

Attachment A: CB 120653 – Chart with pre-introduction changes
SMC 6.311 Taxi and For-Hire Vehicle Regulations Ordinance

#	Topic	Pre-introduction change
1	Factors for Director to consider when adjusting maximum # of medallions. (p. 31)	Require the Director to consider the impact of adding new medallions on a driver’s ability to earn a living wage when adjusting the maximum number of medallions. This requirement would task the Director with developing a framework for determining living wage criteria and considering whether adding more medallions could impact driver income (e.g., more drivers on the road could result in fewer trips per driver).
2	Requirement for regional dispatch companies to remit fares. (p. 55)	Clarify that dispatch agencies must remit the “full fare paid by the passenger,” minus permissible deductions. This is a technical change to align language with SMC 6.311.370.C.
3	Fees charged by regional dispatch companies. (p. 59)	Cap fees charged to drivers for dispatch services at ten percent. Stakeholders report that at least one taxicab association is currently charging drivers between five and ten percent for dispatch services. This cap would prevent such charges from exceeding ten percent, protecting driver payments from unrestricted deductions.
4	Requirement for regional dispatch agencies to develop written policies. (p. 59)	<p>a. Establish the next annual license renewal date as the due date to submit the required policies for owners and drivers to the Director.</p> <p>b. Expand this policy requirement to include the driver’s ability to work on any contracted accounts and add specific provisions (e.g., transparency, just cause standard) to the existing requirement to define a deactivations process.</p> <p>Requiring these types of policies could increase transparency for owners and drivers and promote fair, consistent operations and procedures.</p> <p>The additional requirements for the deactivations policy aim to ensure a stronger framework for driver deactivations that moves in the direction of TNC driver protections but ultimately is less prescriptive. Dispatch companies could look to models for guidance (e.g., private arbitration, TNC deactivations protections, app-based worker deactivation protections) but would not be required to adopt a particular model.</p> <p>Notably, FAS is not currently structured to enforce deactivations policies in the same manner as the state’s Driver Resource Center or the City’s Office of Labor Standards would enforce TNC or app-based worker deactivation protections. Further, the penalty for failing to develop this policy would be a \$1,000 fine payable to the City; the legislation would not establish a penalty payable to drivers.</p>

#	Topic	Pre-introduction change
5	Factors for Director to consider for new regional taximeter rates. (p. 61)	Authorize the Director to consider the impact of new taximeter rates on a driver’s ability to earn a living wage when adjusting taximeter rates. This change would add a <i>discretionary</i> factor for the Director to consider when adjusting taximeter rates. The factor would include consideration of the driver’s ability to earn a living wage after covering all operating costs.
6	Reasons for Director to attach conditions to licensing emerging for-hire transportation models. (p. 66)	Add consideration of “labor harmony” to the list of factors that could trigger the Director’s issuance of new conditions for licensing emerging for-hire transportation models. This change would not include a definition for “labor harmony.” The Director could potentially define this term in rules.
7	Effective dates for milestone requirements	Change the effective dates for milestone requirements from March 31, 2025, to March 31, 2026. Extending these dates by 12 months would allow regional dispatch companies and drivers more time to change systems and procedures. Changing the dates would not preclude licensees from meeting new requirements earlier. Requirements impacted by this extension would include: <ol style="list-style-type: none"> 1. Date that taxicab associations and for-hire vehicle companies must become regional dispatch agencies, 2. Date that transitional regional dispatch agencies must submit a transitional plan to the Director for adopting smart taximeter technology, 3. Date that a valid regional dispatch agency license is required to operate (unless the Director approves an extension for adopting a smart taximeter system), 4. Date that all for-hire vehicles will transition to taxicabs and will be subject to the regional taximeter rates and application dispatch system rate requirements under SMC 6.311, and 5. Date that for-hire vehicle medallions will become taxicab medallions.
8	Effective date for licensing, temporary deactivation, and medallion provisions	Change the effective date for licensing, temporary deactivation, and medallion provisions from the effective date of the ordinance to September 1, 2024. Extending these dates would allow FAS time to develop software to process licenses and medallion transfers. Provisions impacted by this extension include those related to: <ol style="list-style-type: none"> 1. Grant of license, 2. Enhanced regional for-hire driver’s license, 3. Temporary deactivations 4. Ability to separate medallions and use with different vehicles or transfer, and 5. Taxicab and for-hire vehicle medallion transfers.