

REPORT OF THE CHIEF LEGISLATIVE ANALYST

DATE: August 25, 2017

TO: Honorable Members of the Rules, Elections, and Intergovernmental Relations
Committee

FROM: Sharon M. Tso *Sharon Tso for* C.F. No.: 17-0002-S109
Chief Legislative Analyst Assignment No.: 17-08-0838

SUBJECT: Oversight and regulation of taxicab service.

CLA RECOMMENDATION: Adopt the attached Resolution (Bonin - Koretz) to include in the City's 2017-18 State Legislative Program OPPOSITION to AB 1069 (Low) that proposes to alter current local government responsibility relative to the oversight and regulation of taxicab service.

SUMMARY

Existing law requires every city or county to adopt an ordinance or resolution in regard to taxicab transportation service and requires each local agency to provide a policy for entry into the business of providing taxicab transportation service, the establishment or registration of rates for the provision of taxicab transportation service, and a mandatory controlled substance and alcohol testing certification program for drivers. The City currently regulates taxicab companies, vehicle owners, and drivers through the granting of taxi franchises, driver and vehicle permits, as well as enforces regulations to ensure that vehicles are safe and that professional service is provided.

On February 16, 2017, Assembly Member Low introduced AB 1069, which would repeal various taxicab requirements and the authority of a city to regulate taxicabs and, instead, apply those provisions only to a county. The Taxicab Paratransit Association, the bill sponsor, argues that the regulation on the local level impacts the taxicab industry's ability to compete with transportation network companies (TNCs), like Uber and Lyft. TNCs are currently regulated by the California Public Utilities Commission (CPUC) and face much less restrictive requirements than taxis. The rapid growth of TNCs has raised issues relative to the disparity between existing regulations of taxicabs compared to competitors in TNCs.

As amended on June 28, 2017, AB 1069 would have granted countywide transportation agencies in ten large counties regulatory authority over the taxicab industry. Many of the regional transportation agencies opposed these amendments because they do not currently have regulatory functions and the proposed new requirements would have added additional costs and responsibilities. Furthermore, the bill included an implementation deadline; if not met, there would essentially be no taxicab regulation in the region. At the July 27, 2017 meeting, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors took an action to oppose AB 1069 because it would put the agency at odds with many cities that currently operate and regulate taxis within their jurisdictions and the bill would place a new, complicated, and unfunded regulatory burden on Metro.

To address the issues raised by counties and regional transportation agencies, amendments to AB 1069 have been offered, as follows:

- Require a city or county that adopts an ordinance to regulate taxicab services to include a general

authorization for a company to set fares and charge a set rate, but would authorize a joint powers authority, transit agency, or countywide transportation authority to impose a maximum rate, and would require a company to comply with requirements related to the calculations and disclosure of rates.

- Prohibit a city or county, except for the City and County of San Francisco, or a joint powers authority, transit agency, or countywide transportation agency from requiring a taxicab service provider to obtain a business license, service permit, car inspection certification, driver permit, or any other requirement described above, unless that provider is substantially located within the county.
- Authorize a joint powers authority, a transit agency, or a countywide transportation agency to regulate and issue permits or licenses within the geographical boundaries of the agency, and levy service charges, fees, or assessments for these purposes.

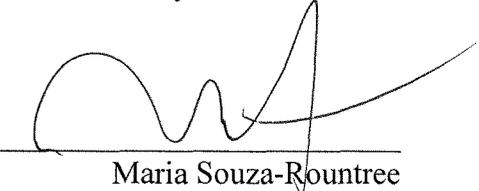
The purported intent of the legislation is to simplify the regulation of taxis, giving them greater flexibility to compete with TNCs. The proposed regulatory changes, however, are in direct conflict with the City's local control principles. Furthermore, the changes would come at the expense of service quality and equitable distribution of taxicab services. The City, however, has begun to modernize regulations to ensure effective oversight of taxicab services in a manner that balances state, regional, and local needs.

BACKGROUND

On February 24, 2015, Assembly Member Low introduced AB 650, which would have shifted regulatory authority over taxicabs from local governments to the CPUC, except taxicab transportation services originating in the City and County of San Francisco. On August 25, 2016, the Council approved a Resolution to include in the City's 2015-16 State Legislative Program opposition, unless amended, to AB 650 (Low)(C.F. 15-0002-S203). The bill was approved by the Legislature but was vetoed by the Governor who stated that shifting taxi regulation to the state was unjustified.

BILL STATUS

8/22/2017	Amended and re-referred to the Committee on Appropriations
7/12/2017	Passed the Committee on Transportation and Housing and referred to the Committee on Appropriations
7/05/2017	Passed the Committee on Government and Finance
6/8/2017	Referred to the Senate Committee on Government and Finance and the Committee on Transportation and Housing
5/30/2017	Passed and ordered to the Senate
4/27/2017	Passed, ordered to the Assembly Committee on Appropriations
2/17/2017	Referred to the Assembly Committee on Communications and Conveyance
2/16/2017	Introduced



Maria Souza-Rountree
Analyst

Attachments:

1. AB 1069
2. Resolution

AMENDED IN SENATE AUGUST 22, 2017

AMENDED IN SENATE JUNE 28, 2017

AMENDED IN ASSEMBLY MAY 26, 2017

AMENDED IN ASSEMBLY APRIL 18, 2017

CALIFORNIA LEGISLATURE—2017–18 REGULAR SESSION

ASSEMBLY BILL

No. 1069

Introduced by Assembly Member Low

February 16, 2017

An act to *amend Section 53075.5 of, and to add Section 53075.51 to* the Government Code, *and to amend Section 1808.1 of the Vehicle Code*, relating to local government.

LEGISLATIVE COUNSEL'S DIGEST

AB 1069, as amended, Low. Local government: taxicab transportation services.

Existing law requires every city or county to adopt an ordinance or resolution in regard to taxicab transportation service and requires each city or county to provide for a policy for entry into the business of providing taxicab transportation service, the establishment or registration of rates for the provision of taxicab transportation service, and a mandatory controlled substance and alcohol testing certification program for drivers, as specified.

Existing law, referred to as the pull-notice system, requires the prospective employer of a driver who drives a specified vehicle to obtain a report showing the driver's current public record as recorded by the Department of Motor Vehicles, as specified. A violation of this provision of the Vehicle Code is a crime.

The bill would include findings that the changes proposed by this bill address a matter of statewide concern and is not a municipal affair, and therefore shall apply equally to all cities, including charter cities.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for specified reasons.

~~Existing law requires every city or county to adopt an ordinance or resolution in regard to taxicab transportation service and requires each city or county to provide for a policy for entry into the business of providing taxicab transportation service, the establishment or registration of rates for the provision of taxicab transportation service, and a mandatory controlled substance and alcohol testing certification program for drivers, as specified. Existing law also authorizes a city or county to levy a charge on a taxicab transportation service that is sufficient to pay for the costs of carrying out the ordinance or resolution adopted by the city or county in regards to taxicab transportation services:~~

~~This bill would authorize each of 10 specified counties to regulate taxi service within the respective county by means of a countywide transportation agency, as defined for each of those counties. The bill would, after January 1, 2019, prohibit an authorized county that does not regulate taxi service by means of a countywide transportation agency, and the cities within that county, from regulating taxi service. The bill would require the sheriff in a county that does not regulate taxi service pursuant to these provisions to administer criminal background checks and drug testing for taxicab drivers within that county. By increasing the duties of sheriffs, this bill would impose a state-mandated local program.~~

~~The bill would require a countywide transportation agency to provide, in its policy for entry into the business of providing taxicab transportation service, that the taxicab driver comply with a drug testing program, as specified, and pass a criminal background check using a live scan fingerprint provider with monitoring. The bill would also repeal the requirement that a county, when regulating a taxicab company, provide for the establishment of rates for the provision of a taxicab company, and would, instead, prohibit a countywide transportation agency from limiting or prohibiting a licensed taxicab transportation service from setting fares or charging a flat rate, except that a~~

The people of the State of California do enact as follows:

1 *SECTION 1. It is the intent of the Legislature in enacting this*
2 *act:*

3 *(a) To modernize the regulation of taxicab transportation*
4 *services in order for taxicabs to better compete with all for-hire*
5 *modes of transportation.*

6 *(b) To move taxicab permitting from the patchwork of various*
7 *local requirements to require a permit in the jurisdiction in which*
8 *taxicab transportation services have the most substantial*
9 *connection.*

10 *(c) To authorize a joint powers authority, as an alternative to*
11 *regulation by an individual city or county, or a transit agency or*
12 *countywide transportation agency, upon the approval of its board,*
13 *to prescribe duties and responsibilities for the regulation of taxicab*
14 *transportation services.*

15 *SEC. 2. Section 53075.5 of the Government Code is amended*
16 *to read:*

17 53075.5. (a) Notwithstanding Chapter 8 (commencing with
18 Section 5351) of Division 2 of the Public Utilities Code, ~~every~~
19 *and consistent with the requirements in Section 53075.51, a city*
20 *or county shall protect the public health, safety, and welfare by*
21 *adopting an ordinance or resolution in regard to taxicab*
22 *transportation service rendered in vehicles designed for carrying*
23 *not more than eight persons, excluding the driver, which is operated*
24 *and substantially located pursuant to subdivision (a) of Section*
25 *53075.51 within the jurisdiction of the city or county.*

26 (b) Each city or county *that adopts an ordinance pursuant to*
27 *subdivision (a) shall provide for, for in that ordinance, but is not*
28 *limited to providing for, the following:*

29 (1) A policy for entry into the business of providing taxicab
30 transportation service. The policy shall include, but need not be
31 limited to, all of the following provisions:

32 (A) Employment, or an offer of employment, as a taxicab driver
33 in the jurisdiction, including compliance with all of the
34 requirements of the program adopted pursuant to paragraph (3),
35 shall be a condition of issuance of a driver's permit.

36 (B) The driver's permit shall become void upon termination of
37 employment.

38 (C) The driver's permit shall state the name of the employer.

1 means an alcohol screening test showing a breath alcohol
2 concentration of less than 0.02 percent.

3 (ii) Procedures shall be substantially as in Part 40 (commencing
4 with Section 40.1) of Title 49 of the Code of Federal Regulations,
5 except that the driver shall show a valid California driver's license
6 at the time and place of testing, and except as provided otherwise
7 in this section. Requirements for rehabilitation and for
8 return-to-duty and followup testing and other requirements, except
9 as provided otherwise in this section, shall be substantially as in
10 Part 382 (commencing with Section 382.101) of Title 49 of the
11 Code of Federal Regulations.

12 (iii) A test in one jurisdiction shall be accepted as meeting the
13 same requirement in any other jurisdiction. Any negative test result
14 shall be accepted for one year as meeting a requirement for periodic
15 permit renewal testing or any other periodic testing in that
16 jurisdiction or any other jurisdiction, if the driver has not tested
17 positive subsequent to a negative result. However, an earlier
18 negative result shall not be accepted as meeting the
19 pre-employment testing requirement for any subsequent
20 employment, or any testing requirements under the program other
21 than periodic testing.

22 (iv) In the case of a self-employed independent driver, the test
23 results shall be reported directly to the city or county, which shall
24 notify the taxicab leasing company of record, if any, of positive
25 results. In all other cases, the results shall be reported directly to
26 the employing transportation operator, who may be required to
27 notify the city or county of positive results.

28 (v) All test results are confidential and shall not be released
29 without the consent of the driver, except as authorized or required
30 by law.

31 (vi) Self-employed independent drivers shall be responsible for
32 compliance with, and shall pay all costs of, this program with
33 regard to themselves. Employing transportation operators shall be
34 responsible for compliance with, and shall pay all costs of, this
35 program with respect to their employees and potential employees,
36 except that an operator may require employees who test positive
37 to pay the costs of rehabilitation and of return-to-duty and followup
38 testing.

39 (vii) Upon the request of a driver applying for a permit, the city
40 or county shall give the driver a list of the consortia certified

1 county shall be the jurisdiction in which the provider is
2 substantially located.

3 (C) For purposes of this section, a taxicab service provider may
4 be substantially located in more than one jurisdiction.

5 (2) Neither subdivision (a) of Section 53075.5 or this subdivision
6 prohibits a city or county from adopting an ordinance that does
7 either of the following:

8 (A) Limits the number of taxicab service providers that may use
9 taxi stand areas or pickup street hails within that city's or county's
10 jurisdiction. If a city or county chooses to limit the number of taxis
11 that use the stand areas or pick up street hails the city or county
12 shall identify those vehicles with a window sticker and shall not
13 establish additional requirements or costs to the taxis beyond that
14 authorized by Section 53075.5 or this section.

15 (B) Requires a taxicab service provider to provide services in
16 a manner that provides equal accessibility for all populations
17 within a jurisdiction.

18 (3) Notwithstanding any other provision of this section, an
19 airport operator shall have separate and ultimate authority to
20 regulate taxicab access to the airport and set access fees for
21 taxicabs at the airport.

22 (4) Nothing in this section or Section 53075.5 shall affect the
23 authority of a jurisdiction to regulate taxi access to an airport it
24 owns or operates and set access fees or requirements.

25 (b) (1) A joint powers authority, a transit agency, or a
26 countywide transportation agency may regulate and issue permits
27 or licenses to the business of providing taxicab transportation
28 service within the geographical boundaries of the agency as
29 approved by the agency's board of directors.

30 (2) A joint powers authority, a transit agency, or a countywide
31 transportation agency may collect, on behalf of a city, county, or
32 city and county in which a taxicab service provider is substantially
33 located, any business license tax imposed by that city, county, or
34 city and county and remit the proceeds of the tax to that jurisdiction
35 pursuant to procedures adopted by the board of directors.

36 (3) A joint powers authority, a transit agency, or a countywide
37 transportation agency may levy service charges, fees, or
38 assessments sufficient to pay for the costs of carrying out the
39 regulation of taxicab transportation services pursuant to this
40 section.

1 (1) Maintain reasonable financial responsibility to conduct
2 taxicab transportation services in accordance with the
3 requirements of an ordinance adopted pursuant to subdivision (a)
4 of Section 53075.5 or the regulation adopted pursuant to
5 subdivision (b).

6 (2) Participate in the pull-notice program pursuant to Section
7 1808.1 of the Vehicle Code to regularly check the driving records
8 of all taxicab drivers, whether employees or contractors.

9 (3) Maintain a safety education and training program in effect
10 for all taxicab drivers, whether employees or contractors.

11 (4) Maintain a disabled access education and training program
12 to instruct its taxicab drivers on compliance with the federal
13 Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et
14 seq.) and amendments thereto, and state disability rights laws,
15 including making clear that it is illegal to decline to serve a person
16 with a disability or who has a service animal.

17 (5) Maintain its motor vehicles used in taxicab transportation
18 services in a safe operating condition and in compliance with the
19 Vehicle Code and with regulations contained in Title 13 of the
20 California Code of Regulations relative to motor vehicle safety.

21 (6) Provide the jurisdiction or agency that has issued a permit
22 under this article an address of an office or terminal where
23 documents supporting the factual matters specified in the showing
24 required by this subdivision may be inspected by the permitting
25 agency.

26 (7) Provide for a taxi driver fingerprint-based criminal history
27 check and a drug and alcohol testing program pursuant to
28 paragraph (3) of subdivision (b) of Section 53075.5.

29 (g) (1) It shall be unlawful to operate a taxicab without a valid
30 permit to operate.

31 (2) The minimum fine for violation of paragraph (1) shall be
32 five thousand dollars (\$5,000) and shall be payable to the county
33 or city where the violation occurred.

34 (h) For purposes of this section:

35 (1) "City or county" includes a charter city or charter county,
36 but does not include the City and County of San Francisco.

37 (2) "Permitted taxicab company" means a taxicab service
38 provider who obtains all necessary permits required by this article.

39 (3) "Taxicab service provider" means a taxicab service
40 company, taxicab transportation company, or taxicab driver.

1 (d) Upon the termination of a driver's employment, the employer
2 shall notify the department to discontinue the driver's enrollment
3 in the pull-notice system.

4 (e) For the purposes of the pull-notice system and periodic report
5 process required by subdivisions (b) and (c), an owner, other than
6 an owner-operator as defined in Section 34624, and an employer
7 who drives a vehicle described in subdivision (k) shall be enrolled
8 as if he or she were an employee. A family member and a volunteer
9 driver who drives a vehicle described in subdivision (k) shall also
10 be enrolled as if he or she were an employee.

11 (f) An employer who, after receiving a driving record pursuant
12 to this section, employs or continues to employ as a driver a person
13 against whom a disqualifying action has been taken regarding his
14 or her driving privilege or required driver's certificate, is guilty of
15 a public offense, and upon conviction thereof, shall be punished
16 by confinement in a county jail for not more than six months, by
17 a fine of not more than one thousand dollars (\$1,000), or by both
18 that confinement and fine.

19 (g) As part of its inspection of bus maintenance facilities and
20 terminals required at least once every 13 months pursuant to
21 subdivision (c) of Section 34501, the Department of the California
22 Highway Patrol shall determine whether each transit operator, as
23 defined in Section 99210 of the Public Utilities Code, is then in
24 compliance with this section and Section 12804.6, and shall certify
25 each operator found to be in compliance. Funds shall not be
26 allocated pursuant to Chapter 4 (commencing with Section 99200)
27 of Part 11 of Division 10 of the Public Utilities Code to a transit
28 operator that the Department of the California Highway Patrol has
29 not certified pursuant to this section.

30 (h) (1) A request to participate in the pull-notice system
31 established by this section shall be accompanied by a fee
32 determined by the department to be sufficient to defray the entire
33 actual cost to the department for the notification service. For the
34 receipt of subsequent reports, the employer shall also be charged
35 a fee established by the department pursuant to Section 1811. An
36 employer who qualifies pursuant to Section 1812 shall be exempt
37 from any fee required pursuant to this section. Failure to pay the
38 fee shall result in automatic cancellation of the employer's
39 participation in the notification services.

1 ~~Commission. Commission, or a permitted taxicab company as~~
2 ~~described in Section 53075.51 of the Government Code.~~

3 (l) This section shall not be construed to change the definition
4 of “employer,” “employee,” or “independent contractor” for any
5 purpose.

6 (m) A motor carrier who contracts with a person to drive a
7 vehicle described in subdivision (k) that is owned by, or leased to,
8 that motor carrier, shall be subject to subdivisions (a), (b), (c), (d),
9 (f), (j), (k), and (l) and the employer obligations in those
10 subdivisions.

11 (n) Reports issued pursuant to this section, but only those for a
12 driver of a taxicab engaged in transportation services as described
13 in subdivision (a) of Section 53075.5 of the Government Code,
14 shall be presented upon request, during regular business hours, to
15 an authorized representative of the administrative agency
16 responsible for issuing permits to taxicab transportation services
17 pursuant to Section 53075.5 of the Government Code.

18 *SEC. 5. The Legislature finds and declares that taxicabs face*
19 *a substantial competitive disadvantage due to the numerous and*
20 *differing requirements from city to city while all other modes of*
21 *for-hire transportation are regulated by one statewide entity, and,*
22 *therefore, the regulation of taxicab transportation services and*
23 *taxi cab service providers is an issue of statewide concern and not*
24 *a municipal affair, as that term is used in Section 5 of Article XI*
25 *of the California Constitution. Therefore, this act shall apply to*
26 *charter cities.*

27 *SEC. 6. No reimbursement is required by this act pursuant to*
28 *Section 6 of Article XIII B of the California Constitution because*
29 *a local agency or school district has the authority to levy service*
30 *charges, fees, or assessments sufficient to pay for the program or*
31 *level of service mandated by this act or because costs that may be*
32 *incurred by a local agency or school district will be incurred*
33 *because this act creates a new crime or infraction, eliminates a*
34 *crime or infraction, or changes the penalty for a crime or*
35 *infraction, within the meaning of Section 17556 of the Government*
36 *Code, or changes the definition of a crime within the meaning of*
37 *Section 6 of Article XIII B of the California Constitution.*

38 ~~SECTION 1. Section 53075.51 is added to the Government~~
39 ~~Code, immediately following Section 53075.5, to read:~~

1 (d) In a county for which a countywide transportation agency
2 has been established pursuant to this section, a city or the county
3 that operates an airport may adopt an ordinance or charter provision
4 to regulate access to the airport by taxicabs. The airport operator
5 shall have ultimate authority to regulate taxicab access to the airport
6 and set access fees for taxicabs at the airport.

7 (e) A countywide transportation agency, or a city or the county,
8 shall not limit or prohibit a permitted taxicab company from setting
9 fares or charging a flat rate. However, the countywide
10 transportation agency may set a maximum rate.

11 (f) A permitted taxicab company may use any type of device
12 or technology approved by the Division of Measurement Standards
13 to calculate fares, including the use of Global Positioning System
14 metering, provided that the device or technology complies with
15 Section 12500.5 of the Business and Professions Code and with
16 all regulations established pursuant to Section 12107 of the
17 Business and Professions Code.

18 (g) A permitted taxicab company shall disclose fares, fees, or
19 rates to the customer. A permitted taxicab company may satisfy
20 this requirement by disclosing fares, fees, or rates on its Internet
21 Web site, cellular telephone application, or phone orders upon
22 request by the customer.

23 (h) A permitted taxicab company shall notify the passenger of
24 the rate prior to the passenger accepting the ride for walkup rides
25 and street hails. The rate may be provided in any of the following
26 forms:

27 (1) On the exterior of the vehicle.

28 (2) Within an application of a mobile phone, device, or other
29 internet-connected device.

30 (3) Clearly visible in either print or electronic form inside the
31 taxicab.

32 (i) A city or county may limit the number of taxicab companies
33 or vehicles that may use taxistand areas or pick up street hails in
34 that city or county's jurisdiction.

35 (j) A countywide transportation agency, or a city or the county,
36 shall not limit or prohibit a prearranged trip by a permitted taxicab
37 company within the county.

38 (k) The countywide transportation agency administering the
39 taxi permit shall issue to a taxicab that complies with all provisions
40 of this section, and with all applicable requirements of that

1 (3) “Employment” includes self-employment as an independent
2 driver.

3 (4) “Prearranged trip” means a trip originated through a dispatch,
4 an Internet Web site, or an online-enabled application.

5 ~~(n) (1) In a county that participates under this section, it shall~~
6 ~~be unlawful to operate a taxicab in a county participating under~~
7 ~~this section without a valid permit to operate issued by the~~
8 ~~countywide transportation agency.~~

9 (2) The minimum fine for violation of paragraph (1) shall be
10 five thousand dollars (\$5,000) and shall be payable to the county
11 or city where the violation occurred.

12 SEC. 2. ~~The Legislature finds and declares that a special statute~~
13 ~~is necessary and that a general statute cannot be made applicable~~
14 ~~within the meaning of Section 16 of Article IV of the California~~
15 ~~Constitution because of the circumstances unique to the larger~~
16 ~~counties in the state with respect to the regulation of taxicab~~
17 ~~services.~~

18 SEC. 3. ~~No reimbursement is required by this act pursuant to~~
19 ~~Section 6 of Article XIII B of the California Constitution because~~
20 ~~a local agency or school district has the authority to levy service~~
21 ~~charges, fees, or assessments sufficient to pay for the program or~~
22 ~~level of service mandated by this act, within the meaning of Section~~
23 ~~17556 of the Government Code.~~

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state, or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, the City currently regulates taxicab companies, vehicle owners, and drivers through the granting of taxi franchises, driver and vehicle permits, as well as enforces regulations to ensure that vehicles are safe and that professional service is provided; and

WHEREAS, on February 16, 2017, Assembly Member Low introduced AB 1069 that would repeal various taxicab requirements and the authority of a city to regulate taxicabs and instead apply those provisions only to a county; and

WHEREAS, as amended on June 28, 2017, AB 1069 would require regional transportation planning agencies in ten large counties in the State to establish regulations and impose fees on taxicab companies and drivers; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) serves as regional transportation planner and coordinator, designer, builder, and operator of transit services with no existing regulatory function; and

WHEREAS, at the July 27, 2017 meeting, the Metro Board of Directors took an action to oppose AB 1069 because it would put the agency at odds with many cities that currently operate and regulate taxis within their jurisdictions and the bill would place a new, complicated, and unfunded regulatory burden on Metro; and

WHEREAS, amendments to AB 1069 have been offered that would ostensibly provide regulatory flexibility but come at the expense of service quality and equitable distribution of taxicab services; and

WHEREAS, on August 25, 2016, the Council approved a Resolution to include in the City's 2015-16 State Legislative Program opposition, unless amended, to AB 650 (Low) that proposed to shift regulatory authority over taxicabs from local governments to the California Public Utilities Commission (CPUC) (C.F. No. 15-0002-S203); and

WHEREAS, the City has begun to modernize regulations to ensure effective oversight of taxicab services in a manner that balances state, regional, and local needs;

NOW, THEREFORE BE IT RESOLVED, that with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2017-18 State Legislative Program OPPOSITION to AB 1069 (Low), which proposes to alter the City's current responsibility relative to oversight and regulation of taxicab service.

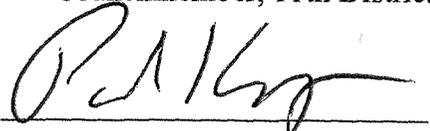
PRESENTED BY:



MIKE BONIN

Councilmember, 11th District

SECONDED BY:



AUG 22 2017