

# **APPENDIX A**

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## **GLOSSARY OF KEY TERMS**

## Glossary

This glossary has been adapted from Mayor's Taxi Task Force, Final Report (1998).

### **Color scheme**

Generally refers to a taxi firm. Also, the color that a cab company paints its vehicles to differentiate it from its competitors.

### **Corporate permit**

A medallion held by a corporation. At present, the only corporate permits are those issued prior to Proposition K in 1978.

### **Deadheading**

When a driver travels without a fare, for example when returning to the taxi firm's offices to change shifts, or to the airport.

### **Dispatch Survey**

The annual survey of taxi availability conducted by the Taxi Detail as part of Public Convenience and Necessity hearings.

### **Fare**

This can refer to a passenger carried, as well as the cost of a taxi journey.

### **Gate fee**

The amount that a lessee driver pays to a taxi firm to lease the vehicle and permit.

### **Global Positioning System (GPS)**

Satellite-based system to pinpoint the location of a vehicle.

### **Independent Contractor**

The employment status under which most cab drivers are classified by companies. As independent contractors, drivers do not receive benefits such as a minimum wage or health insurance. Under this system, firms have less control over drivers, making it difficult for them to direct them to take a particular fare.

### **Lease Fee**

The fee that permit holders receive for leasing their medallions for times when they are not themselves driving.

### **Medallion**

A uniquely numbered metal plate which confers the right to operate a vehicle as a taxicab. The number of medallions is regulated by the Taxi Commission.

### **Medallion Driving Requirement**

The requirement for holders of medallions issued after 1978 to be active drivers. Holders must drive for at least four hours during any 24-hour period on at least 75% of the business days during the calendar year.

### **Paratransit Scrip**

Cash-equivalent coupons issued by the Municipal Railway, which can be used by the mobility-impaired to pay taxi fares.

### **Peak-time Permits or Peak-time Medallions**

A proposed medallion type which will only be valid during those time periods when demand for cabs is greatest.

### **Proposition K**

A San Francisco voter's initiative passed in 1978, which reformed and revamped the taxi industry, specifically by imposing a driving requirement for post-K medallion holders and mandating revocation of corporate permits after a transfer of at least 10% of company stocks. Proposition K prohibits the sale or transfer of permits.

### **Public Convenience and Necessity (PC&N)**

Public hearings held by the Taxi Commission to determine whether more medallions should be issued. Under Proposition K, the burden of proof rests with the applicant for the medallion, to establish by "clear and convincing evidence" that "public convenience and necessity require the operation of the vehicle or vehicles for which permit application has been made."

### **Ramp Taxis**

A vehicle (usually a mini-van) equipped with a lift, for the conveyance of wheelchairs.

### **Spare Cab**

A vehicle to be used as a temporary replacement when a medallion-numbered vehicle is out of service.

### **Starters**

People who monitor and supervise the flow of taxis and similar vehicles such as airport shuttles. In San Francisco, they are employed at the airport.

### **Taxi Commission**

The body established by voters through Proposition D in 1998, following a recommendation by the Taxi Task Force. It took over the taxi regulation functions from the Police Commission and Police Department.

### **Taxi Detail**

A unit of the Police Department which supervises all for-hire vehicles and enforces the City's regulations.

**Taxi Stand**

A curbside area designated for the exclusive use of taxis, at which taxis wait for passengers, commonly in front of hotels and large office buildings.

**Taxi Task Force**

An advisory body established by Mayor Willie Brown in August 1997, comprised of representatives of the taxi industry, taxi drivers and interested groups and organizations. Supervisor Gavin Newsom co-chaired the Task Force. Its final report was issued in May 1998.