

# Rules over e-rides, taxis different as day, night

28 simple regs for app-hail firms, 71 dense pages for cab companies

By MARK HEDIN

**E**-RIDE COMPANIES have decimated the taxi industry in San Francisco and elsewhere while largely operating free from or in defiance of government regulation. A cease-and-desist order the state Public Utilities Commission served on Lyft and Sidecar in August 2012, for instance, was shrugged off by the companies. More than a year later, the PUC rolled over and established a handful of regulations for them, thus providing a degree of legitimacy.

But the PUC's short list of 28 requirements pales in comparison with what the taxicab industry has to comply with.

San Francisco taxis operate under a set of Municipal Transportation Agency regulations developed over decades and so extensive a Metro car could hardly haul them. The MTA's "Regulation of Motor Vehicles for Hire" document is 71 pages. It takes 1½ pages to describe the general scope and purpose of the regulations, then seven more to define all the terms in the 60-some pages of regulations that follow. These uncounted hundreds of regs are organized into 20 sections of rules and procedures governing commercial transportation of passengers.

"You would need to be an attorney or someone on the legislative side" to summarize all that's required of cab operators, Robert Lyles, SFMTA deputy spokesman, said. "There are several layers of regulations that taxis must meet to operate daily. We believe those regulations are in place to create a better experience and ensure the safety of both the operators and the riding public."

Robert Lyles  
SFMTA

Drivers must begin and end their shifts at their company's place of business. They must conduct a safety check and communications equipment test prior to starting out. They not only need to be able to accept credit and debit cards, they have to have two ways to do so, should the first way fail.

Taxicabs cannot have 100,000 miles or more when they are placed into service, and must be retired when they reach 375,000. They have to be inspected annually by the SFMTA, or more often if the agency decides to. Besides having registration and insurance, they must provide a recent "Brake Certificate" at the time of inspection. Other regulations set standards for the condition of the cabs' upholstery, tires, hubcaps and even the size of allowable dents to the body of the cars and detail expectations of cleanliness.

Taxi companies also must maintain records "for at least six years" that include information on each driver and the shifts he or she works, including "GPS-generated origin, incremental, destination coordinates of each trip," the number of passengers, fares, fees, mileage, time of hire and discharge of each trip and more, such as

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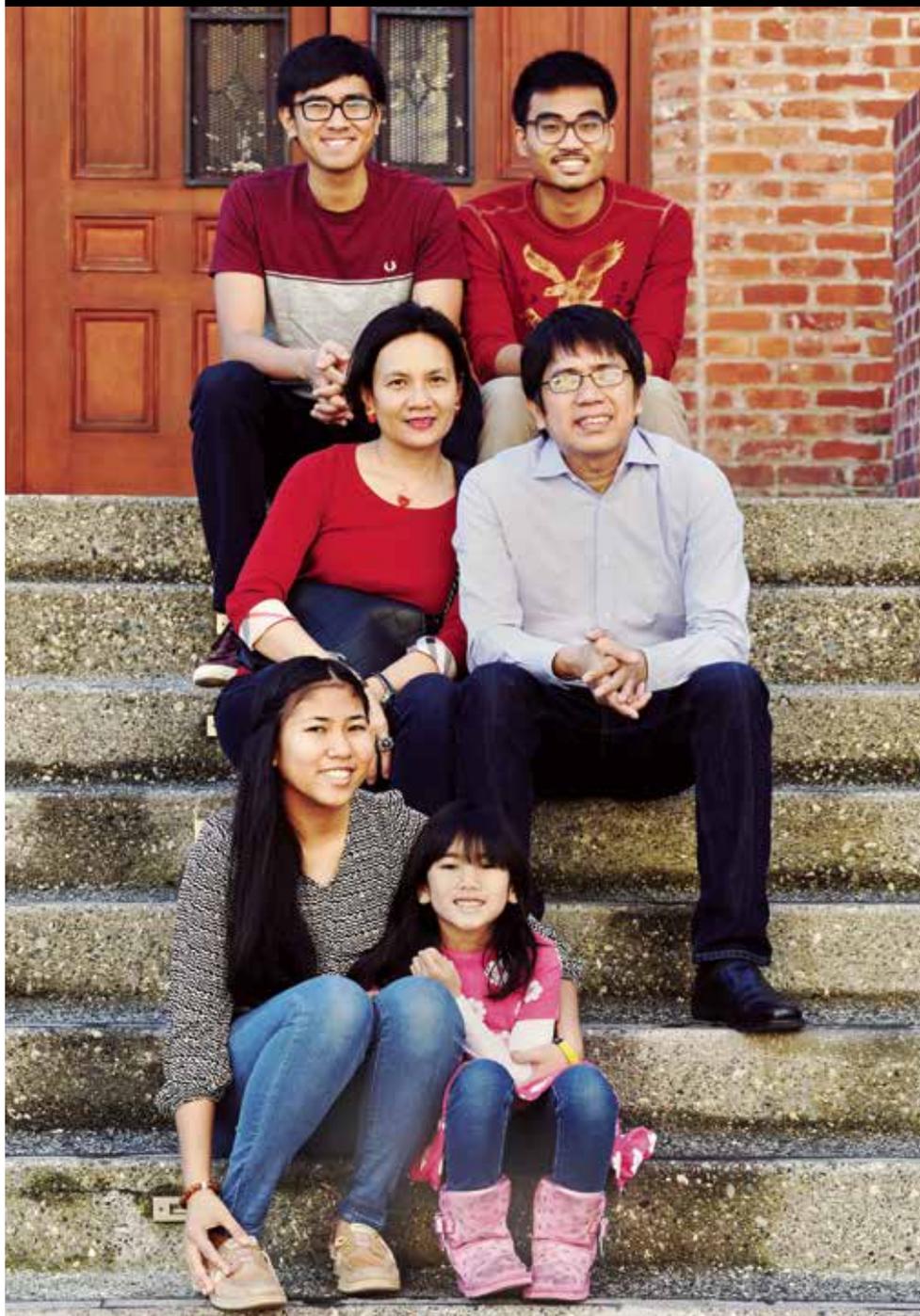


# CENTRAL CITY

# EXTRA!

SAN FRANCISCO

## CURRAN HOUSE



The Listana family gathers outside St. Patrick's after Mass. The family, from the Philippines, is the first one profiled in *The Extra's* series on diversity that shows the cosmopolitan Tenderloin to be a mini S.F. when it comes to diversity: Cecilia and Lorenzo Listana, center, with sons, above, Joseverino Paolo, 23, left, and Nicu, 21, and daughters Precious, 18, and Gabrielle, 7, below.

# TL: DIVERSE CITY

By TOM CARTER

PHOTOS BY PAUL DUNN

**L**ORENZO LISTANA can tell you something about changing fortunes. Thirty-five years ago, he was being tortured in a Manila prison, struggling to stay sane. It was near the end of the 10-year martial law era of Philippine President Ferdinand Marcos. A curfew stopped everyone at night and civil rights were nonexistent. Listana and 18 fellow student activists protesting the conditions were arrested and jailed.

"Yes, tortured, some of us every day for a month," Listana says. "Physically and mentally. It was hard. We were rounded up without charges."

"They let us go after six months, ya, ya," Listana says, emitting his characteristic punctuation, as a dismissive laugh that said good

riddance to rotten times.

Marcos fled to Hawaii in 1986 and Listana, with others, persevered.

"I was one of 10,000 people who filed a suit against him there. And we won."

Reveled by his victims, beset by illness, Marcos died in exile in Hawaii in 1989, enduring as Listana's dark memory of what a dictatorship can bring.

Now, at 54, Listana enjoys life in the country of his dreams with his very active family — his wife and four children — in a three-bedroom apartment on the eighth floor of Curran House, while working as a community organizer, a job he loves.

"And I have a community here," he says with satisfaction.

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