

THIS PRINT COVERS CALENDAR ITEM NO.: 10.5

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Taxis, Access & Mobility Services

BRIEF DESCRIPTION:

Amending Transportation Code, Division II, Article 1100, Section 1113(s)(1)(B) to eliminate the requirement that Taxis submit a valid and current Brake Certificate issued by an official inspection station certified by the State of California during inspections because these Certificates are no longer being issued, and to impose a requirement that Taxis undergo a 19-point inspection as part of the inspection process.

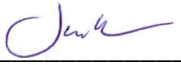

SUMMARY:

- All Taxis and Ramp Taxis are inspected by the SFMTA, or its designee, every six months if they are used as spare vehicles, have 200,000 miles or more on the odometer, or if the vehicle is older than nine Model Years. All other vehicles are inspected every 12 months.
- As part of the inspection, Taxis must submit a valid and current Brake Certificate issued by an official inspection station certified by the State of California within 60 days prior to the inspection.
- On September 28, 2021, the Governor of California signed [Assembly Bill 471 \(AB741\)](#) (Low), legislation that ended the State brake and lamp inspection programs.
- On September 27, 2024, the California Bureau of Automotive Repair (BAR) and their licensed stations and technicians ceased issuing Brake Certificates.
- Staff is requesting that the SFMTA Board amend the Transportation Code to 1) eliminate the requirement that Taxis submit a valid Brake Certificate as they are no longer being issued, and 2) impose a requirement that Taxis undergo a 19-point inspection, which includes brake inspections, and submit a form completed by a station and technician licensed by the California Bureau of Automotive Repair as proof of inspection.
- 19-point inspections have become the standard in the Motor Vehicle for Hire industry.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Division II amendment

APPROVALS:

	DATE
DIRECTOR <u></u>	<u>January 16, 2025</u>
SECRETARY <u></u>	<u>January 15, 2025</u>

ASSIGNED SFMTAB CALENDAR DATE: January 21, 2025

PURPOSE

Amending Transportation Code, Division II, Article 1100, Section 1113(s)(1)(B) to eliminate the requirement that Taxis submit a valid and current Brake Certificate issued by an official inspection station certified by the State of California during inspections because these Certificates are no longer being issued, and to impose a requirement that Taxis undergo a 19-point inspection as part of the inspection process.

STRATEGIC PLAN GOALS & TRANSIT FIRST POLICY PRINCIPLES

This action supports the following Strategic Plan Goals:

- 4. Make streets safer for everyone.
- 5. Deliver reliable and equitable transportation services.

This action supports the following Transit First Policy Principles:

- 1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
- 2. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- 3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

DESCRIPTION

The Taxis, Access & Mobility Services Division of the San Francisco Municipal Transportation Agency (SFMTA) is responsible for the regulation of the private businesses that make up the San Francisco taxi industry, including qualifying and licensing permit holders, monitoring regulatory compliance, and administering discipline for regulatory violations.

The proposed legislation is part of an ongoing effort to reform and modernize taxicab rules and regulations to ensure a high standard of public safety, consumer protection and customer service while updating requirements to better allow innovation and competition. The proposed Transportation Code amendments would eliminate the now defunct brake certificate requirement and replace it with the requirement that Taxi vehicles undergo a 19-point inspection at specified intervals. The 19-point inspection is in line with current regulation in the Motor Vehicle for Hire industry and includes a brake inspection.

BACKGROUND

On September 28, 2021, Governor Gavin Newsom signed AB471 (Low) into law. AB471 eliminated the brake and lamp certificate programs, combining them into the comprehensive Vehicle Safety Systems Inspection (VSSI) Program. The VSSI is a comprehensive inspection program designed to improve the inspection of salvaged vehicles before they are allowed to return to the road.

Current regulations require San Francisco Taxis to be inspected every six months if they are used as spare vehicles, have 200,000 miles or more on the odometer, or if the vehicle is older than nine Model Years, and every 12 months for regular vehicles. Inspections are conducted by the Ground Transportation Unit (GTU) at the San Francisco International Airport. Pursuant to Section 1113(s)(1), at the time of an inspection, the Color Scheme or Taxi or Ramp Taxi Medallion Holder must provide the GTU with the following:

- (A) Valid and current State of California vehicle registration.
- (B) Valid and current Brake Certificate issued by an official inspection station certified by the State of California within 60 days prior to inspection.
- (C) Proof of insurance meeting the requirements of all applicable laws and regulations.
- (D) A Vehicle Introduction Form signed and approved by the SFMTA.

In addition to reviewing the above-referenced documents, the GTU inspects the vehicles to ensure that the Taxi is compliant with Section 1113. The GTU inspection of the vehicle is limited to an inspection of the power brake unit, a pressure test, and a warning light inspection. To pass the inspection, a current brake certificate must be presented, which certifies that the vehicle’s brake pads have been inspected.

The GTU inspects the following:

VIN Validation
License Plate Validation
Check Engine Light
Air Bag Light
Anti-Lock Brake
Emergency Brake - Set/Release
Emergency Brake Drive/Reverse
Brake System - Power Assistance Unit
Brake Test - Pressure Test (150lbs hold for 10 seconds)
Brake Test - Brake Warning Light
Interior Light
Color Scheme, Logos, phone #, co #
Radio 2 Way
Horn

Rear View Mirror
Seat Belts / Serviceable
Auto Door Locks
Cleanliness
Floor Mats (secured)
Seat Belts
Seat Cushion
Loose Items: spare, jack, child seat etc.
Exterior - right and left mirrors
Exterior - body damage etc.
Exterior - Logos, phone #, co #
Exterior - color scheme
Gas Cap (smog system)
Windows (DOT approved)
Door Operation
Door Hinges &/or stops
Exterior
Steering Components - steering wheel lash
Steering Components - Steering Box
Tinted windows
Anti-Lock Brake light
Brake Test - Brake Warning Light
Mirrors
Cleanliness - Front
Seat Condition
Number Location
Decal Requirements
All light systems
Wheelchair access
Flares or reflectors
Fluid or Air Leaks
Tires, wheels and lug nuts
Jack and Lug Wrench
Steering and Suspension
Battery Loose
Bumpers and Body Damage
Rear Cleanliness
Fire Extinguisher Mounting

On September 27, 2024, the brake and lamp inspection programs were both ended by, the California Bureau of Automotive Repair (BAR). The sunset of these programs completed the phased implementation of the VSSI Program established by AB471. Inspections under the new Vehicle Safety Systems Inspection Program began statewide on July 8, 2024.

Now that the brake inspection program has ended, the replacement inspection program far exceeds what is needed in terms of both depth and cost to the permittee. The brake certificate represents only one component of the comprehensive VSSI, which is designed to be done only one time before a salvaged vehicle returns to the road. By contrast, the 19-point inspection is intended to be performed on an annual basis. Given the expansive scope of the VSSI and the fact that it is not intended to be performed on an annual basis, imposing the VSSI requirements on the San Francisco Taxi industry would result in permit holders incurring additional costs.

The proposed 19-point inspection is in line with current regulations in the Motor Vehicle for Hire industry, including Transportation Charter Party (TCP) and Transportation Network (TNC) vehicles. The 19-point inspections would need to be conducted by a facility licensed by the California Bureau of Automotive Repair. In order to demonstrate satisfactory completion of the 19-point inspection, permittees would need to present evidence that the vehicle has been inspected by a licensed facility a form provided by the SFMTA. The 19 items to be inspected include:

- | | |
|--------------------------------|---|
| 1. Foot brakes | 11. Front seat adjustment mechanism |
| 2. Emergency brakes | 12. Door (open, close, lock) |
| 3. Steering mechanism | 13. Horn |
| 4. Windshield | 14. Speedometer |
| 5. Rear window and other glass | 15. Bumpers |
| 6. Windshield Wipers | 16. Muffler and exhaust system |
| 7. Head lights | 17. Condition of tires, including tread depth |
| 8. Taillights | 18. Interior and exterior rear-view mirrors |
| 9. Turn indicator lights | 19. Safety belt for driver and passenger(s) |
| 10. Stop lights | |

The proposed regulation change will ensure that San Francisco Taxis continue to undergo brake inspections by a certified third party despite the end of the State brake certificate program while also avoiding an overly burdensome inspection semiannually. Any Taxis that have been inspected by the GTU between the end of the Brake Certificate Program and the effective date of this proposed regulation change will be required to undergo a 19-point inspection and submit proof to the GTU no later than 45 days after the effective date. If the SFMTA Board approves the request to amend Section 1113 of the Transportation Code, the GTU can immediately implement the requirement.

Proposed Transportation Code Revisions

Article 1100

Section 1113. TAXI AND RAMP TAXI EQUIPMENT REQUIREMENTS.

Staff is proposing to amend Section 1113 to authorize the Director of Transportation to eliminate the requirement that Taxis submit a valid and current Brake Certificate issued by an official inspection station certified by the State of California during inspections because these

Certificates are no longer being issued, and to impose a requirement that Taxis undergo a 19-point inspection as part of the inspection process.

STAKEHOLDER ENGAGEMENT

Stakeholder engagement is an important part of SFMTA’s ongoing effort to reform and modernize taxicab rules and regulations to ensure a high standard of public safety, consumer protection and customer service while updating requirements to better allow innovation and competition. Staff held a Taxi outreach meeting on January 14, 2025 to vet the proposed change with industry stakeholders.

ALTERNATIVES CONSIDERED

The SFMTA staff considered requiring all Taxis to undergo VSSI inspections at the required intervals. However, given the comprehensive nature of VSSI inspections, the cost of the inspections would be burdensome on Taxi Drivers, Medallion Holders, and Color Schemes. The VSSI program is also designed to be conducted on a vehicle one time, just before a salvaged vehicle is allowed to be registered and returned to the road. San Francisco Taxis are inspected annually or semiannually, depending on their status. It would be overly burdensome to the taxi industry if the SFMTA were to require the extensive VSSI inspections at the same intervals at which San Francisco Taxis are inspected. Current regulations for other Motor Vehicles for Hire including Transportation Charter Party (TCP) and Transportation Network Companies (TNC) require an annual 19-point inspection, which provides the requisite safety checks.

FUNDING IMPACT

The proposed Transportation Code amendments will not have an impact on SFMTA revenue.

ENVIRONMENTAL REVIEW

On January 9, 2025, 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).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

No other approvals are required.

PAGE 7.

RECOMMENDATION

Amending Transportation Code, Division II, Article 1100, Section 1113(s)(1)(B) to eliminate the requirement that Taxis submit a valid and current Brake Certificate issued by an official inspection station certified by the State of California during inspections because these Certificates are no longer being issued, and to impose a requirement that Taxis undergo a 19-point inspection as part of the inspection process.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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, All Taxis and Ramp Taxis are inspected by the SFMTA or its designee, every six months if they are used as spare vehicles, have 200,000 miles or more on the odometer, or if the vehicle is older than nine Model Years, and every 12 months for regular vehicles; and,

WHEREAS, As part of the inspection, Taxis must submit a valid and current Brake Certificate issued by an official inspection station certified by the State of California within 60 days prior to the inspection; and,

WHEREAS, On September 28, 2021, the Governor of California signed Assembly Bill 471 (AB471) (Low), legislation that ended the brake and lamp inspection programs; and,

WHEREAS, On of September 27, 2024, the California Bureau of Automotive Repair (BAR) and their licensed stations and technicians ceased issuing certificates as part of the brake and lamp inspection programs; and,

WHEREAS, 19-point inspections have become the standard in the Motor Vehicle for Hire 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 January 9, 2025, 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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, Article 1100, Section 1113(s)(1)(B) to eliminate the requirement that Taxis submit a valid and current Brake Certificate issued by an official inspection station certified by the State of California during inspections and imposes a requirement that Taxis undergo a 19-point inspection as part of the regular inspection process; and be it further

RESOLVED, That any Taxis that have been inspected by the Ground Transportation Unit (GTU) between the end of the Brake Certificate Program and the effective date of this proposed regulation change will be required to undergo a 19-point inspection and submit proof to the GTU no later than 45 days after the effective date.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 21, 2025.

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 eliminate the requirement that Taxis submit a valid and current brake certificate issued by an official inspection station certified by the State of California during inspections and imposing a requirement that Taxis undergo a 19-point inspection as part of the annual or semiannual inspection process.

NOTE: **Additions** are in *single-underline italics Times New Roman font*.
Deletions are in *strike-through italics Times New Roman font*.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

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 Section 1113(s), to read as follows:

SEC. 1113. TAXI AND RAMP TAXI EQUIPMENT REQUIREMENTS.

* * * *

(s) Inspections.

(1) Inspection Required. All Taxis and Ramp Taxis shall be inspected by the SFMTA or its designee, every six months if they are used as spare vehicles, have 200,000 miles or more on the odometer, or if the vehicle is older than nine Model Years, and every 12 months for regular vehicles, at a date and time designated by the SFMTA, and at any other

time deemed necessary by the SFMTA. At the time of a scheduled inspection of the vehicle, the Color Scheme or Taxi or Ramp Taxi Medallion Holder must provide the following:

(A) Valid and current State of California vehicle registration.

(B) ~~Valid and current Brake Certificate issued~~ Proof of 19-point inspection

by an ~~official~~ inspection station certified by the State of California within 60 days prior to inspection on a form provided by SFMTA.

* * * *

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
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 21, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency