

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 230919-077

WHEREAS, The SFMTA would like to reform and modernize taxicab rules and regulations to ensure a high standard of public safety and customer service while updating requirements to better allow innovation and competition; and,

WHEREAS, On September 7, 2021, the SFMTA Board of Directors approved an Upfront Fare Pilot Program (Pilot) to test upfront fare concept which would provide customers a set fare in advance of a trip based on estimated meter rate; and,

WHEREAS, On April 5, 2022, the San Francisco Municipal Transportation Agency Board of Directors amended the Transportation Code, Division II, Article 1100, Section 1124(b)(5) to expand the Taxi Upfront Fare Pilot Program to allow Taxi E-Hail applications to dispatch trips that originate with third-party entities, which may offer upfront fares that are not based on Taximeter rates and extend the implementation date of the Pilot by 90 days; and,

WHEREAS, Service under the Pilot launched on November 9, 2023 and the term is valid for one year; and,

WHEREAS, The Pilot has been slow to ramp up but has demonstrated benefits during the first two quarters that meet stated Pilot goals, such as increasing taxi trips and increasing driver income; and,

WHEREAS, The ability to establish technical requirements regarding security cameras in taxi vehicles in an efficient manner at an administrative level, in consultation with the taxi industry, is an important aspect of the SFMTA's oversight of the taxi industry; and,

WHEREAS, The ability to revise technical standards regarding the provision of data by Dispatch Services at an administrative level, in consultation with the taxi industry, in preparation to transition to the Mobility Data Standards specification, is an important aspect of the SFMTA's oversight of the taxi industry; and,

WHEREAS, The California Environmental Quality Act (CEQA) applies to "projects" that have the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect change in the environment; and,

WHEREAS, On August 22, 2023, the SFMTA, under authority delegated by the Planning Department, determined that the proposed Transportation Code amendments are not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amend Transportation Code, Division II, Article 1100, Section 1124(b)(5) to authorize the Director of Transportation to extend the Taxi Upfront Fare Pilot Program to a date no later than June 30, 2025, amending Section 1113(m) to authorize the Director of Transportation to establish Security Camera standards, amending Section 1114(f) to authorize the Director of Transportation to revise standards related to Electronic Trip Data and integration with the Electronic Taxi Access System, and other non-substantive clean up, including minor grammatical fixes.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 19, 2023.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code – Regulation of Motor Vehicles for Hire]

Resolution amending the Transportation Code to authorize the Director of Transportation to establish criteria for taxi security camera specifications, clarify the requirements related to the transmission of electronic taxi trip data and authorize the Director to establish additional electronic data transmission requirements, and extend the duration of the Upfront Fare Pilot Program to July 1, 2025.

NOTE: Additions are single-underline Times New Roman; deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 1100 of Division II of the Transportation Code is hereby amended by revising Sections 1102, 1113, 1114, and 1124, to read as follows:

SEC. 1102. DEFINITIONS.

For purposes of this Article 1100, the following words and phrases shall have the meanings set forth below:

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“**Electronic Taxi Access System**” shall mean a data collection software system for the real-time reporting of all required Electronic Trip Data.

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SEC. 1113. TAXI AND RAMP TAXI EQUIPMENT REQUIREMENTS.

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(m) **Security Cameras.** (1)—All Taxis and Ramp Taxis shall be equipped with an operational security camera. The camera model year may not be older than ten calendar years. All cameras shall meet criteria established by the Director of Transportation.

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SEC. 1114. RECORDS AND REPORTING REQUIREMENTS APPLICABLE TO PERMIT HOLDERS.

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(f) Additional Requirements Applicable to Dispatch Services.

(1) **Electronic Trip Data.** Each Dispatch Service Permit Holder shall implement a system or enhance an existing system to generate Electronic Trip Data in a format approved by the SFMTA for all affiliated vehicles. Such system must, at a minimum, archive all taxi trip data for at least five years, produce data that can generate reports using commonly available database and spreadsheet software, and record the following information:

(A) Driver's identification established by authentication through Driver's license swipe or other secure system;

(B) Date of shift;

(C) Vehicle number, vehicle license number, and vehicle status (available or hired);

(D) Medallion number (manually entered);

~~(E) Number of passengers on each trip (manually entered);~~

~~(E)~~ GPS-generated origin, incremental, destination coordinates of each trip;

~~(G)~~ (F) The fare for each trip including applicable fees charged and method of payment, which may include, but shall not limited to, the following: cash, credit card, debit card, voucher, and mobile payment;

~~(H)~~ (G) The ~~mileage for~~ distance traveled for each trip; and

~~(I)~~ The total number of trips for each shift;

~~(J)~~ (H) The local time of hire and discharge for each trip;

~~(K)~~ The starting and ending times and total hours of each shift.

(2) Integration with Electronic Taxi Access System.

(A) Each Dispatch Service Permit Holder shall implement a system or extend an existing system to integrate and exchange Electronic Trip Data with the Electronic Taxi Access System.

(B) Each Dispatch Service Permit Holder shall use systems to share Electronic Trip Data in real-time. As Drivers ~~start their daily shift~~ operate the vehicle, systems used by Dispatch Service Permit Holders shall exchange taxi trip data including, but not be limited to, the Driver, vehicle, date/time of the trip, and origin and destination location with the Electronic Taxi Access System. The data exchanged with the Electronic Taxi Access System shall be transmitted in accordance with data specifications set forth by the Director of Transportation. ~~company, Driver, vehicle, and day/time data with the Electronic Taxi Access System. As Drivers begin and end trips, systems used by Dispatch Service Permit Holders must share pick-up location, real-time telemetry during the trip, destination location, and fare payment data, not including personal customer information. As Drivers end their daily shift, systems used by Dispatch Service Permit Holders shall exchange company, Driver, vehicle, and day/time data with the Electronic Taxi Access System.~~

(C) The systems used by Dispatch Service Permit Holders shall ~~transmit Electronic Trip Data to the Electronic Taxi Access System at a periodic rate. The transmission rate must be configurable with a default setting of every six seconds~~ meet the data standards specified by the Director of Transportation.

(3) **Service Report.** All Dispatch Services must provide the SFMTA with dispatch service reports upon request and in a format approved by the SFMTA.

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SEC. 1124. TAXI FARES AND FEES; GATE FEES.

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(b) Taxi Fares.

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(5) **Establishment of Upfront Fare Pilot Program.** By no later than August 5, 2022, the Director of Transportation shall create ~~an one-year~~ Upfront Fare Pilot Program (“Pilot Program”) intended to test the concept of providing customers with a flat rate fare estimate through an e-hail application. The Pilot Program shall expire on July 1, 2025. Under the Pilot Program, the customer will have the option of choosing the advance, upfront fare or paying for the trip based on the meter amount. The upfront fare estimate will be calculated using an algorithm based on trip distance and time.

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Section 2. **Effective Date.** This resolution shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

Section 3. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: Stephanie Stuart
STEPHANIE STUART
Deputy City Attorney

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Secretary to the Board of Directors
San Francisco Municipal Transportation Agency