



TAXICABS

PROPOSITION M

Amending Initiative Ordinance: Shall taxi cab permits be transferable, and Police Commission hearing requirements amended?

Analysis

By Ballot Simplification Committee

THE WAY IT IS NOW: The City issues taxicab permits, subject to the approval of the police commission, for a nominal fee. In the past, holders of permits could sell them privately, with no limit on the selling price. In June 1978, voters approved Proposition K, making the permits non-transferable and the private permit sales illegal. All existing permits now revert to the city upon the death of the permit holder or his failure to fulfill conditions of the permit.

THE PROPOSAL: Proposition M would again

make taxicab permits transferable by restoring the right of a permit holder to sell his permit for up to the amount he paid for it in private sale, subject to approval by the police commission.

A YES VOTE MEANS: If you vote yes, you want to allow holders of taxicab permits to sell them on the open market.

A NO VOTE MEANS: If you vote no, you want taxicab permits to remain non-transferable.

Controller's Statement on "M"

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

"If the proposed Ordinance is adopted, in my opinion, there would be no increase in the cost of government."

The City Charter requires the Controller to prepare a financial analysis of each proposition as an aid to voters in deciding the issues.

How Supervisors Voted on "M"

On July 30, 1979 the Board of Supervisors voted 8-2 on the question of placing Proposition M on the ballot. The Supervisors voted as follows:

YES: Supervisors Gordon Lau (District 1), John Molinary (District 3), Ella Hill Hutch (District 4), Harry Britt (District 5), Carol Ruth Silver (District 6), Robert Gonzales (District 7), Don Horanzy (District 8), Lee Dolson (District 9).

NO: Supervisors Louise Renne (District 2), Quentin Kopp (District 10).

THE LEGAL TEXT OF PROPOSITION M BEGINS ON PAGE 110

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ARGUMENT IN FAVOR OF PROPOSITION M

Proposition "M" will reform the taxicab industry, protect the public and preserve retirement benefits of taxi drivers and their families:

1. "Yes" on "M" will stop monopolies by corporations. Proposition "M" forbids the sale of any permit to a corporation. Over 95% of all taxi permits are owned by current taxi drivers, shop employees, retired drivers and families of retired drivers.
2. "Yes" on "M" will end speculation and profiteering of taxi permits by allowing permit holders to transfer his/her permit at no more than was paid for it as recorded in official City records.
3. "Yes" on "M" will allow the free enterprise system to work. Taxicabs may set rates lower (but not higher) than the rates set by the Board of Supervisors.
4. "Yes" on "M" will authorize the Police Department to issue as many additional taxi permits as needed for good taxi service.
5. "Yes" on "M" will insure that radio dispatched

cabs which serve San Franciscans, not just tourists, will continue.

6. "Yes" on "M" will be of no cost to taxpayers or the City.
7. "Yes" on "M" will correct an injustice in the law by allowing permit holders to sell their permits to meet medical or other emergencies. For over 50 years taxi drivers have purchased permits, with the approval of the City, many putting their life savings into those permits.

Under the law passed last year, the widows and children of taxi drivers are left without support because the City confiscates the taxi drivers' permits upon their death.

Endorsed by:

*Supervisor John Molinari
Supervisor Gordon Lau
Supervisor Harry Britt
Supervisor Carol Ruth Silver
Supervisor Bob Gonzales
Supervisor Ella Hill Hutch
Supervisor Don Horanzy*

*Supervisor Ronald Pelosi
Supervisor Lee Dolson
Police Commissioner Richard Siggins
Police Commissioner Jane
McKaskle Murphy
Police Commissioner Dr. David Sanchez
Police Commissioner Burl Toler*

ARGUMENT IN FAVOR OF PROPOSITION M

PROPOSITION M PROTECTS WORKING MEN AND WOMEN

Yes on Proposition M will protect the retirement income of the many men and women, and their spouses, who have driven cabs most of their lives. For their retirement, these San Franciscans, in good faith, purchased taxicab permits. These permits cost between \$7,500 and \$20,000. The drivers who bought the permits borrowed the money from banks and spent years paying them off.

Now, because of a provision in the law passed last year, these hard working people cannot sell their permits to cover medical and other retirement costs. Under the present law, they cannot even leave them to their spouses. The present law has wiped out the earned retirement income of these working people. It's the same as if your house were taken from you.

Over 95% of all taxi permits are owned by current taxi drivers, cab maintenance people, retired drivers, or the families of drivers. Over 80% of the taxi permit owners have only one permit. The big corporations that once owned the permits are out of business.

The present law hurts the hard working San Franciscans. Vote YES ON PROPOSITION M.

*Willie Zenn, Vice President, Local # 10 ILWU
Art Carter, Chief, CAL-OSHA
Paul Dempster, President, Secretary/Vice President Sailors Union of
The Pacific
William F. York, Secretary-Treasurer, Teamsters Union Local # 78
J.B. Martin, Area Director Auto Machinists Local # 1305
James T. Ferguson, President, San Francisco Fire Fighters
Robert F. Barry, President, San Francisco Police Officers' Association
Michael Schneider, Deputy Director, CAL-OSHA
Marvin Brody, U.A.W. Representative
William Bradley, Staff Director, SEIU Local # 400
Le Roy King, Secretary, Local # 6 ILWU
Wray R. Jacobs, President, SEIU Local # 87
Robert Rohatch, ILWU, Local # 10
Henry Disley, President, Marine Firemen's Union
Chuck Nash, Business Agent, SEIU Local # 250
David Jenkins, ILWU*

Organizations listed for identification only.



TAXICABS

ARGUMENT IN FAVOR OF PROPOSITION M

Proposition M will encourage free enterprise and will promote economic stability for the many small taxi companies in San Francisco.

Proposition M will ensure that small owners not big corporations operate taxi cabs in San Francisco.

Proposition M encourages competition by allowing taxi companies to charge less (but not more) than the rate set by the Board of Supervisors.

Proposition M will end confiscation of property (which will happen under the law passed last year, when any taxi cab owner/driver dies) by allowing owner/drivers to transfer their permit or bequeath it to the drivers' family.

Proposition M will protect remaining spouses in case of disability or death of a driver/owner.

Proposition M will not cost the taxpayers or city any money.

Alfred J. Nelder, Former Police Chief
Robert E. Kinsky, Retired, Sunset resident
Willie Brown, Jr., Assemblyman
Robert P. Varni, Businessman
Phillip Beggs, Retired
The Honorable Terry A. Francois
William Moskovitz, Retired
Raymond Levy, Attorney, Sunset resident
Mary Odling, Secretary
Dorothea McLaughlin, Legal Secretary
Christopher A. Brose, Attorney
Cora Paterson, Housewife
Jean Kortum, Member, Landmarks Board
Jo Daly, Member, Board of Permit Appeals
Charles A. Mittelman, Business Executive
Phyllis Lyon, Member, Human Rights Commission
George R. Reilly, Member, State Board of Equalization
A. John Shimmom, Deputy to Board Member, State Board of Equalization
Preston E. Cook, Member, Housing Authority
George Ong, Insurance Executive
Harold Don Lee Jenkins, Geneva Terrace Homeowners Association
Organizations listed for identification only.

ARGUMENT IN FAVOR OF PROPOSITION M

Vote YES on Proposition "M"

Proposition M will bring stability to the Taxi cab drivers and the Taxi industry in San Francisco. Many purchasers of taxi cab permits over the years thought of their taxi permit as an investment that would provide them with retirement income.

Proposition "M" will allow the holders of those

permits to sell their permits and get their investments and savings back.

Additionally, Proposition "M" will control all future taxi permits issued and take speculation out of the taxi permit ownership.

David Scott
Mayoral Candidate (Former President of San Francisco Board of Permit Appeals)

ARGUMENT IN FAVOR OF PROPOSITION M

COMMUNITY SERVICE ORGANIZATIONS URGE YES ON PROPOSITION M

Proposition M will help San Franciscans who need good, reliable taxi service. Many of the disabled, the elderly and those needing medical treatment depend on taxi service. They cannot drive or use public transportation. Without quality, reliable radio-dispatched taxis, many will become trapped in their homes. Proposition M will insure that radio-dispatched cab service will continue to serve San Franciscans.

Some of the groups will regularly use taxi service are: CALIFORNIA LEAGUE FOR THE HANDICAPPED; S.F. GENERAL HOSPITAL; AMERICAN RED CROSS; ARTHRITIS FOUNDATION; STATE DEPARTMENT OF REHABILITATION; AMER-

ICAN CANCER SOCIETY; SENIOR ESCORT SERVICE; MISSION NEIGHBORHOOD HEALTH CENTER; UNITED CEREBRAL PALSY ASSOCIATION; U.S. PUBLIC HEALTH HOSPITAL AND THE MUSCULAR DYSTROPHY ASSOCIATION.

Rose Resnick, Executive Director, California League For the Handicapped
John W. King, President, Senior Citizens Escort Service
Robert A. Mize, Administrator, The Sequoias
James A. Caldwell, Community Organizer, Deputy Sheriff
C.D. Steele, Manager, Salvation Army Silvercrest Residence
Gordon S. Brownell, Lobbyist and Political Organizer
Thelma Williams, San Francisco Headstart
Marie Simmons, Director of Social Work, U.C. Medical Center
Frank C. Ferguson, President, Bowerman Pharmacy, Inc.
Daniel G. Richards, Administrator, Chinese Hospital
Les Sparks, Director, Salvation Army Harbor Light Center
Patricia Reese, Receptionist, Heritage House Retirement House
William S. Breall, Physician

Organizations listed for identification only

Arguments printed on this page are the opinions of the authors and have not been checked for accuracy by any official agency.



ARGUMENT AGAINST PROPOSITION M

The big money boys behind Proposition "M" are trying to deceive you again.

1. Proposition "M" is sponsored by corporations. It **will not** stop corporation monopolies. It will create them.
2. Last June, voters overwhelmingly approved Proposition "K", which ended profiteering and speculation in taxicab permits. It's now the law.
3. Under Proposition "K," the taxicab industry became a free enterprise system. It allows drivers to set cab rates lower (but not higher) than the maximum rate set by the Board of Supervisors.
4. Under Proposition "K," the Police Department can now authorize as many more cab permits as needed for good taxi service in San Francisco.
5. Proposition "K" eliminated the exorbitant percentage of daily receipts paid by taxi drivers for permits costing \$12,000 to \$20,000. Proposition "M" **will cost taxpayers money** when cab companies seek higher rates to pay off expensive purchased permits.
6. Under Proposition "K," there is no confiscation of private assets because widows and other non-driving permit holders are "grandfathered" into the law.

Proposition "K" is consumer legislation designed to keep fares low and open up the marketplace.

Last year the taxicab monopolists lost in every court in California in attempts to overturn Proposition "K" reforms. Now they are launching an expensive campaign to wear down voters and achieve their goal of profiteering and speculating monopoly.

Rather than badger the voters, they should create an effective taxicab system for San Francisco. We need prompt, reliable and inexpensive taxicab service.

Don't be misled. Proposition "M" will increase, not reduce, the price of efficient taxicab service. The consumer — the voter — will be hurt by its passage.

Vote "No" on Proposition "M."

Submitted by
Supervisor Quentin Kopp

Endorsed by:
*John J. Barbagelata
Bert Blakey
Anne Belise Daley
Raymond Clary
Mike Parrish
Col. Martin Felthauer
Bertram Silver, Esq.*

ARGUMENT AGAINST PROPOSITION M

Proposition M represents an unabashed attempt to run roughshod over the wishes of the people of San Francisco. Vested interests and indiscriminate stuffing of campaign coffers permit this naked assault on voter-established city policy. On June 6, 1978, voters overwhelmingly revamped the old "absentee owner" system of cab permit issuance, making permits accessible under Proposition K to those who really drive cabs rather than speculators who could afford \$30,000 for the permit — and the conditional \$30,000 extra for company stock certificates. Proposition M would financially exclude the average cab driver from ever obtaining a permit. Supervisor John Molinari drafted Proposition M because, he said, "I think people who have invested in these things (permits) have a right to recover." The key phrase is "people who have invested."

These speculators are assessed correctly by Examiner Columnist Guy Wright: "Having lost the election, the taxi moguls fought the reform all the way through the courts and lost again. Now they've persuaded their good buddy Molinari to stake them to another crack at the ballot box." And you, the taxi riders, will eventually provide the money for this political campaign — as you have for their speculative profits!

**Remember, "M" Means Money for Monopolists!
VOTE NO ON PROPOSITION M**

Submitted by:

San Francisco Association of Taxi Drivers
John G. Dillman
General Manager