



# REGULATION OF TAXICABS

## PROPOSITION J

**Shall the private sale of taxicab permits for over \$7,500 be limited to purchase price and shall taxicab operations be supervised by the Police Department?**

### Analysis

By Ballot Simplification Committee

**THE WAY IT IS NOW:** New taxicab permits are only issued when the Police Commission says they are needed. The fee to the city for a new permit is \$7500. Permits may also be freely sold by one person or company to another for whatever price they agree upon. Today permits sell privately for over \$10,000 apiece because over 700 permits are out and no new permits are being issued. If one party buys a taxicab permit from another party, a transfer fee of \$1000 must be paid to the city.

privately, with the Police Commission's consent, after they are owned for five years. The price could be negotiated between the parties as long as it were no higher than \$7500. If the seller paid more than \$7500 when he bought the permit originally, he could sell it for the same amount he paid for it, but no more. Permit holders would be required to keep specific financial records, have their vehicles inspected regularly and follow any special regulations issued by the Chief of Police.

**THE PROPOSAL:** Proposition "J" would change the way taxicab permits are issued and transferred. The Police Commission would hold hearings on applications for permits and applicants would only pay a \$75 fee for each vehicle. Preference would go to driver owners and employees of taxi companies. Permits could be revoked if more than 10 percent of a taxi company's stock were sold or transferred. Permits could be sold

**A YES VOTE MEANS:** If you vote yes, you want taxicab permits to continue being transferable between private parties, but you want more controls on the prices paid for permits.

**A NO VOTE MEANS:** If you vote no, you either want the taxicab rules to stay the way they are now, or you want them changed in some other way.

### Controller's Statement on "J"

City Controller John C. Farrell has issued the following statement on the fiscal impact of Proposition J:

costs, the amount of which cannot be determined at this time.

Should the proposed ballot proposition be adopted, in my opinion, the cost of government would be increased by approximately \$80,000. There may be other additional

Based on the 1977-1978 assessment roll, the known cost would be equivalent to twenty-two hundredths (\$.0022) of one cent in the tax rate.

### How Proposition J Got On The Ballot

Proposition J was placed on the ballot by a City Charter provision which allows four or more individual members of the Board of Supervisors to place an Ordinance or Declaration of Policy on the ballot.

On December 28, 1977 the Registrar received a request from 4 supervisors asking that the question of taxicab regulation be placed on the ballot. The request was signed by Supervisors Gordon Lau, Terry Francois, Jane Murphy and Peter Tamaras.

Propositions J and K are of the same general purpose. In the event that both measures are approved by the voters, the one receiving the highest affirmative vote will prevail and the other will fail of passage.

**THE TEXT OF PROPOSITION J APPEARS ON PAGE 50**

# REGULATION OF TAXICABS



## ARGUMENT IN FAVOR OF PROPOSITION J

The time for reform of the taxicab situation in San Francisco is long overdue. Proposition J will do that job. It will provide protection to the public in a fair and equitable manner.

- YES ON J will clean up the cab mess in the city.
- YES ON J will stop profiteering on permits.
- YES ON J will result in better and safer service, at honest rates.
- YES ON J will require, for the first time, open, audited books from all cab permit holders.
- YES ON J will crack down on illegal cabs.

Here is what Proposition J REQUIRES:

YES ON J will prevent transferring permits for profit. The permit holder will not be allowed to sell his permit for one cent more than he has paid for it.

YES ON J will prohibit transfer of permits for 5 years (except in extraordinary circumstances such as death or bankruptcy).

YES ON J will require semiannual police safety inspections of all cabs.

YES ON J will require complete annual financial statements.

YES ON J will require permit holders of the future to be drivers.

YES ON J will require the Chief of Police to make annual reports on cab service in the City and ways to improve it.

Proposition J will provide the reform and regulation needed to give San Franciscans good reliable, responsible cab service.

### Vote Yes on Proposition J.

Mayor George R. Moscone  
Supervisor John Molinari  
Supervisor Robert Gonzales  
Supervisor Gordon Lau

Peter Tamaras  
Richard Siggins  
Jane McKaskle Murphy  
Terry Francois

## ARGUMENT AGAINST PROPOSITION J

### Vote "No" on Proposition "J"

This is business as usual legislation promoted by profiteers in the taxicab industry. It's a device by the taxicab companies to confuse voters and prevent real reform.

This ordinance treats taxicab permits as assets, instead of governmental privileges owned by the people of San Francisco. It will allow certain individuals who have obtained taxicab permits in the past to sell them in the future for prices as high as \$30,000 or more.

Despite all the debate about speculation in cab permits, the Police Commission today is still approving the transfer of taxicab permits for \$15,000 to \$20,000. No one (except the participants) knows how much money is being paid outside the official record. If permits are allowed to be transferred as provided for in this legislation, favored companies and individuals will continue to speculate in taxicab permits and make money on permits which belong to the people of San Francisco.

### Vote "No" on Proposition "J".

The taxicab companies say this legislation controls prices of permits. That is false. It'll generate "under the table" deals which won't be reported to the Police Commission, won't be verifiable and will lead to large scale corruption. The people responsible for this rapacious proposal had those very objections to it in 1974 when it was before the Board of Supervisors.

This legislation allows the favored few to continue to monopolize the taxicab industry, with high, fixed fares. It will not allow *bona fide* cabdrivers to have a rightfully deserved stake in the industry.

This bad legislation should be defeated. It's not reform, it's business as usual!

By:

Supervisor Quentin L. Kopp  
Supervisor Lee S. Dolson  
Supervisor Ella Hill Hutch  
Supervisor Dianne Feinstein  
Supervisor Harvey Milk  
Supervisor Ronald Pelosi  
Supervisor Carol R. Silver

Supervisor Dan White  
Mr. John J. Barbagelata  
Mr. Alfred Nelder  
Mr. John Robb  
Mr. Mike Parrish, Business Rep. & President, Local #265  
Bert Blakey, Local #265

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