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Agenda

SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE MEETING

June 21, 2018

10:00 a.m.

James R. Mills Building
Executive Conference Room, 10th Floor
1255 Imperial Avenue, San Diego

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Clerk of the Board at least two working days prior to the meeting. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - March 14, 2018
3. Non-Agenda Public Comment

Approve

The public may address the Committee regarding a matter not on the agenda. Each speaker has three minutes to speak. Give a completed *Request to Speak* form to the Clerk of the Committee.

4. Management and Committee Member Communications

Informational

Kenneth Nelson, Taxicab Administration Manager (verbal report)

- a) Taxicab and other for hire vehicle permit update, void and surrendered permits (attached).
- b) Taxicab soft meter technology/device approvals from California Department of Food and Agriculture, Division of Weights and Measures (attached).
- c) Changes to Radio Dispatch Service Organization form 570.50 (attached).

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



- d) Discuss current vacancy of driver representative committee seat.
- e) Discuss driver representative recommendations on MTS Driver Training Program requirements.

5. Adoption of Taxicab Rates of Fare-Airport/Cities

Possible
Action

Action would forward a recommendation to the MTS Board of Directors to maintain the current 2017 rates of fare for both Airport Originated Trips and Non-Airport Originated Trips for the remainder of 2018. As of January 1, 2019, AB 1069 will go in to effect, which will affect rate policies.

6. Next Meeting Date: September 13, 2018

7. Adjournment

San Diego Metropolitan Transit System
Taxicab Advisory Committee Meeting

March 14, 2018

10:00 a.m.

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego, CA 92101

DRAFT MINUTES

1. Roll Call

Lori Zapf, Chair of the Committee, called the Taxicab Advisory Committee meeting to order at 10:04 a.m. A roll call sheet listing Taxicab Advisory Committee member attendance is attached.

2. Approval of Meeting Minutes – December 6, 2017

Mr. Hueso moved for approval of the minutes of the December 6, 2017, Taxicab Advisory Committee meeting. Mr. Majid seconded the motion, and the vote was 13 to 0 in favor with Ms. Mercer, Mr. Palmeri and Mr. Weldegiorgis absent.

3. Non-Agenda Public Comment

There were no non-agenda public comments.

4. Management and Committee Member Communications

A. Ad hoc committee on vehicle insurance coverage and rates of fare, findings and final recommendations: Mr. Kenneth Nelson, Taxicab Administration Manager provided a verbal report of the Ad hoc committee findings on insurance rates and coverage. The Ad hoc committee was formed to address the issue of public liability insurance rates. A unanimous decision to recommend a rate reduction from \$1,000,000 combined single limit to \$350,000 combined single limit was reached. This will greatly help permit holders as insurance is currently one of the single highest recurring costs for taxi operators. It was determined by MTS legal counsel that the proposed rate reduction constitutes a "fundamental policy change" and therefore will require the vote of the San Diego City Council for approval.

Mr. Nelson stated a vote will be held March 19, 2018 at the next San Diego City Council Meeting. He explained that if the reduction was passed the effective date would be approximately April 12, 2018; one month before MTS Taxicab annual regulatory fees are due.

B. Taxicab and other for-hire permit update, void and surrendered permits: The attachment of the memo containing permit data is included with the final meeting packet. There are 1,011 taxicab permits in good standing as of March 9, 2018, with 894 taxicabs being operational and 117 remaining under 90 day voluntary surrender status.

C. 2018 Fee Schedule: The attachment of the new Fee Schedule is included with the final meeting packet. The Taxicab Administration operates on a cost recovery basis therefore; a cost analysis was performed for each fee schedule item to determine which fees could be reduced. Based on the current number of active permits it was determined that the annual regulatory fee could not be reduced. If, in the future, additional permits are issued for Nonemergency Medical (NEM) vehicles, jitneys or other for-hire permits, then reducing regulatory fees may be further evaluated.

D. 90 Day Voluntary Surrender deadline extension for May 10, 2018: The memo containing voluntary surrender data is included in the final meeting packet. The deadline for Annual Regulatory fees was extended from April to May 10th. This extension will allow current permit holders more time to make business decisions regarding keeping, or permanently surrendering, medallions.

E. San Diego Free Ride Everywhere Downtown (FRED) operation subject to Ordinance No. 11 regulations: Mr. Nelson provided a verbal update on FRED. FRED owner and Civic San Diego have been contacted by Mr. Nelson regarding MTS Taxicab Administration jurisdiction and Ordinance No. 11 compliance. Mr. Nelson will be working on further discussion and dialogue with them in the next few weeks.

F. MTS Driver Training Program update: Mr. Nelson provided a verbal report on Driver Training Program now being conducted by MTS effective January 2018. Since MTS has taken over the Safety Training, there have been a total of 216 attendees. There are three classes available each month, with approximately 25 attendees per class.

Committee Comments

Mr. Seifu asked if there was an exact date that a final decision regarding coverage amounts would be made.

Mr. Nelson stated that it would likely be end of March, or sometime in early April, before a final decision is made on rate reductions. He stated that in light of this timeline, permit holders would be given a one-time courtesy extension to May 10, 2018. This extension is being granted to help owners with increasing costs; extending the deadline to coincide with the insurance rate reduction may also aid with permit retention.

Mr. Nelson explained that regulatory fees are the main source of revenue for the Taxicab Administration and that a reduction was not possible. Mr. Nelson reiterated the regulatory fee was reduced to \$300.00 for one year at the behest of the permit holders. The difference in cost for that year was covered by the Taxicab Administration reserve fund. The rate reduction stipulated that rates would return to the \$600.00 annual fee thereafter.

Mr. Abraham inquired if it would be possible to make payments twice or three times a year towards annual regulatory fees. Mr. Abraham stated many owners cannot afford the fees,

and insurance renewals are due at the same time. Multiple payment options would make it easier for drivers to retain medallions.

Mr. Nelson stated that although he understands this may make it easier for drivers, the extra cost incurred by additional MTS Taxicab Administration staff hours does not make this financially feasible.

Mr. Tehrani asked if insurance at the airport would follow the same guidelines as MTS. Mr. Nelson directed the question to Mr. Nichols, Director of Ground Transportation, San Diego Airport.

Mr. Nichols stated that there was already a briefing held with the airport CEO and that further discussion on rates would be occurring Friday, March 16th. The same statistics and figures provided to the Taxicab Advisory Committee (TAC) would be provided to the Airport Board and CEO allowing them to make an informed decision.

Mr. Nelson shared that many permit holders have stated that insurance is one of the largest expenses and a big reason many permit holders say they are surrendering their medallions. For this reason, it was decided to give all permit holders on 90 day voluntary surrender status an automatic extension to May 10th in the hopes that the insurance coverage reduction will have passed and permit holders would have better information on their costs and making business decisions to reduce the number of permit holders who permanently surrender their medallions.

Mr. Abraham asked by what date permit holders could expect a decision.

Mr. Nelson stated a vote will be held March 19, 2018 at the next San Diego City Council Meeting. He explained that if the reduction was passed the effective date would be approximately April 12, 2018; one month before MTS Taxicab annual regulatory fees are due.

Mr. Nelson discussed complaints received about FRED. The majority of complaints have been related to questioning why FRED is not operating under MTS jurisdiction and abiding by Ordinance No. 11. Mr. Nelson stated that written communication has been made with FRED owner, James Mirras. The written communication to Mr. Mirras stated that it is the opinion of MTS that FRED is a transportation service and, as such, under the jurisdiction of MTS and subject to the rules and regulations set forth in Ordinance No. 11. Mr. Nelson is expecting further dialogue with FRED owners and Downtown Partnership to help bring them into compliance.

Mr. Majid questioned if the normal procedure for noncompliance is to send a letter and wait for a response. He stated that he thinks FRED should follow the MTS guidelines immediately or be shut down.

Mr. Nelson reported that the discussions and dialogue with FRED regarding MTS regulations and enforcement of Ordinance 11 just started recently and will continue over the next few weeks. They will be allowed to continue with operation until a decision is made.

Mr. Tasem questioned exactly when a response would be expected and requested a possible timeline. He expressed concern that FRED will just continue operating without response to MTS and questioned what the consequences would be if this happened.

Mr. Nelson stated that he believes FRED compliance to be a regulatory matter for Taxicab Administration, enforcement is not under TAC jurisdiction and MTS Counsel would address further if, and when, they find necessary.

Mr. Nelson provided an update that MTS Driver Safety Training has been completed by 149 taxi drivers and 67 NEM drivers. He stated that MTS is holding an average of approximately three classes per month with around 25 attendees per class.

Mr. Abraham shared feedback he has received from fellow permit holders who have attended the required Safety Training. He reports that drivers have said the training is too long and could be cut down from the current 2-3 hours to 1 hour or less. Mr. Abraham stated that drivers have also requested language translation, as English is not the native language of many drivers.

Mr. Nelson explained that the class is currently as short as it can be while still covering all the basic information necessary. Mr. Nelson explained the steps that would need to be taken to hold the class in multiple languages. Mr. Nelson reminded Mr. Abraham that Ordinance No. 11 states that drivers must be able to speak and read English. Mr. Nelson did state that the matter could be addressed in the Workshop on Regulatory Matters (WORM) for further consideration.

Mr. Nelson stated that Mr. Afifi is no longer a member of TAC due to pending appeal to suspension of his permit. The permit holder that he drove for has passed away and his spouse has surrendered the permit. Mr. Afifi's Driver Representative seat is now open.

Mr. Nelson referenced TAC Guideline 2.4, which states the driver representative must be in good standing with the sheriff's licensing division and 2.7, which states the committee shall make an interim appointment if a member's seat becomes vacant within the three-year term.

Mr. Hueso asked if a driver representative could be appointed if current TAC members agree amongst themselves.

Mr. Nelson suggested a nomination be made at the next WORM meeting and then presented at the next TAC meeting for appointment. This was agreed on by TAC members.

Ms. Tanguay shared that there has been an increase in missing items in cabs. She stated contributing factors are the changes in cab colors and schemes which make it difficult for customers to identify cab companies. She stated many drivers do not have all the required information on their receipts and that this has made it difficult for passengers to retrieve items left behind. She requested all drivers abide by Ordinance No. 11 guidelines and provide the required information to passengers even if they do not request it.

Chairperson Zapf spoke to her recent cab experience in Washington, DC where she was alerted that she left her cell phone on the seat. Chairperson Zapf suggested, as a matter of routine customer service, that drivers remind passengers to collect all personal belongings before exiting the cab.

Mr. Hueso thanked Mr. Nelson for his leadership and his continued efforts with the recent insurance matters. Chairperson Zapf stated she will also be a continued advocate for the Taxi Industry.

Mr. Seifu asked about an item discussed at a prior WORM meeting related Ordinance No. 11 and changes to the process of sheriffs issuing new permits.

Mr. Nelson reminded TAC members that suggestions and items related to such changes should be discussed at the WORM meetings and encouraged members to send agenda items to Mr. Fewell. Mr. Nelson will schedule the WORM meeting to be held in the next 2-3 weeks.

Action Taken

No Action Taken. Informational item only.

5. Next Meeting – June 13, 2018 at 10:00 a.m.

6. Adjournment

The meeting adjourned at 10:31 a.m.

Accepted:

Filed by:

Lorie Zapf
Chair of Taxicab Advisory Committee

Jamila L. Larkins, Clerk of the Committee
MTS Taxicab Administration

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADVISORY COMMITTEE (TAC) MEETING
ROLL CALL

MEETING OF (DATE): March 14, 2018

CALL TO ORDER (TIME): 10:04 a.m.

ADJOURN: 10:31a.m.

COMMITTEE MEMBER (Alternate)	ORGANIZATION	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Lorie Zapf (Chair) <input checked="" type="checkbox"/>	MTS Board of Directors/SD City Council	10:04 am	10:31 am
George Abraham <input checked="" type="checkbox"/>	Taxicab Owner/Eritrean Cab Co.	10:04 am	10:31 am
Alfred Banks <input checked="" type="checkbox"/>	Taxicab Lease Driver	10:04 am	10:31 am
Marc Nichols <input checked="" type="checkbox"/> Michael Anderson <input type="checkbox"/>	San Diego County Regional Airport Authority	10:04 am	10:31 am
Ryan Chasteen <input checked="" type="checkbox"/>	Hotel Industry	10:04 am	10:31 am
Tony Hueso <input checked="" type="checkbox"/> Alfredo Hueso <input type="checkbox"/>	Taxicab Owner/USA Cab, LTD	10:04 am	10:31 am
Akbar Majid <input checked="" type="checkbox"/>	Taxicab Owner/SDYC Holdings, LLC	10:04 am	10:31 am
Daryl Mayekawa <input checked="" type="checkbox"/> Josh Layne <input type="checkbox"/>	San Diego Convention Center	10:04 am	10:31 am
Namara Mercer <input type="checkbox"/>	Hotel Industry		
Tony Palmeri <input type="checkbox"/> Michel Anderson <input type="checkbox"/>	San Diego Travelers Aid Society		
Able Seifu <input checked="" type="checkbox"/>	Taxicab Lease Driver	10:04 am	10:31 am
Margo Tanguay <input checked="" type="checkbox"/>	Taxicab Lease Driver	10:04 am	10:31 am
David Tasem <input checked="" type="checkbox"/>	Taxicab Lease Driver	10:04 am	10:31 am
Nasser Tehrani <input checked="" type="checkbox"/> Houshang Nahavandian <input type="checkbox"/>	Taxicab Owner/N.A.T. Cab Co.	10:04 am	10:31 am
Joe Terzi <input type="checkbox"/> Brian Hilemon <input checked="" type="checkbox"/>	San Diego Tourism Authority	10:04 am	10:31 am
Medhanie Weldegiorgis <input type="checkbox"/>	Taxicab Owner/"A" Transportation, LLC		
Marco Mares <input checked="" type="checkbox"/> non-voting	San Diego County Department of Agriculture, Weights and Measures	10:04 am	10:31 am
Edna Rains <input checked="" type="checkbox"/> non-voting	San Diego County Sheriff's Department Licensing Division	10:04 am	10:31 am
Paul Jablonski <input type="checkbox"/> non-voting	MTS Chief Executive Officer		
Sharon Cooney <input type="checkbox"/> non-voting	MTS Chief of Staff		
Kenneth Nelson <input checked="" type="checkbox"/> non-voting	MTS Taxicab Administration Manager	10:04 am	10:31 am
Samantha Leslie <input checked="" type="checkbox"/> non-voting	MTS Staff Attorney/Regulatory Compliance	10:04 am	10:31 am
Leonardo Fewell <input type="checkbox"/> non-voting	MTS Taxicab Regulatory Specialist		

CLERK OF THE TAC:

TAXICAB ADMINISTRATION MANAGER:



1255 Imperial Avenue, Suite 1000
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Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

June 21, 2018

SUBJECT:

MANAGEMENT AND COMMITTEE MEMBER COMMUNICATIONS

INFORMATIONAL ONLY:

Budget Impact:

None.

DISCUSSION:

Management and Committee Member Communications will include:

Kenneth Nelson (verbal report)

- a) Taxicab and other for hire vehicle permit update, void and surrendered permits (attached).
- b) Taxicab softmeter technology / device approvals from California Department of Food and Agriculture, Division of Weights and Measures (attached).
- c) Changes to Radio Dispatch Service Organization form 570.5 (attached).
- d) Discuss current vacancy of driver representative committee seat.
- e) Discuss driver representative recommendations on MTS Driver Training Program requirements.

A handwritten signature in black ink, appearing to read 'KENNETH NELSON', is written over a horizontal line.

Kenneth E. Nelson
Taxicab Administration Manager

Key Staff Contact: Kenneth E. Nelson, 619.595.7034, Kenneth.Nelson@sdmts.com

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Attachments: A. Permit update, void and surrendered permits
B. Soft-meter device approvals
C. Radio Service Organization form 570.5



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619.231.1466, FAX: 619.234.3407

Memorandum

DATE: June 5, 2018
TO: MTS Taxicab Advisory Committee
FROM: Kenneth E. Nelson, Taxicab Administration Manager
SUBJECT: Taxicab and other for-hire vehicle permit update, void and surrendered permits

The following is a preliminary report on the current operating permits in good standing as of June 5, 2018. Upon request and due to financial hardship, Taxicab Administration staff approved a one time, 30 day regulatory fee payment extension to 77 operating permits from May 10, 2018 to June 10, 2018. A final reconciliation of fees report will be available thereafter.

- Number of MTS operating permits abandoned and voided for failure to pay regulatory fee: **129**
- Number of MTS Taxicab operating permits abandoned and voided for failure to pay regulatory fee: **121**
- Number of taxicab permits currently under 90 day voluntary surrender, (not being operated, at risk of being voided): **64**
- Number of Nonemergency Medical vehicle permits currently under 90 day voluntary surrender, (not being operated, at risk of being voided): **1**
- Number of Charter vehicle permits currently under 90 day voluntary surrender, (not being operated, at risk of being voided): **2**
- Total number of MTS vehicle permits currently under 90 day voluntary surrender, (not being operated, at risk of being voided): **67**
- Total taxicab permits in good standing as of Tuesday, June 5, 2018: **929**

As **64** taxicab permits remain under 90-day voluntary surrender, a total of **865** taxicabs are effectively operational.

Should you have any questions, please contact me at 619.595.7034 Kenneth.Nelson@sdmts.com



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NATIONAL TYPE EVALUATION PROGRAM

Certificate of Conformance

for Weighing and Measuring Devices

For:

Taximeter
Digital Electronic, Multi-rate
Model: S700

Submitted By:

Centrodyne Corp. of America
34 Park Street, Unit 6
Essex Junction, VT 05452
Tel: 802-857-5479
Fax: 802-857-5480
Contact: Byron Corcoran
Email: bcorcoran@centrodyne.com
Web site: www.centrodyne.com

Standard Features and Options

Standard Features:

- Single or Multi-Rate Taximeter (Max 16) Rate Number is Displayed and Printed on Receipt
- Capable of Being Programmed for Automatic or Manual Extras Entry
- Displays, 7 Segment LED, Alpha-numeric, Fare \$9999.99, Extras \$99.99, Rates 99
- Programmable Rate, Programmable to Change by Time of Day, Distance or Fare Amount (\$)
- Pre-programmed to Permit Automatic Rate Change on a Future Date
- Permanent Non-Volatile Memory for Daily and Accumulated Totals
- Summing of Fares and Extras
- Electronic Linking of Taximeter to a Vehicle (ESI) (see "sealing")
- Software Version: 1.05 or Higher

Options:

- Credit/Debit Card Reader
- Remote Printer with Paper-out and Programmable Printer Required Notification
- Password Protection, Entry Option Required to Operate Taximeter
- Multiple Communication Ports (see "Authorized Communication")
- Text Message Option to Printer (only in vacant mode)
- Automatic Shutdown of Taximeter, Error Message Displayed, For Rental Use
- Tax Calculation and Addition (only where permitted)
- Clock Drift Correction (maximum 5 minutes per month)
- Flat Rate Entry (allows the driver to select a pre-programmed rate and enter a dollar amount) (only where permitted)
- Authorized Communication (see "authorized communication")
- Remote display and entry API on tablet, smart phone or similar device
- Audit Trail sealing per NCWM Publication 14 in lieu of a physical seal
- Shared Ride display and entry API on tablet, smart phone or similar device

This device was evaluated under the National Type Evaluation Program and was found to comply with the applicable technical requirements of "NIST Handbook 44: Specifications, Tolerances and Other Technical Requirements for Weighing and Measuring Devices." Evaluation results and device characteristics necessary for inspection and use in commerce are on the following pages.

Kristin Maëy
Chairman, NCWM, Inc.

Jerry Buendel
Chairman, National Type Evaluation Program Committee
Issued: January 4, 2017

1135 M Street, Suite 110 / Lincoln, Nebraska 68508

The National Conference on Weights and Measures (NCWM) does not approve, recommend or endorse any proprietary product or material, either as a single item or as a class or group. Results shall not be used in advertising or sales promotion to indicate explicit or implicit endorsement of the product or material by the NCWM.



Centrodyne Corp. of America

Taximeter / S700

Application: This taximeter may be programmed for single or multi-rate fares (up to 16). This taximeter calculates and indicates, at a predetermined rate, the charge for hire of a vehicle based on time, distance or a combination of both.

Identification: The identification information is on a label on the left side front face of the taximeter. The ID label is self-destructive if attempts are made to remove it. See the section "Information Available in Vacant Mode" for instructions on how to view the software version number. For the Remote and Shared Ride display and entry APIs, the identification information is included on the display of the tablet, smart phone or similar device. The software version may be viewed by selecting settings on the device, followed by application manager and either the Remote Display and Entry API or Shared Ride API.

Sealing: This taximeter may be sealed to inhibit access to the calibration and configuration programming by the use of a wire security seal. The seal may be threaded through a sealing screw and tab located on the right side of the front panel. The taximeter's bracket has provision for sealing the taximeter to the vehicle-mounted bracket.

A Category 3 Audit Trail for sealing both the configuration and calibration parameters is available in place of a physical seal for the S700 and for the Remote and Shared Ride display and entry APIs. Sample of audit trail print out follows.

Accessing the Audit Trail:

While the S700 meter is Vacant press button 4 to access *Information Menu 0*. Upon entering this menu, the word *Aud* flashes in the Fare window and 0 flashes in the Rate window. Pressing button 6 enters the Audit Trail menu. The Rate window shows a solid number 0 while the Extras window shows the menu item number as per table below. The value for each menu item is displayed in the Fare window. Similar operation is used to access the Audit Trail on both the Remote and Shared Ride display and entry APIs.

Menu – 0 (Audit Trail Menu)

Item Number	Fare Display	Extras Display	Rate Display
1	Date of the last entry in configuration log	1	0
2	Date of the last print of configuration log	2	0
3	Allows user to enter a date and print configuration entries made after the date	3	0

Notes:

1. In the Audit Trail Menu the date format is always YY.MM.DD.
2. In item 2 pressing and holding Button 5 for 2 seconds will print all the entries in the event logger in reverse chronological order.
3. In item 3 the user may press button 6 and enter a date. After the date is entered pressing and holding button 5 will print event logger entries on or after the entered date.

Date Format: YY/MM/DD

16/12/05 07:05

Config Audit Trail Entries

Log#	Date	Time	ID	VALUE
0006	16/11/17	07:20	004	37.00
0005	16/11/17	07:20	003	3.20
0004	16/11/17	07:19	001	3.50
0003	16/11/17	07:19	132	5884
0002	16/11/16	06:47	001	2.50
0001	16/11/16	06:47	132	4993

**Centrodyne Corp. of America****Taximeter / S700**

Electronic linking for the taximeter's installation to the vehicle only, (ESI): ESI provides a two-way electronic link between the taximeter and the vehicle-mounting bracket. Once an electronic link has been initialized between a meter "A" and a vehicle-mounting bracket "B," the ESI ensures that taximeter "A" will only operate in the vehicle with mounting-bracket "B" and no other taximeter will operate with bracket "B." Establishment of an ESI link is only accessible by breaking and removing the taximeter's wire security seal and gaining access to the taximeter's programming functions.

Speed/Distance Signal Input From A Vehicle:**Model S700 Can Accept Speed/Distance Data in Several Ways:**

- Directly connected to a standard VSS (vehicle speed signal) through the vehicle wiring.
- Connected to a VSS through a pulse divider or signal conditioner.
- Connected to a VSS generator that interprets digital-data and converts it into a VSS signal.
- Connected directly to a digital-data source providing speed/distance information. This includes direct links to digital data available on the vehicle computer.

Operation: The taximeter has six (6) push buttons and one (1) slide switch (sealable) on the face of the taximeter.

To Select	Activate Switch	Comments
HIRED	SW1	Meter must be "Vacant"
EXTRAS	SW3	Meter must be "Hired"
TIME OFF	SW2	To return to "Time On" push SW2 again
VACANT	SW1	Meter must be "Time Off" to go "Vacant"
STATISTICS	SW3	Meter must be "Vacant"
OTHER INFO	SW4	Meter must be "Vacant"
SWITCH PROGRAMMING	SW7	Meter must be "Vacant" and the seal wire and seal plate removed
RATE	SW6	Increments rate in circular manner

Totals

Item Number	Statistic	Rate Digit
1	Total fares	1
2	Total units	2
3	Total extras	3
4	Total taxes	4
5	Total miles (or kilometers)	5
6	Total paid miles (or kilometers)	6
7	Number of trips	7

Automatic Shutdown of Taximeter: This taximeter has an option which allows the taximeter to be shut down preventing its use. The use of this option is for rental purposes. There are two methods that may be used to shutdown or disable and enable the taximeter: 1) a specific shutdown date and time of day may be pre-programmed into the taximeter, and 2) a message may be sent using the communication port of the taximeter instructing it to shutdown. In both instances, the taximeter can only be shutdown when the taximeter is in the vacant mode. A visual indication (error code) is displayed on the taximeter's display, and the meaning of this error code may be found in the taximeter's operating manual.

Authorized Communication: This taximeter's communication ports and protocol are approved for: a) credit card and debit card transactions, b) meter status, statistics information (e.g. trip totals, etc.), c) printer use, d) GPS data, e) communication of displayed or printed messages which may only occur when the taximeter is in vacant mode, and f) taximeter disabling and enabling options. The entry of Fare, Extra(s), and additional rates not pre-programmed in the taximeter are not permitted. All charges must only be those that are stated on the taxi's rate card and authorized by the jurisdictional authority governing the use of taximeters.

**Centrodyne Corp. of America**

Taximeter / S700

Printed Cash Receipt	Printed Credit Card Receipt (Driver Copy)	Printed Credit Card Receipt (Passenger Copy)	Printed Totals Receipt
Cab/Medallion #	Cab Co., tel No. etc.	Cab/Medallion #	Cab/Medallion #
Date	Cab/Medallion #	Merchant ID #	Date Time
From Start to End	Merchant ID #	Date	Fares \$
Trip #	Date	From Start to End	Units
Dist 0.00 mi	From Start to End	Trip #	Extras \$
Rate (1) \$	Trip #	Dist 0.00 mi	Distance
Extras \$	Dist 0.00 mi	Rate (1) \$	Paid Dist.
Total \$	Rate (1) \$	Extras \$	Trips
	Extras \$	Sub Total \$	
	Sub Total \$	Tip \$	
	Tip _____	Total \$	
	Signature _____	Approval Number	
	Issuer Statement	MC/VISA/AMEX/DISC	
		Masked Card Number	
	Paid By:		
	MC/VISA/AMEX/DISC		
	XXXXXXXXXXXX1111		

Credit/Debit Card Authorization and Payment: When payment is by credit or debit card the receipt generated by the taximeter is as shown above in Figure 2. If the card reader is not directly attached to the meter, then the meter operation is unchanged. When the card reader is attached to the meter then the operation is as follows. At the end of a trip with the taximeter Hired/Time-Off, swiping the credit or debit card through the card reader places the meter into credit card mode, which is indicated on the taximeter by the TIME-OFF legend flashing on/off. The driver presses the print button on the meter (switch 5) to print the merchant copy of the receipt and passes the receipt to the passenger for entry of Tip (if any) and signature. When returned, the driver enters the TIP amount into the taximeter; the meter waits for the credit card approval and prints the passenger's receipt when received.

Information Available In Vacant Mode: In vacant mode the totals information may be viewed by pressing SW3 and menu information by pressing SW4; you may scroll through the information using SW4 and SW3, press SW 1 to exit.

The totals and menu information may be displayed for up to 10 seconds; taximeter totals, optional audit trail information, display test and brightness adjust, calibration factor and check, rate information, configuration data, date and time, taximeter-odometer and disable date and time. The taximeter totals have a maximum value of 999999.99 and may be reset via the pushbuttons if enabled in programming. The taximeter totals, Software version, rate information, etc., may be printed by pressing button 5 when viewing the selected item.

Test Conditions: This Certificate supersedes Certificate of Conformance Number 10-051 and is issued to add optional Remote display and entry API capability, Audit Trail method of sealing, and Shared Ride display and entry API capability.

Remote Display and Entry API: Centrodyne's API on a tablet, smart phone, or similar device replaces the S700 taximeter display and buttons. The API connects via wireless (e.g. Bluetooth) or wired connection to the "black box" version of the S700 taximeter. The "black box" hardware has no display or operator controls (buttons). Centrodyne's API may also work with a standard S700 taximeter used as a secondary display that mirrors the API display. The emphasis of the evaluation was on the API design, operation, and suitability of the display.



Centrodyne Corp. of America

Taximeter / S700

Audit Trail: A fully compliant category 3 Audit Trail per NCWM publication 14 was tested and verified, and may be used in place of a physical seal. The taximeter's audit trail provides the required event counters, date & time, parameter ID and new value, for both configuration and calibration parameters.

Shared Ride Display and Entry API: Centrodyne's Shared Ride API on a tablet, smart phone or similar device allows for multiple separate, independent fares to be calculated and displayed. During the trip, the driver may select which of the trips is primary on the display with others listed below. At the end of any trip, driver pauses (Time-Off) all trips while payment for the trip is completed. Similar to the Remote display API above, the Shared Ride API replaces the S700 taximeter display and buttons. The API connects via wireless (e.g. Bluetooth) or wired connection to the "black box" version of the S700 taximeter. The "black box" hardware has no display or operator controls (buttons). Centrodyne's Shared Ride API may also work with a standard S700 taximeter used to display the number trips in progress. When an optional printer is attached a ticket may be printed and issued to the passenger indicating their trip number. The emphasis of the evaluation was on the Shared Ride API design, operation, and suitability of the display. Previous test conditions are listed below for reference.

CC10-051: The emphasis of this evaluation was on device design, operation and performance. Model S700 taximeter was evaluated in the laboratory using an electronic pulse simulator to generate pulses for measuring distance, a frequency counter to determine cross over speeds and a calibrated stopwatch to evaluate time. Several series of tests were performed to determine compliance and accuracy with respect to time, distance, interference, voltage variation, power interruption and RFI testing. All displayed information on the taximeter's LED display was evaluated and measured for compliances with NIST HB 44 requirements. Additional tests were performed using the ESI linking system, as well the tax function and using other programming options. Receipts were printed during the tests and receipts formats were evaluated.

Required Field Testing: One Model S700 taximeter was installed in taxicab used in the Burlington International Airport, located in South Burlington, Vermont. This taximeter was calibrated and tested 4 times during a period of three months of use. A detailed review of calibration and testing reports indicates this taximeter maintained its performance and calibration during this period of time.

Evaluated By: B. Fishman (NY) 10-051; E. Morabito (NY) 10-051A1

Type Evaluation Criteria Used: NIST, Handbook 44: Specifications, Tolerances and Other Technical Requirements for Weighing and Measuring Devices, 2017. NCWM, Publication 14: Measuring Devices, 2016.

Conclusion: The results of the evaluation and information provided by the manufacturer indicate the device complies with applicable requirements.

Information Reviewed By: J. Truex (NCWM) 10-051, 10-051A1

Examples of Device:



Model S700 Taximeter



Sealing

**Centrodyne Corp. of America**

Taximeter / S700

CENTRODYNE**CAB # 1****TEL: 800-655-5575**

Date 01/29/2009
FROM: 12:46 **TO:** 12:53
Trip # 45
Dist 14.5 mi
FARE.....\$ 18.50
EXTRAS.....\$ 1.00
Sub Total.....\$ 19.50

TIP _____**TOTAL** _____**Paid By:****MASTERCARD****Card #:** *****4339**Expiry Date:** 10/97**Approved #:** APP 123456**Signature:****X** _____**YELLOW CAB****CAB # 123****THANK YOU****(800) 655-5575**

Date 03/02/2010
FROM: 14:01 **TO:** 14:02
TRIP # 34
DIST 1.44 mi
Rate 1.....\$ 3.90
Rate 2.....\$ 1.20
EXTRAS.....\$ 1.75
TIP.....\$ 1.00
TOTAL.....\$ 7.85
EXPIRATION DATE 00/00
CREDIT
 *****0454

**I AGREE TO PAY THE ABOVE
 TOTAL AMOUNT ACCORDING
 TO CARD ISSUER AGREEMENT**

Signature: _____

Sample Receipt Format with Payment by Credit Card

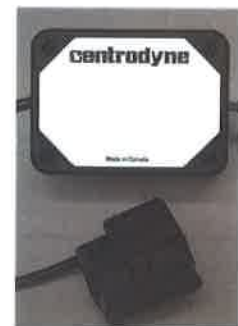
Sample Receipt Format with Charges for Two Rates, Extras and Tip

TRIP		RATE	
1		1	
\$FARE		\$EXTRAS	
4.50		1.00	
	TOTAL	APPLY TO ALL	
TRIP 1	5.50	PAUSE	
TRIP 2	4.90	PAUSE	
TRIP 3	4.70	PAUSE	
TRIP 4	4.10	PAUSE	
TRIP 5	3.70	PAUSE	
TRIP 6	3.30	PAUSE	

Shared Ride Screen

Fare		Extras	
\$3.90		\$1.00	
Rate		Total	
1		\$4.90	
EXTRAS ▲		EXTRAS ▼	

Remote Display Screen

S700 Black Box
(example 1)S700 Black Box
(example 2)

California Type Evaluation Program
Certificate of Approval
Weighing and Measuring Devices

For:

Taximeter
Single-Rate
Digital Electronic
Model: Flywheel TaxiOS™

Submitted By:

Flywheel Software, Inc.
816 Hamilton Street
Redwood City, CA 94063
Tel: 650-260-1700
Fax: 650-260-1701
Contact: Oneal Bhambani
Email: Support@flywheel.com
Web site: <http://flywheel.com>

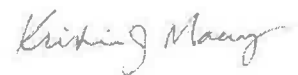
Standard Features and Options

- Single Rate, Software-Based Taximeter. Computes Fare Based on Time or Distance
- Taximeter Consists of a Secure Android Smartphone and a Receipt Printer Connected via Bluetooth
- Capacity of Displays: Fare 5 Digits, Extras 4 Digits
- Tolls and Surcharges Can be Added Both Manually or Automatically
- Ability to Place the Taximeter in TIME OFF Mode
- Displays:
 - Measured (M) Miles (Total Distance Traveled)
 - Fare Miles (Total Distance Less the Distance Traveled Below A Specified Speed, e.g., 12 mph)
 - Wait Time on the Display
- Color Coded Indicators Show Connectivity to On-Board Diagnostics (O), GPS (G), Mobile Network (C) and Printer (P)
- Customer Can Choose-Printed Paper or Email Receipts
- Meter Display and Summing of Fare, Extra (Surcharges) and Tolls
- Calibration Parameters Stored in the Secure Non-Volatile Memory of the Smartphone, Only Accessible by Service Agents
- Event Logger Method of Sealing Calibration Adjustments
- Printer Connected via Secure Bluetooth Pairing
- Software Version: 3.8.44 or Higher

Options:

- Credit/Debit Card Reader

This device was evaluated under the California Type Evaluation Program (CTEP) and was found to comply with the applicable requirements of California Code of Regulations for "Weighing and Measuring Devices." Evaluation results and device characteristics necessary for inspection and use in commerce are on the following pages.



Kristin J. Macey, Director
Effective Date: February 22, 2016

State of California, Department of Food and Agriculture, Division of Measurement Standards
6790 Florin Perkins Road, Suite 100 / Sacramento, CA 95828

The California Type Evaluation Program (CTEP) does not approve, recommend or endorse any proprietary product or material, either as a single item or as a class or group. Results shall not be used in advertising or sales promotion to indicate explicit or implicit endorsement of the product or material by CTEP.

Flywheel Software, Inc.
Taximeter, Single-Rate, Digital Electronic / Flywheel TaxiOS™

Application: The Flywheel TaxiOS™ taximeter consists of a secure Android smartphone and receipt printer that connects to the smartphone via Bluetooth. The taximeter calculates and displays the fare (price to pay) at a predetermined rate, the charge for hire of a vehicle on the basis of time or distance.

Identification: The “About” section in the TaxiOS™ taximeter software displays the manufacturer name, model name, software version, and International Mobile Station Equipment Identity (IMEI) of the phone. The “About” section also displays a unique version code (a cryptographically generated value of the software version number) for weights and measures officials. Lack of the unique version code would indicate that the software was altered by someone other than the manufacturer. The combination of the weights and measures official’s unique login ID and unique version code proves the authenticity of the software.

Sealing: The taximeter requires an On-Board Diagnostics (OBD) reader to operate. Upon installation, a Service Agent seals the OBD reader which is documented in the event logger. The taximeter software runs on a secure Android smartphone and does not require a separate physical seal for ports.

The calibration of the taximeter for a standard mile is only accessible to Service Agents and saved in a secure private memory space of the device. An event logger is used to document calibration adjustments and OBD replacement (see picture of Event Logger screen on Page 4). Flywheel personnel can perform programming of fare rates (for each jurisdiction) via a secure cloud connection to the device and does not require the use of a means of security. The smartphone will be locked into a ‘Kiosk’ mode, which prevents access to all non-TaxiOS™ software on the phone.

Operation: Time only is measured while waiting, parking, or traveling slow speeds. Time and distance measurements are never determined simultaneously. The taximeter can be programmed to automatically charge for surcharges and tolls and also allows manual input.

There are three modes of operation for the taximeter corresponding to the roles of users: Drivers, Weights and Measures Officials, and Service Agents. There is also a separate operating mode when communication with the OBD is lost.

Drivers - Normal Operation: A driver can login using his/her unique login ID and password. Upon login, the driver has the ability to “Start Meter”, “Go on a Break”, or “Start Flat Rate.” The flat rate option only appears if there is a flat rate defined in the geographical area.

During all trips, the screen displays actual measured miles, metered miles, and wait time. Drivers have the ability to pause and resume the taximeter. The driver has an option to press “TIME OFF” on the same screen to have the meter calculate a fare based only on distance. If applicable, Flywheel personnel will have set up tolls and surcharges to be added automatically based on rules specific to the geolocation (area) where the taximeter is operating. At the end of the trip, a receipt may be printed or emailed to the passenger.

Weights and Measures Officials – Verification and Testing: A weights and measures official will send an email to support@flywheel.com with the title “Request Inspector Login Credentials: <county name>.” A Flywheel representative will generate a unique login ID and temporary password and send further instructions on how to change the password.

Upon login, the weights and measures official is presented with a list displaying “Event logs,” “Calibration Parameters”, and an “About” section containing the manufacturer’s name, model name, software version number, IMEI of the phone, and unique version code that defines the authenticity of the Flywheel device. Weights and measures officials have read-only access to calibration parameters. Weights and measures officials also have the ability to seal or reject upon inspection by selecting “PASS” or “FAIL” while logged in as an inspector. If the weights and measures official selects “FAIL” in the verification/testing mode, drivers are unable to login and the device becomes inoperable until repaired.

Service Agents – Maintenance, Adjustments and/or Repair: A Service Agent will send an email to support@flywheel.com with the title “Request Service Agent Credentials: <Agent Name>.” A Flywheel representative will schedule an in-person or virtual meeting to verify the Service Agent’s credentials and provide a unique login ID and password.

The Service Agent then logs in using his unique login ID (Registered Service Agent License Number) and password. Upon login, the Service Agent is presented with a list of “Event Logs”, “Calibration Parameters”, and an “About” section. Service Agents have both read and write access to the calibration parameters. The Service Agent will have ability to review and clear “FAIL” meter status set by the official during inspection.

Flywheel Software, Inc.

Taximeter, Single-Rate, Digital Electronic / Flywheel TaxiOS™

OBD Failure Case: If there is loss of the OBD signal during a trip, the fare will be calculated only at the "Wait Time" rate. The driver will receive the following notification during a trip: *"OBD connection lost. Charging the passenger only for wait time."* After the trip is completed, another message is displayed informing the driver: *"OBD connection lost. Meter is deemed inoperable. Please return to the garage to get it fixed."* The driver will be unable to take future rides until the OBD connection is repaired and the device is marked "PASS" by a Service Agent.

Test Conditions: A Motorola Moto E (XT1528) 4G LTE smartphone with an Android version 5.1 operating system for running the Flywheel TaxiOS software, a compatible model PO8-5802LD mini portable Bluetooth thermal receipt printer, and an OBDLink LX Vehicle On-Board Diagnostics Bluetooth interface were submitted for evaluation.

The emphasis of this evaluation was on device design, operation and performance. Several series of laboratory and "measured mile" field tests were performed to determine compliance and accuracy with respect to time, distance, interference, voltage variation and power interruption. Tests to demonstrate the effect of GPS signal loss on accuracy were performed in areas with tunnels, "urban canyons", and steep changes in altitude. Tests were also conducted to confirm that distances traveled were not accumulated during the failure of the OBD and loss of the GPS signal. All displayed information was evaluated for compliance with visibility, clarity and required information. Receipts were printed during the tests and receipt formats and required information were evaluated. The RFI test was waived as the TaxiOS software was designed to include an integrated proprietary software drop-in replacement for the regular taxi dispatch radio system. Subsequent field testing was not performed for this software-based device.

Evaluated By: A. Brezoica, R. Takemori

Type Evaluation Criteria Used: *California Code of Regulations, Title 4, Division 9, Article 1. National Uniformity, Exceptions and Additions 2016 Edition*

Conclusion: The results of the evaluation and information provided by the manufacturer indicate the device complies with applicable requirements.

Example(s) of Device:



TaxiOS™ Taximeter, Software version 3.8.44

Flywheel Software, Inc.
Taximeter, Single-Rate, Digital Electronic / Flywheel TaxiOST™



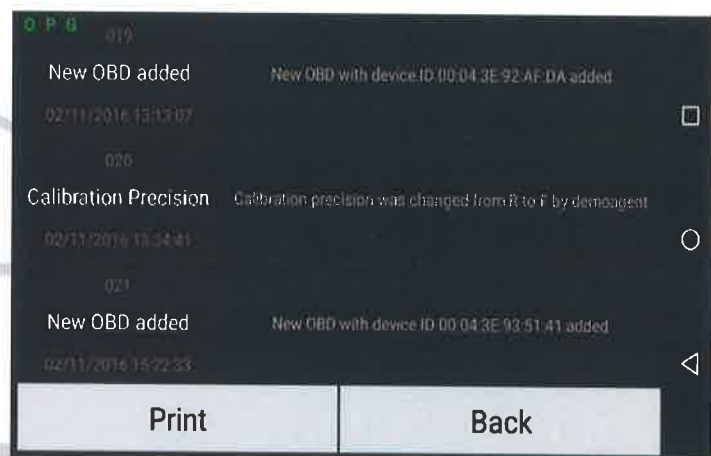
TaxiOST™ Taximeter and Printer Mounted in Vehicle



OBD Device Mounted in Vehicle



Sample Receipt



Sample Inspector/ Service Agent Event Log

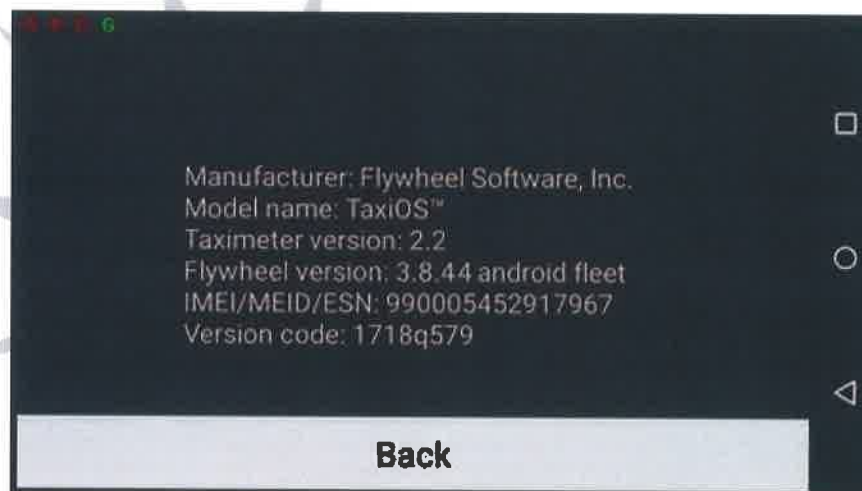


Message Displayed When OBD Connection is Lost During Fare

Flywheel Software, Inc.
Taximeter, Single-Rate, Digital Electronic / Flywheel TaxiOST™

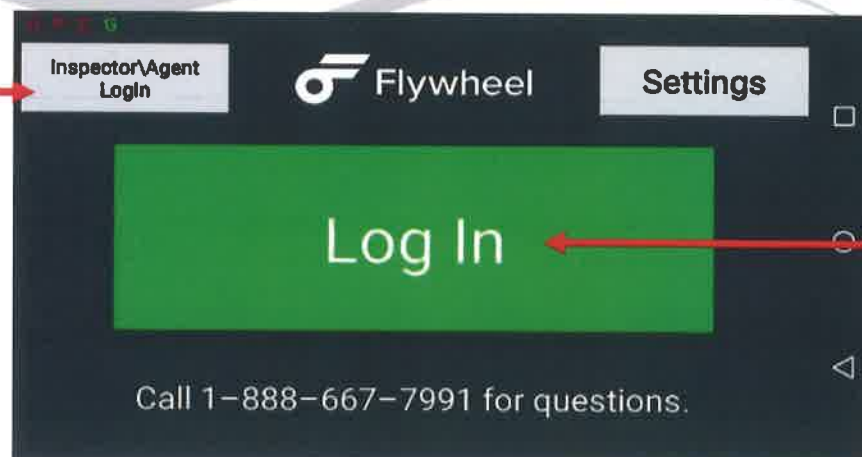


Message Informing Driver That OBD Connection is Lost and to Return to Garage for Repairs



About Screen Displaying Device Identification

Inspector and Service
Agent Login



Driver Login

TaxiOST™ Login Screen



NATIONAL TYPE EVALUATION PROGRAM

Certificate of Conformance
for Weighing and Measuring Devices

For:

Taximeter
Digital Electronic
Model: TX76

Submitted By:

Verifone Inc.
11-11 34th Ave.
Long Island City, NY 11106
Tel: 929-268-3172
Fax: 212-364-5601
Contact: Duane Deane
Email: Duane_dl@verifone.com
Web site: www.VERIFONETS.com

Standard Features and Options

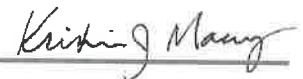
- Model TX76, Multi-Rate Taximeter (8 rates), computes a fare based on Time or Distance or a combination of both time and distance. Module (black box) and 7 inch or larger monitor, connected via Bluetooth
- Display operating on Android software, displays the Fare \$, Total \$, Meter Status, Rate and Time Off,
- Printer, external, Verifone model "Payware", or compatible printer connected via Bluetooth.

Optional Rate: Negotiated rate is only available using input from a driver's information monitor (DIM)

This device was evaluated under the National Type Evaluation Program and was found to comply with the applicable technical requirements of "NIST Handbook 44: Specifications, Tolerances and Other Technical Requirements for Weighing and Measuring Devices." Evaluation results and device characteristics necessary for inspection and use in commerce are on the following pages. *Editorial changes, not affecting the type or metrological content, corrected this certificate.



James Cassidy
Chairman, NCWM, Inc.



Kristin Macey
Committee Chair, National Type Evaluation Program Committee
Issued: September 12, 2017

1135 M Street, Suite 110 / Lincoln, Nebraska 68508

The National Conference on Weights and Measures (NCWM) does not approve, recommend or endorse any proprietary product or material, either as a single item or as a class or group. Results shall not be used in advertising or sales promotion to indicate explicit or implicit endorsement of the product or material by the NCWM.



Verifone Inc.
Taximeter / TX76

Application: This taximeter calculates and indicates a fare at a predetermined rate: on the basis of time, or distance or a combination of time and distance. This taximeter can be used with single or multi rate structures. The taximeter may be programmed to automatically charge for extras or require manual input. Where permitted by the local governing authority this taximeter has the capability to be programmed for a maximum of eight (8) standard rates: including flat rates, negotiated rate input, and automatic rate changes based on time/date, monetary amount, distance traveled and preprogrammed rate changes for future activation.

Identification: In DASH's vacant screen, pressing the "About" key will display the software and firmware versions running on the android display (DASH) and the TX76 module. This information will include the device's serial number and the NTEP CC #. Model TX76 module (black box) has a self-destructive ID label affixed to the top of the case. This label states: Manufacturer's name, Model number, Serial number, and Certificate of Conformance (CC) number. There will also be a label installed on the back of the android display (Dash), which will include the same information

Sealing: Model TX76 module can only be configured and/or calibrated when an internal jumper connection is removed; this allows the meter to be placed in a configuration/calibration mode. In order to return to the normal meter operation, this jumper must be replaced. (See pictures) There are two methods which can be used to seal this device. The location of the TX76 module will vary depending on the type of vehicle it is installed in but it will always be accessible to view and apply a security seal

Method A- Model TX76 module can be physically sealed using a wire security seal which is inserted through holes provided in the corners of the case, this prevents internal access to the case.

Method B – Model TX76 module can also be sealed using two self-destructive security stickers which may be applied to both ends of the module's seam. These seals will be destroyed if the case is opened.

Model TX76 module (black box) is paired, via Bluetooth; to an Android display (DASH). When the DASH application is configured a unique user, ID is generated. Once the TX76 module is paired it is locked to that DASH device, preventing the TX76 module's usage by any other DASH device.

Operation: If the DASH is installed into an existing system it provides all taximeter functionalities. The DASH then operates as a Driver Information Module (DIM) and taximeter. The driver is required to log in with a driver ID and password. The DASH option interface; consist of 3 sections: (1) an active map on the left section, (2) a function option in the middle section and (3) a full functioning taximeter display on the right section. See below

Interaction with a Passenger Interface Module (PIM) via Wi-Fi for credit card payments and media viewing.

Test Conditions: The emphasis of this evaluation was on device design, operation and performance.

Laboratory Tests: Model TX76 taximeter was evaluated in the laboratory using an electronic pulse simulator to generate pulses for measuring distance, a certified frequency counter to determine cross over speeds and a calibrated stopwatch to evaluate time. Several series of tests were performed to determine compliance and accuracy with respect to time, distance, interference, voltage variation, power interruption. This type of taximeter requires associated devices to simulate actual installation in a vehicle. All displayed information on the taximeter's Dash display was evaluated and measured to confirm compliance with NIST HB 44 requirements. Additional tests were performed to evaluate the electronic linking of the taximeter's black box and Dash display. A DIM (drivers information module) was connected to the system to evaluate external input to the meter. Tests were conducted to determine compliance and accuracy of optional features. Receipts were printed using a Verifone "Payware" external printer; receipt format and content were evaluated.

Field Permanence Tests: Field permanence tests were conducted in NYC. Model TX76 taximeter and associated equipment was installed in a taxicab in NYC. NYC's Taxi and Limousine Commission (TLC) personnel who are trained and are experts in testing and evaluation on taximeters conducted the permanence tests. Initial tests were run over a 1-mile certificate road course the meter was then sealed and approved for official use. Additional tests were conducted 30 days later to confirm the meters accuracy had been maintained. A final set of tests were conducted over 50 days later. All tests results were documented and reviewed. All test results were determined to be within acceptance tolerances.



Verifone Inc.
Taximeter / TX76

The results of the laboratory evaluation and field test information provided by the New York City's Taxi and Limousine Commission indicate the device complies with applicable requirements of NIST Handbook 44.

Evaluated By: E. Morabito (NY)

Type Evaluation Criteria Used: *NIST Handbook 44 Specifications, Tolerances, and Other Technical Requirements for Weighing and Measuring Devices*, 2017 Edition. *NCWM Publication 14 Measuring Devices*, 2017 Edition.

Conclusion: The results of the evaluation and information provided by the manufacturer indicate the device complies with applicable requirements.

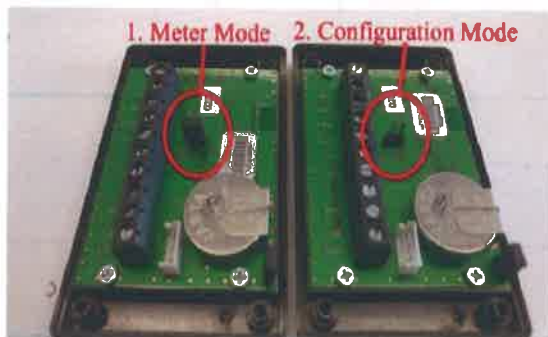
Information Reviewed By: J. Truex (NCWM)

Examples of Device:

Display Formats



Internal Jumper Position



External Security Seal





INSTRUCTIONS TO PERMIT HOLDER
FOR COMPLETING
DISPATCH SERVICE ORGANIZATION REGISTRATION FORM 570.5

Please contact the applicable Regulatory Analyst (using first letter of your last name):

Alexis Dizon	(A – F and # permit holders)	619.595.3081
Valerie Hoffman	(G – Q permit holders)	619.235.2649
Brad Hohnstein	(R – Z permit holders)	619.446.4921

All vehicles within the same company/DBA must have the same dispatch service organization. For a "New Registration", only PART I and PART 2 must be completed. For a "Change of Dispatch Service Organization", PARTS I, II, and III must be completed.

1. PART I: To be completed and signed by the permit holder.
2. PART II: To be completed and signed by the dispatch service organization authorized representative.
3. PART III: **(necessary only if changing dispatch service organization)**
(A) To be completed and signed by previous dispatch service organization authorized representative, **OR**, (B) requesting MTS to immediately provide a "30 day intent to cancel" notification to the previous dispatch service organization.
4. Complete and sign a "Statement of Rates of Fare" form.
5. Contact the applicable Regulatory Analyst to submit your completed forms and the non-refundable processing fees based on the current Fee Schedule (by cashier's check or money order payable to MTS - **no cash is accepted**):

Alexis Dizon	(A – F and # permit holders)	619.595.3081
Valerie Hoffman	(G – Q permit holders)	619.235.2649
Brad Hohnstein	(R – Z permit holders)	619.446.4921

6. IF YOU ARE CHANGING DISPATCH SERVICE ORGANIZATIONS: Once you receive approval from a Regulatory Analyst, you are authorized to immediately operate your vehicle(s), using the new dispatch service organization's capabilities. **Within 30 days from receiving approval, you must have your vehicle(s) inspected at the MTS Taxicab Administration Vehicle Inspection Facility located at 1601 Newton Avenue, San Diego, CA 92113-1012, 619.557.4524.**



**RADIO DISPATCH SERVICE ORGANIZATION
REGISTRATION FORM 570.5**

Att. C., AI 4, 6/21/18

TAXI 510, 570.5

Date Received: _____

PART I: To be completed and signed by permit holder.

Check one box: ☐ New Registration Complete PART I and II ☐ Change of Dispatch Service Organization PARTS I, II and III

1.1 Permit Holder Name(s): _____
1.2 Company Name (dba): _____
1.3 Medallion Number(s): _____
1.4 Name of Dispatch Service Organization I am joining: _____

Permit Holder(s) Signature

Date

AUTHORIZATION FROM DISPATCH SERVICE ORGANIZATION

PART II: To be completed and signed by the dispatch service organization authorized representative.

This form certifies that _____
Permit Holder Name(s)

DBA: _____ Medallion No(s): _____
Taxicab Company Name

is authorized to use the dispatch service organization of: _____
Dispatch Service Organization

Authorized Representative Signature

Date

SUBSCRIPTION TERMINATION ACKNOWLEDGEMENT FROM DISPATCH SERVICE ORGANIZATION

PART III: (A) To be completed and signed by dispatch service organization authorized representative.

_____ acknowledged termination of dispatch service.
Dispatch Service Organization Name

Authorized Representative Signature

Date

(B) I hereby request MTS immediately notify _____ of my intent to cancel my dispatch
Dispatch Service Organization

service subscription effective 30 days from _____.
MTS staff approval

Vehicle inspection to be completed within 30 days from _____.

FOR MTS USE ONLY

Date

Staff Initial

\$ _____ processing fee paid: Cashier's Check/M.O.# _____
Inspection scheduled for: _____
Data entered: _____

Metropolitan Transit System Taxicab Administration
1501 National Avenue • Suite 100 • San Diego, CA • 92113 • 619.595.3086 (Phone) • 619.595.3083 (Fax)



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

June 21, 2018

SUBJECT:

ADOPTION OF TAXICAB RATES OF FARE-AIRPORT/CITIES

RECOMMENDATION:

That the Taxicab Advisory Committee:

1. Forward a recommendation to the MTS Board of Directors to maintain the current 2017 rates of fare for both Airport Originated Trips and Non-Airport Originated Trips for the remainder of 2018. As of January 1, 2019, AB 1069 will go into effect, which will affect rate policies.

Budget Impact:

None.

DISCUSSION:

Annually, the MTS Taxicab Administration recalculates both the maximum allowable City rates of fare and the airport taxicab rates of fare.

In accordance with *MTS Ordinance No. 11*, Section 2.2 (b), which states, "Taxicab trips from the San Diego International Airport shall be at a uniform rate of fare," *MTS Policies and Procedures No. 34* (Attachment A), Section 34.5.1, provides that, "Airport rates shall be adjusted ... in accordance with the change in the Annual All Urban Western Transportation Consumer San Diego Price Index" (Attachment B).

For rates of fare for taxicab trips that do not originate at the San Diego International Airport, *MTS Ordinance No. 11*, Section 2.2, and *Policies and Procedures No. 34*, Section 34.4, provide for all MTS taxicab permit holders to file rates of fare that do not



exceed 20 percent above the average rates on file for all taxicab vehicles, except for trips originating at the San Diego International Airport, and provided that they are consistent with the rates of their dispatch service.

Both City rates and airport taxicab rates of fare are to be calculated annually. The last time airport rates of fare were calculated was in June 2017. Therefore, staff has recalculated the rates of fare for 2018.

Results of staff's calculations of rates of fare for the San Diego International Airport as follows:

<u>Current Rates</u>	<u>Proposed 2018 Rates</u>
\$ 2.80 flag drop 1/10 of a mile	\$ 2.70 flag drop 1/14 of a mile
\$ 3.00 per mile	\$ 2.90 per mile
\$ 24.00 per-hour waiting time	\$ 23.00 per-hour waiting time

Maximum rates of fare for trips not originating at the airport are as follows:

<u>Current Rates</u>	<u>Proposed 2018 Rates</u>
\$ 3.40 flag drop 1/12 of a mile	\$ 3.40 flag drop 1/12 of a mile
\$ 3.60 per mile	\$ 3.60 per mile
\$ 29.00 per-hour waiting time	\$ 29.00 per-hour waiting time



Kenneth E. Nelson
Taxicab Administration Manager

Key Staff Contact: Kenneth E. Nelson, 619.595.7034, Kenneth.Nelson@sdmts.com

Attachments: A. MTS Policy 34
B. Annual All Urban Western Transportation Consumer San Diego Price Index
C. 2017-2018 San Diego Airport Rates of Fare/Maximum Allowable City Rates



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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Policies and Procedures

No. 34

SUBJECT:

Board Approval: 04/19/12

FOR-HIRE VEHICLE SERVICES

PURPOSE:

To establish a policy with guidelines and procedures for the implementation of MTS Ordinance No. 11.

BACKGROUND:

Regulation of for-hire vehicle service is in the interest of providing the citizens and visitors to the MTS region and particularly the Cities of El Cajon, Imperial Beach, La Mesa, Lemon Grove, Poway, San Diego, and Santee, with a good quality local transportation service. Toward this end, MTS finds it desirable to regulate the issuance of taxicab permits, to establish maximum rates of fare, and to provide for annual review of cost-recovery regulatory fees.

POLICY:

34.1 City of San Diego Entry Policy

34.1.1 MTS will periodically establish the maximum number of taxicab permits to be issued for the City of San Diego.

34.1.2 New City of San Diego permits will be issued in accordance with amended City Council Policy No. 500-2, "Taxicab Permits," adopted on August 6, 2001.

34.2 City of San Diego Entry Policy Implementation

The following guidelines should be observed with respect to the issuance of taxicab permits when the formula yields an increase of at least 40 permits.



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

34.2.1 The percentage of growth in population divided by 2 plus the percentage of growth in hotel room nights occupied times the current number of permits. All changes are to be calculated on a two-year rolling average.

34.2.2 The process through which permits are issued will limit the concentration of permits. No permit will be issued or transferred to any person, partnership, corporation, association, or other entity if such issuance or transfer would result in any permit holder having an interest in more than 40 percent of the existing permits. New permits shall not be transferred for a period of five years after issuance.

34.2.3 No single permit will be issued or transferred to any person, company, business, corporation, or other entity if such issuance or transfer would result in single permit holders in aggregate having interest in more than 40 percent of the existing permits.

34.3 City of San Diego Entry Policy Exclusions

This policy is not intended to govern the issuance of limited permits as authorized by Section 1.7 of MTS Ordinance No. 11.

34.4 Maximum Fare Policy

Pursuant to MTS Ordinance No. 11, Section 2.2(a) and after a duly noticed and open public hearing, MTS determined that the maximum rate of fare for exclusive ride and group ride hire of taxicabs shall be that fare that does not exceed twenty percent (20%) more than the weighted average of fares as established in accordance with this policy.

34.4.1 Maximum Fare Determination

The weighted average of fares shall be computed by the Chief Executive Officer and duly promulgated in writing upon the passage of this policy and thereafter each year by averaging each segment of the fare structure of all MTS taxicab permit holders. The fare structure shall consist of the dollar amounts charged by said permit holders for the flag drop, the per-mile charge, waiting-time charge, first zone, and each additional zone charge. The weighted average of these charges shall be arrived at by adding each segment of each respective charge and dividing it by the total number of taxicabs holding effective permits.

34.4.2 The Chief Executive Officer will use his discretion when the maximum rates of fare and the uniform rates of fare for trips from Lindbergh Field airport are incompatible. The Chief Executive Officer may adjust the maximum rates of fare so that the uniform rates of fare, based on the change in the Annual All Urban Western Transportation Consumer Price Index, do not exceed the maximum rates allowed in accordance with Section 34.4.1.

34.5 Airport Taxicab Fare Policy

Rates of fare for trips from Lindbergh Field Airport shall be uniform.

In the event an owner chooses a different rate for nonairport trips for taxicabs authorized to service the airport, two meters or a multirate meter shall be installed and identified. The meter(s) shall be activated according to the proper rate for the trip's origin, and it shall be clearly visible to the passenger which rate is being charged.

34.5.1 The uniform rates of fare for taxicab trips from Lindbergh Field Airport are initially established at \$1.40 flag drop, \$1.50 per mile, and \$12.00 per hour, effective June 1, 1990.

The airport rates shall be reviewed annually, beginning in January 2009, by the Chief Executive Officer. Airport rates shall be adjusted based on the 1990 amounts, in accordance with the change in the Annual All Urban Western Transportation Consumer Price Index/ San Diego. Adjustments shall be rounded up or down, as appropriate, to the nearest even \$0.10 increment.

In addition to the airport uniform rate of fare, a taxicab operator may charge an "extra" equal to the Airport Trip Fee assessed against the individual taxicab operator by the San Diego County Regional Airport Authority. The extra may not be charged on any trip that does not originate at the airport or on any trip where the taxicab operator does not pay the fee to the San Diego County Regional Airport Authority. The extra charge may only be charged to the customer by utilizing the extra button on the taxicab meter. A driver may not verbally request payment.

34.6 Regulatory Fee Review

The following procedures will be utilized for the establishment of for-hire vehicle regulatory fees.

34.6.1 In accordance with State of California Public Utilities Code Section 120266, MTS shall fully recover the cost of regulating the taxicab and other for-hire vehicle industry. Pursuant to MTS Ordinance No. 11, Sections 1.3(b), 1.4(b), and (d), and 1.5(d), the Chief Executive Officer establishes a fee schedule to effect full-cost recovery and notify affected permit holders of changes in the fee schedule.

34.6.2 The procedure for establishing a regulatory fee schedule will include an annual review of the audited expenses and revenue of the previous fiscal year associated with MTS for-hire vehicle activities. The revised fee schedule will be available for review by interested parties in November each year and is subject to appeal as provided for in Ordinance No. 11, Section 1.5(d).

34.6.3 A fee schedule based on previous year expenses and revenue amounts will be put into effect each January.

POLICY.34.FOR-HIRE VEHICLE SERVICES

This policy was originally adopted on 12/8/88.

This policy was amended on 7/26/90.

This policy was amended on 5/9/91.

This policy was amended on 6/13/91.

This policy was amended on 1/28/93.

This policy was amended on 5/11/95.

This policy was amended on 10/31/02.

This policy was amended on 4/24/03.

This policy revised on 3/25/04.

This policy was amended on 4/26/07.

This policy was amended on 7/17/08.

This policy was amended on 4/19/12.

San Diego Airport Rates of Fare Calculation

Instructions on how to get the rates of fare:

EXAMPLE ONLY: 213.424 (Annual Consumer Price Index report value for 2017)

- 121.000 (1990 Value)

92.424 (Replace "Y" with the subtracted value)

Flag Drop

Step 1 - \$1.40 x 92.424(Y) = 129.3936 convert it into a dollar amount \$1.293936

Step 2 - \$1.40 + 1.293936 = \$2.693936 round up/down to the nearest .10 cent = **\$2.70** flag drop

Per Mile

Step 1 - \$1.50 x 92.424(Y) = 138.636 convert it into a dollar amount \$1.38.636

Step 2 - \$1.50 + 1.38636 = \$2.88636 round up/down to the nearest .10 cent = **\$2.90** per mile

Wait Time

Step 1 - \$12.00 x 92.424(Y) = 1109.088 convert it into a dollar amount \$11.09088

Step 2 - \$12.00 + 11.09088 = \$23.09088 round up/down to the nearest \$1.00 = **\$23.00** wait time

Fraction Calculation

Step 1 - \$2.90 (per mile) / .10 cent (fraction in which the meter clicks) = 29 = 1/29th fraction

The Time It Takes For Each Fraction to Click the Meter

Step 1 - \$23.00 / .10 cent (or 1/10th in which the meter clicks) = 230

Step 2 - 3600 (seconds per hour) / 230 = 15.65217391304348 seconds (the meter will click 1/10th of a mile every 15.65217391304348 seconds the taxicab moves)

City of San Diego Rates of Fare

TAXI Companies Max Rates Of Fare Summary

6/7/2018 7:29:46 AM

1 of 1

	Minimum Rate	Maximum Rate	Average Rate	Max Allowed (20% Above Ave.)
FlagDrop	\$2.60	\$3.10	\$2.80	\$3.36
PerMileRate	\$2.80	\$3.30	\$3.00	\$3.60
WaitRate	\$20.00	\$27.00	\$23.92	\$28.70

Total DBAs:
551

Total Permits: 936

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Data extracted on: June 7, 2018 (10:39:03 AM)

CPI-All Urban Consumers (Current Series)

Series Id: CUUSS49ESAT

Not Seasonally Adjusted

Series Title: Transportation in San Diego-Carlsbad, CA, all urban consumers, not seasonally adjusted

Area: San Diego-Carlsbad, CA

Item: Transportation

Base Period: 1982-84=100

Download:  .xlsx

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2007													193.218	192.918	193.518
2008													200.721	205.196	196.246
2009													184.717	177.071	192.364
2010													200.398	198.572	202.224
2011													222.685	222.913	222.457
2012													227.691	229.775	225.608
2013													225.570	227.028	224.112
2014													223.308	228.254	218.362
2015													214.442	213.587	215.297
2016													205.271	205.418	205.124
2017											216.601		213.424	213.765	213.083

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