered the Safety Camera Program.

In Calendar Year 2003, it addressed a resolution to the California Public Utilities Commission regarding illegal transportation, clarified driving requirements for Proposition K medallion holders, adopted hearing procedures, and advocated for comprehensive reform of the ramp permit program.

In Calendar Year 2004, it passed the first resolution addressing alternative fuel/hybrid vehicles in the fleet, increased the minimum age to be a taxicab driver, amended procedures for the taxi wrap program, supported passage of the so-called "Key Personnel Exemption" allowing a reduction of the driving requirement for managers of taxicab companies, and adopted new vehicle age and mileage retirement rules.

In Calendar Year 2005, it continued the discussion on illegal transportation and made various rule amendments.

In Calendar Year 2006, it increased vehicle standards, established the Time Waiver Program, and urged change on the Golden Gate Park policy which prohibits taxi pickups within park boundaries.

In Calendar Year 2007, it presented the findings of the Healthcare Subcommittee to the Board of Supervisors, adopted a clean air policy mandating emissions goals, approved 50 new medallions, and considered cyclist safety.

In Calendar Year 2008, it approved 69 new medallions, adopted various rule amendments, established the Clean Air Taxi Program after Mayor Newsom

signed historic legislation, and conducted three separate subcommittees on various issues.

POLICIES AND LEGISLATION

The Commission developed at least three major programs that are especially noteworthy for making significant improvements to the industry.

Security Camera Program

Codified at Taxicab/Ramped Taxi Rule 5.C.34, the Security Camera Program was one of the most important safety improvements that the Commission made during its ten years of existence. As then-Director Naomi Kelly stated in the Commission's 2002 Annual Report: "Security cameras serve as a deterrent to crime and give law enforcement a powerful and effective tool in solving crimes committed against taxicab drivers and passengers. The Commission views this safety measure as viable and unintrusive to the driver and passenger while simultaneously protecting their privacy."

With the advent of security cameras in each vehicle, assaults and robberies declined to become practically non-existent. Additionally, since the cameras were installed there has not been a single driver murder performed by a taxicab passenger.

The next phase of the Safety Camera Program will be an industry-wide system upgrade, testing all cameras, and setting up an ongoing administrative procedure to ensure that all cameras are in working order.

ADA Policy

In Resolution 2002-93, the Commission adopted the so-called "ADA Policy." The ADA Policy allows for a modification to the driving requirement for medallion holders that become disabled and can no longer perform the duties required to retain the permit. The Commission later clarified the policy in 2006 in Resolution 2006-28.

Under the policy, a medallion holder may apply for and be approved to perform reduced driving for up to three consecutive years. He may also apply for up to a full year's waiver of the driving requirement for certain catastrophic incidents.

This Policy has provided disabled medallion holders with a reasonable modification to continue to operate their permits while the City's taxicab program continues to operate in accordance with the law, that all permit holders should be working taxi drivers.

Although a group of permit holders has challenged the ADA Policy in federal court, so far the Commission's policy has been declared lawful by the trial court. The case is currently on appeal to the Ninth Circuit Court of Appeals.

Clean Air Taxi Program

The Clean Air Taxi Program would never have occurred without the pioneering work of Commission President Paul Gillespie, who remained dedicated to the greening of the fleet since his first days at the Taxi Commission. The Commission's advocacy and its demonstration of the ability to administer administration and conduct enforcement of a Clean Air Taxi Program were key to the successful passage of legislation in March 2008, which Mayor Newsom signed into law on April 2008. San Francisco was the first major city in the country to adopt any legislation of this kind.

The Clean Air Taxi Program has been running successfully at the Commission since June 2008. A key component of the program has been the financial incentives built into the gate surcharge and the Commission's collaboration with SF Environment to administer a reimbursements program, which returns up to \$2,000 for each alternative fuel or hybrid vehicle purchased pursuant to the terms of the program.

BUDGET

Unlike most City departments, the Commission has enjoyed a relatively stable source of funding over the years, since its revenues derive from permit fees assessed to the industry with a static number of permits. The following table illustrates the budget for each year, including unappropriated funds.¹

Year	Budget (including unappropriated funds)
FY 2001	\$1,119,448
FY 2002	\$1,253,547
FY 2003	\$1,616,772
FY 2004	\$1,548,131
FY 2005	\$1,499,842
FY 2006	\$1,502,530
FY 2007	\$1,536,149
FY 2008	\$1,881,443
FY 2009 (Budgeted only)	\$2,214,993

Even with unexpected costs, such as litigation in FY 2008, the Commission has always managed its own affairs and has never had to result to asking for funds from the General Fund.

¹ The unappropriated fund balance for FY 2009 is still unknown.

REPORTS AND ANALYSIS

The Commission produced several reports over the years:

- *Overview of Proposition K: A Short Report for the Charter Reform Working Group*
- *2006-2007 Taxi Driver Health Care: Policy Recommendations*
- *2006-2007 Driver Survey Results*

Additionally, the Commission was fortunate to have the assistance of other agencies and institutions to review policy issues:

- **Proposition K and Transferability:** *The San Francisco Taxicab Industry: An Equity Analysis*
- **Health Care:** *Establishing a San Francisco Taxi Driver Health Care Coverage Program: Administration, Costs, and Funding Options*

In addition, the Commission produced an annual Safety Report and an annual Public Convenience and Necessity Report.

All reports are available in the Commission's archives.

ENFORCEMENT ACTIVITY

The Taxi Commission set policy to improve the industry, but it also acted as a quasi-law enforcement, regulatory agency. Over the years, it disciplined and removed many people from the industry if they were not performing to the standards required.

SFPD Taxi Detail

From its inception, the Taxi Commission was assisted by the San Francisco Police Department's Taxi Detail to carry out its mission. Although Proposition D contemplated that the Taxi Commission would immediately take over administrative functions, for a variety of reasons, the Taxi Commission continued to rely on the SFPD Taxi Detail.

Those activities include conducting criminal investigations, assisting with administrative investigations, processing driver applications, conducting driver training, and conducting enforcement operations in partnership with the California Public Utilities Commission.

Taxi Detail was funded through a work order with SFPD. The work order was governed by past practice until Fiscal Year 2007, when the relationship was modernized with an MOU. This MOU proved very effective at improving enforcement performance with the use of enforcement funds. From October-December 2006, for example, \$33,000 was used for the issuance of 27 citations.

In January 2009, \$19,850 was used for the issuance of 47 citations, 7 towed vehicles, 95 limousine contacts, and more.

In addition, enforcement have continued to improve dramatically in Calendar Years 2007 and 2008. In Calendar Year 2007, there were 1,642 enforcement actions, while in Calendar Year 2008, there were 2,554 enforcement actions.

Over the years various ranking officers have lead the unit on a daily basis, including Lt. Bruce Loren, Lt. Jeanne Schlotz, Sgt. Vince Simpson, and Sgt. Ron Reynolds. There were also several officers who served in an enforcement capacity.

Under Lt. Schlotz and Sgt Simpson, Taxi Detail enjoyed a full staff of three officers, an inspector, a sergeant, and a lieutenant. Taxi Detail was able to successfully investigate and prosecute many administrative complaints, as well as conduct substantial enforcement on illegal transportation in the City.

Under Lt. Schlotz and Sgt. Reynolds, the Taxi Detail has had a reduced staff, but has still managed to exceed the Commission's goals for the unit. Highlights include an excellent working relationship with Commission staff, partnerships with the San Francisco International Airport and the California Public Utilities Commission, improvements to service at the major stadiums, the restructuring and implementation of the new 311 program, role call training of Field Officers and hundreds of administrative and criminal investigations involving the Taxi Industry.

Current SFPD Taxi Detail Personnel include Sgt. Reynolds, Paul Makaveckas, Lenny Medina, Leo Sevilla, and Sgt. Maricela Sainez.

A major highlight under Sgt. Reynolds' dedicated leadership has been allocation of the enforcement fund for **illegal transportation enforcement, a high priority for the Commission over the years**. Sgt. Reynolds has developed a very successful program for training officers which will hopefully continue at the SFMTA.

Permit Revocations

The Commission has revoked many permits over the years. Some of these cases are still continuing as the defendants exhaust their appeal rights. Revocation actions include:

Taxi Permit Revocations

- Bashir Rahimi
- Diane Cohen
- Jamie Yuen
- Llewellyn Phelan
- Joseph Breall
- Robert Friedman
- Grasshopper Kaplan
- Diosdada Galicha
- Jote Kejela
- Azzam Ennazer
- Wai Chin
- Surinder Singh
- Tu Lam
- Marguerite McGee
- Lando Siu
- Ishtiaq Bokhari
- Blithe Montana

Driver Permit Revocations

- Driss Ellassali
- Jacob Brettholz
- William Hunger
- Jihad Baqleh
- Brahim Brankni
- Hafiz Kazi
- Diedire Williams-Mack
- Anthony Quinley

Color Scheme Permit Revocations

- 49ers Cab Company
- Grasshopper Cab Company
- KSJ Cab Company
- Union Cab Company

TAXI COMMISSION STAFF

The Commission was fortunate to be served with a variety of fine staff. Current staff includes the following individuals:

- **Jordanna Thigpen, Executive Director (2008-present)**
- **Vicky Siu, Office Coordinator**
- **Tamara Odisho, Outreach Coordinator and Commission Secretary**
- **Scott Leon, Investigator**

- **Danelle Carey, Senior Assistant**
- **Monlia Wu and Arthur Guiling, Temporary Assistants**

Under Director Thigpen's leadership, the office has focused on improving administration and tracking of information in the office, increasing resources devoted to addressing illegal transportation, modernizing hearing procedures to enhance due process for defendants in disciplinary cases, establishing the Clean Air Taxi Program, and protecting working drivers from exploitation through several successful complex investigations and revocation hearings.

Former Executive Directors include Heidi Machen, who served from 2005-2008 and Naomi Kelly, who served from 2002-2004. A former staff member, Kelly Castagnaro, also served as Acting Director from 2004-2005. During Director Machen's term, the Commission successfully produced a report on taxi driver health care, laid the groundwork for the successful passage of the Clean Air Taxi Program legislation, and began a continuing collaboration with SF Environment to obtain reimbursement monies for purchase of hybrid vehicles for use as taxis.

During Director Kelly's term, the Commission successfully established the Safety Camera Program, enhanced administration and continued the transfer of functions from SFPD Taxi Detail, added staff to make the department independent and effective, and worked collaboratively with SFPD to bring several revocation complaints against Proposition K medallion holders who failed to fulfill their requirements.

Former staff for the Commission through the years include Tristan Bettencourt, Jack Brodnax, Sonya Banks, Jimi Harris, and Stephanie Malouf.

I'm appreciative of the fact that the three directors have given me the respect of listening to me and considering my opinions and not just the opinions of the large company managers... [staff] is always cheerful, competent, and very helpful.

- Mid-Size Company Manager

ACKNOWLEDGMENTS

The Commission was not able to accomplish its work on its own. It is only due to the very hard work of many loyal and dedicated City employees and partner agencies that it was able to be effective.

From the Mayor's Office:

Mayor Gavin Newsom supported the creation of the Taxi Commission from its inception, as Chair of the 1997 Taxi Task Force. Both **Mayor Willie Brown** and Mayor Newsom and their staff are to be credited with special attention to the taxi industry and with solving some of the outstanding problems over the years. Staff includes Chief of

Staff Steve Kawa, former Chief of Staff Phil Ginsburg, Wade Crowfoot and Greg Wagner.

From the San Francisco Police Department:

In addition to the men and women who have served at Taxi Detail over the years, the Commission wishes to thank the following **San Francisco Police Department command staff and officers** that have assisted with street enforcement and our joint sting operations with the California Public Utilities Commission:

Chief Heather Fong
Commander Sylvia Harper
Captain Thomas O'Neill
Captain James Dudley
Sgt. Carl Tennenbaum
Sgt. Maricela Sainez
Inspector John Nevin
Officer Fred Crisp
Officer Malcolm Fong
Officer Stu Molver
Officer Ted Mullins

Officer Jeff Sung
Officer John Van Koll
Officer Jose Lopez
Officer Kevin McPherson
Officer Gigi George
Officer Edwin Gaffud
Officer Leo Sevilla
Susan Hom
Vinnie Lew

The Commission's work would not have been possible without the following individuals:

From the San Francisco Police Department Airport Bureau's Ground Transportation Unit:

Dan Borg, Chief Mechanic
Officer Lily Ng
Lt. Mark Mahoney
Sgt. Mulkeen
Officer Stu Molver
PSA Sabrina Uribe
PSA Tony Balmiento

From the City Attorney's Office:

City Attorney Dennis Herrera
Deputy City Attorney Thomas Owen
Deputy City Attorney Paul Zarefsky
Deputy City Attorney Wayne Snodgrass
Deputy City Attorney Sherrie Sokeland Kaiser
Deputy City Attorney Vince Chhabria
Deputy City Attorney Francesca Gessner

From SF Environment:

Jared Blumenfeld
Vandana Bali
Bob Hayden
Mark Westlund

From the Treasurer and Tax Collector's Office:

Treasurer Jose Cisneros
Assistant Treasurer Pauline Marx
Francis Nguyen and staff
Sonia Martinez

From the San Francisco International Airport:

John Martin, Director
Henry Thompson
Elizabeth Mingle
DAJA Staff including Manager Laura Rigney
New South Parking Staff including Manager Larry Johnson
Alice Srourakis

From SFMTA:

Nathaniel Ford, Director
Debra Johnson, Chief of Staff
Christiane Hayashi, Director of Taxis and Accessible Services
Annette Williams
Kate Toran
Jerry Robbins
Cindy Shamban
Corey Marshall

From 311:

Nancy Alfaro, Director
Tom Schedler (DT)
Carson Chin
Margaret Tseng
Paula Michael

From the Controller's Office:

Ed Harrington (former Controller)
Controller Ben Rosenfield
Rick Wilson, Taxi Commission Analyst

From the City Administrator's Office:

Ed Lee, City Administrator
Amy Brown, Deputy City Administrator
Norm Goldwyn
Neil Clark
Don Cravens
Rigor Jauchico
Janice Lim

Maria Chan
Maggie Franklin

The Commission also wishes to thank staff at **Veolia Transportation** for their improvements to paratransit service over the years, especially Marc Soto, Tulay Atalay, Philip McCants, and staff.

And finally the Commission wishes to thank the **California Public Utilities Commission**, especially the enforcement personnel and investigators who have partnered with the Commission since December 2007 to eradicate illegal transportation from San Francisco. Staff looks forward to continuing this important work at SFMTA.

Report prepared by: Jordanna Thigpen

Appendix A



NAOMI M. LITTLE, EXECUTIVE DIRECTOR

LYNETTE SWEET, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
SERIGO ALUNAN, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
R.BOWMAN LEONG, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MARTIN SMITH, COMMISSIONER

October 22, 2002

At the meeting of the Taxicab Commission on Tuesday, October 8, 2002 the following resolutions and findings were adopted:

RESOLUTION NO. 2002-93

CONTINUOUS DRIVING IS AN ESSENTIAL ELIGIBILITY REQUIREMENT OF THE CITY'S TAXI PERMITTING PROGRAMS

WHEREAS, the text of Proposition K indicates the importance that measure places on permitholders driving on a continuous basis, by

- requiring every applicant for a motor vehicle for hire permit to declare under penalty of perjury that he or she intends actively and personally to engage full-time as permittee-driver under any permit issued to him or her;
- defining full-time driving with considerable specificity; and
- requiring the Taxi Commission, in determining whether or not public convenience and necessity exist for the issuance of a permit, to find that the applicant will be a full-time driver; and

WHEREAS, this Commission has recognized that a basic principle central to Proposition K is that permitholders be full-time drivers rather than absentees and the California Court of Appeals has likewise recognized that Proposition K embraces a strong policy favoring full-time, or continuous, driving by permitholders;

WHEREAS, Proposition K had as a main purpose to shift the City's taxi permitting process from a system that allowed corporations and nondrivers to hold permits, to a system in which only bona fide drivers would hold permits; and this central purpose will be compromised if nondrivers are allowed to hold permits, because in every such case, the nondriver would hold the permit at the expense of an actual driver who otherwise would be issued the permit;

WHEREAS, the requirement that permitholders drive on a continuous basis serves the public interest in a number of ways, including that

- it tends to promote stability in the driving work force, because if permits can be held by absentees, there will be fewer opportunities for nonpermitholding drivers to obtain permits and thus less incentive for drivers to stay in the industry for lengthy periods of time;
- it tends to promote experience in the driving work force, because it ensures that for a significant part of the time a permitted vehicle is driven, the driver must be someone who drives frequently;
- it tends to promote a sense of equity among the driving work force, because it requires that persons doing the day-to-day work of driving receive the rewards of being a permitholder;
- it tends to promote greater cleanliness, comfort, and safety of vehicles, because the permitholder must drive the permitted vehicle frequently and thus has a personal incentive to ensure that the vehicle is clean, comfortable, and safe; and

- it provides an entrepreneurial opportunity and a degree of upward mobility for drivers; and

WHEREAS, Federal and State disability laws do not require the City to waive essential eligibility requirements of its taxi permitting programs, but do require the City to make reasonable accommodations to aid disabled permitholders in complying with essential eligibility requirements; and

WHEREAS, the California Court of Appeal has stated that the City, in defining continuous driving, need not strictly adhere to the specific quantitative formula in Proposition K for measuring full-time driving, but may make some limited allowance for disabled permitholders by employing an alternative definition, provided that the alternative definition complies with Proposition K's mandate that permitholders drive on a continuous basis; now, therefore,

BE IT RESOLVED, That continuous driving is an essential eligibility requirement of the City's programs for the permitting of motor vehicles for hire, and that exempting a permitholder from that requirement would fundamentally alter the nature of those programs; and

BE IT FURTHER RESOLVED, That this resolution is not intended to restrict the Commission's discretion in devising alternative definitions of continuous driving to accommodate disabled permitholders whose disability precludes them from complying with the specific quantitative formula in Proposition K for measuring full-time driving, provided that any alternative definition for measuring full-time driving, satisfies the continuous driving requirement mandated by Proposition K; and

BE IT FURTHER RESOLVED, That this resolution is not intended to restrict the Commission's discretion in determining what sanction or sanctions may be appropriate to impose on a disabled permitholder who does not meet Proposition K's continuous driving requirement.

Respectfully submitted,

Sonya Banks
Commission Secretary



LYNETTE SWEET, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
SERGIO ALUNAN, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
R. BOWMAN LEONG, COMMISSIONER
MARY McGUIRE, COMMISSIONER
RICHARD WIENER, COMMISSIONER

NAOMI M. LITTLE, EXECUTIVE DIRECTOR

November 22, 2002

At the meeting of the Taxicab Commission on Wednesday, November 6, 2002 the following resolutions and findings were adopted:

RESOLUTION NO. 2002-82

WHEREAS, on November 13, 2001 the Taxicab Commission urged the San Francisco Board of Supervisors to amend the San Francisco Police Code to authorize a \$2.00 taxi fare surcharge on taxicab trips originating from San Francisco International Airport; and

WHEREAS, on July 1, 2002 the ordinance amending section 1135(a) of the San Francisco Police Code allowing taxicab drivers to collect a \$2.00 pass through fee from passengers of the \$3.25 San Francisco International Airport trip fee charge to taxicab drivers became effective; and

WHEREAS, On September 1, 2002 the Airport's taxi trip fees increased from \$3.25 to \$4.00 for long trips, and began charging \$2.00 for short trips, which were previously free; and

WHEREAS, after the Labor Day taxicab boycott of the San Francisco Airport due to the increase trip fees, an agreement between John Martin, Airport Director, and certain taxicab drivers provided that once the Taxi Commission approves the incorporation of the passenger surcharge onto the meters, the Airport will impose a \$2.00 trip fee for every other short taxi trip; and

WHEREAS, on November 6, 2002 the San Francisco Taxi Commission heard testimony on whether to allow adding the \$2.00 surcharge pursuant to Police Code § 1135(a) on the taxicab meters; therefore be it

RESOLVED, the Taxicab Commission hereby approves the use of the "Extra Button" on the taxicab meter for displaying the \$2.00 Airport Surcharge, starting January 2003. The extra button may only be added once per trip with a maximum of a \$2.00 charge.

AYES: Sweet, Gillespie, Breslin, McGuire, Wiener
Recused:

Noes:
Absent: Alunan, Leong

Respectfully Submitted,

Sonya Banks
Commission Secretary



LYNETTE SWEET, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
PATRICIA BRESLIN, COMMISSIONER
ARTHUR JACKSON, COMMISSIONER
R. BOWMAN LEONG, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MARTIN SMITH, COMMISSIONER

February 14, 2003

Ms. Gloria Young, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Board of Supervisors:

At the meeting of the Taxicab Commission on February 11, 2003 the following resolution was adopted:

RESOLUTION NO: 2003-03

WHEREAS, On May 31, 2002, the Board of Supervisors approved an amendment to Municipal Police Code sec. 1135(a) that provided, "For taxicab trips originating at San Francisco International Airport that incur an airport trip fee, the taxicab driver may collect \$2.00 of that trip fee from the passenger upon receipt of cab fare from the passenger;" and

WHEREAS, The San Francisco Airport and the Taxi Commission interpret this legislation as to authorize a \$2.00 surcharge from all taxi trips originating from the San Francisco Airport. Airport Commission Resolution No. 01-0262 urged the San Francisco Board of Supervisors to authorize a \$2.00 taxi fare "surcharge" on taxi rides from the airport. As well, Taxi Commission Resolution No. 2001-96 urged the Board to adopt a \$2.00 taxi fare surcharge; and

WHEREAS, In order to reduce the confusion of taxicab passengers, Police Code sec. 1135(a) should reflect that the \$2.00 fee is in fact a taxicab fare surcharge; now

THEREFORE BE IT RESOLVED, that the Taxi Commission urges the Board of Supervisors to adopt a clarifying amendment of Police Code sec. 1135(a) that would change the last sentence to read, "For taxicab trips originating at San Francisco International Airport, the taxicab driver may collect \$2.00 of that trip fee from the passenger upon receipt of cab fare from the passenger."

AYES: Sweet, Gillespie, Breslin, Jackson, Leong, McGuire, Smith

NOES:

Respectfully Submitted,

Naomi M. Little
Executive Director



NAOMI M. LITTLE, EXECUTIVE DIRECTOR

ARTHUR M. JACKSON, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
JOHN "JACK" BARRY, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
R. BOWMAN LEONG, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MARTIN SMITH, COMMISSIONER

April 8, 2003

At the meeting of the Taxicab Commission on Tuesday, April 8, 2003 the following resolutions and findings were adopted:

RESOLUTION NO. 2003-17

**TAXI COMMISSION RESOLUTION OPPOSING THE CALIFORNIA PUBLIC UTILITIES
COMMISSION DRAFT DECISION DISMISSING RULEMAKING 02-08-002**

WHEREAS, The Taxi Commission and the Police Taxi Detail have noted repeated instances of limousines operating outside its authority by conducting taxicab-like service within San Francisco; and

WHEREAS, The Commission has grave concerns with limousines acting as de facto taxicabs competing for walk-up (or flag-down) business on public streets and queuing up at hotels waiting to obtain passengers; and

WHEREAS, San Francisco Police Code sec. 1105(a) states that it shall be unlawful for any driver of a motor vehicle for hire (including limousines), or any person acting in concert with or on behalf of the driver, to solicit passengers for the vehicle where the solicitation is made from any public street, sidewalk, or other public place; and

WHEREAS, For the past few years there has been an explosion of limousines unlawfully soliciting passengers in San Francisco, and the volume of repetitive and continuing offenses have reached epidemic proportions. Certain limousines operators are walking a fine line of supposedly "prearranging" a passenger 10 seconds before turning on the ignition to drive the passenger to his or her destination; and

WHEREAS, On August 8, 2002 the CPUC filed an Order Instituting Rulemaking 02-08-002, to determine whether its regulations regarding prearrangement of transportation by charter-party carriers (i.e. limousines) should be revised to ensure that carriers do not unlawfully conduct taxicab or taxicab-like operations; and

WHEREAS, On March 26, 2003, the CPUC issued a Draft Decision to dismiss the proceeding of Rulemaking 02-08-002 due to a lack of interest; and

WHEREAS, the San Francisco Taxi Commission and numerous other southern California cities have grave interest in the CPUC regulations regarding prearrangement of transportation; now

THEREFORE BE IT RESOLVED, The Taxi Commission opposes the California Public Utilities Commission Order Dismissing Rulemaking 02-08-002 regarding Prearrangement of Charter-Party Transportation and strongly request that the CPUC consider hearing more responses to its Order Instituting Rulemaking.

Sonya Banks
Commission Secretary



NAOMI M. LITTLE, EXECUTIVE DIRECTOR

ARTHUR M. JACKSON, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
JOHN "JACK" BARRY, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
R. BOWMAN LEONG, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MARTIN SMITH, COMMISSIONER

June 25, 2003

At the meeting of the Taxicab Commission on Tuesday, June 24, 2003 the following resolutions and findings were adopted:

RESOLUTION NO. 2003-52

**APPROVAL OF AMENDMENT TO TAXI COMMISSION RULE 5.G.2 REGARDING SMOG
INSPECTIONS OF TAXICAB VEHICLES**

WHEREAS, the San Francisco Taxi Commission held a hearing regarding amending Commission Rule 5.G.2 to have the certificates required by the Department of Motor Vehicle to suffice on inspections at the San Francisco Airport regarding annual Smog Certificates; and

WHEREAS, section 5.G.2.d states, "At the time of the schedule inspection of the taxicab vehicle, the Color Scheme Holder or their designee must submit... State of California Certificate of Compliance – Motor Vehicle Pollution Control that is valid at the time of the annual inspection," therefore be it

RESOLVED, the San Francisco Taxi Commission approves amending Rule 5.G.2.f to state, "The above certificates with the exception of certificate referenced in sub paragraph d must be dated within sixty (60) days of the date of inspection by the San Francisco Police Department. The certificate required by the California Department of Motor Vehicle is valid for the period of time designates by that certificate."

AYES: Jackson, Gillespie, Barry, Breslin, McGuire, Paek, Smith

NOES: None

Respectfully submitted,

Sonya Banks
Commission Secretary



NAOMI M. LITTLE, EXECUTIVE DIRECTOR

ARTHUR M. JACKSON, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
JOHN "JACK" BARRY, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MIN PAEK, COMMISSIONER
MARTIN SMITH, COMMISSIONER

June 25, 2003

At the meeting of the Taxicab Commission on Tuesday, June 24, 2003 the following resolutions and findings were adopted:

RESOLUTION NO. 2003-54

**APPROVAL TO AMEND TO THE TAXI COMMISSION HEARING OFFICER REFERRAL
PROCEDURES GUIDELINES**

I. Complaint; Notice of Hearing

- A. The hearing process begins with the filing of a complaint. The complaint shall include a brief summary of the case and a list of the witnesses, if any, that the Police Department will present at the hearing.
- B. The Executive Director shall schedule a public hearing in front of a hearing officer selected by the Director no sooner than 20 business days after the complaint is sent to the permit holder, and shall notify the permit holder of the date, time, and place of the hearing by certified mail directed to the most recent address on file with the Commission for the permit holder. The hearing officer shall not be an employee of the Taxi Commission or the Police Department. Notice of hearings shall be posted on the Commission's web site at least 72 hours in advance.
- C. The permit holder is entitled to a one-month continuance of the hearing as a matter of right, if a written request is submitted to the hearing officer at least two weeks prior to the hearing. Further and additional continuances shall be granted at the discretion of the hearing officer.

II. Response

- A. No later than two weeks prior to the hearing, the permit holder may file a written response to the allegations in the complaint and any other information the permit holder deems relevant. The response shall not exceed ten double-spaced pages. The response shall include a brief summary of the case and a list of the witnesses, if any, that the permit holder will present at the hearing.

III. Conduct of the Case

- A. The hearing shall be open to the public and tape recorded. Any party to the hearing may, at his or her own expense, cause the hearing to be recorded by a certified court reporter. During the hearing, evidence and testimony may be presented to the hearing officer. Parties may be represented by counsel and have the right to cross-examine witnesses. All testimony shall be given under oath.
- B. The hearing need not be conducted according to formal rules of procedure and evidence, but no decision shall be based solely on hearsay evidence. The hearing officer may make reasonable rulings to ensure a fair and efficient hearing.

IV. Decision

- A. The hearing officer shall, within ten business days after the conclusion of the hearing, present a proposed decision including written findings and recommendations regarding penalties to the Executive Director. The hearing officer shall at that time transmit his or her decision to the permit holder by certified mail directed to the most recent address on file with the Commission for the permit holder. The Director shall post at his or her office a notice that a copy of the proposed decision is available for public inspection during normal business hours.
- B. The proposed decision shall be a recommendation to the Executive Director, and the Director shall adopt, modify, or deny such recommendation and prepare a final decision on the matter. The Director may review the recording of the hearing and any written materials submitted in connection with the hearing, and may remand the matter to the hearing officer for further proceedings. The Director shall act on the hearing officer's proposed decision within 20 business days of receiving the appeal. The Executive Director shall serve his or her final decision upon the parties to the hearing and post the decision in the same manner as provided for herein the hearing officer's proposed decision.
- C. The Executive Director shall also place the final decision on the Taxi Commission's consent calendar for the next scheduled meeting occurring not less than ten calendar days after entry of the Director's decision. The Director shall submit the recording of the hearing and any written materials submitted in connection with the hearing. The Commission will act on the Director's decision and the record presented; it will not rehear the case. The Commission may only modify or overturn the Executive Director's decision by a two-thirds' vote; therefore be it

RESOLVED, The San Francisco Taxi Commission approves of the amendment to the Hearing Procedures and the Hearing Officer Referral. Any cases heard directly by the Taxi Commission shall continue to follow previously-adopted hearing rules.

AYES: Jackson, Gillespie, Barry, Breslin, Paek, Smith

NOES: McGuire

Respectfully submitted,

Sonya Banks
Commission Secretary



NAOMI M. LITTLE, EXECUTIVE DIRECTOR

ARTHUR M. JACKSON, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
JOHN "JACK" BARRY, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MIN PAEK, COMMISSIONER
MARTIN SMITH, COMMISSIONER

September 8, 2003

At the meeting of the Taxicab Commission on Tuesday, August 26, 2003 the following resolutions and findings were adopted:

RESOLUTION NO. 2003-70

**APPROVAL OF RECOMMENDATION TO THE SAN FRANCISCO BICYCLE COALITION
REGARDING TAXICAB DRIVER AND BICYCLE SAFETY**

WHEREAS, the Taxi Commission wanted to highlight that there are many good drivers in San Francisco. The drivers to be selected must demonstrated exemplary sensitivity to passengers by returning lost property, helping in emergency situations and assisting those who needed help in their day-to-day lives; and

WHEREAS, Graham R. Molyneux, DeSoto Cab; Alan R. Freberg, DeSoto Cab; Michael Woo, Big Dog City Cab; Watson Thiragirayuta, Regents Cab; Amarjeet Singh, Luxor Cab; Vad Shamis, Black & White Checker Cab; Charles Gayle, Yellow Cab were nominated to received the awards; therefore be it

RESOLVED, The Taxi Commission honored seven taxi drivers who went above and beyond the call of duty in providing excellent taxi service to the riding public of San Francisco.

AYES: Jackson, Gillespie, Barry, Breslin, McGuire, Smith
NOES: None

ABSENT: Paek

Respectfully submitted,

Sonya Banks
Commission Secretary



NAOMI M. LITTLE, EXECUTIVE DIRECTOR

ARTHUR M. JACKSON, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
JOHN "JACK" BARRY, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MIN PAEK, COMMISSIONER
MARTIN SMITH, COMMISSIONER

September 12, 2003

Gloria Young, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Drive, Room 236
San Francisco, CA 94102

At the meeting of the Taxi Commission on Tuesday, August 26, 2003 the following resolutions and findings were adopted:

RESOLUTION NO. 2003-62

APPROVAL OF DISQUALIFYING DRIVER APPLICANTS WITH CRIMINAL RECORDS

WHEREAS, The Taxi Commission is responsible for issuing taxicab drivers permits under San Francisco Police Code Section 1089; and,

WHEREAS, Taxi passengers are in a vulnerable position unless high standards are maintained for the selection of taxicab drivers; and,

WHEREAS, Issuance of a taxi driver's permit to an applicant who has recently been convicted of a serious, violent crime would create an unacceptable danger to the taxi-riding public; now therefore be it

RESOLVED, That the San Francisco Taxi Commission hereby urges the Board of Supervisors to amend Police Code Section 1089, as shown in the accompanying draft legislation, to disqualify applicants for taxi driver permits who have been convicted of certain enumerated felonies within a four-year period immediately preceding their applications.

AYES: Jackson, Gillespie, Barry, Breslin, McGuire, Smith
NOES: None

ABSENT: Paek

Respectfully submitted,

Sonya Banks
Commission Secretary

cc: Tom Owen, City Deputy Attorney



NAOMI M. LITTLE, EXECUTIVE DIRECTOR

ARTHUR M. JACKSON, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
JOHN "JACK" BARRY, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MIN PAEK, COMMISSIONER
MARTIN SMITH, COMMISSIONER

December 8, 2003

At the meeting of the Taxicab Commission on Tuesday, November 25, 2003 the following resolutions and findings were adopted:

RESOLUTION NO. 2003-86

APPROVAL OF BICYCLE COALITION TAXI WARNING STICKER "LOOK BEFORE YOU LEAP"

Whereas, the Taxi Commission heard continuous testimony regarding reducing injury crashes involving bicyclist and motor vehicles; and

Whereas, The San Francisco Bicycle Coalition was awarded a grant from San Francisco Department of Public Health to create new curricula to train taxi drivers as well as cyclists, how to avoid some of the most frequent types of crashes; and

Whereas, The Bicycle Coalition has designed a warning sticker to be placed in taxi's warning passengers who are exiting to be aware of traffic before opening their door; therefore be it

RESOLVED, the San Francisco Taxi Commission hereby adopts the "Look before you Leap" stickers to be place in taxicabs to remind passengers to exit curbside and look for bicycle traffic before opening the door.

AYES: Jackson, Gillespie, Barry, Breslin, McGuire, Paek, Smith

NOES: None

Respectfully submitted,

Sonya Banks
Commission Secretary



NAOMI M. LITTLE, EXECUTIVE DIRECTOR

ARTHUR M. JACKSON, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
JOHN "JACK" BARRY, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MIN PAEK, COMMISSIONER
MARTIN SMITH, COMMISSIONER

December 9, 2003

At the meeting of the Taxicab Commission on Tuesday, November 25, 2003 the following resolutions and findings were adopted:

RESOLUTION NO. 2003-89

APPROVAL OF ADDITION TO SPARE TAXICABS RULES AND GUIDELINES

WHEREAS, The Taxi Commission recently decided that new and alternative fuel vehicles that are placed into service may not be operated for more than 4 years. The vehicle may remain in service for one additional year is used as a spare; and

WHEREAS, The Taxi Commission takes vehicle, driver and public safety very seriously and heard testimony from the Airport mechanics that the floor boards in most taxicab vehicles were cracking after 250,000 miles; and

WHEREAS, Taxi Commission would like to see more stringent vehicle inspections when the vehicle has more miles on the odometer to ensure that the driver and public are safe in San Francisco's taxicab fleet; now therefore be it

RESOLVED, the Taxi Commission amends Rule 5.G. to add that taxicab vehicles that reach 300,000 miles on the odometer or become a spare vehicle, which ever comes first, must be inspected by the Taxi Commission or its designee every six (6) months.

AYES: Jackson, Gillespie, Barry, Breslin, McGuire, Paek, Smith

NOES:

Respectfully submitted,

Sonya Banks
Commission Secretary



NAOMI M. LITTLE, EXECUTIVE DIRECTOR

ARTHUR M. JACKSON, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
JOHN "JACK" BARRY, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MIN PAEK, COMMISSIONER
MARTIN SMITH, COMMISSIONER

Gloria Young
Clerk of the Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Rm. 244
San Francisco, CA 94102

January 13, 2004

At the meeting of the Taxicab Commission on Wednesday, December 10, 2003 the following resolutions and findings were adopted:

RESOLUTION NO. 2003-90

URGING THE BOARD OF SUPERVISORS TO AMEND MUNICIPAL POLICE CODE 1148.1 TO REQUIRE THAT APPLICANTS FOR A RAMPED TAXI PERMIT HAVE TO COMPLETE 100 WHEELCHAIR PICK-UPS DURING THE SIX MONTHS IMMEDIATELY PRECEDING THE TAXI COMMISSION'S HEARING ON THE APPLICATION

WHEREAS, the Taxi Commission receive and review applications from applicants applying for taxi permits; and

WHEREAS, to qualify for a ramped taxi permit, an applicant must meet the same driving requirement as stated in Section 1121(b) that an applicant for a taxi permit must meet; and

WHEREAS, as of the effective date of Ordinance 562-88, all persons whose application is already on the taxicab waiting list as provided for in section 1121 of this article will be place on the ramped taxi list. Their place on the ramped taxi list shall be determined as of the date and time on which his/her application for the taxicab waiting list was received by the commission; and

WHEREAS, applicants for a ramped taxi permit must complete a certain number of wheelchair pick-ups during the six months immediately preceding the taxi commission's hearing on the application; therefore be it

RESOLVED, The Taxi Commission approves of amending Municipal Police Code 1148.1 by adding to the driving requirement for ramp taxis that the driving experience must include 100 wheelchair pick-ups during the six months immediately preceding the commission hearing on the applications.

AYES: Jackson, Gillespie, Barry, Breslin, McGuire, Paek, Smith
NOES: None

Respectfully submitted,

Sonya Banks
Commission Secretary



NAOMI M. LITTLE, EXECUTIVE DIRECTOR

ARTHUR M. JACKSON, PRESIDENT
PAUL GILLESPIE, VICE PRESIDENT
JOHN "JACK" BARRY, COMMISSIONER
PATRICIA BRESLIN, COMMISSIONER
MARY McGUIRE, COMMISSIONER
MIN PAEK, COMMISSIONER
MARTIN SMITH, COMMISSIONER

Gloria Young
Clerk of the Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Rm. 244
San Francisco, CA 94102-4689

February 11, 2004

At the meeting of the Taxicab Commission on Tuesday, February 10, 2004 the following resolutions and findings were adopted:

RESOLUTION NO. 2004-06

Resolution Encouraging the Board of Supervisors to Urge the California State Legislature to Adopt Amendments to the California Public Utilities Code Relating to Regulation of Limousines by Cities and/or Counties.

WHEREAS, the San Francisco Taxi Commission has heard continuous complaints from the taxi industry regarding limousine operators and other charter party carriers in violation of the laws, ordinances and regulations that prohibit limousines and similar vehicles from rendering taxi services; and

WHEREAS, these violations of the law have both economic and public safety implications because the California Public Utilities Commission, which regulates limousines and other charter-party carriers, does not require criminal background checks for limousine drivers or provide enforcement when limousine drivers overcharge passengers; and

WHEREAS, among the reasons this situation has persisted over the years is that there are inadequacies in the laws and regulations governing limousine operators. For example, over the past few years, there has been an explosion of limousines unlawfully soliciting passengers in San Francisco, and the volume of repetitive and continuing offenses has reached epidemic proportions. Certain limousine operators are walking a fine line of supposedly "prearranging" a passenger fare ten seconds before turning on the ignition to drive a passenger to his or her destination; and

WHEREAS, the California Public Utilities Commission simply lacks the resources to enforce its rules and regulations and agrees that sanctions for violations of the law are on the low end and not enough of a deterrence; and

WHEREAS, the San Francisco Taxi Commission believes that local government body should have the option to license and regulate the limousine industry and other charter party carriers that provide services within their jurisdictions; therefore be it

RESOLVED, That the San Francisco Taxi Commission encourages the Board of Supervisors to urge the California State Legislature to support an amendment to the California Public Utilities Code that would allow a city and/or county to impose a business license fee, and adopt reasonable rules and regulations pertaining to charter party carriers operating within city and/or county jurisdictions.

AYES: Jackson, Gillespie, Barry, Breslin, McGuire, Smith

ABSENT: Paek

Respectfully submitted,

Sonya Banks
Commission Secretary



COMMISSIONERS TELEPHONE (415) 554-7737

ARTHUR JACKSON, PRESIDENT, ext. 1
PAUL GILLESPIE, VICE PRESIDENT, ext. 2
PATRICIA BRESLIN, COMMISSIONER, ext. 4
MICHAEL KWOK, COMMISSIONER, ext. 3
MARY McGUIRE, COMMISSIONER, ext. 5
MIN PAEK, COMMISSIONER, ext. 6
MARTIN SMITH, COMMISSIONER, ext. 7

NAOMI LITTLE, EXECUTIVE DIRECTOR

March 25, 2004

At the meeting of the Taxicab Commission on Tuesday, March 23, 2004 the following resolutions and findings were adopted:

RESOLUTION NO. 2004-21

APPROVAL OF RESOLUTION URGING THE BOARD OF SUPERVISORS TO AMEND THE MUNICIPAL POLICE CODE REGARDING THE TAXI COMMISSION PERMIT HOLDER WAITING LIST.

WHEREAS, The Taxi Commission has an "open entry" taxicab permit waiting list under Police Code section 1121, where the only requirement is that applications be processed and considered in the order of their receipt; and

WHEREAS, The policy goal of Proposition K (1978) is to put permits in the hands of working taxicab drivers; and

WHEREAS, Under the "open entry" taxicab waiting list system, many applicants place their name on the waiting list and never drive a San Francisco taxicab until their name reaches the top of the waiting list – as a result, non-career taxicab drivers are receiving medallions;

WHEREAS, The Taxi Commission is interested in establishing "driver entry" requirements for the Taxicab Waiting List that would (1) ensure that taxicab medallions are awarded to career drivers, (2) create a pool of qualified drivers to better service San Francisco, and (3) provide an opportunity for career drivers to obtain a medallion, which would create better driver workforce stability; now

THEREFORE BE IT RESOLVED, that the San Francisco Taxi Commission urges the Board of Supervisors to Amend the San Francisco Police Code to set requirements, including prior driving experience, for taxi and ramp taxi permit applicants and must satisfy any educational program that is required by the Taxi Commission.

AYES: Jackson, Gillespie, Barry, Breslin, McGuire, Paek, Smith

NOES: None

Respectfully submitted,

Sonya Banks
Commission Secretary



COMMISSIONERS TELEPHONE (415) 554-7737

ARTHUR JACKSON, PRESIDENT, ext. 1
PAUL GILLESPIE, VICE PRESIDENT, ext. 2
PATRICIA BRESLIN, COMMISSIONER, ext. 4
MICHAEL KWOK, COMMISSIONER, ext. 3
MARY McGUIRE, COMMISSIONER, ext. 5
MIN PAEK, COMMISSIONER, ext. 6
MARTIN SMITH, COMMISSIONER, ext. 7

NAOMI LITTLE, EXECUTIVE DIRECTOR

April 15, 2004

At the meeting of the Taxicab Commission on Tuesday, April 13, 2004 the following resolutions and findings were adopted:

RESOLUTION NO. 2004-25

APPROVAL OF A RESOLUTION REGARDING REQUEST FROM TAXICAB PERMIT APPLICANTS ON THE WAITING LIST TO DEFER CONSIDERATION OF THE APPLICATION ON THE BASIS THAT THE APPLICANT DOES NOT HAVE THE DRIVING EXPERIENCE REQUIRED.

WHEREAS, The Taxi Commission has an "open entry" taxicab permit waiting list under Police Code section 1121, where the only requirement is that applications be processed and considered in the order of their receipt, additionally, preference is given to applicants who have been a full-time driver during the 12 months immediately preceding the Taxi Commission's hearing on the application; and

WHEREAS, Applicants who have failed to complete the full-time driving preference often request deferral, commonly referred to as "time waivers," until they complete the preference; and

WHEREAS, The number one applicant on the taxicab waiting list requested a time waiver in March 1999, and has as yet to fulfilled the full-time driving preference; and

WHEREAS, It is the goal of the Taxi Commission to clean up the taxicab waiting list so that the waiting list will move faster and medallions will be awarded to career taxicab drivers; now

THEREFORE BE IT RESOLVED, that prior to the commencement of the Taxi Commission hearing on the taxicab permit application, at the request of the applicant the Commission shall defer consideration of the application on the basis that the applicant does not have the driving experienced required or for good cause. The Commission retains discretion to refuse a request to defer consideration of the application if the Commission finds that the applicant has engaged in fraud, deceit, misrepresentation, or other misconduct in connection with the application process. In requesting a deferral:

1. The applicant may make no more than one (1) request to defer consideration of the application, unless the applicant is a holder of a ramped taxicab permit not precluded from accepting a taxicab permit under Police Code section 1148.1;
2. Each request to defer consideration of the application may, at the applicant's option, be for a period of up to one (1) year;
3. If a deferral is in effect as of the effective date of this resolution for an unspecified period of time, the deferral shall be considered to last for one year from the date on which it was granted, or until the effective date of the resolution, whichever is later.
4. All requests for deferrals shall be placed on the Taxi Commission's Consent Calendar.

AYES: Jackson, Gillespie, Breslin, Kwok, McGuire, Smith

ABSENT: Paek

NOES: None

Respectfully submitted,
Sonya Banks
Commission Secretary



COMMISSIONERS TELEPHONE (415) 554-7737

ARTHUR JACKSON, PRESIDENT, ext. 1
PATRICIA BRESLIN, VICE PRESIDENT, ext. 4
PAUL GILLESPIE, COMMISSIONER, ext. 2
MICHAEL KWOK, COMMISSIONER, ext. 3
MARY McGUIRE, COMMISSIONER, ext. 5
MIN PAEK, COMMISSIONER, ext. 6
MARTIN SMITH, COMMISSIONER, ext. 7

KELLY CASTAGNARO, ACTING EXECUTIVE DIRECTOR

March 10, 2005

At the meeting of the Taxicab Commission on Tuesday, March 8, 2005 the following resolutions and findings were adopted:

RESOLUTION NO. 2005-26

APPROVAL OF LEGISLATION REQUIRING WORKERS' COMPENSATION COVERAGE FOR TAXI DRIVERS (SEE ATTACHMENT)

WHEREAS, under this legislation, permit holders would be required to submit proof of worker's compensation coverage for their drivers each May when the permit holders submit their 1095 forms; and

WHEREAS, if a permit holder fails to provide adequate proof of coverage for the vehicle's drivers, that individual would be subject to possible criminal penalties, administrative fines or suspension or revocation of the permit. The Taxi Commission staff would compile a list of all permit holders who had complied with the requirement and submit that list to the Commission. The Commission could then decide what penalty should be levied against individual who did not provide adequate proof of coverage; and

WHEREAS, The permit holders must list the Taxi Commission as a secondary insurer so the office is notified by fax in the event that the worker's compensation coverage is canceled. Furthermore in the event that the Commission is notified of a cancellation, that individual would be given 30 days to show proof of coverage before they would be required to come before the Commission for a possible administrative penalty; and

WHEREAS, Currently, the Police Code authorizes imposition of administrative penalties for violations of the Commission's administrative rules and regulations (Police Code Section 1187), and of the full-time driving requirement (Police Code Section 1186). It does not authorize imposition of administrative penalties for violation of other provisions of the Police Code.

WHEREAS, The legislation would add a new section 1187.2 authorizing the imposition of administrative penalties for any provision of Article 16 of the Police Code, including the worker's compensation reporting requirement. The penalties could not exceed \$500 for a first violation or \$1,000 for any second or subsequent violation of the same provision within one year.

THEREFORE BE IT RESOLVED, The Taxi Commission approves legislation that would require all taxi permit holder to submit annual proof of worker's compensation coverage for their drivers, and authorizing administrative penalties for violations of Article 16 of the Police Code.

AYES: Jackson, Gillespie, Breslin, McGuire, Smith
NOES: Kwok

ABSENT: Paek

Respectfully submitted,
Sonya Banks
Commission Secretary



COMMISSIONERS TELEPHONE (415) 554-7737

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MARTIN SMITH, COMMISSIONER, ext. 7

KELLY CASTAGNARO, ACTING EXECUTIVE DIRECTOR

June 27, 2005

At the meeting of the Taxicab Commission on Tuesday, June 14, 2005 the following resolutions and findings were adopted:

RESOLUTION NO. 2005-42

APPROVAL TO DO NEIGHBORHOOD OUTREACH TO COMMUNITY GROUPS REGARDING TAXI SERVICE

WHEREAS, the Taxi Commission has received complaints from merchants and residents regarding the quality of taxicab service in communities; and

WHEREAS, the San Francisco Taxi Commission created a proposal that would increase the outreach efforts to the San Francisco community; and

WHEREAS, at least one Commissioner and one member of the Taxi Commission staff will make themselves available at largely attended community meeting in the following neighborhoods: the Mission, the Sunset, OMI/Bayview Hunters Point, Chinatown, etc.; and

THEREFORE BE IT RESOLVED, that the San Francisco Taxi Commission approves of the proposal to do community outreach efforts. A report on the findings of the community meetings will be made available for review.

AYES: Jackson, Breslin, Gillespie, Kwok, McGuire, Paek, Smith
NOES: None

ABSENT: None

Respectfully submitted,

Sonya Banks
Commission Secretary

**CITY AND COUNTY OF
SAN FRANCISCO**



**TAXI COMMISSION
MAYOR GAVIN C. NEWSOM**

Kelly Castagnaro
Acting Executive Director

The Honorable Mark Leno
State Assemblymember, 13th District
455 Golden Gate Avenue, Suite 14300
San Francisco, CA 94102

June 28, 2005

At the meeting of the Taxicab Commission on Tuesday, June 28, the following resolutions and findings were adopted:

RESOLUTION NO 2005-41

Resolution Urging the State Legislation Committee to Urge Assemblyman Mark Leno to Propose Legislation Defining Prearrangement in Regards to Limousine Fares

WHEREAS, the San Francisco Taxi Commission has heard continuous complaints from the taxi industry regarding limousine operators and other charter party carriers operating in violation of the laws, ordinances and regulations that prohibit limousines and similar vehicles from rendering taxi services; and

WHEREAS, these violations of the law have both economic and public safety implications on our San Francisco taxi drivers and residents; and

WHEREAS, while, with the passage of AB 2591, the City and County of San Francisco has additional authority to inspect the waybills of limousine drivers and cite these vehicles for illegal operations within the city limits, the definition of a "prearranged" limousine ride remains unclear; and

WHEREAS, the San Francisco Taxi Commission unanimously passed a resolution urging the California Public Utilities Commission to adopt a definition of prearrangement when the Commission adopted the general order implementing AB 2591; and

WHEREAS, despite the additional enforcement tools afforded to our local authorities through AB 2591, the lack of a definition of prearrangement provides a loophole for illegal limousine operators, and makes it more difficult for our City to adequately address this public safety issue; therefore be it

RESOLVED, That the San Francisco Taxi Commission urges the State Legislation Committee to urge Assemblyman Mark Leno to propose an amendment to the California Public Utilities Code that would define a prearrangement between a consumer and a charter party carrier operating within city and/or county jurisdictions.

AYES:

ABSENT:

Respectfully submitted,

Sonya Banks
Commission Secretary



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MIN PAEK, COMMISSIONER, ext. 6
MARTIN SMITH, COMMISSIONER, ext. 7

HEIDI MACHEN, EXECUTIVE DIRECTOR

23 Nov 2005

At the meeting of the Taxicab Commission on Tuesday, 22 November, 2005 the following resolution and findings were adopted:

RESOLUTION NO. 2005-70
ENDORSEMENT AND SUPPORT OF ALTERNATIVE-FUELLED AND LOW-
EMISSION VEHICLES AS TAXICABS

Whereas, alternative-fuelled and hybrid-electric cars create lower levels of toxic pollution than traditional gasoline powered cars, and

Whereas, improved fuel economy lessens the adverse environmental effects of transportation and, decreases harm to the health of San Francisco residents, and the San Francisco taxi fleet comprises 1,381 vehicles at any given time, and

Whereas, there are many new private and public programs to facilitate the use of these new technologies, and

Whereas, San Francisco has long been a national leader in new technologies and new concepts, and

Therefore, be it resolved that the Taxicab Commission hereby endorses and supports policies which will increase the use of alternative-fuelled and hybrid-electric cars, and collaboration in programs to help to convert the taxi fleet to these new technologies.

AYES: Jackson, Breslin, Gillespie, McGuire, Smith
ABSENT: Kwok, Paek

NOES: None
RECUSED: None

Respectfully submitted,

Heidi Machen
Executive Director



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HEIDI MACHEN, EXECUTIVE DIRECTOR

March 8, 2006

At the regular meeting of the Taxicab Commission on Tuesday, February 28, 2006 the following resolutions and findings were adopted:

RESOLUTION NO. 2006-28

Clarifying limitations to variations from the 1978 Proposition K driving requirements

Whereas in Proposition K in 1978 San Francisco voters established a medallion holder's driving requirement, as one of a package of taxi industry reforms, and

Whereas in 2003 the voters rejected Proposition N, an initiative ordinance that would have waived the driving requirement for disabled permit holders, and

Whereas the driving requirement is codified in the San Francisco Police Code §1081(f) and the San Francisco Administrative Code, Appx. 6, and

Whereas, in Resolution # 2002-93, adopted 8 October 2002, the Taxi Commission declared that "continuous driving is an essential eligibility requirement of the City's programs for the permitting of motor vehicles for hire, and that exempting a permit holder from that requirement would fundamentally alter the nature of those programs...", and

Whereas the Americans with Disabilities Act allows some variation in permitting requirements as accommodation to the disabled insofar as those variations do not compromise the essential eligibility requirements and character of the program, and

Whereas, the Commission presently allows some variation from the 90-day medical leave prescribed in Proposition K, but without clear guidelines, in instances where a medallion holder experiences a medically verified disability or catastrophic illness which limits her/his ability to meet the annual driving requirement, and

Whereas, the present resolution does not preclude or limit future discussion or resolutions related to permit transferability, health care, or retirement issues.

Therefore it be resolved, that the Taxi Commission establishes the following policies for disabled medallion-holders who are otherwise qualified to hold taxicab permits:

- A 120-day maximum leave per year from the driving requirement with a three consecutive year cap (annual renewal upon review and approval)
- Up to a full year exemption from the driving requirement once per five years for treatment for catastrophic recoverable illness
- The applicant shall submit medical documentation and be available for review by the San Francisco Department of Public Health upon application and renewal.

AYES: Jackson; Gillespie; Kwok; Paek

ABSENT: None

NOES: Breslin; Smith

RECUSED: McGuire

Respectfully submitted,

Heidi Machen
Executive Director



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MARY McGUIRE, COMMISSIONER, ext. 5
MIN PAK, COMMISSIONER, ext. 6

HEIDI MACHEN, EXECUTIVE DIRECTOR

June 16, 2006

At the meeting of the Taxicab Commission on Tuesday, June 13, 2006 the following resolutions and findings were adopted:

RESOLUTION NO. 2006-74

RECOMMENDING SUPPORT BY THE STATE LEGISLATION COMMITTEE AND THE BOARD OF SUPERVISORS FOR CALIFORNIA ASSEMBLY BILL AB2600.

WHEREAS compressed natural gas (CNG) vehicles are less expensive to fuel, and produce cleaner emissions; and

WHEREAS San Francisco's taxi fleet comprises more than 100 CNG vehicles and taxi companies are purchasing increasing numbers of them; and

WHEREAS, the Taxi Commission seeks to promote incentives for taxi companies investing in cleaner and more efficient vehicle technology; and

WHEREAS taxicabs are an important component of the City's Transit-First policy; and

WHEREAS California Assembly Bill AB2600 would extend the high occupancy (HOV) lane access to vehicles meeting Federal inherently low emission vehicle (ILEV) standards, which includes most CNG vehicles, from its current expiration of January 1, 2008 until January 1, 2013; and be it

RESOLVED that the San Francisco Taxicab Commission urges the State Legislation Committee and the Board of Supervisors to support California Assembly Bill AB2600 granting HOV lane access to ILEV vehicles and asks that copies of the resolution be sent to these two entities.

AYES: McGuire; Smith; Paek; Kwok; Gillespie

NOES: None

ABSENT: Breslin

RECUSED: None

Respectfully submitted,

Heidi Machen
Executive Director



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MIN PAEK, COMMISSIONER, ext. 6

HEIDI MACHEN, EXECUTIVE DIRECTOR

June 16, 2006

At the meeting of the Taxicab Commission on Tuesday, June 13, 2006 the following resolutions and findings were adopted:

RESOLUTION NO. 2006-73

SUPPORTING MAYOR GAVIN NEWSOM'S PROPOSAL TO INCREASE STREET-REPAIR FUNDING AND URGING THE SAN FRANCISCO BOARD OF SUPERVISORS TO FAVORABLY CONSIDER IT.

WHEREAS San Francisco's streets have experienced a very damaging wet winter, and

WHEREAS the deteriorated state of many San Francisco streets causes excessive wear on San Francisco's taxis, which can compromise their safety and the comfort of passengers, and

WHEREAS the present level of funding is insufficient to provide adequate street repair and maintenance, and

WHEREAS the Mayor has proposed to increase funding by 3% to \$21,951,137 for the 2006/07 budget in order to begin the repair and improvement of San Francisco's streets, and

WHEREAS San Francisco's taxi fleet can best serve the public if the City's streets are in good repair, and now be it

RESOLVED that the San Francisco Taxicab Commission supports the Mayor's proposal to increase funding in the City's 2006-2007 budget, for street improvements and urges the Board of Supervisors to favorably consider it and asks that a copy of this resolution be sent to the Board.

AYES: McGuire; Smith; Paek; Kwok; Gillespie
ABSENT: Breslin

NOES: None
RECUSED: None

Respectfully submitted,

Heidi Machen
Executive Director



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HEIDI MACHEN, EXECUTIVE DIRECTOR

June 16, 2006

At the meeting of the Taxicab Commission on Tuesday, June 13, 2006 the following resolutions and findings were adopted:

RESOLUTION NO. 2006-71

URGING THE BOARD OF SUPERVISORS TO REPEAL PART OR ALL OF SAN FRANCISCO PARK CODE 6.09 PERTAINING TO DRIVING OR PARKING TAXIS IN SAN FRANCISCO PARKS FOR THE PURPOSE OF PROCURING CUSTOMERS; AND URGING RECREATION AND PARK COMMISSION TO JOIN THE TAXI COMMISSION IN ITS APPEAL TO THE BOARD OF SUPERVISORS AND IN EFFORTS TO MAKE TAXIS AVAILABLE TO PARK VISITORS BY ISSUING A PERMIT FOR AT LEAST ONE TAXI STAND IN THE CONCOURSE AREA.

WHEREAS, San Francisco Park Code Section 6.09, added to the Code in 1981, restricts taxi stands in San Francisco Parks to only those which have obtained a permit and prohibits taxis from driving or parking in any park for the purpose of procuring customers unless responding specifically to a call; and

WHEREAS, in the transit-first policy adopted in November 1999, the City and County of San Francisco acknowledged taxis as one part of the public transit system; and

WHEREAS, Golden Gate Park has undergone a renaissance of its concourse over the last several years, including the wholesale rebuilding of the de Young Museum that opened its doors to an influx of visitors this past year, many of whom use taxis to access the park; and

WHEREAS, the City's Paratransit Program uses taxis to bring the City into compliance with ADA requirements by subsidizing on-demand taxi rides that total approximately 800,000 annual rides split among approximately 35 taxi companies that share 75 ramp vans for wheelchair users, and the parks must be accessible to the disabled community as well; and

WHEREAS, public safety dictates having a predictable pick-up point for taxis to serve night-time park users; and now be it

RESOLVED, that the San Francisco Taxi Commission urges the Board of Supervisors to repeal part or all of San Francisco Park Code 6.09 pertaining to driving or parking taxis in San Francisco parks for the purpose of procuring customers; and be it

FURTHER RESOLVED, that the San Francisco Taxi Commission urges Recreation and Park Commission to join the Taxi Commission in its appeal to the Board of Supervisors and in efforts to make taxis available to park visitors by permitting at least one taxi stand in the concourse area and for copies of this resolution to be sent to the Park Commission, the department, and the Board of Supervisors.

AYES: McGuire; Smith; Paek; Kwok; Gillespie
ABSENT: Breslin

NOES: None
RECUSED: None

Respectfully submitted,

Heidi Machen

CITY AND COUNTY OF
SAN FRANCISCO



TAXI COMMISSION
MAYOR GAVIN NEWSOM

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HEIDI MACHEN, EXECUTIVE DIRECTOR

August 10, 2006

At the meeting of the Taxicab Commission on Tuesday, August 8, 2006 the following resolution(s) and findings were adopted:

RESOLUTION NO. 2006-87

DEFINING ELIGIBILITY FOR TAXICAB PERMIT APPLICANTS ON THE MEDALLION WAITING LIST WHO REQUEST ONE YEAR TIME WAIVERS TO ATTAIN THE REQUIRED DRIVING EXPERIENCE.

WHEREAS, before consideration of an application for a taxicab vehicle permit, the applicant must show a history of experience driving a San Francisco Taxicab as specified in Police Code Sec 1121(b); and

WHEREAS, such experience must be for periods of two years or more; and

WHEREAS, under Taxi Commission Resolution 2004-25, applicants who have not completed the full-time driving requirement are entitled to deferral of permit consideration for one year to allow them to acquire the required experience, commonly referred to as "time waiver"; and

WHEREAS, in cases in which an applicant has not satisfied two or more years of the driving requirement, a one-year time waiver would not be sufficient to allow the applicant to acquire the required experience;

THEREFORE BE IT RESOLVED that the Taxi Commission shall not grant time waivers to applicants who are deficient by more than one year in fulfilling the driving requirement.

AYES: Benjamin; Gillespie; Heinicke; Kwok; Oneto; Paek
ABSENT: None

NOES: Breslin
RECUSED: None

Respectfully submitted,

Heidi Machen
Executive Director



PAUL GILLESPIE, PRESIDENT, ext. 3
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RICHARD BENJAMIN, COMMISSIONER, ext. 1
MALCOLM HEINICKE, COMMISSIONER, ext. 4
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HEIDI MACHEN, EXECUTIVE DIRECTOR

June 12, 2007

At the meeting of the Taxicab Commission on Tuesday, June 12, 2007 the following resolutions and findings were adopted:

Resolution to Reduce, Offset, and Eliminate Greenhouse Gases in the San Francisco Taxi Industry

RESOLUTION NO. 2007-21

WHEREAS, the San Francisco Taxi Industry is a major user of fossil fuels and producer of greenhouse gases ("GHG") with a normal taxi traveling 75,00 miles per year and emitting 50 tons of GHG and the number of taxis in San Francisco increasing from 821 in 1990 to 1431 today with total GHG going from over 40,000 tons to over 70,000 tons per year; and

WHEREAS, the *Stern Review: The Economics of Climate Change*, a 2006 study commissioned by the British Finance Minister to assess the economic impact of climate change, states that "the scientific evidence is now overwhelming; climate change presents very serious global risks and it demands an urgent global response" and "the benefits of strong early action on climate change outweigh the costs;" and

WHEREAS, the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, a United Nations-sponsored assessment group founded in 1988, has stated that "there is substantial economic potential for the mitigation of global greenhouse gas emissions over the coming decades, that could offset the projected growth of global emissions or reduce emissions below current levels," and specifically cited hybrid and alternative fuel vehicles as technology that had the greatest economic potential for mitigation in the short and medium term; and

WHEREAS, the CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006 (AB-32) finds that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California," and caps California's GHG emissions at 1990 levels by 2020; and

WHEREAS, in 2002 the San Francisco Board of Supervisors passed, and Mayor Willie Brown signed, Resolution 158-02 which called for a 20% reduction in overall GHG emissions in San Francisco from 1990 levels by 2012; and

WHEREAS, Mayor Gavin Newsom has been a strong advocate of clean taxis since 1998 and in 2004 issued the first city Climate Action Plan and welcomed the first hybrid taxis into an American fleet, and in his 2006 State of the City address called for 100% of San Francisco taxis to be hybrid or alternative fuel by 2011; and

WHEREAS, the San Francisco Taxi Commission has supported innovation in the San Francisco taxi

industry such as the introduction of the Ford Escape and Toyota Prius hybrids and the Ford Crown Victoria and Honda Civic compressed natural gas vehicles into the fleet; and

WHEREAS, hybrid vehicles save drivers thousands of dollars a year in fuel costs and reduce GHG emissions by half and more but are often more expensive to purchase initially; and

WHEREAS, even with a 20% reduction of greenhouse gases from 1990 levels, the San Francisco taxi fleet will still produce over 30,000 tons per year of GHG, but by investing in renewable energy or efficiency, the taxi industry can offset its GHG emissions; and

WHEREAS, vehicles using technologies like hydrogen fuel cells, biofuel electric hybrids, or electric motor drive-by-wire that would emit little or no GHG at the tailpipe are viable and on the near horizon; and

NOW THEREFORE BE IT RESOLVED, the San Francisco Taxi Commission shall adopt the necessary rules and regulations to require that the San Francisco taxi industry reduce its total GHG emissions by 50% from current levels and 20% from 1990 levels by 2011; and

BE IT FURTHER RESOLVED, that by 2015, the San Francisco Taxi Commission shall work to achieve zero net carbon emissions by offsetting the total amount of GHG produced by the San Francisco taxi fleet with an equal amount of renewable energy or energy efficiency; and

BE IT FURTHER RESOLVED, that by 2020, the San Francisco Taxi Commission shall work to achieve zero gross GHG emissions by permitting only zero emission vehicles; and

BE IT FURTHER RESOLVED, that the Taxi Commission urges the San Francisco Board of Supervisors to enact legislation to raise the per-shift gate fee to subsidize the purchase of high-efficiency vehicles; and

BE IT FURTHER RESOLVED, that the San Francisco Taxi Commission shall create a working group not later than September 1, 2007 to research and develop a green taxi vehicle guide listing the cleanest available gasoline and alternative fuel vehicles available on the market today that are suitable for use as taxis and to evaluate and suggest policies to implement this policy; and

BE IT FURTHER RESOLVED, that the working group will report its findings and present its "Green Taxi Vehicle Guide" to the Taxi Commission at the Taxi Commission's October 23, 2007 meeting; and

BE IT FURTHER RESOLVED, that the Taxi Commission asks that copies of this resolution be sent to all color schemes, permit holders, the San Francisco Board of Supervisors, the Municipal Transportation Authority, the Department of the Environment, and SFO's Ground Transportation Unit.

AYES: Gillespie, Breslin, Benjmain, Oka, Paek, Heinicke, Oneto
NOES: 0

ABSENT: 0
RECUSED: 0

Respectfully Submitted,

Heidi Machen



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TOM ONETO, COMMISSIONER, ext. 6
MIN PAAK, COMMISSIONER, ext. 7

HEIDI MACHEN, EXECUTIVE DIRECTOR

June 27, 2007

At the meeting of the Taxicab Commission on Tuesday, June 26, 2007 the following resolution and findings were adopted:

RESOLUTION NO. 2007-033

URGING THE BOARD OF SUPERVISORS TO ACT WITH ALL DUE HASTE TO CALENDAR THE GATE AND METER HEARING CALLED FOR BY SUPERVISOR AMMIANO IN RESPONSE TO THE TAXI COMMISSION'S HEALTH CARE REPORT; AND ASKING THAT THE BOARD CONSIDER INCLUDING A GATE ADJUSTMENT TO COMPENSATE TAXI COMPANIES FOR THE HIGHER COST OF PURCHASING CLEAN AIR VEHICLES AS INDICATED IN COMMISSION RESOLUTION 2007-21; AND FURTHER REQUESTING THE BOARD TO PROCEED IN TAKING NECESSARY STEPS TO LEGISLATIVELY ENACT THE HEALTH CARE PLAN FOR TAXI DRIVERS; AND ASKING THAT A COPY OF THIS RESOLUTION BE TRANSMITTED TO THE SAN FRANCISCO BOARD OF SUPERVISORS

WHEREAS, the San Francisco Board of Supervisors requested the Taxi Commission complete a plan for drivers health care and submit it to the Board by a due date of April 1, 2007, which would automatically trigger a hearing on gate and meter adjustment that was anticipated to be necessary for such a health care plan; and

WHEREAS, the Taxi Commission met the deadline and submitted its report to the Board of Supervisors prior to April 1, 2007; and

WHEREAS, Supervisor Tom Ammiano subsequently called for a hearing on gate and meter adjustments but that hearing has yet to be calendared; and

WHEREAS, the Taxi Commission recognized that additional legislation would be needed from the Board of Supervisors in order to fully implement the health care plan; and

WHEREAS, to the Taxi Commission's knowledge, no member of the Board of Supervisors has asked the City Attorney to research and draft the additional legislation that may be required; and

WHEREAS, to the Taxi Commission's knowledge, the Board has not reserved money in the 2007-08 budget that could be used for a City contribution to health care for taxi drivers; and

WHEREAS, the Taxi Commission considered and passed Resolution 2007-21, forming a committee to establish a Clean Air Policy to be heard at the Commission's October 23, 2007 meeting; and

WHEREAS, this resolution also requests the Board of Supervisors to consider a gate increase to help taxi companies compensate for the cost of new clean air vehicles; and now therefore

BE IT RESOLVED that the Taxi Commission urges the Board of Supervisors to act with all due haste to calendar the gate and meter hearing called for by Supervisor Ammiano in response to the Taxi Commission's Health Care report; and

BE IT FURTHER RESOLVED that the Taxi Commission asks the Board of Supervisors to consider including a gate adjustment to compensate taxi companies for the higher cost of purchasing clean air vehicles as indicated in Commission resolution 2007-21; and

BE IT FURTHER RESOLVED that the Taxi Commission requests the Board to proceed in taking necessary steps to legislatively enact the health care plan for taxi drivers; and

BE IT FURTHER RESOLVED that the Taxi Commission asks that a copy of this resolution be transmitted to the San Francisco Board of Supervisors.

AYES: Gillespie, Breslin, Benjamin, Oka, Heinicke, Oneto
ABSENT: Paek

NOES: 0
RECUSED: 0

Respectfully submitted,

Heidi Machen
Executive Director



CITY AND COUNTY
SAN FRANCISCO

TAXI COMMISSION
MAYOR GAVIN NEWSOM

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TOM ONETO, COMMISSIONER, ext. 6
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HEIDI MACHEN, EXECUTIVE DIRECTOR

August 15, 2007

At the meeting of the Taxicab Commission on Tuesday, August 14, 2007 the following resolution and policy was adopted:

RESOLUTION NO. 2007-036

POLICY ON EXTERIOR DESIGN OF SAN FRANCISCO TAXICABS

WHEREAS, The San Francisco Taxi Commission is responsible for regulation of taxis within the City, including, as appropriate, regulation of the appearance of licensed vehicles; and,

WHEREAS, Every taxi must adopt "a distinguishing taxicab color scheme that has been approved by the Taxi Commission" (SF Police Code § 1125(a)); and,

WHEREAS, "It shall be unlawful for any taxicab permittee or operator to make or cause to be made any change whatsoever in the distinguishing color scheme of any taxicab without the prior written approval of the Taxi Commission, . . ." (SF Police Code § 1125(d)); and,

WHEREAS, "No signs or other devices may be displayed or hung inside or outside of a taxicab vehicle except those signs or devices required by law, these regulations, or approved by the Taxicab Commission or their designee." (Taxi Commission Rules & Regulations, Rule 5.C.6; see also Rule 5.C.9(a) ["Only matter required by law or approved by the Taxicab Commission may be placed on taxicab vehicle windows in compliance with Section 26708 of the California Vehicle Code."]); and,

WHEREAS, Control of the external appearance of taxis is necessary to: help members of the public locate and flag down taxis on the street; assist customers seeking to recover lost property or to file complaints; identify legal taxis and facilitate enforcement of laws against illegal taxi operations; promote professionalism and customer confidence in the taxi industry; and, reduce visual blight and enhance San Francisco as a tourist destination; and,

WHEREAS, The Taxi Commission now desires to adopt a formal, comprehensive, and objective policy governing color schemes and their contents to guide the Commission in its deliberations and to inform the industry of its rights and duties; and,

WHEREAS, The Taxi Commission seeks to strike an appropriate balance between the City's interests in regulating the external appearance of taxis and the industry's interest in reasonable, content-neutral regulations for that purpose; now, therefore, be it

RESOLVED, That the Commission hereby adopts the attached policy, titled "Color Scheme Approvals and the External Appearance of Taxis" and dated August 24, 2007.

**COLOR SCHEME APPROVALS AND
THE EXTERNAL APPEARANCE OF TAXIS (7/24/2007)**

I. BACKGROUND:

- A. Every taxi must adopt "a distinguishing taxicab color scheme that has been approved by the Taxi Commission." (SF Police Code § 1125(a).) "It shall be unlawful for any taxicab permittee or operator to make or cause to be made any change whatsoever in the distinguishing color scheme of any taxicab without the prior written approval of the Taxi Commission, . . ." (SF Police Code § 1125(d).)
- B. "No signs or other devices may be displayed or hung inside or outside of a taxicab vehicle except those signs or devices required by law, these regulations, or approved by the Taxicab Commission or their designee." (Taxi Commission Rules & Regulations, Rule 5.C.6; see also Rule 5.C.9(a) ["Only matter required by law or approved by the Taxicab Commission may be placed on taxicab vehicle windows in compliance with Section 26708 of the California Vehicle Code."].)
- C. Control of the external appearance of taxis is necessary to:
 - 1. Help members of the public locate and flag down taxis on the street;
 - 2. Assist customers seeking to recover lost property or to file complaints;
 - 3. Identify legal taxis and facilitate enforcement of laws against illegal taxi operations;
 - 4. Promote professionalism and customer confidence in the taxi industry; and,
 - 5. Reduce visual blight and enhance San Francisco as a tourist destination.

II. REQUIRED AND PERMITTED MARKINGS:

- A. The Taxi Commission Rules and Regulations require taxis to bear certain mandatory markings:

All taxicab vehicles shall have the words "San Francisco Taxicab" with letters at least two inches (2") in height, in a color which contrasts with the color of the rest of the taxicab vehicle painted or attached by the use of adhesive letters on both sides of the taxicab vehicle's rear quarter panels and to the trunk directly above the rear bumper. (Rule 5.C.25.)

Color Scheme Holders shall ensure that a taxicab vehicle number, assigned to the Medallion Holder by the Taxicab Commission, be painted in numerals of a color which contrasts with the color of the rest of the taxicab vehicle. Such number shall be at least four inches (4") high and positioned directly under the windows on or within six inches (6") of the forward most portion of both front doors and on the center, lower left or lower right corner of the rear facing portion of the trunk lid of their taxicab vehicle. Adhesive type numerals may be used in place of painted numerals. (Rule 5.C.26; see also Rule 4.A.5 [imposing the same requirements on the medallion holder].)

All taxicab vehicles shall have the vehicle number painted on the roof, hood or trunk of the vehicle. The numbers shall be a minimum of eighteen inches (18") in length and must fill the entire width of the roof, hood or trunk. If the numbers are displayed on the roof, they shall be mounted and centered directly behind the top light. (Rule 5.C.27.)

A taxi serving the airport must also display a San Francisco International Airport decal.

- B. An approved color scheme may include the name, phone number, and Internet address of the company, as well as a single slogan or motto for the entire color scheme and all of its vehicles. This slogan will have the following restrictions:
1. It may only be changed 1 number of times per year;
 2. Font size will be no larger than 2 inches;
 3. Placement only from wheel well to wheel well part of the vehicle;
 4. There will be a grace period of 3 months for any company not presently in compliance to obtain compliance with this rule.
- C. An approved color scheme may also include short informational statements directly related to the operation of the taxi, such as: "Leased to Driver"; "Driver Only Carries \$20"; "Radio Dispatched"; etc.
- D. The Commission will not authorize inclusion of any other text, design, or insignia on the vehicle, other than the exceptions noted in Subsection (E), below.
- E. This policy shall not apply to, and separate Commission approval pursuant to this policy shall not be required for:
1. Top light advertising or placards, if the top light design itself has already been approved by the Commission;
 2. Full or partial taxi wraps separately approved by the Commission; and
 3. Standard-sized bumper stickers (approximately 10" by 3"), placed on the front and/or rear bumpers of the vehicle.

III. COMMISSION APPROVAL REQUIRED:

- A. The color scheme permit-holder must obtain prior Commission approval for the initial color scheme, as well as any change or modification to the color scheme, as provided in this policy.
- B. The Commission will not authorize inclusion of any text, design, or insignia on the vehicle, except as provided in this policy. The Commission will not consider the content of any text in evaluating an application to adopt or modify a color scheme, except as required by this policy.
- C. The Commission shall not approve any color scheme, or additions or modifications to a color scheme, that obscure any required markings or significantly interfere with the identification of the vehicle as a San Francisco taxi.
- D. Applicants for color scheme approvals or for color scheme changes or modifications shall pay an appropriate fee to the City (SF Police Code § 1125(b)).

AYES: Gillespie, Breslin, Benjamin, Oka, Oneto, Heinicke, Paek
ABSENT: 0

NOES: 0
RECUSED: 0

Respectfully,

Heidi Machen
Executive Director



**CITY AND COUNTY OF
SAN FRANCISCO**

**TAXI COMMISSION
MAYOR GAVIN NEWSOM**

COMMISSIONERS TELEPHONE (415) 554-7737
PAUL GILLESPIE, PRESIDENT, ext. 3
PATRICIA BRESLIN, VICE PRESIDENT
RICHARD BENJAMIN, COMMISSIONER, ext. 1
BRUCE OKA COMMISSIONER, ext. 5
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MIN PAEK, COMMISSIONER, ext. 7
R. JAMES SLAUGHTER, COMMISSIONER

HEIDI MACHEN, EXECUTIVE DIRECTOR

January 23, 2008

At its meeting of January 22, 2008, the Taxi Commission adopted the following resolution and findings, including the proposed rules set forth in the resolution:

RESOLUTION NO. 2008-03

PROVIDING THAT THE TAXI COMMISSION SHALL NOT APPROVE PLACING A VEHICLE INTO SERVICE AS A SAN FRANCISCO TAXI AFTER JULY 1, 2008 IF THAT VEHICLE DOES NOT MEET THE GREEN VEHICLE GUIDE CRITERIA AS LISTED BY THE DEPARTMENT OF THE ENVIRONMENT IN CONSULTATION WITH TAXI COMMISSION, WITH LIMITED EXEMPTIONS; REQUIRING REPORTING BY THE TAXI COMMISSION AND BY COLOR SCHEMES; AND, URGING THE SAN FRANCISCO BOARD OF SUPERVISORS TO INCREASE THE GATE FEE CAP FOR QUALIFYING CLEAN AIR VEHICLES.

WHEREAS, The San Francisco taxi industry is a major user of non-renewable fossil fuels and a major emitter of greenhouse gases (GHG), with 1,500 vehicles traveling 135 million miles per year and releasing roughly 75,000 tons of GHG into the atmosphere each year; and

WHEREAS, In 2002, the San Francisco Board of Supervisors passed and Mayor Willie Brown signed Resolution 158-02 which called for a 20 percent reduction of greenhouse gas emissions in the City from 1990 levels by the year 2012; and

WHEREAS, In 2004, Mayor Gavin Newsom issued the San Francisco Climate Action Plan outlining necessary steps to meet GHG reduction goals, and in his 2006 State of the City Address, called for all taxis to be either hybrid or alternative fuel vehicles by the year 2011; and

WHEREAS, On June 12, 2007, the San Francisco Taxi Commission passed Resolution 2007-21, which directed the Taxi Commission to adopt the necessary rules and regulations to reduce GHG emissions in the San Francisco taxi fleet by 20 percent from 1990 levels and 50 percent of current levels by 2011, and to work to achieve carbon offsets by 2015 and zero emission vehicles by 2020, and to appoint a working group to examine the issue and suggest rules to implement the policy; and

WHEREAS, Commissioners Paul Gillespie, Richard Benjamin and Tom Oneto, along with members of the taxi industry and the public, met as the Clean Taxi Working Group in a series of publicly-noticed meetings during September and October 2007 to evaluate the potential of the taxi fleet to meet this goal; and

WHEREAS, The Clean Taxi Working group made the following findings:

- The average taxi travels 90,000 miles per year and that 811 taxicabs in 1990 averaged 12.5 miles per gallon; and
- Analyzing only tank-to-wheels consumption and measuring only carbon dioxide (CO₂) at 19.6 pounds per gallon, the 811 taxicabs in 1990 emitted 57,224 tons of GHG per year, and a 20 percent reduction of this amount would be 45,779 tons; and
- In order to meet the overall fleet GHG reduction goal of 45,779 tons, each of today's 1,500 cabs must, on average, emit no more than 30.52 tons per year, or 307 grams per mile; and
- Possible sources of funding for reduced emission vehicles could include raising per shift gate fees by three to ten dollars which would raise \$6,500 to \$22,000 over three years, tax credits up to \$3,000 per qualifying vehicle, local air quality management district grants, and as-yet-untapped or unidentified funds; and,
- Wheelchair-accessible vehicles should be exempt from the proposed emission standard until such time as a clean and accessible vehicle is available; and;
- Test fleet vehicles that are not alternative fuel or hybrid vehicles may be exempted from the proposed emission standards as determined by the Department of the Environment. .

Now therefore, be it

RESOLVED, That the Taxi Commission adopts the following regulations:

- Every year by April 1, the Department of the Environment, in consultation with the Taxi Commission, shall publish on its website a Green Vehicle Guide listing vehicles with emission levels consistent with attainment of Taxi Fleet GHG reduction goals, available funding incentives, and progress on implementing the goals of GHG reduction, offset and elimination, and any other relevant information as deemed necessary; and,
- Beginning July 1, 2008, the Taxi Commission shall only approve the use of any vehicle being placed into service as a San Francisco taxi that meets the Green Vehicle Guide criteria; and,
- Every year by June 1, each color scheme shall submit to the Taxi Commission information on vehicles to be replaced in the coming year and replacement plans; and,
- Wheelchair-accessible vehicles shall not be subject to the foregoing rule until the Taxi Commission determines that a qualifying accessible vehicle is available.

And, be it

FURTHER RESOLVED, That the Taxi Commission urges the San Francisco Board of Supervisors to increase the average gate fee for vehicles that meet the Green Vehicle Guide criteria, including those placed into service prior to adoption of this resolution; and, be it

FURTHER RESOLVED, That the Taxi Commission directs that a copy of this resolution be transmitted to the Mayor, the Board of Supervisors, the Department of the Environment, the Municipal Transportation Agency, the Airport Commission, and to all color schemes.

AYES: Gillespie, Breslin, Benjamin, Oka, Paek, Slaughter, Oneto

ABSENT: 0

NOES: 0

RECUSED: 0

Respectfully submitted,

Heidi Machen
Executive Director



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MIN PAEK, COMMISSIONER, ext. 7
R. JAMES SLAUGHTER, ext. 4
SUSAN SUVAL, COMMISSIONER, ext. 5

JORDANNA THIGPEN, EXECUTIVE DIRECTOR

July 9, 2008

At the meeting of the Taxicab Commission on Tuesday, July 8, 2008, the following resolution was adopted:

RESOLUTION NO. 2008-31

SETTING PENALTY STRUCTURE FOR VIOLATION OF CLEAN AIR TAXI PROGRAM AND URGING THE BOARD OF SUPERVISORS TO ADOPT AMENDMENTS TO DIVISION X OF ARTICLE 16 OF THE MUNICIPAL POLICE CODE, AS DESCRIBED HEREIN

WHEREAS, the Taxi Commission must adopt a penalty structure that will ensure that color schemes actually comply with the Clean Air Taxi Program; and

WHEREAS, the Taxi Commission desires to adopt a penalty structure which will be fair but will also ensures that a company that does not comply faces consequences; and

WHEREAS, the Taxi Commission adopts the following penalty structure for the Clean Air Taxi Program; and

DEFINITIONS: For purposes of the penalty structure the following definitions of color schemes are effective:

- 1 to 30 medallions = Small
- 30 to 75 medallions = Medium
- 75+ medallions = Large

INSPECTIONS: Companies will be inspected once annually according to the Commission's inspection schedule, but if a violation is noted, they will be inspected again within six months. The Director may impose either penalty or both at the same time, which shall be appealable to the Commission in accordance with the procedures established in MPC s 1188. The penalties will be progressive as follows:

FIRST OFFENSE PENALTIES:

Penalty 1 – First violation:

- Small companies will be fined a minimum of \$2500 per medallion but fine cannot exceed \$10K for first violation.
- Medium companies will be fined a minimum of \$2500 per medallion but fine cannot exceed \$30K for the first violation.
- Large companies will be fined a minimum of \$2500 per medallion but fine cannot exceed \$55K for the first violation
- Violation will result in a second inspection of the entire fleet within six months; re-inspection fee to be paid by color scheme

SECOND OFFENSE PENALTIES:

Penalty 2 – Second violation (at next inspection or within six months of first:)

- Small companies will be fined a minimum of \$2500 per medallion but fine cannot exceed \$10K for the second violation. *Small companies will not be allowed to accept color scheme changes or new medallions for six months.*
- Medium companies will be fined a minimum of \$2500 per medallion but fine cannot exceed \$30K for the second violation. *Medium companies will not be allowed to accept color scheme changes or new medallions for six months.*
- Large companies will be fined a minimum of \$2500 per medallion but fine cannot exceed \$55K for the second violation. *Large companies will not be considered for any new grant funding for the next two cycles, they will not be allowed to accept color scheme changes or new medallions for six months*
- Violation will result in a second inspection of the fleet within six months; re-inspection fee to be paid by color scheme

THIRD OFFENSE PENALTIES:

Penalty 3 – Third violation (at next inspection or within six months of second)

- Small companies – Revocation of the color scheme permit
- Medium companies – Revocation of the color scheme permit
- Large companies – Revocation of the color scheme permit

WHEREAS, the Taxi Commission also urges the Board of Supervisors to adopt amendments to Division X of Article 16 of the San Francisco Municipal Police Code to implement necessary amendments to fully implement the Clean Air Taxi Program; and

THEREFORE BE IT RESOLVED, that the Taxi Commission adopts the amendments described above and urges the Board of Supervisors to take action as described.

AYES: Benjamin, Breslin, Gillespie, Oneto, Slaughter, Suval
ABSENT: Paek

NOES: 0
RECUSED: 0

Respectfully submitted,

Jordanna Thigpen
Executive Director



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SUSAN SUVAL, COMMISSIONER, ext. 5

JORDANNA THIGPEN, EXECUTIVE DIRECTOR

September 8, 2008

At the meeting of the Taxi Commission on Tuesday, August 26, 2008 the following resolution(s) and finding(s) were adopted:

RESOLUTION NO. 2008-40

Urging Governor Arnold Schwarzenegger to sign Senate Bill 1519 authored by Senator Leland Yee.

WHEREAS, illegally operating and unlicensed taxicabs are destructive to the health and continued existence of the San Francisco taxi industry; and

WHEREAS, Senator Leland Yee proposed Senate Bill 1519 in an attempt to combat these problems, and the Senate and the Assembly passed this Bill; and

THEREFORE BE IT RESOLVED, that the Taxi Commission officially supports Senate Bill 1519 and urges the California Executive and Legislative Branches to take further proactive measures on the broader problem of illegal and unlicensed transportation in the State of California, and;

BE IT FURTHER RESOLVED that the Taxi Commission directs staff to transmit a copy of the Resolution to the Mayor's State Legislative Committee to support the bill.

AYES: Benjamin, Breslin, Gillespie, Oneto, Slaughter, Suval
ABSENT: Paek

NOES: 0
RECUSED: 0

Respectfully submitted,

Jordanna Thigpen
Executive Director

