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**FOR IMMEDIATE RELEASE**  
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## ***California Taxi Industry Responds to CPUC Decision***

*Sacramento, CA –August 2, 2013* – The Taxicab Paratransit Association of California (TPAC) is encouraged by the actions taken by the California Public Utilities Commission (CPUC) regarding transportation services for the people of California. However the CPUC proposed decision is flawed in many respects that are of great importance for the safety of the riding public.

TPAC represents taxicab companies from large fleets to small owner operated businesses in California, providing millions of rides each year to our cities’ residents and visitors, including the elderly and disabled. With decades of experience we are keenly aware of the great responsibility that transportation providers have for providing safe services.

The CPUC decision would allow thousands of virtually unregulated taxis to roam the streets of California cities. Unlike real taxicabs, which are inspected regularly by city officials, the new CPUC taxis would conduct their own vehicle inspections with no government oversight. That is non-regulation of safety and is a formula for more disasters like the limo fire on the San Mateo Bridge. The CPUC needs to figure out how to safely regulate limousines before it releases a flood of self-certified vehicles onto our city streets.

The CPUC taxis would conduct their own driver background checks, unlike the stringent background checks that city regulators perform when taxicab drivers are licensed. Likewise, city regulators like the SFMTA and LADOT provide extensive training of licensed cab drivers. The CPUC taxi operators would have “do it yourself” training with no effective oversight. The CPUC gives lip service to access for all, but the proposed decision has no effective mandate to provide service to disabled Californians.

TNC (Transportation Network Company) is the new name that the CPUC is applying to what was previously called rideshares and illegal cabs. But virtually nothing has changed. Drivers will not have to obtain a permit to transport passengers; passengers will still have to accept onerous non-liability agreements, and prices will be arbitrary and can change from hour to hour. Unlike real



taxicabs, the CPUC taxis can be any age. They do not need to be low-emission vehicles, which undermines city policies that have made, for instance, the San Francisco taxi fleet the greenest in the nation.

The effect on city finances will be appalling. At a time when some cities are going bankrupt, the CPUC will dump onto cities the expensive responsibility to regulate thousands of taxi-like vehicles that contribute no fees to pay for that regulation.

TPAC is a leading party in the CPUC's proceeding and will continue to participate with vigor. We will demand that the CPUC taxis be regulated to the same standards as real taxicabs. Frankly, we do not believe that the CPUC can do a better job of regulating safety than local regulators.

*The Taxicab Paratransit Association of California (TPAC) is a nonprofit trade association formed in 1968 to represent the interests of operators comprising the taxicab/paratransit industry of the state. Member companies range from the largest fleets to small owner operated firms. For more information regarding this issue please contact Larry Silva at 408-286-3401.*

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