

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

## Agenda

TAXI 585.3

TAXICAB COMMITTEE MEETING  
Friday, December 14, 2012  
9:00 a.m.

James R. Mills Building  
Board of Directors Meeting Room, 10<sup>th</sup> Floor  
1255 Imperial Avenue, San Diego

1. Roll Call
2. Approval of Meeting Minutes – September 21, 2012

3. Public Comment

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. 2013 Midyear Budget Assessment

That the Taxicab Advisory Committee approve the 2013 Midyear Budget Assessment, and receive the 2013 Fee Schedule for information.

5. Vehicle Inspection Results

That the Taxicab Advisory Committee refer this item for further discussion and implementation to the Workshop on Regulatory Matters.



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 Escondido, 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 San Marcos, and the County of San Diego.

6. Taxicab Cameras

That the Taxicab Advisory Committee hold an open discussion, and make recommendations to staff on how to proceed with regulatory changes.

7. Member/Management Communications

- Taxicab Advisory Committee membership elections and appointments for the term beginning in January 2014, and ending December 2017.

8. Next Meeting – TBD

9. Adjournment

DSundh/Taxicab/Taxicab Committee  
AGN-12-DEC14

# DRAFT

## METROPOLITAN TRANSIT SYSTEM Taxicab Advisory Committee Meeting

TAXI 585.3

September 21, 2012

9:00 a.m.

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

### Minutes

1. Roll Call

Chair Marti Emerald called the meeting to order at 9:00 a.m. A roll call sheet is attached listing Taxicab Advisory Committee member attendance.

2. Approval of Meeting Minutes – June 29, 2012

A motion was made by Mr. Antonio Hueso to approve the meeting minutes from the meeting held on March 16, 2012. The motion was seconded and passed unanimously.

3. Public Comment – Non-agenda

There were no non-agenda public comments.

4. Management/Member Communications

Airport extra charge – Mr. Scott stated there had been comments made related to the time it takes between the rate of fare charge being shown to the passenger, and the addition of the extra charge. He referenced a handout document from the National Institute of Standards and Technology (NIST) (pg. 5-28, S.1.7), which stated that the timeframe should be 5 seconds, which was the time the meters were currently dropping.

Vehicle cameras – Changes to legislation that were requested have not been addressed by the legislature. It was hoped that they would be completed in the coming year. Staff would keep the Committee advised of the progress.

Driver training classes – Staff will be renewing the contract with the Foundation for Education very soon.

Public Comment:

Savitar Sahou – 6965 Golfcrest Drive, #3049, San Diego, CA 92119, 619.302.4296

Ms. Sahou spoke in favor of installation of cameras in taxicab vehicles and expressed her sense of urgency regarding the installation of the cameras. She cited the fact that one year ago, her father had lost his life at the hand of a passenger. She stated she did not want to see any other children standing before the Committee as she was, and was hoping that the approval of the cameras would soon be forthcoming.

Ms. Marti Emerald explained that the issue was now in litigation before the state, and a decision would need to be made on that level before changes could be made.

Mr. Kamran Hamidi stated that he felt MTS should push for the state to move forward. He said that there was a meeting held with all the state senators, and managers from Los Angeles and San Francisco. He stated the state senators had agreed that the audio component of the recording violated the law, as there was a reasonable expectation of privacy for conversations within the taxicabs. Ms. Emerald said that a person had to be advised that they were being recorded and have the opportunity to opt out. She agreed that MTS needed to advocate more strongly. She stated she was willing to write a letter to the legislative delegation, and if anyone else wanted, meetings could be scheduled outside of the TAC meeting to start pressing the legislators to begin doing something about it in the interest of public safety.

5. Private-Hire Transportation Vehicle Regulations

Mr. Scott referred to the discussion at the previous TAC meeting regarding scheduling meetings between the MTS Taxicab Administration, the California Public Utilities Commission (CPUC), hotel-motel employees, and TAC members to discuss regulations between the two agencies. He advised that a meeting was held on August 1, 2012, which included representatives from the hotel/motel industry, ACE Parking, the TAC, and the CPUC lead investigator from Los Angeles. The purpose of the discussion was to obtain a common sense understanding of prearrangement of trips and some of the CPUC regulations. It was also agreed there would be an additional meeting between MTS and the CPUC at some point, along with a question and answer session, so that everyone involved knew the standards.

Committee member Ms. Namara Mercer said that the Hotel/Motel Association was still moving forward with a training session for hotel/motel and parking employees. It was taking a bit of time to have the CPUC come to San Diego, but she was hoping to have the sessions done within the next couple of months. She stated the meetings would be limited to hotel employees and parking companies, as well as representatives from the TAC and the UTWSD, but since the purpose of the meeting would not be for training, a question-and-answer session by drivers, or owners, was not recommended. She stated that notification of the sessions would be provided to all of the above.

Mr. Anthony Palmeri stated that on September 27, he would be flying to a meeting of the CPUC to meet with the lobbyists regarding several issues, one of which was the issue of regulations for limos. Ms. Mercer stated that there were certain visitors who preferred black car service, and the goal of the Association was attempting to figure out how this could be done fairly so that everyone was on the same page.

There was no motion made to accept the report for information.

6. Changes to MTS Ordinance No. 5 and No. 11

Mr. Scott stated that the proposed changes to Ordinance No. 11 included some of those suggested by interested parties. One of the issues that came up was regarding changes to the *MTS Administrative Penalty Guidelines*. Since the penalty guidelines had been changed approximately a year and a half ago, and none of the currently-proposed changes affected the guidelines, that issue was not addressed. Changes regarding rates of fare were also suggested by a member of the TAC, which would be addressed in the upcoming rates of fare study. He advised that, as stated at the last Workshop on Regulatory Matters (WORM) Subcommittee meeting, MTS did not regulate the relationship between drivers and owners; therefore, any requests in that regard were not addressed in the changes. He said that the members of the WORM had approved the proposed changes with a few of their own suggestions, which had been incorporated into the proposed Ordinance changes, and that the changes were primarily administrative. Ordinance 5 changes were not addressed at the meeting. However, there were some changes that the industry had requested regarding CPUC regulations. These changes would allow MTS staff to issue citations to CPUC vehicles operating outside of their authority, which would help with more effective enforcement. He requested the Committee approve the changes to Ordinances 5 and 11, and forward the recommendation to the MTS Board.

Public Comment:

Mikail Hussein, UTWSD, 7364 El Cajon Blvd., #108, San Diego 92115, 619.713.5404

Mr. Hussein stated that they had not received the agenda packets in a timely manner. He also said that although requested changes to the Ordinance by the UTWSD had been submitted some time ago, those changes had not been implemented.

Sarah Saez, UTWSD, 7364 El Cajon Blvd., #108, San Diego, CA 92115, 619.713.5404

Ms. Saez stated that some permit holders were exploiting the system by charging lease rates that required drivers to work up to 16 hours a day, 6-7 days a week, and that they were still not able to feed and house their families, and unable to afford health insurance. She said they were trying to get a study together to bring the data to the TAC, but she wanted to collaborate with the TAC to resolve these issues. She said it was a risk for the public when drivers were behind the wheel with no sleep, or in a vehicle with 300,000 miles. She urged permit holders to sit down and collaborate with the UTWSD. She provided her contact email address ([sarah@utwdsd.org](mailto:sarah@utwdsd.org)) for those interested in contacting her regarding a meeting to discuss the matter further.

Peter Zschiesche, Employee Rights Center, 3121 Hawthorn St., San Diego, CA 92104, 619.239.8842

Mr. Zschiesche said that the Ordinance change proposals were submitted a long time ago, and felt that if staff was not able to implement the changes, at least a written response would have been appropriate, and there were 1600 lease drivers that would be impacted. He also felt that rather than providing meeting information 3 days before the meeting, agenda packets should be posted on line for 30 days prior to the meetings so they could be reviewed and comprehended by those concerned, and questions could be asked regarding wording of the Ordinance. He felt the public would benefit.

Ms. Sharon Cooney explained that this was just an interim step regarding Ordinance No. 11 changes, and was not meant to stifle any type of debate. She said that if required by the industry or to accommodate changes in public policy, the Ordinance could be changed four

times a year. She stated that staff had evaluated what was proposed by outside parties, but staff did not want to tie the hands of future policy makers, since MTS did not set taxicab policy, but was contracted to administer policy set by the cities by which MTS is contracted. She said MTS was about to undergo negotiations for new contracts with all contract cities, and that the current contracts expired in June 2013. By January, MTS will need to be able to give any cities that will not be renewing their contract the chance to start planning how they will deal with the administration of taxicabs in the future. Because of this, staff had not felt it appropriate to seek any City Counsel policy direction on some of the proposals, such as Port-a-Johns placed on sidewalks near taxi stands. She advised that this was a policy decision that was not in MTS's control, and MTS did not offer portable services for transit passengers either, since it was not within MTS's areas of expertise, but was an impact to the right-of-way, which was owned by the City.

Regarding the noticing of the staff's proposed changes, she advised that the TAC was a subcommittee of the MTS Board. The proposals would go to the Board and would be noticed with the requirement of 15 days. She said ultimately, the TAC was the venue where everyone could react to, and discuss, what was felt about staff's recommendation, and then give a recommendation to the Board based on that discussion. She stated that she was hoping for that type of open dialog, and would take that into consideration when the recommendation was provided to the Board of Directors.

Ms. Emerald asked if the information could be posted online after the meeting, and Ms. Cooney replied that the Clerk of the Board was prepared to do so once there was a recommendation from the TAC, and that the information could be posted at least by Monday.

Ms. Emerald said that since some of the issues had to do with City policy, she could take some of them to the Public Safety & Neighborhood Services (PS&NS) Committee in January, provided she was still chairing the committee. She asked for examples of what some of the policy issues would be that could be taken to the City.

Regarding the business relationship between drivers and permit holders, Mr. Scott replied that some of the things that were requested were 1) receipts between permit holders and drivers, which was an IRS issue; 2) the reporting requirements between permit holders and drivers, and 3) regulating lease agreements, which was not within MTS's policies.

Ms. Emerald replied that she would work with the stakeholders and get something docketed for discussion with the next PS&NS, and maybe there would be some policy changes that they felt were important to make that could be addressed with the new contract with the City and MTS, such as age and mileage on vehicles.

Mr. Palmeri stated that changes had been made to the Committee structure to include more drivers on the TAC, and that their job was to tell other associates what was done in the WORM Subcommittee meetings. The whole purpose was to make certain there were people to represent the drivers and advise what was happening. He stated that taxicab regulation is to protect the public and regulate the owners and drivers. He also said he noticed that permit holders were putting in brand new hybrids, not only in the airport, but in the City, without any mandate.

An individual said the Ordinance was not available until 3 days prior to the meeting, and it contained no rights for drivers. In other cities, there is a driver bill of rights, but not in San Diego. He felt there should be more time allowed so it could be discussed with drivers.

Regarding the 17 changes to the Ordinance, Mr. Antonio Hueso stated that those changes did not affect the industry, but pertained primarily to clarifying the language. The changes did not have a major impact on the other issues being discussed. He said that as an owner-operator for 30 years, he knew of several entities that affected the industry, i.e. the federal government, state government, MTS, the airport, and the County Sheriff. He stated owners were being asked to pay more in every aspect of their businesses, and some present were suggesting incorporating more government, which he did not feel was a solution.

Mr. Hueso also felt that the Employee Rights Center was confusing drivers as to whether they were employees or independent contractors. He said everyone had a stake in the business, and performance needed to improve to attract more customers. He stated there were several misstatements made that he did not appreciate, such as that vehicles had 750,000 miles on them, which was not the normal number of miles on a vehicle. He personally had never had a vehicle with even 400,000 miles. He advised that the majority of permit holders did not charge a high amount for leases, and that there were a few people, whether permit holders or drivers, who did not do their homework, and did not listen to available information. He cited the fact that he was at MTS getting a vehicle inspected, and a driver was there telling the inspector to have the permit holder give him a receipt, which was not the inspector's job. He felt that if the Employee Rights Center wanted to be an advocate for drivers, it should represent them as independent contractors, and not confuse them, because the taxicab business was very confusing to a lot of people who did not understand it. He said the resources were available. The vote was on only 17 items, and it did not take much to determine what was being voted upon.

Ms. Emerald asked if Mr. Hueso would like to make a motion to vote on the 17 items.

Motion:

Mr. Hueso moved to approve the proposed changes to Ordinance No. 11, and forward a recommendation to the MTS Board of Directors to approve the changes. The motion was seconded.

Discussion:

Mr. Kamran Hamidi commented that he agreed with Mr. Hueso's comments. He requested minor amendments in wording to some of the sections.

Page 5, 1.3(a)(1): regarding post office (PO) boxes, Mr. Hamidi cited Senate Bill 998, which he stated changed the PO box regulations. He requested this section be changed to replace dba with the words *doing business as* throughout the Ordinance, and reword the section for clarification.

Mr. Hamidi requested changes as follows, some of which were approved:

Page 5, 1.3(b): Add the words "*Upon issuance of the permit...*" and remove the words "*permit issuance*" before *vehicle regulatory fee*.

Page 6, 1.4(d): "*(d) All permits shall be renewable annually upon payment of a regulatory fee in an amount and on a date to be determined by the Chief Executive Officer.*"

Page 6, 1.4(f): spell out *doing business as*, rather than *dba*.

Page 8, 1.8(d): add the words *be present for and...*

Page 17, 1.12(g) (8): change wording around for better clarification placing the word *permanently* after the words *no longer*.

Page 22, 1.18(b): add *be present and...*

Page 25, 2.2(j): change from *Lindbergh Field* to *San Diego International Airport*.

Page 26, 2.3: add *GPS and Bluetooth*.

Page 31, 2.6(b) (c) and (d): add the word *radio service organizations* for consistency in language.

Page 32, 2.7(c): change to *radio service organizations* for consistency in language.

Vote:

The proposed changes to the Ordinance with some of the requested amendments to wording passed.

7. Customer Complaints

Mr. Scott explained the procedure for processing customer complaints and compliments. He suggested that, in order to improve the reporting process to the public, staff would like to 1) have a complaint line manned Monday through Friday from 8 to 5, tracking calls via computer; 2) add a cellular telephone application that would allow passengers to swipe their phone on a bar code, which would allow them to comment on their trip while it was still in progress; 3) require radio service organizations to report requirements to subscribers; and 4) require permits holders to supply credit card reading devices.

Motion:

A motion was made by Ms. Margo Tanguay to accept the report and was seconded by Ms. Mercer.

Vote:

The Committee voted unanimously to accept the report as presented.

8. Next Meeting – December 14, 2012, at 9:00 a.m.

9. Adjournment

The meeting was adjourned at 10:20 a.m.

Accepted:

Filed by:

---

Marti Emerald, Chair  
MTS Taxicab Advisory Committee

---

Office of the Clerk  
MTS Taxicab Administration

DSUNDH/Taxicab/Taxicab Committee  
MIN-12-SEPT21



**METROPOLITAN TRANSIT SYSTEM  
TAXICAB COMMITTEE MEETING  
ROLL CALL SHEET**

DATE: SEPTEMBER 21, 2012

CALL TO ORDER TIME: 9:05 A.M.

ADJOURN TIME: 10:20 A.M.

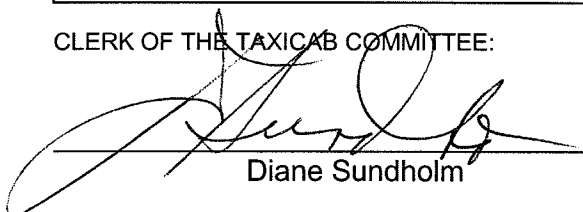
MEMBER NAME		ORGANIZATION	ALTERNATES	
MARTI EMERALD (nonvoting)	<input checked="" type="checkbox"/>	MTS Board of Directors/SD City Counsel		
GEORGE ABRAHAM	<input checked="" type="checkbox"/>	Eritrean Cab Co.		
ALEXANDER GEBRESELAASSIE	<input checked="" type="checkbox"/>	Cross Town Transportation, LLC		
KAMRAN HAMIDI	<input checked="" type="checkbox"/>	V.I.P. Cab		
CAMERON HARATIAN	<input checked="" type="checkbox"/>	P. B. Cab		
TONY HUESO	<input checked="" type="checkbox"/>	USA Cab LTD		
JOSH LAYNE	<input type="checkbox"/>	S.D. Convention Center		
BERHANU LEMMA	<input checked="" type="checkbox"/>	Lease Driver Representative		
ERIC LUND	<input checked="" type="checkbox"/>	S.D. Convention & Visitors Center	JOE TERZI	<input type="checkbox"/>
AKBAR MAJID	<input checked="" type="checkbox"/>	S.D. Transportation Services Coop., Inc.		
NAMARA MERCER	<input checked="" type="checkbox"/>	Greater S.D. Hotel/Motel Association		
JIM MYHERS	<input type="checkbox"/>	S.D. County Regional Airport Authority	CLARKE GALVIN	<input type="checkbox"/>
HUSHANG NAHAVANDIAN	<input checked="" type="checkbox"/>	ESM Corp.		
HUSSEIN NUUR	<input checked="" type="checkbox"/>	Lease Driver Representative		
TONY PALMERI	<input checked="" type="checkbox"/>	S.D. Travelers Aid Society		
MIKE STAPLES	<input checked="" type="checkbox"/>	Greater S.D. Hotel/Motel Association Catamaran Hotel		
MARGO TANGUAY	<input checked="" type="checkbox"/>	Lease Driver Representative		

MTS Representatives Present (nonvoting):

Others Present (nonvoting):

PAUL C. JABLONSKI, MTS Chief Executive Officer	<input type="checkbox"/>	STEVE CELNIKER, City of S.D. Liaison/ SANDAG	<input type="checkbox"/>
SHARON COONEY, MTS Chief of Staff	<input type="checkbox"/>	DREW ECTOR, City of S.D.	<input type="checkbox"/>
KAREN LANDERS, MTS General Counsel	<input type="checkbox"/>	EDNA RAINS, S.D. County Sheriff (nonvoting member)	<input type="checkbox"/>
JOHN A. SCOTT, MTS Taxicab Administration Manager	<input type="checkbox"/>		

CLERK OF THE TAXICAB COMMITTEE:

  
Diane Sundholm

  
Date



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
619.231.1466 FAX 619.234.3407

## Agenda

## Item No. 4

Taxicab Advisory Committee

TAXI 585.3

December 14, 2012

### SUBJECT:

MTS: FY 2013 MIDYEAR ADJUSTMENT AND 2013 ANNUAL FEE SCHEDULE

### RECOMMENDATION:

That the Taxicab Advisory Committee to approve the Taxicab Administration FY 2013 Midyear Budget Adjustment and receive the 2013 Fee Schedule for information.

#### Budget Impact

The midyear budget amendment will increase the operating expense budget by \$89,000.

### DISCUSSION:

#### Taxicab Administration FY 2013 Midyear Adjustment

On December 5, 2012, staff sent the proposed FY 2013 Midyear Budget Adjustment materials via email to the members of the Finance Subcommittee requesting comments. Subcommittee members supported the proposed amendments.

Revenues. Taxicab Administration receives operating revenue from annual regulatory fees and other processing fees. The total budgeted operating revenue is \$865,000, and remains unchanged in the midyear adjustment.

The Taxicab Administration budget requires full cost recovery. When expenses exceed revenues, funds from the contingency reserves are used to balance the budget. The midyear budget assumes \$164,000 of contingency reserves, an increase of \$89,000 from the original budget.

Expenses. Total operating expenses resulted in an \$89,000 unfavorable midyear adjustment, increasing the operating budget to \$929,000.

Staff projects a favorable midyear adjustment for personnel-related expenses of \$15,000 due to a decrease in staff hours as a result of an open position.



Total outside services are projected to increase by \$85,000 with the amended midyear budget. \$50,000 of this increase is due to the approved Fare Study, the cost of which was not included in the original budget. The remaining increase is due to additional legal and professional service needs for FY 2013.

Staff projects an unfavorable midyear adjustment of \$22,000 for materials and supplies expenses, increasing the total budget to \$27,000. This increase is primarily due to trolley stand rehabilitation costs, as well as additional equipment needs for Taxicab Administration personnel and vehicles.

Staff projects a favorable midyear adjustment of \$2,000 for energy costs, due to a decrease in anticipated fuel usage.

General and administrative costs also are projected to decrease in the midyear adjustment, a favorable adjustment of \$1,000 due to a reduction in projected travel expenses.

At this time, staff has no projected changes for the MTS overhead allocation and this costs remains at \$101,000. However, as MTS completes its midyear budget adjustment in March of 2013, this amount may change as appropriate, which will be offset by a corresponding adjustment to the contingency reserves.

Contingency Reserves. The original FY 2013 budget projected a contingency reserve balance of \$291,000 for the end of FY 2013, but also designated \$100,000 for the proposed Fare Study, leaving an available contingency reserve balance of \$191,000. \$50,000 of the cost of the Fare Study is now included in the amended FY 2013 budget, and the new projected contingency reserve balance for the end of FY 2013 is \$236,000. If you include the additional \$50,000 cost of the Fare Study that is projected for FY 2014, that leaves an available contingency reserve balance of \$186,000.

In addition, every November the MTS Taxicab Administration reviews the annual fee schedule. At this time, staff will not be increasing the 2013 regulatory fee. The 2013 Fee Schedule becomes effective on January 1, 2013 (Attachment E). Staff is advising the Committee that there will be a review of all fees collected, and staff may make additional recommendations when considering the 2014 Fee Schedule.

  
\_\_\_\_\_  
John A. Scott  
Taxicab Administration Manager

Key Staff Contact: John A. Scott, 619.595.7034, John.Scott@sdmts.com

Attachment: A. Summary report of the FY 2013 midyear budget adjustment  
B. Detailed report of the FY 2013 midyear budget  
C. Contingency reserve balance report  
D. Comparison of FY 2013 Actual to Budget  
E. 2013 Annual Fee Schedule

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TAXICAB ADMINISTRATION (761)  
OPERATING BUDGET - CONSOLIDATED  
FISCAL YEAR 2013**

Att. A, A14, 12/14/12

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	845,127	865,000	865,000	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>845,127</b>	<b>865,000</b>	<b>865,000</b>	<b>-</b>	<b>0.0%</b>
<b>NON OPERATING REVENUE</b>					
SUBSIDY REVENUE	-	-	-	-	-
RESERVE REVENUE	43,613	75,991	164,591	88,600	116.6%
OTHER INCOME	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>43,613</b>	<b>75,991</b>	<b>164,591</b>	<b>88,600</b>	<b>116.6%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>888,740</b>	<b>940,991</b>	<b>1,029,591</b>	<b>88,600</b>	<b>9.4%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	433,409	463,995	448,995	(15,000)	-3.2%
FRINGE EXPENSES	150,155	146,290	146,290	-	0.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>583,564</b>	<b>610,285</b>	<b>595,285</b>	<b>(15,000)</b>	<b>-2.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	5,689	9,600	9,600	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	85,864	97,000	182,000	85,000	87.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>91,553</b>	<b>106,600</b>	<b>191,600</b>	<b>85,000</b>	<b>79.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	10,141	5,000	26,700	21,700	434.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>10,141</b>	<b>5,000</b>	<b>26,700</b>	<b>21,700</b>	<b>434.0%</b>
DIESEL FUEL	4,354	7,100	5,000	(2,100)	-29.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	5,156	5,000	5,000	-	0.0%
<b>TOTAL ENERGY</b>	<b>9,510</b>	<b>12,100</b>	<b>10,000</b>	<b>(2,100)</b>	<b>-17.4%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	101,496	106,200	105,200	(1,000)	-0.9%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>796,264</b>	<b>840,185</b>	<b>928,785</b>	<b>88,600</b>	<b>10.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>48,863</b>	<b>24,815</b>	<b>(63,785)</b>	<b>(88,600)</b>	<b>357.0%</b>
OVERHEAD ALLOCATION	(92,476)	(100,807)	(100,807)	-	0.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(43,613)</b>	<b>(75,991)</b>	<b>(164,591)</b>	<b>(88,600)</b>	<b>-116.6%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>(0)</b>	<b>(0)</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TAXICAB ADMINISTRATION (761)  
OPERATING BUDGET - DETAIL  
FISCAL YEAR 2013**

Att. B, A14, 12/14/12

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
OTHER INCOME					
42410 TAXI VEHICLE ANNUAL REGULATORY FEES	633,500	620,000	620,000	-	0.0%
42420 TAXI PROCESSING FEES	185,617	225,000	225,000	-	0.0%
42990 OTHER INCOME	26,010	20,000	20,000	-	0.0%
TOTAL OTHER INCOME	845,127	865,000	865,000	-	0.0%
TOTAL OPERATING REVENUES	845,127	865,000	865,000	-	0.0%
<b>NON OPERATING REVENUE</b>					
49110 CONTINGENCY RESERVES	43,613	75,991	164,591	88,600	116.6%
TOTAL NON OPERATING REVENUE	43,613	75,991	164,591	88,600	116.6%
TOTAL COMBINED REVENUES	888,740	940,991	1,029,591	88,600	0
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES					
50201 ADMINISTRATIVE WAGES REGULAR	432,693	454,198	439,198	(15,000)	-3.3%
50202 ADMINISTRATIVE WAGES OVERTIME	715	9,796	9,796	-	0.0%
TOTAL LABOR EXPENSES	433,409	463,995	448,995	(15,000)	-3.2%
FRINGE EXPENSES					
52310 HEALTH & WELFARE - MGMT	74,112	87,654	87,654	-	0.0%
52420 VACATION - REGULAR CASH BASIS	47,820	32,576	32,576	-	0.0%
52430 HOLIDAY	26,725	26,061	26,061	-	0.0%
52490 OTHER PAID ABSENCE	1,498	-	-	-	-
TOTAL FRINGE EXPENSES	150,155	146,290	146,290	-	0.0%
TOTAL PERSONNEL EXPENSES	583,564	610,285	595,285	(15,000)	-2.5%
<b>OUTSIDE SERVICES EXPENSES</b>					
REPAIR/MAINTENANCE SERVICES					
53620 NON REV VEHICLE MAINTENANCE SERVICES	838	2,000	2,000	-	0.0%
53630 FACILITY MAINTENANCE REPAIR SVC	3,419	5,600	5,600	-	0.0%
53650 EQUIP MAINTENANCE REPAIR SVC	1,432	2,000	2,000	-	0.0%
TOTAL REPAIR/MAINTENANCE SERVICES	5,689	9,600	9,600	-	0.0%
OTHER OUTSIDE SERVICES					
53110 GENERAL LEGAL EXPENSES	2,383	20,000	40,000	20,000	100.0%
53114 PROFESSIONAL SERVICES	-	2,000	17,000	15,000	750.0%
53430 MANAGEMENT TRAINING	-	2,500	2,500	-	0.0%
53450 OPERATOR TRAINING	13,200	18,000	18,000	-	0.0%
53720 GENERAL SERVICE AGREEMENTS	1,794	-	-	-	-
53750 OTHER PRINTING SERVICES	1,775	2,500	2,500	-	0.0%
53910 GENERAL OUTSIDE SERVICES	66,609	52,000	102,000	50,000	96.2%
53940 UNIFORM CLEANING	103	-	-	-	-
TOTAL OTHER OUTSIDE SERVICES	85,864	97,000	182,000	85,000	87.6%
TOTAL OUTSIDE SERVICES	91,553	106,600	191,600	85,000	79.7%
<b>MATERIALS AND SUPPLIES</b>					
OTHER MATERIALS AND SUPPLIES					
54530 MAINTENANCE SUPPLIES (NON REV VEHICLES)	1,530	2,000	8,700	6,700	335.0%
54540 MAINTENANCE SUPPLIES (FACILITIES)	8,611	3,000	18,000	15,000	500.0%
TOTAL OTHER MATERIALS AND SUPPLIES	10,141	5,000	26,700	21,700	434.0%
TOTAL MATERIALS AND SUPPLIES	10,141	5,000	26,700	21,700	434.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TAXICAB ADMINISTRATION  
RESERVES ANALYSIS

<b>Contingency Balance - FY 2011</b>	<b>449,572</b>
	<u><u>          </u></u>
<b>Fiscal Year 2012 (Audited)</b>	
Contributions / (Usage)	(43,613)
Capital Spending	(4,934)
<b>Contingency Balance - FY 2012</b>	<b>401,025</b>
	<u><u>          </u></u>
<b>Fiscal Year 2013 (Amended Budget)</b>	
Contributions / (Usage)	(164,591)
Capital Spending	-
<b>Contingency Balance - FY 2013 (Amended Budget)</b>	<b>236,434</b>
	<u><u>          </u></u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OTHER ACTIVITIES  
TAXICAB ADMINISTRATION**

Att. D, A14, 12/14/12

**COMPARISON TO BUDGET - FISCAL YEAR 2013**

**OCTOBER 31, 2012**

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	80	82	(2)	-2.4%
<b>Total Operating Revenue</b>	<b>\$ 80</b>	<b>\$ 82</b>	<b>\$ (2)</b>	<b>-2.4%</b>
Personnel costs	\$ 200	\$ 203	\$ 3	1.6%
Outside services	36	36	0	0.6%
Transit operations funding	-	-	-	-
Materials and supplies	4	2	(3)	-151.1%
Energy	3	4	1	19.4%
Risk management	-	-	-	-
General & administrative	33	35	2	6.9%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	34	34	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 310</b>	<b>\$ 314</b>	<b>\$ 4</b>	<b>1.3%</b>
<b>Operating income (loss)</b>	<b>\$ (230)</b>	<b>\$ (232)</b>	<b>\$ 2</b>	<b>0.9%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (230)</b>	<b>\$ (232)</b>	<b>\$ 2</b>	<b>-0.9%</b>



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

**MTS TAXICAB ADMINISTRATION**

TAXI 510.7 (PC 50761)

**2013 FEE SCHEDULE****TAXICAB AND OTHER FOR-HIRE VEHICLES AND DRIVERS****FEE AMOUNTS**

1. **Annual Regulatory Fee per Vehicle** \$ 500  
*If not paid by 12 noon, Thursday, April 4, 2013, the permit(s) is not renewed.*
2. **Permit Application**
  - 2.1 Permit application, all except one-year transferable taxicab \$3,000
    - 2.1.1 Plus each permit in excess of one \$ 300
    - 2.1.2 Plus additional charge if applicant is a corporation \$ 500
    - 2.1.3 Initial permit issuance per vehicle regulatory fee  
(in lieu of Item No. 1)
    - 2.1.4 If proprietor or executive officer has less than two  
years as MTS/city permit holder 200% of Item No. 1
    - 2.1.5 If more than two years experience 100% of Item No. 1 prorated
  - 2.2 Permit application, one-year transferable taxicab \$1,750
    - 2.2.1 Plus each permit in excess of one \$ 200
    - 2.2.2 Plus additional charge if applicant is a corporation \$ 400
    - 2.2.3 Initial permit issuance per vehicle regulatory fee  
(in lieu of Item No. 1)
    - 2.2.4 If proprietor or executive officer has less than two  
years as MTS/city permit holder 200% of Item No. 1
    - 2.2.5 If more than two years experience 100% of Item No. 1 prorated
3. **Driver Training Class** (one retake at no charge) \$ 15





4. **Operational Requests**

4.1	Transfer clearance	
4.1.1	Transfer clearance (one-year transferable taxicab permit)	\$ 200
4.1.2	Transfer clearance (five-year transferable taxicab permit)	\$ 500
4.2	Jitney route change or additional route request	\$ 250
4.3	Taxicab stand request or jitney zone, if installed	\$ 250
4.4	Fictitious name change	\$ 100
	Plus per-vehicle fee	\$ 10
4.5	Color scheme and radio service change	\$ 100
	Plus per-vehicle fee	\$ 10
4.6	Rate of fare filing per company	\$ 100
	Plus per-vehicle fee	\$ 10
4.7	Replacement vehicle (more than one per permit per year)	\$ 50
4.8	Add corporation officer (each)	\$ 100
4.9	Addition, deletion, or change of stockholder (each)	\$ 500

5. **Vehicle Reinspection**

5.1	As a result of failing scheduled inspection	\$ 50
5.2	Reschedule inspection appointment with less than 24-hour notice	\$ 50
5.3	No-show for inspection appointment	\$ 100
5.4	Supplemental scheduled inspection	\$ 50

6. **Radio Services**

6.1	Initial review of new radio service organization	\$ 150
6.2	Name change	\$ 50

7. **Medallion and Permit Reassignment (same permit holder)**

7.1	Reassigning a permit from one existing vehicle to a different existing vehicle in the same company (doing business as {DBA}), or to a different existing company of the same permit holder.	\$ 50
-----	---	-------

This does not apply to the replacement of an existing vehicle; i.e., when all permits are reassigned from an existing vehicle to a new vehicle. Replacement vehicle fees remain as stated in Item No. 4.7.

- 7.2 Permit transfer request from one person to a different person:  
same as fee schedule Item No. 4.1. \$ 200

In addition, transferee pays fee schedule Item No. 2 (application fee)  
and Item No. 1(initial regulatory fee) based on number of vehicles.

#### PAYMENT

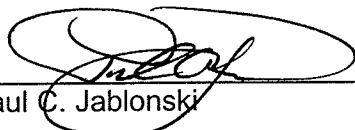
- The 2013 annual vehicle fee is due for each permit held as of January 1, 2013, irrespective of whether the permit is later transferred, abandoned, or revoked. The permit is considered not renewed if the fee is not paid by 12 noon on Thursday, April 4, 2013.
- For permits issued after January 1, 2013, the initial regulatory fee is payable in full when the permit is issued.
- Other fees are due when the request is made.

#### BASIS FOR FEES

- These fees have been calculated to recover MTS's expenses for the administration and enforcement of taxicab and for-hire vehicle permit requirements and the processing of permit applications.

#### REFERENCES

- California Public Utilities Commission Section 120266
- MTDB Ordinance No. 11, Sections 1.3(b), 1.4(b), 1.5(d), and 1.12(k)
- MTS Policy No. 34, Section 6

  
\_\_\_\_\_  
Paul C. Jablonski

11/28/12  
\_\_\_\_\_  
Date

DSundh/Taxicab  
F-2013.FEE.SCHED.



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

## Agenda

## Item No. 5

Taxicab Advisory Committee

TAXI 585.3

December 14, 2012

Subject:

TAXICAB VEHICLE INSPECTION RESULTS

### RECOMMENDATION:

That the Taxicab Advisory Committee refer this item for discussion and implementation to the Workshop on Regulatory Matters.

### Budget Impact:

None at this time.

### DISCUSSION:

Using information collected between in January 2008 and July 7, 2009 (Attachment A), both the San Diego County Regional Airport Authority (SDCRAA) and MTS Taxicab Administration staff began collecting statistics related to vehicle condition. At that time, staff proposed changes to the "Administrative Penalty Guidelines" (Attachment B).

On September 8, 2009, staff and Workshop on Regulatory Matters (WORM) Subcommittee members reviewed the proposed changes line-by-line, and agreed that the suggested changes should be forwarded to the MTS Board of Directors, at which time, those changes were approved.

At that meeting, staff advised that should these changes not prove effective, MTS would consider additional steps, including adjusting or eliminating the Taxicab Vehicle Inspection Incentive Program, which allows taxicab companies with vehicle pass rates at, or above, 95% at scheduled inspections, to have only one (1) required vehicle



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 San Marcos, and the County of San Diego.

inspection per vehicle, per round. Companies that have a pass rate of 80-94% are required to have two (2) vehicle inspections per vehicle. Companies that have pass rates below 80% are scheduled for three (3) inspections per vehicle, and a per-vehicle fee of \$50.00 must be paid at the time of the third inspection. All MTS-permitted for-hire vehicles that are not taxicabs are inspected twice each round.

Staff has continued to collect statistics with the following results:

#### Cities (Attachment C)

The vehicles listed in this category were all inspected as a result of an observed violation prior to officer contact, i.e. illegally parked/body damage.

July 1, 2009, through July 1, 2010 - 89.2% of vehicles contacted were taken out of service. Of those vehicles, 82.6% were because of safety violations.

July 1, 2010, through July 1, 2011 - 97.87% of vehicles contacted were taken out of service. Of those vehicles, 89.13% were because of safety violations.

July 1, 2011, through July 1, 2012 - 98.05% of vehicles contacted were taken out of service. Of those vehicles, 94.05% were because of safety violations.

#### Airport (Attachment D)

These vehicles were randomly inspected as they came to the airport hold lot.

November 14, 2011 - 44.4% of vehicles contacted were taken out of service because of safety violations.

November 15, 2011 - 30.7% of vehicles contacted were taken out of service because of safety violations.

February 17, 2012 - 30.8% of vehicles contacted were taken out of service because of safety violations.

February 22, 2012 - 60.9% of vehicles contacted were taken out of service because of safety violations.

May 23, 2012 - 30.7% of vehicles contacted were taken out of service because of safety violations.

May 24, 2012 - 52.2% of vehicles contacted were taken out of service because of safety violations.

#### Verbal Warnings:

Beginning in April of 2009 to present, enforcement staff has issued 334 verbal warnings.

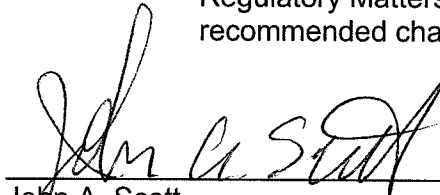
Citations Issued (Attachment E)

July 16, 2009, to June 6, 2010      417

July 21, 2010, to June 25, 2011      329

July 20, 2011, to June 11, 2012      118

Based on this lack of improvement, the MTS Taxicab Administration is moving forward and recommending several changes, such as qualification for participation in the Taxicab Vehicle Inspection Incentive Program; vehicle replacement criteria; mileage considerations; *MTS Administrative Penalty Guidelines* and increased penalties for vehicles found to be unsafe while in service. Staff will work with the Workshop on Regulatory Matters Subcommittee, as well as the TAC, regarding implementation of the recommended changes.

  
\_\_\_\_\_  
John A. Scott  
Taxicab Administration Manager

Key Staff Contact: John A. Scott, 619.595.7034, [john.scott@sdmts.com](mailto:john.scott@sdmts.com)

Attachment(s):    A. City/Airport Vehicle Inspection Statistics, January 2008 - July 2009  
                          B. MTS Administrative Penalty Guidelines  
                          C. City Vehicle Inspection Statistics, July 2009 - July 2012  
                          D. Airport Vehicle Inspection Statistics, November 2011 - May 2012  
                          E. Citations Issued, July 2009 - June 2012

DSUNDH/Taxicab

AI5.12-DEC14-VEHICLE INSP. RESULTS

## City of San Diego

*Field Reports Issued By MTS Staff - Total Out of Service - 85.2%  
From January 1, 2008, thru February 28, 2009*

**Safety - Out of Service - 119 total - 70.4% (included in 85.2% total)**

1 Safety - Out of Service	battery, meter fast
2 Safety - Out of Service	brake lights none
3 Safety - Out of Service	brake lights none
4 Safety - Out of Service	brake, seat not secured, no registration
5 Safety - Out of Service	no horn, overall condition
6 Safety - Out of Service	seat not secured
7 Safety - Out of Service	seat not secured
8 Safety - Out of Service	seat not secured
9 Safety - Out of Service	seat not secured
10 Safety - Out of Service	seat not secured
11 Safety - Out of Service	seat not secured
12 Safety - Out of Service	seat not secured, no insurance, no registration
13 Safety - Out of Service	seat not secured, no fuel surcharge decal
14 Safety - Out of Service	seat not secured, windshield
15 Safety - Out of Service	suspension, broken ball joint
16 Safety - Out of Service	tire
17 Safety - Out of Service	tire
18 Safety - Out of Service	tire
19 Safety - Out of Service	tire
20 Safety - Out of Service	tire
21 Safety - Out of Service	tire
22 Safety - Out of Service	tire
23 Safety - Out of Service	tire
24 Safety - Out of Service	tire
25 Safety - Out of Service	tire
26 Safety - Out of Service	tire
27 Safety - Out of Service	tire
28 Safety - Out of Service	tire
29 Safety - Out of Service	tire
30 Safety - Out of Service	tire
31 Safety - Out of Service	tire
32 Safety - Out of Service	tire
33 Safety - Out of Service	tire
34 Safety - Out of Service	tire
35 Safety - Out of Service	tire
36 Safety - Out of Service	tire
37 Safety - Out of Service	tire
38 Safety - Out of Service	tire
39 Safety - Out of Service	tire
40 Safety - Out of Service	tire
41 Safety - Out of Service	tire
42 Safety - Out of Service	tire
43 Safety - Out of Service	tire
44 Safety - Out of Service	tire

45 Safety - Out of Service	tire
46 Safety - Out of Service	tire
47 Safety - Out of Service	tire
48 Safety - Out of Service	tire
49 Safety - Out of Service	tire
50 Safety - Out of Service	tire
51 Safety - Out of Service	tire
52 Safety - Out of Service	tire
53 Safety - Out of Service	tire
54 Safety - Out of Service	tire
55 Safety - Out of Service	tire
56 Safety - Out of Service	tire
57 Safety - Out of Service	tire
58 Safety - Out of Service	tire
59 Safety - Out of Service	tire
60 Safety - Out of Service	tire
61 Safety - Out of Service	tire
62 Safety - Out of Service	tire
63 Safety - Out of Service	tire
64 Safety - Out of Service	tire
65 Safety - Out of Service	tire
66 Safety - Out of Service	tire
67 Safety - Out of Service	tire
68 Safety - Out of Service	tire
69 Safety - Out of Service	tire
70 Safety - Out of Service	tire
71 Safety - Out of Service	tire
72 Safety - Out of Service	tire
73 Safety - Out of Service	tire
74 Safety - Out of Service	tire
75 Safety - Out of Service	tire
76 Safety - Out of Service	tire
77 Safety - Out of Service	tire
78 Safety - Out of Service	tire
79 Safety - Out of Service	tire
80 Safety - Out of Service	tire
81 Safety - Out of Service	tire
82 Safety - Out of Service	tire
83 Safety - Out of Service	tire
84 Safety - Out of Service	tire, 2 channels in radio
85 Safety - Out of Service	tire, brake
86 Safety - Out of Service	tire, brake
87 Safety - Out of Service	tire, brake, damage
88 Safety - Out of Service	tire, conduct
89 Safety - Out of Service	tire, damage
90 Safety - Out of Service	tire, no code blue lights, no defrost
91 Safety - Out of Service	tire, no fuel surcharge decal
92 Safety - Out of Service	tire, no fuel surcharge decal
93 Safety - Out of Service	tire, no fuel surcharge decal
94 Safety - Out of Service	tire, no fuel surcharge decal, id not valid in mts
95 Safety - Out of Service	tire, seat not secured
96 Safety - Out of Service	tire, seat not secured

97 Safety - Out of Service	tire, seat not secured
98 Safety - Out of Service	tire, seat not secured
99 Safety - Out of Service	tire, seat not secured
100 Safety - Out of Service	tire, seat not secured
101 Safety - Out of Service	tire, seat not secured
102 Safety - Out of Service	tire, seat not secured
103 Safety - Out of Service	tire, seat not secured, broken shock
104 Safety - Out of Service	tire, seat not secured, code blue lights, severe leak
105 Safety - Out of Service	tire, windshield
106 Safety - Out of Service	tire, windshield
107 Safety - Out of Service	tire, windshield
108 Safety - Out of Service	tire, windshield
109 Safety - Out of Service	tire, windshield
110 Safety - Out of Service	tire, windshield, expired registration
111 Safety - Out of Service	tire, no seal on meter
112 Safety - Out of Service	tire, seat not secured
113 Safety - Out of Service	tire, seat not secured
114 Safety - Out of Service	tire, seat not secured
115 Safety - Out of Service	tire, seat not secured
116 Safety - Out of Service	tire, seat not secured
117 Safety - Out of Service	tire, seat not secured, no fuel surcharge decal
118 Safety - Out of Service	windshield
119 Safety - Out of Service	windshield, no code blue lights

**Damage/Condition - Out of Service 5 total - 2.9% (included in 85.2% total)**

1 Damage/Condition - Out of Service	body damage
2 Damage/Condition - Out of Service	body damage
3 Damage/Condition - Out of Service	body damage
4 Damage/Condition - Out of Service	body damage
5 Damage/Condition - Out of Service	overall condition

**Driver Violation - Out of Service 15 total - 8.9% (included in 85.2% total)**

1 Driver Violation - Out of Service	dba not on S/O License
2 Driver Violation - Out of Service	dba not on S/O License
3 Driver Violation - Out of Service	failure to comply/conduct
4 Driver Violation - Out of Service	failure to comply/conduct
5 Driver Violation - Out of Service	failure to comply/conduct
6 Driver Violation - Out of Service	failure to comply/conduct
7 Driver Violation - Out of Service	failure to comply/conduct
8 Driver Violation - Out of Service	failure to comply/conduct
9 Driver Violation - Out of Service	failure to comply/conduct
10 Driver Violation - Out of Service	failure to comply/conduct
11 Driver Violation - Out of Service	failure to comply/conduct
12 Driver Violation - Out of Service	failure to comply/conduct
13 Driver Violation - Out of Service	failure to comply/conduct
14 Driver Violation - Out of Service	no s/o S/O License
15 Driver Violation - Out of Service	no S/O S/O License in pos



**Various Items - Out of Service 5 total - 2.9% (included in 85.2% total)**

- |                                  |                               |
|----------------------------------|-------------------------------|
| 1 Various Items - Out of Service | 2 channel in radio            |
| 2 Various Items - Out of Service | meter seal                    |
| 3 Various Items - Out of Service | no CDL, no proof of insurance |
| 4 Various Items - Out of Service | no SD permit, 3000 series     |
| 5 Various Items - Out of Service | no registration               |

**Unsuitable - 72 hour 25 total - 14.8%**

- 1 Unsuitable - 72 hour
- 2 Unsuitable - 72 hour
- 3 Unsuitable - 72 hour
- 4 Unsuitable - 72 hour
- 5 Unsuitable - 72 hour
- 6 Unsuitable - 72 hour
- 7 Unsuitable - 72 hour
- 8 Unsuitable - 72 hour
- 9 Unsuitable - 72 hour
- 10 Unsuitable - 72 hour
- 11 Unsuitable - 72 hour
- 12 Unsuitable - 72 hour
- 13 Unsuitable - 72 hour
- 14 Unsuitable - 72 hour
- 15 Unsuitable - 72 hour
- 16 Unsuitable - 72 hour
- 17 Unsuitable - 72 hour
- 18 Unsuitable - 72 hour
- 19 Unsuitable - 72 hour
- 20 Unsuitable - 72 hour
- 21 Unsuitable - 72 hour
- 22 Unsuitable - 72 hour
- 23 Unsuitable - 72 hour
- 24 Unsuitable - 72 hour
- 25 Unsuitable - 72 hour

***This list incorporates vehicles contacted and inspected while operating in the areas of MTS Taxicab Administration Jurisdiction.***

***Note: All vehicles listed were contacted either for parking illegally or had obvious violations at the time of contact.***

## City of San Diego

*Field Reports Issued By MTS Staff - Total Out of Service - 70%  
From March 1, 2009, thru June 30 2009*

**Safety - Out of Service - 51 total - 63.75% (included in 70% total)**

1 Safety - Out of Service	tires
2 Safety - Out of Service	tires/seat not secured
3 Safety - Out of Service	tires
4 Safety - Out of Service	tires
5 Safety - Out of Service	tires
6 Safety - Out of Service	tires/dba not on s/o lic
7 Safety - Out of Service	tires
8 Safety - Out of Service	tires
9 Safety - Out of Service	cracked windshield/no valid insurance
10 Safety - Out of Service	tires/seat not secured
11 Safety - Out of Service	tires/seat not secured
12 Safety - Out of Service	tires/cdl not in possession
13 Safety - Out of Service	tires
14 Safety - Out of Service	tires
15 Safety - Out of Service	tires
16 Safety - Out of Service	tires
17 Safety - Out of Service	tires
18 Safety - Out of Service	tires
19 Safety - Out of Service	tires
20 Safety - Out of Service	tires/seat not secured
21 Safety - Out of Service	tires/dba not on s/o lic/no op 3000 series
22 Safety - Out of Service	tires
23 Safety - Out of Service	tires
24 Safety - Out of Service	tires
25 Safety - Out of Service	tires
26 Safety - Out of Service	tires
27 Safety - Out of Service	tires
28 Safety - Out of Service	tires
29 Safety - Out of Service	seat not secure/no code blue
30 Safety - Out of Service	tires
31 Safety - Out of Service	tires
32 Safety - Out of Service	seat not secure
33 Safety - Out of Service	tires
34 Safety - Out of Service	broken ball joint
35 Safety - Out of Service	tires
36 Safety - Out of Service	tires
37 Safety - Out of Service	tires
38 Safety - Out of Service	tires
39 Safety - Out of Service	tires
40 Safety - Out of Service	tires
41 Safety - Out of Service	tires
42 Safety - Out of Service	tires/seat not secured
43 Safety - Out of Service	tires/seat not secured

44 Safety - Out of Service	tires/seat not secured
45 Safety - Out of Service	tires
46 Safety - Out of Service	tires/seat not secured
47 Safety - Out of Service	tires/cracked windshield
48 Safety - Out of Service	tires/seat not secured
49 Safety - Out of Service	tires/seat not secured
50 Safety - Out of Service	tires
51 Safety - Out of Service	tires

**Damage/Condition - Out of Service 2 total - 2.5% (included in 70% total)**

1 Damage/Condition - Out of Service	major body damage
2 Damage/Condition - Out of Service	extremely dirty/large oil leaks

**Driver Violation - Out of Service 3 total - 3.75% (included in 70% total)**

1 Driver Violation - Out of Service	failure to comply
2 Driver Violation - Out of Service	no op 3000 series
3 Driver Violation - Out of Service	no op 3000 series

**Unsuitable - 72 hour 24 total - 30%**

- 1 Unsuitable - 72 hour
- 2 Unsuitable - 72 hour
- 3 Unsuitable - 72 hour
- 4 Unsuitable - 72 hour
- 5 Unsuitable - 72 hour
- 6 Unsuitable - 72 hour
- 7 Unsuitable - 72 hour
- 8 Unsuitable - 72 hour
- 9 Unsuitable - 72 hour
- 10 Unsuitable - 72 hour
- 11 Unsuitable - 72 hour
- 12 Unsuitable - 72 hour
- 13 Unsuitable - 72 hour
- 14 Unsuitable - 72 hour
- 15 Unsuitable - 72 hour
- 16 Unsuitable - 72 hour
- 17 Unsuitable - 72 hour
- 18 Unsuitable - 72 hour
- 19 Unsuitable - 72 hour
- 20 Unsuitable - 72 hour
- 21 Unsuitable - 72 hour
- 22 Unsuitable - 72 hour
- 23 Unsuitable - 72 hour
- 24 Unsuitable - 72 hour

**NTA's Issued By MTS Staff 26 Total**  
**From March 1, 2009 thru June 30 2009**

1	2.4p 2.4e
2	1.2a
3	1.2a
4	1.2a 1.12a
5	1.2a
6	1.2a 1.8w 2.4p
7	2.4p 1.8w 2.4f
8	2.4p 1.8w 1.12a
9	1.2a 2.4p 1.12a
10	1.2a 2.4p 1.12a
11	1.2a
12	1.2a 1.12a 2.4p
13	2.4g 2.2f 2.4p
14	2.4e 2.2f 2.4p
15	1.12a
16	1.12a
17	1.12a
18	1.12a
19	1.12a
20	1.8e 2.4f
21	1.2a
22	1.2a
23	1.2a
24	2.4e 1.8w 2.4p
25	1.12a 2.4p 1.8w
26	2.4p 1.12a

**Parking Cites Issued By MTS Staff 114 Total**  
**From March 1, 2009 thru June 30 2009**

46 for 2.4(e)  
52 for 2.4(f)  
13 for 2.4(g)  
1 for 2.4(m)  
2 for 2.5(d)

***This list incorporates vehicles contacted and inspected while operating in the areas of MTS Taxicab Administration Jurisdiction.***

***Note: All vehicles listed were contacted either for parking illegally or had obvious violations at the time of contact.***

## San Diego International Airport

*April 29, 2008, December 8, 2008, and January 26, 2009*

**Total out of service - 47.4%**

**Total Unsuitable - 43.4%**

**9.2% passed with no vehicle violations**

---

### **April 29, 2008**

**0 Pass - 0%**

**Out of Service - 17 total - 60.7%**

**Unsuitable - 11 total - 39.3%**

1 Safety - Out of Service	tires, seat not secure
2 Safety - Out of Service	no ac, no defrost, door not unlocking
3 Safety - Out of Service	e-brake, tires, seat not secure, no ac
4 Safety - Out of Service	no code blue lights
5 Safety - Out of Service	two way radio not working
6 Safety - Out of Service	tires
7 Safety - Out of Service	no ac, 2 channels in radio
8 Safety - Out of Service	tires
9 Safety - Out of Service	tires, seat not secure
10 Safety - Out of Service	battery not secure
11 Safety - Out of Service	2 channels in radio
12 Safety - Out of Service	e-brake
13 Safety - Out of Service	no defrost, severe oil leaks
14 Safety - Out of Service	2 channels in radio, no answer on radio
15 Safety - Out of Service	no ac, e-brake
16 Safety - Out of Service	battery not secure, door locks non op
17 Safety - Out of Service	wiper blades, battery not secured
18 Unsuitable - 72 hour	
19 Unsuitable - 72 hour	
20 Unsuitable - 72 hour	
21 Unsuitable - 72 hour	
22 Unsuitable - 72 hour	
23 Unsuitable - 72 hour	
24 Unsuitable - 72 hour	
25 Unsuitable - 72 hour	
26 Unsuitable - 72 hour	
27 Unsuitable - 72 hour	
28 Unsuitable - 72 hour	

### **December 8, 2008**

**4 Pass - 13.3%**

**Out of Service - 11 total - 36.7%**

**Unsuitable -15 total - 50%**

1 Safety - Out of Service	tires, rearseat not secure
2 Safety - Out of Service	tires, rearseat not secure
3 Safety - Out of Service	tires, no for-hire lights
4 Safety - Out of Service	tires
5 Safety - Out of Service	severe oil leaks

6 Safety - Out of Service	tires, no code blue
7 Safety - Out of Service	tires, gear shifter not operating correctly (dangerous)
8 Safety - Out of Service	windshield, damage, 2 radio services in 2-way radio
9 Safety - Out of Service	abs leaking
10 Safety - Out of Service	backseat not secure, no code blue, battery not secured
11 Safety - Out of Service	emergency brake not operationg
12 Unsuitable - 72 hour	
13 Unsuitable - 72 hour	
14 Unsuitable - 72 hour	
15 Unsuitable - 72 hour	
16 Unsuitable - 72 hour	
17 Unsuitable - 72 hour	
18 Unsuitable - 72 hour	
19 Unsuitable - 72 hour	
20 Unsuitable - 72 hour	
21 Unsuitable - 72 hour	
22 Unsuitable - 72 hour	
23 Unsuitable - 72 hour	
24 Unsuitable - 72 hour	
25 Unsuitable - 72 hour	
26 Unsuitable - 72 hour	
27 PASS	No vehicle violations
28 PASS	No vehicle violations
29 PASS	No vehicle violations
30 PASS	No vehicle violations

**January 26, 2009**  
**3 Pass - 18%**

**Out of Service - 8 total - 44.4%**  
**Unsuitable - 7 total - 38.9%**

1 Safety - Out of Service	tires
2 Safety - Out of Service	tires, battery not secured
3 Safety - Out of Service	severe axel seal leak
4 Safety - Out of Service	tires, no spare tire
5 Safety - Out of Service	no code blue lights
6 Safety - Out of Service	nail in tire, rear seat not secured
7 Safety - Out of Service	tires, emergency brake not holding
8 Safety - Out of Service	stalling when steering, door handles non op
9 Unsuitable - 72 hour	
10 Unsuitable - 72 hour	
11 Unsuitable - 72 hour	
12 Unsuitable - 72 hour	
13 Unsuitable - 72 hour	
14 Unsuitable - 72 hour	
15 Unsuitable - 72 hour	
16 PASS	No vehicle violations
17 PASS	No vehicle violations
18 PASS	No vehicle violations

# San Diego International Airport

July 7, 2009

#	Year	Unsafe / Out of Service	Unsuitable / 72 Hours	Total Violations	
1	2002	2	7	9	
2	2004	1	1	2	
3	2003	2	6	8	
4	2003	0	9	9	
5	2008	0	2	2	
6	2005	0	3	3	
7	2003	1	8	9	
8	2004	1	7	8	
9	2004	0	8	8	
10	2005	0	0	0	pass
11	2004	0	0	0	pass
12	2003	0	6	6	
13	2003	1	7	8	
14	2003	2	7	9	
15	2005	0	1	1	
16	2004	0	9	9	
17	2003	1	4	5	
18	2005	0	2	2	
19	2003	0	4	4	
20	2003	0	2	2	
21	2007	0	0	0	pass
22	2004	1	2	3	
23	2003	0	7	7	
24	2003	1	4	5	
25	2004	0	2	2	
26	2002	0	6	6	
27	2003	0	2	2	
28	2005	0	2	2	
29	2004	0	1	1	
30	2003	2	3	5	
31	2003	0	5	5	
32	2003	0	4	4	
33	2005	0	3	3	
34	2005	1	1	2	
35	2003	0	1	1	
36	2003	2	3	5	
37	2005	0	3	3	
	<b>Totals</b>	<b>18</b>	<b>142</b>	<b>160</b>	

Two 2002's	1 Out of Service
Seventeen 2003's	8 Out of Service
Eight 2004's	3 Out of Service
Eight 2005's	1 Out of Service
Zero 2006	0 Out of Service
One 2007	0 Out of Service
One 2008	0 Out of Service
<b>Total</b>	<b>13 Out of Service</b>

**Total 13 vehicles Out of Service with 18 Airport  
or City out of service violations**

#	Year	Out of Service Violations	Notes
1	2002	no air conditioning, door lock non-op	
2	2004	no county seal on meter (temp seal expired)	
3	2003	no brake lights, severe brake pedal fade	
4	2003		FR issued-Out of Service-Overall Condition
5	2008		
6	2005		
7	2003	tire under 1/32"	FR issued-Out of Service
8	2004	nail in tire; noticable low air pressure	
9	2004		FR issued-Out of Service-Overall
10	2005		<b>PASS</b>
11	2004		<b>PASS</b>
12	2003		
13	2003	no air conditioning	
14	2003	no air conditioning, tires under 1/32"	
15	2005		
16	2004		NOV issued from ATO for non airport day
17	2003	rear seat not secured	
18	2005		
19	2003		
20	2003		
21	2007		<b>PASS</b>
22	2004	tire under 1/32"	
23	2003		
24	2003	no air conditioning	
25	2004		
26	2002		
27	2003		
28	2005		
29	2004		
30	2003	tires under 1/32", rear seat not secured	
31	2003		
32	2003		
33	2005		
34	2005	nail in tire	
35	2003		
36	2003	no answer on 2-way radio, battery not secured	FR issued-Out of Service
37	2005		

**Total out of service vehicles - 40.5%**

**Total 72 hr violation vehicles - 51.4%**

**Total vehicles with no violations - 8.1%**

**Note: Inspections 4 and 9 were additional out of service  
vehicles not listed on front page (included in percentages).**





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



## ADMINISTRATIVE PENALTY GUIDELINES

In accordance with MTDB Ordinance No. 11, Section 1.19, the Chief Executive Officer has adopted this schedule to implement the provisions of Ordinance No. 11 concerning taxicab and other for-hire vehicles and drivers.

In accordance with Sections 1.13 (a) and 1.14 (a), permit holders' permits and drivers' identification cards may be suspended or revoked by the Chief Executive Officer. As provided for in Sections 1.13 (a) and 1.13 (d), penalties may be applied to a driver independently of, or in conjunction with, a penalty applied to a permit holder.

**Drivers:** As the San Diego County Sheriff's Licensing Division is responsible for the issuance of private-hire driver identification cards, the penalties outlined in this document will not preclude the Sheriff's Licensing Division from issuing additional penalties.

\*RTC – Removed until corrected: This penalty shall require the temporary removal of the medallion(s) of vehicle(s) specified in the penalty, or the temporary suspension of a driver's identification card until the violation is corrected. Vehicles under the effect of this penalty may not be placed in service until they have been reinspected by MTS. Driver identification cards may not be reinstated until the driver has provided proof to MTS that the violation has been corrected. The "temporary" nature of this penalty shall normally be construed to mean a 72-hour period. Extensions may be granted on a case-by-case basis. All reinspections or reinstatements may be subject to applicable administrative fees.

\*\*In addition to other penalties, may be assessed 150 percent of the assigned risk cost per day.

<u>Section No.</u>	<u>Item Description</u>	<u>First Offense/Second Offense</u>
1.2 a	No vehicle operating permit	Driver Ineligible to Apply for MTS Permit for 5 Years, Plus 5-Day Suspension/Revocation
1.5 a, b	Failure to request approval from MTS to transfer permit	Permit Revocation
1.8 c	Failure to notify MTS within 48 hrs. of change of business address/phone	*RTC/3-Day Permit Suspension
1.8 d	Failure to have vehicle inspected as instructed per field request/Field Report	*RTC/5-Day Permit Suspension
1.8 f (1-12)	Unsafe vehicle	*RTC/5-Day Permit Suspension
1.8 f (1-12)	<u>Intentional</u> unsafe vehicle	*RTC, Plus 5-Day Permit Suspension/10-Day Permit Suspension
1.8 h (1-14)	Unsuitable vehicle not repaired and passed inspection within 72 hours	*RTC*/5-Day Permit Suspension
1.8 j	Failure to immediately notify MTS when a spare vehicle is in use	*RTC, Plus 5-Day Permit Suspension/Permit Revocation
1.8 l	Lost and found card not displayed	Field Report (Warning) *RTC



1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • [www.sdmts.com](http://www.sdmts.com)

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. 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.

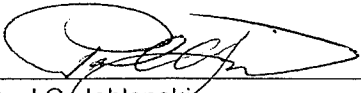
<u>Section No.</u>	<u>Item Description</u>	<u>First Offense/Second Offense</u>
1.8 m	Map not current	Field Report (Warning)/3-Day Driver I.D. Suspension
1.8 q	Driver did not offer passenger completed receipt	1-Day Driver I.D. Suspension/3-Day Driver I.D. Suspension
1.8 t	Driver failure to comply with lawful order	10-Day Driver I.D. Suspension/Driver I.D. Revocation
1.8 t	Owner/operator failure to comply with lawful order	10-Day Driver I.D. & Permit Suspension/Driver I.D. & Permit Revocation
1.8 u	More passengers than manufacturer rating	Field Report (Warning)/5-Day Driver I.D. Suspension
1.8 v	Driver pay or accept compensation for trip referral	3-Day Driver I.D. Suspension/Driver I.D. Revocation
1.8 v	Owner/operator pay or accept compensation for trip referral	3-Day Driver I.D. & Permit Suspension/Driver I.D. & Permit Revocation
1.8 w	Not wearing name tag	Field Report (Warning)/3-Day Driver I.D. Suspension
1.8 x	Improper driver dress/appearance	Field Report (Warning)/3-Day Driver I.D. Suspension
1.8 z	Noncompliance w/Calif. Vehicle Code, e.g., red zones	Field Report (Warning)/3-Day Driver I.D. Suspension
1.9 a	Lapse of insurance coverage	*RTC(**)/Permit Revocation
1.9 b	Proof of insurance not timely	*RTC, Plus 3-Day Permit Suspension/10-Day Permit Suspension
1.9 b	Inadequate proof of insurance	RTC, Plus 3-Day Permit Suspension/10-Day Permit Suspension
1.10 b, c, d	Failure to provide records	10-Day Permit Suspension/Permit Revocation
1.10 b, c, d	Incomplete records	*RTC, Plus 3-Day Permit Suspension/10-Day Permit Suspension
1.10 e	Late filing of Annual Statement	*RTC/Permit Revocation
1.10 e	Failure to file Annual Statement	Permit Revocation
1.11 c	Markings not removed prior to disposal of vehicle	*RTC, Plus 3-Day Permit Suspension/5-Day Permit

<u>Section No.</u>	<u>Item Description</u>	<u>First Offense/Second Offense</u>
		Suspension
1.12 a	No Taxicab Driver/Paratransit I.D. card issued	*RTC/5-Day Permit Suspension
1.12 a	Driver I.D. not displayed	Field Report (Warning)/*RTC
1.12 b	Permit holder employing driver without approved I.D. card	*RTC/5-Day Permit Suspension
1.12 d	Incorrect company name, or company name not on driver I.D. Card	*RTC/3-Day Suspension
1.20	Noncompliance with Americans with Disabilities Act	Field Report (Warning)/Permit Revocation
2.2 e (7)	Tire size and pressure not posted	Field Report (Warning)/*RTC
2.2 e (7)	Tires are not proper size	*RTC/5-Day Permit Suspension
2.2 f	Meter not engaged	5-Day Driver I.D. Suspension/Driver I.D. Revocation
2.2 h, i	Overcharge of filed rate	5-Day Driver I.D. Suspension, Plus Restitution/Driver I.D. Revocation
2.3 b	For-hire lights not operating (both)	*RTC/3-Day Permit Suspension
2.3 f	Scanner in vehicle	5-Day Driver I.D. Suspension/Driver I.D. Revocation
2.4 b	Long hauling	5-Day Driver I.D. Suspension, Plus Restitution/Driver I.D. Revocation
2.4 c, d	Refusal to transport	5-Day Driver I.D. Suspension/Driver I.D. Revocation
2.4 c, d	Discourage passenger	3-Day Driver I.D. Suspension/5-Day Driver I.D. Suspension
2.4 e	Taxicab stopped, parked, or left standing on same side of street in same block	Field Report (Warning)/3-Day Driver I.D. Suspension
2.4 f	Taxicab stopped, parked, or left standing within 100 ft. of another taxicab	Field Report (Warning)/3-Day Driver I.D. Suspension
2.4 g	Taxicab stopped, parked, or left standing within 15 ft. of fire hydrant	Field Report (Warning)/3-Day Driver I.D. Suspension
2.4 h	Out of service sign not posted	Field Report (Warning)/5-Day Driver I.D. Suspension
2.4 i, j	Interfering with or impeding traffic	Field Report (Warning)/3-Day Driver I.D. Suspension
2.4 k	Driver solicited passengers	3-Day Driver I.D. Suspension/Driver

<u>Section No.</u>	<u>Item Description</u>	<u>First Offense/Second Offense</u>
		I.D. Revocation
2.4 m	Driver more than 12 feet from vehicle	Field Report (Warning)/3-Day Driver I.D. Suspension
2.4 p	No trip sheet	Field Report (Warning)/3-Day Driver I.D. Suspension
2.4 p	Incomplete trip sheet	Field Report (Warning)/3-Day Driver I.D. Suspension
2.5 d	Nontaxicab MTS-regulated vehicle occupying a taxi zone	Field Report (Warning)/3-Day Driver I.D. Suspension
2.7 a	Missing, improper, or malfunctioning safety equipment	*RTC, Plus 3-Day Permit Suspension/5-Day Permit Suspension
2.7 b	Window tinting, shades or markings that interfere with view into vehicle	*RTC/3-Day Permit Suspension
3.1 d	Charter not prearranged in writing	*RTC, Plus 3-Day Permit Suspension/Permit Revocation
3.2 b	(Charter) Soliciting passengers	3-Day Driver I.D. Suspension/Driver I.D. Revocation
4.2 b	(Sightseeing) Soliciting passengers	3-Day Driver I.D. Suspension/Driver I.D. Revocation
6.2 c	Operating without jitney route sign	Field Report (Warning)/3-Day Driver I.D. Suspension
6.2 c	Operating with unapproved jitney route sign	Field Report (Warning)/3-Day Driver I.D. Suspension
6.2 c	Operating with wrong route sign	Field Report (Warning)/3-Day Driver I.D. Suspension
6.3 b	(Jitney) Soliciting passengers	3-Day Driver I.D. Suspension/Driver I.D. Revocation
6.3 d	(Jitney) Driver more than 12 feet from vehicle	Field Report (Warning)/3-Day Driver I.D. Suspension
6.3 e	Operating unauthorized jitney route	3-Day Driver I.D. Suspension/Driver I.D. Revocation
6.4 g	MTS-regulated nonjitney vehicle occupying jitney stop or zone	Field Report (Warning)/3-Day Driver I.D. Suspension
Other	Items not listed	Penalties to be evaluated on case-by-case basis.
All	Accumulated various items	Penalties to be evaluated on case-

Section No.Item DescriptionFirst Offense/Second Offense

Other	Items not listed	Penalties to be evaluated on case-by-case basis.
All	Accumulated various items	Penalties to be evaluated on case-by-case basis.
All	Repeated or various driver items	Permit holder to be penalized for pattern(s) of driver violations. Penalties to be evaluated on a case-by-case basis.
Various	Driver operating requirements	May be referred to MTS-approved training class in lieu of a penalty, on case-by-case basis and at driver's expense.

  
\_\_\_\_\_  
Paul C. Jablonski  
Chief Executive OfficerDate: 11/4/09

DSundh/G:\GLOBAL\SUPPORT STAFF\GENFORM\TAXICAB ADMIN  
F- PENALTY GUIDELINES.09.JSCOTT

Rev. 12.16.09  
Pg. 3 of 5  
Section No. 1.12 a

City Of San Diego Inspections      Period 07-01-2009 to 07-01-2010

**Field Reports Issued by MTS Taxicab Administration staff-Total out of Service-89.2%**

**Safety-Out of Service- 95 total-82.6% (included in 89.2% total)**

1 Safety-Out of Service	Tires
2 Safety-Out of Service	Tires
3 Safety-Out of Service	Tires
4 Safety-Out of Service	Tires
5 Safety-Out of Service	Tires
6 Safety-Out of Service	Tires
7 Safety-Out of Service	Tires
8 Safety-Out of Service	Tires
9 Safety-Out of Service	Tires
10 Safety-Out of Service	Tires
11 Safety-Out of Service	Tires
12 Safety-Out of Service	Tires
13 Safety-Out of Service	Tires
14 Safety-Out of Service	Tires
15 Safety-Out of Service	Tires
16 Safety-Out of Service	Tires
17 Safety-Out of Service	Tires
18 Safety-Out of Service	Tires
19 Safety-Out of Service	Tires
20 Safety-Out of Service	Tires
21 Safety-Out of Service	Tires
22 Safety-Out of Service	Tires
23 Safety-Out of Service	Tires

24	Safety-Out of Service	Tires
25	Safety-Out of Service	Tires
26	Safety-Out of Service	Tires
27	Safety-Out of Service	Tires
28	Safety-Out of Service	Tires
29	Safety-Out of Service	Tires
30	Safety-Out of Service	Tires
31	Safety-Out of Service	Tires
32	Safety-Out of Service	Tires
33	Safety-Out of Service	Tires
34	Safety-Out of Service	Tires
35	Safety-Out of Service	Tires
36	Safety-Out of Service	Tires
37	Safety-Out of Service	Tires
38	Safety-Out of Service	Tires
39	Safety-Out of Service	Tires
40	Safety-Out of Service	Tires
41	Safety-Out of Service	Tires
42	Safety-Out of Service	Tires
43	Safety-Out of Service	Tires
44	Safety-Out of Service	Tires
45	Safety-Out of Service	Tires
46	Safety-Out of Service	Tires
47	Safety-Out of Service	Tires
48	Safety-Out of Service	Tires
49	Safety-Out of Service	Tires

50 Safety-Out of Service	Tires
51 Safety-Out of Service	Tires
52 Safety-Out of Service	Tires
53 Safety-Out of Service	Tires
54 Safety-Out of Service	Tires
55 Safety-Out of Service	Tires
56 Safety-Out of Service	Tires
57 Safety-Out of Service	Tires
58 Safety-Out of Service	Tires
59 Safety-Out of Service	Tires
60 Safety-Out of Service	Tires
61 Safety-Out of Service	Tires
62 Safety-Out of Service	Tires
63 Safety-Out of Service	Tires
64 Safety-Out of Service	Tires
65 Safety-Out of Service	Tires
66 Safety-Out of Service	Tires
67 Safety-Out of Service	Tires/Unsecured Seat
68 Safety-Out of Service	Tires/Unsecured Seat
69 Safety-Out of Service	Tires, Unsecured seat
70 Safety-Out of Service	Tires/Unsecured seat
71 Safety-Out of Service	Tires/Unsecured Seat
72 Safety-Out of Service	Tires/Unsecured Seat
73 Safety-Out of Service	Tires/No Headlights
74 Safety-Out of Service	Tires/No Headlights
75 Safety-Out of Service	Tires/Expired Registration
76 Safety-Out of Service	Tires/Code Blue lights
77 Safety-Out of Service	Tires/Wipers



78	Safety-Out of Service	Tires/Brake light out
79	Safety-Out of Service	Tires/Loose Battery
80	Safety-Out of Service	Tires/No insurance
81	Safety-Out of Service	Unsecured seat
82	Safety-Out of Service	Unsecured Seat
83	Safety-Out of Service	Unsecured seat
84	Safety-Out of Service	Unsecured battery, air bag light on
85	Safety-Out of Service	Unsecured Battery/Windshield Damage
86	Safety-Out of Service	Unsecured Seat/No Insurance/No Reg
87	Safety-Out of Service	Cracked Windshield
88	Safety-Out of Service	No two way radio
89	Safety-Out of Service	No Code Blue Lights
90	Safety-Out of Service	No Code Blue Lights
91	Safety-Out of Service	No brake lights
92	Safety-Out of Service	No brake lights
93	Safety-Out of Service	No brake lights
94	Safety-Out of Service	No headlights/No Insurance/No Registration
95	Safety-Out of Service	No signal lights/Unsecured Seat

**Damage/Condition-Out of Service 5 total-4.3% (included in 89.2% total)**

- 1 Safety-Out of Service Overall Condition
- 2 Safety-Out of Service Suspension Mechanical
- 3 Safety-Out of Service Vehicle accident
- 4 Safety-Out of Service Broken transmission
- 5 Safety-Out of Service Engine problems

**Driver Violation-Out of Service- 11 total- 9.5% (included in 89.2% total)**

- 1 Driver Violation-Out of Service Failure to Comply/Conduct
- 2 Driver Violation-Out of Service Failure to Comply/Conduct
- 3 Driver Violation-Out of Service Failure to Comply/Conduct
- 4 Driver Violation-Out of Service Failure to Comply/Conduct
- 5 Driver Violation-Out of Service Failure To Comply/Conduct
- 6 Driver Violation-Out of Service Driver Violation/Conduct
- 7 Driver Violation-Out of Service Driver with Radio scanner
- 8 Driver Violation-Out of Service SDPD Contact/ Possible DUI
- 9 Driver Violation-Out of Service Reckless Driving
- 10 Driver Violation-Out of Service Not in poss of SDSO Licence
- 11 Various Items-Out of Service dba not on SDSO Lic

**Various Items-Out of Service – 4 total-3.2% total (included in 89.2% total)**

- 1 Various Items-Out of Service No SD permit, 3000 series
- 2 Various Items-Out of Service No SD permit, 3000 series
- 3 Various Items-Out of Service NO SD permit
- 4 Various Items-Out of Service No SD permit

**Unsuitable-72 hour- 14 total-10.8%**

- 1 Unsuitable 72
- 2 Unsuitable 72
- 3 Unsuitable 72
- 4 Unsuitable 72
- 5 Unsuitable 72
- 6 Unsuitable 72
- 7 Unsuitable 72
- 8 Unsuitable 72
- 9 Unsuitable 72
- 10 Unsuitable 72
- 11 Unsuitable 72
- 12 Unsuitable 72
- 13 Unsuitable 72
- 14 Unsuitable 72

**Field Reports Issued by MTS Taxicab Administration Staff-Total out of Service- 97.87%**

**Safety-Out of Service- 123 Total – 89.13% (included in 97.87% total)**

1 Safety-Out of Service   Tires  
2 Safety-Out of Service   Tires  
3 Safety-Out of Service   Tires  
4 Safety-Out of Service   Tires  
5 Safety-Out of Service   Tires  
6 Safety-Out of Service   Tires  
7 Safety-Out of Service   Tires  
8 Safety-Out of Service   Tires  
9 Safety-Out of Service   Tires  
10 Safety-Out of Service   Tires  
11 Safety-Out of Service   Tires  
12 Safety-Out of Service   Tires  
13 Safety-Out of Service   Tires  
14 Safety-Out of Service   Tires  
15 Safety-Out of Service   Tires  
16 Safety-Out of Service   Tires  
17 Safety-Out of Service   Tires  
18 Safety-Out of Service   Tires  
19 Safety-Out of Service   Tires  
20 Safety-Out of Service   Tires  
21 Safety-Out of Service   Tires  
22 Safety-Out of Service   Tires

23	Safety-Out of Service	Tires
24	Safety-Out of Service	Tires
25	Safety-Out of Service	Tires
26	Safety-Out of Service	Tires
27	Safety-Out of Service	Tires
28	Safety-Out of Service	Tires
29	Safety-Out of Service	Tires
30	Safety-Out of Service	Tires
31	Safety-Out of Service	Tires
32	Safety-Out of Service	Tires
33	Safety-Out of Service	Tires
34	Safety-Out of Service	Tires
35	Safety-Out of Service	Tires
36	Safety-Out of Service	Tires
37	Safety-Out of Service	Tires
38	Safety-Out of Service	Tires
39	Safety-Out of Service	Tires
40	Safety-Out of Service	Tires
41	Safety-Out of Service	Tires
42	Safety-Out of Service	Tires, Dirty
43	Safety-Out of Service	Tires, Dirty
44	Safety-Out of Service	Tires, Dirty
45	Safety-Out of Service	Tires, Dirty
46	Safety-Out of Service	Tires, Dirty
47	Safety-Out of Service	Tires, Dirty
48	Safety-Out of Service	Tires, Dirty

49 Safety-Out of Service	Tires, Dirty
50 Safety-Out of Service	Tires, Dirty
51 Safety-Out of Service	Tires, Dirty
52 Safety-Out of Service	Tires, Dirty
53 Safety-Out of Service	Tires, Dirty
54 Safety-Out of Service	Tires, Dirty
55 Safety-Out of Service	Tires, Dirty
56 Safety-Out of Service	Tires, Dirty
57 Safety-Out of Service	Tires, Dirty
58 Safety-Out of Service	Tires, wipers
59 Safety-Out of Service	Tires, wipers
60 Safety-Out of Service	Tires, Headliner
61 Safety-Out of Service	Tires, Headliner
62 Safety-Out of Service	Tires, Headliner
63 Safety-Out of Service	Tires, Headliner
64 Safety-Out of Service	Tires, Body Damage
65 Safety-Out of Service	Tires, Body Damage
66 Safety-Out of Service	Tires, Body Damage
67 Safety-Out of Service	Tires, Body Damage
68 Safety-Out of Service	Tires, Body Damage
69 Safety-Out of Service	Tires, Body Damage
70 Safety-Out of Service	Tires, Body damage
71 Safety-Out of Service	Tires, Body Damage
72 Safety-Out of Service	Tires, Body Damage
73 Safety-Out of Service	Tires, Body Damage

74 Safety-Out of Service	Tires, Body Damage, Dirty
75 Safety-Out of Service	Tires, Body Damage, Dirty
76 Safety-Out of Service	Tires, Body Damage, Dirty
77 Safety-Out of Service	Tires, Body Damage, Dirty
78 Safety-Out of Service	Tires, Body Damage, Thorn seat
79 Safety-Out of Service	Tires, Body Damage, No Insurance, No registration
80 Safety-Out of Service	Tires, Unsecured seat
81 Safety-Out of Service	Ties, Unsecured Seat
82 Safety-Out of Service	Tires, Unsecured seat
83 Safety-Out of Service	Tires, Unsecured seat
84 Safety-Out of Service	Tires, Unsecured seat
85 Safety-Out of Service	Tires, Unsecured seat
86 Safety-Out of Service	Tires, Unsecured seat
87 Safety-Out of Service	Tires, Unsecured seat
88 Safety-Out of Service	Tires, Unsecured seat, Dirty
89 Safety-Out of Service	Tires, Unsecured seat, Body damage
90 Safety-Out of Service	Tires, Unsecured Seat, Body Damage, Dirty
91 Safety-Out of Service	Tires, Unsecured seat, No Insurance
92 Safety-Out of Service	Tires, Unsecured seat, Odometer O/S
93 Safety-Out of Service	Tires, ABS light on
94 Safety-Out of Service	Tires, ABS light on, thorn seat
95 Safety-Out of Service	Tires, Thorn seat
96 Safety-Out of Service	Tires, Thorn seats
97 Safety-Out of Service	Tires, Code Blue lights O/S
98 Safety-Out of Service	Tires, Code Blue lights O/S
99 Safety-Out of Service	Tires, Headliner
100 Safety-Out of Service	Tires/Brake lights O/S, Body Damage

101	Safety-Out of Service	Tires, Cracked windshield
102	Safety-Out of Service	Tires, No registration, Odometer O/S
103	Safety-Out of Service	Tires, No Registration
104	Safety-Out of Service	Tires, Broken top sign
105	Safety-Out of Service	Tires, Cracked windshield
106	Safety-Out of Service	Tires , cracked windshield
107	Safety-Out of Service	Tires, Cracked Windshield, Wipers
108	Safety-Out of Service	Tires, Missing tires size sticker
109	Safety-Out of Service	Tires, hire lights O/S
110	Safety-Out of Service	Tires, missing lock knob, signal light O/S
111	Safety-Out of Service	Tires, ABS light on, Dirty
112	Safety-Out of Service	Tires, No Code Blue lights, Wipers, Dirty
113	Safety-Out of Service	Unsecured Seat
114	Safety-Out of Service	Unsecured seat
115	Safety-Out of Service	Unsecured seat
116	Safety-Out of Service	Unsecured seat
117	Safety-Out of Service	Unsecured seat, Headliner
118	Safety-Out of Service	Unsecured seat, Dirty
119	Safety-Out of Service	No Break lights, Dirty
120	Safety-Out of Service	Missing rear door latch, Dirty
121	Safety-Out of Service	Code Blue, Meter lights O/S
122	Safety-Out of Service	Code Blue lights O/S
123	Safety-Out of Service	Code Blue Lights O/S, No Hire Lights

**Damage/Condition-Out of Service-0 Total-0% (of 97.87% total)**



**Driver Violation-Out of Service-3 total- 2.17% (included in 97.87% total)**

- 1 Driver Violation-Out of Service dba not on SDSO license
- 2 Driver Violation-Out of Service dba not on SDSO license
- 3 Driver Violation-Out of Service SDPD Contact, reckless driving

**Various Items-Out Of Service- 12 Total 8.69% (included in 97.87% total)**

- 1 Various Items-Out of Service No Insurance
- 2 Various Items-Out of Service No Insurance
- 3 Various Items-Out of Service No Insurance
- 4 Various Items-Out of Service No Insurance
- 5 Various Items-Out of Service No Insurance
- 6 Various Items-Out of Service No Insurance, No Registration.
- 7 Various Items-Out of Service No Insurance, No Registration
- 8 Various Items-Out of Service No SD permit, 3000 series
- 9 Various Items-Out of Service Meter Seal missing, Dirty
- 10 Various Items-Out of Service No CDL
- 11 Various Items-Out of Service No SD permit 3000 series
- 12 Various Items-Out of Service Not active with radio service

**Unsuitable-72 hrs-3 Total 2.12%**

- 1 Unsuitable-72 hrs Hazard lights O/S, Dirty
- 2 Unsuitable-72 hrs Thorn floor mats, Check engine
- 3 Unsuitable- 72 hrs No tire sticker, Dirty

**Field Reports Issued by MTS Taxicab Administration Staff-Total out of Service-**

**Safety-Out of Service- 95 Total – 94.05% (included in 98.05% total)**

1 Safety-Out of Service   Tires  
2 Safety-Out of Service   Tires  
3 Safety-Out of Service   Tires  
4 Safety-Out of Service   Tires  
5 Safety-Out of Service   Tires  
6 Safety-Out of Service   Tires  
7 Safety-Out of Service   Tires  
8 Safety-Out of Service   Tires  
9 Safety-Out of Service   Tires  
10 Safety-Out of Service   Tires  
11 Safety-Out of Service   Tires  
12 Safety-Out of Service   Tires  
13 Safety-Out of Service   Tires  
14 Safety-Out of Service   Tires  
15 Safety-Out of Service   Tires  
16 Safety-Out of Service   Tires  
17 Safety-Out of Service   Tires  
18 Safety-Out of Service   Tires  
19 Safety-Out of Service   Tires  
20 Safety-Out of Service   Tires  
21 Safety-Out of Service   Tires  
22 Safety-Out of Service   Tires  
23 Safety-Out of Service   Tires

24	Safety-Out of Service	Tires
25	Safety-Out of Service	Tires
26	Safety-Out of Service	Tires
27	Safety-Out of Service	Tires
28	Safety-Out of Service	Tires
29	Safety-Out of Service	Tires
30	Safety-Out of Service	Tires
31	Safety-Out of Service	Tires
32	Safety-Out of Service	Tires
33	Safety-Out of Service	Tires
34	Safety-Out of Service	Tires
35	Safety-Out of Service	Tires
36	Safety-Out of Service	Tires
37	Safety-Out of Service	Tires
38	Safety-Out of Service	Tires
39	Safety-Out of Service	Tires
40	Safety-Out of Service	Tires
41	Safety-Out of Service	Tires
42	Safety-Out of Service	Tires, Dirty
43	Safety-Out of Service	Tires, Dirty
44	Safety-Out of Service	Tires, Dirty
45	Safety-Out of Service	Tires, Dirty
46	Safety-Out of Service	Tires, Dirty
47	Safety-Out of Service	Tires, Dirty
48	Safety-Out of Service	Tires, Dirty
49	Safety-Out of Service	Tires, Dirty

50 Safety-Out of Service	Tires, No Insurance
51 Safety-Out of Service	Tires, No Insurance
52 Safety-Out of Service	Tires, No Insurance
53 Safety-Out of Service	Tires, Thorn seat
54 Safety-Out of Service	Tires, Thorn seat
55 Safety-Out of Service	Tires, Unsecured Seat
56 Safety-Out of Service	Tires, Unsecured Seat
57 Safety-Out of Service	Tires, Unsecured Seat
58 Safety-Out of Service	Tires, Unsecured Seat
59 Safety-Out of Service	Tires, Unsecured Seat
60 Safety-Out of Service	Tires, Unsecured Seat
61 Safety-Out of Service	Tires, ABS Light, Dirty
62 Safety-Out of Service	Tires, ABS Light, Dirty
63 Safety-Out of Service	Tires, Body Damage
64 Safety-Out of Service	Tires, Body Damage
65 Safety-Out of Service	Tires, Body Damage, Dirty
66 Safety-Out of Service	Tires, Body Damage, No insurance, No registration
67 Safety-Out of Service	Tires, Body Damage, Dirty, Brake light O/S
68 Safety-Out of Service	Tires, Headliner
69 Safety-Out of Service	Tires, Headliner
70 Safety-Out of Service	Tires, Headliner
71 Safety-Out of Service	Tires, Headliner
72 Safety-Out of Service	Tires, Headliner, Dirty
73 Safety-Out of Service	Tires, ABS Light, Dirty
74 Safety-Out of Service	Tires, ABS Light, Dirty
75 Safety-Out of Service	Tires, Wipers, Dirty

76 Safety-Out of Service	Tires, Wipers, Dirty
77 Safety-Out of Service	Tires, Wipers,
78 Safety-Out of Service	Tires, Windshield
79 Safety-Out of Service	Tires, Odometer O/S
80 Safety-Out of Service	Tires, Odometer O/S, Headlights O/S
81 Safety-Out of Service	Tires, for hire lights O/S
82 Safety-Out of Service	Tires, No Insurance, No Registration, Headliner
83 Safety-Out of Service	Tires, Engine Noise
84 Safety-Out of Service	Tires, Suspension
85 Safety-Out of Service	Tires, Air bag light on
86 Safety-Out of Service	Tires, ABS Light, Headliner
87 Safety-Out of Service	Unsecured seat, Dirty
88 Safety-Out of Service	Unsecured seat, Dirty
89 Safety-Out of Service	No Turn Signals
90 Safety-Out of Service	ABS Light on
91 Safety-Out of Service	ABS Light on, Brake light, Dirty
92 Safety-Out of Service	Code Blue lights O/S, Unsecured seat, Dirty
93 Safety-Out of Service	Code Blue lights O/S, Unsecured seat,
94 Safety-Out of Service	Code Blue lights O/S, Unsecured seat, Airbag light
95 Safety-Out of Service	Code Blue lights O/S, No Insurance, Registration, Dirty

**Damage/Condition- Out of Service 0 total-0%**

**Driver Violation- Out of Service 1 total 0.99% ((included in 98.05% total)**

1 Driver Violation-Out of Service Failure to comply/Conduct

**Various Items-Out of Service 5 total 4.95%(included in 98.05% total)**

- 1 Various Items-Out of Service No SD permit, 3000 series
- 2 Various Items-Out of Service No SD permit, 3000 series
- 3 Various Items-Out of Service No SD permit, 3000 series
- 4 Various Items-Out of Service Vehicle Accident
- 5 Various Items-Out of Service Vehicle Accident

**Unsuitable-72 hrs 2 total-1.94%**

- 1 Unsuitable 72 hrs
- 2 Unsuitable 72 hrs

**Field Reports Issued By San Diego International Airport Staff November 14, 2011**  
**Total of 18 Vehicles Inspected**

**Safety - Out of Service - 8 Total - 44.4%**

- |                           |  |
|---------------------------|--|
| 1 Safety - Out of Service | right rear tire bald*/flat spare tire/dirty seats  |
| 2 Safety - Out of Service | right rear seat unsecured*   |
| 3 Safety - Out of Service | right front tire bald*/no defroster/replace serpentine belt/<br>no tire size decal/lock knob missing |
| 4 Safety - Out of Service | left rear tire bald*/rear seat unsecured*/dirty interior   |
| 5 Safety - Out of Service | right rear tire bald*/replace headliner/dirty exterior   |
| 6 Safety - Out of Service | left front tire bald*/replace windshield molding   |
| 7 Safety - Out of Service | rear seat unsecured*/no robbery (code blue) lights*/right rear tire damaged                          |
| 8 Safety - Out of Service | rear lock knobs too low*/replace spare tire/clean headliner  |

**Unsuitable - 72 hour - 10 Total - 55.6%**

- 1 Unsuitable - 72 hour
- 2 Unsuitable - 72 hour
- 3 Unsuitable - 72 hour
- 4 Unsuitable - 72 hour
- 5 Unsuitable - 72 hour
- 6 Unsuitable - 72 hour
- 7 Unsuitable - 72 hour
- 8 Unsuitable - 72 hour
- 9 Unsuitable - 72 hour
- 10 Unsuitable - 72 hour

**This list incorporates vehicles contacted and inspected while  
operating at the San Diego International Airport**

**Field Reports Issued By San Diego International Airport Staff November 15, 2011**  
**Total of 26 Vehicles Inspected**

**Safety - Out of Service - 8 Total - 30.7%**

- |                           |  |
|---------------------------|--|
| 1 Safety - Out of Service | no two-way radio*/right front tire bald*   |
| 2 Safety - Out of Service | no two-way radio*/both front tires bald*   |
| 3 Safety - Out of Service | right front tire bald*/nail in right rear tire/no air conditioning                   |
| 4 Safety - Out of Service | rear seat unsecured*   |
| 5 Safety - Out of Service | all tires bald*/rear seat unsecured*/no two-way radio*/oil leaks/<br>loose headlight |
| 6 Safety - Out of Service | left rear tire bald*   |
| 7 Safety - Out of Service | left rear tire bald*   |
| 8 Safety - Out of Service | both front tires bald*   |

**Unsuitable - 72 hour - 10 Total - 69.3%**

- 1 Unsuitable - 72 hour
- 2 Unsuitable - 72 hour
- 3 Unsuitable - 72 hour
- 4 Unsuitable - 72 hour
- 5 Unsuitable - 72 hour
- 6 Unsuitable - 72 hour
- 7 Unsuitable - 72 hour
- 8 Unsuitable - 72 hour
- 9 Unsuitable - 72 hour
- 10 Unsuitable - 72 hour
- 11 Unsuitable - 72 hour
- 12 Unsuitable - 72 hour
- 13 Unsuitable - 72 hour
- 14 Unsuitable - 72 hour
- 15 Unsuitable - 72 hour
- 16 Unsuitable - 72 hour
- 17 Unsuitable - 72 hour
- 18 Unsuitable - 72 hour

\* =

**Note: All vehicles listed were contacted either for parking illegally  
or had obvious violations at the time of contact.**



**Field Reports Issued By San Diego International Airport Staff February 17, 2012**  
**Total of 26 Vehicles Inspected**

**Safety - Out of Service - 8 Total - 30.8%**

- |                           |  |
|---------------------------|--|
| 1 Safety - Out of Service | left tire bald*/battery not secured/rear torn carpet/replace antenna<br>headlight bulb out/oil leak/light marker out/dirty trunk |
| 2 Safety - Out of Service | bald tires*  |
| 3 Safety - Out of Service | emergency brake*/rear shocks leaking/steering hard/door lock knob too short  |
| 4 Safety - Out of Service | right front tire bald*/paint damage/check engine light on/clean headlights   |
| 5 Safety - Out of Service | rear seat not secured*/carpet torn/dirty interior  |
| 6 Safety - Out of Service | left rear tire bald*/missing rear floor mat  |
| 7 Safety - Out of Service | both front tires bald*/no air conditioning/rear seat not secured*/oil leaks/<br>replace tire size sticker/headliner dirty        |
| 8 Safety - Out of Service | left tire bald*/no air conditioning/rear seat not secured*/torn carpet   |

**Unsuitable - 72 hour - 18 Total - 69.2%**

- 1 Unsuitable - 72 hour
- 2 Unsuitable - 72 hour
- 3 Unsuitable - 72 hour
- 4 Unsuitable - 72 hour
- 5 Unsuitable - 72 hour
- 6 Unsuitable - 72 hour
- 7 Unsuitable - 72 hour
- 8 Unsuitable - 72 hour
- 9 Unsuitable - 72 hour
- 10 Unsuitable - 72 hour
- 11 Unsuitable - 72 hour
- 12 Unsuitable - 72 hour
- 13 Unsuitable - 72 hour
- 14 Unsuitable - 72 hour
- 15 Unsuitable - 72 hour
- 16 Unsuitable - 72 hour
- 17 Unsuitable - 72 hour
- 18 Unsuitable - 72 hour

**This list incorporates vehicles contacted and inspected while  
operating at the San Diego International Airport**

**Field Reports Issued By San Diego International Airport Staff February 22, 2012**  
**Total of 23 Vehicles Inspected**

**Safety - Out of Service - 14 Total - 60.9%**

- |                            |  |
|----------------------------|--|
| 1 Safety - Out of Service  | all bald tires*  |
| 2 Safety - Out of Service  | left rear tire bald*/repair driver seat/clean headliner/replace top sign/repaint vehicle   |
| 3 Safety - Out of Service  | no two-way radio*/right front tire bald*/suspension noise/<br>cracked windshield/broken fuel injectors   |
| 4 Safety - Out of Service  | no emergency brake*/dirty interior/damaged bumper/oil leaks/no air conditioning  |
| 5 Safety - Out of Service  | left front tire bald*/replace lock knobs/hubcaps/credit card sticker missing   |
| 6 Safety - Out of Service  | meter seal expired*/replace spare tire/interior-exterior dirty/replace 'no smoking' sign/<br>no air conditioning/headliner/replace seat covers/replace serpentine belt/<br>right rear tire bald*/oil leaks |
| 7 Safety - Out of Service  | no two-way radio*/no map book/driver not wearing socks/window lock broken  |
| 8 Safety - Out of Service  | no robbery (code blue) lights*/right front-right rear tires bald*/no two-way radio*/<br>no lock knob/replace signal lens/no map book/repair bumper   |
| 9 Safety - Out of Service  | right-left front tires bald*/air bag light/no defrost/check engine light/serpentine belt/<br>tire size decal missing/left rear shock leaking/no air conditioning/no credit card sticker                    |
| 10 Safety - Out of Service | no two-way radio*/no defrost/no map book/check engine light/<br>dirty interior/loose battery/body damage   |
| 11 Safety - Out of Service | right rear tire bald*/oil leaks/no air conditioning  |
| 12 Safety - Out of Service | both front tires bald*/check engine light/air bag lights on/no defroster/<br>loose headlight/serpentine belt   |
| 13 Safety - Out of Service | both front tires bald*/no map book/repaint bumpers/tire size sticker missing   |
| 14 Safety - Out of Service | left front tire bald*/wiper blades/3rd brake light out/dirty interior/body damage  |

**Unsuitable - 72 hour - 9 Total - 39.1%**

- 1 Unsuitable - 72 hour
- 2 Unsuitable - 72 hour
- 3 Unsuitable - 72 hour
- 4 Unsuitable - 72 hour
- 5 Unsuitable - 72 hour
- 6 Unsuitable - 72 hour
- 7 Unsuitable - 72 hour
- 8 Unsuitable - 72 hour
- 9 Unsuitable - 72 hour

**Note: MTS Taxicab Administration Inspection/Enforcement staff did not attend this airport inspection on 2.22.12.**

**This list incorporates vehicles contacted and inspected while operating at the San Diego International Airport**

**Field Reports Issued By San Diego International Airport Staff May 23, 2012**  
**Total of 26 Vehicles Inspected**

**Safety - Out of Service - 8 Total - 30.7%**

1 Safety - Out of Service	air bag light on*/engine misfire*/no map book/replace windshield wipers
2 Safety - Out of Service	left rear-right front tires bald*/brake lights out*
3 Safety - Out of Service	front tires bald*/dirty interior/no air conditioning/ replace steering wheel cover/no SDSO name tag
4 Safety - Out of Service	left rear tire bald*/ABS module leaking*/no defrosters/dirty interior
5 Safety - Out of Service	right front tire bald*
6 Safety - Out of Service	no two-way radio*/rear seat unsecured*
7 Safety - Out of Service	hood does not latch*/left rear lock knob missing/repaint exterior/torn seats
8 Safety - Out of Service	horn not working*/no map book

**Unsuitable - 72 hour - 18 Total - 69.3%**

- 1 Unsuitable - 72 hour
- 2 Unsuitable - 72 hour
- 3 Unsuitable - 72 hour
- 4 Unsuitable - 72 hour
- 5 Unsuitable - 72 hour
- 6 Unsuitable - 72 hour
- 7 Unsuitable - 72 hour
- 8 Unsuitable - 72 hour
- 9 Unsuitable - 72 hour
- 10 Unsuitable - 72 hour
- 11 Unsuitable - 72 hour
- 12 Unsuitable - 72 hour
- 13 Unsuitable - 72 hour
- 14 Unsuitable - 72 hour
- 15 Unsuitable - 72 hour
- 16 Unsuitable - 72 hour
- 17 Unsuitable - 72 hour
- 18 Unsuitable - 72 hour

\* =

**This list incorporates vehicles contacted and inspected while operating at the  
San Diego International Airport**

**Field Reports Issued By San Diego International Airport Staff May 24, 2012**  
**Total of 23 Vehicles Inspected**

**Safety - Out of Service - 12 Total - 52.2%**

- |                            |  |
|----------------------------|--|
| 1 Safety - Out of Service  | both front tires bald*   |
| 2 Safety - Out of Service  | no two-way radio*  |
| 3 Safety - Out of Service  | no robbery (code blue) lights*/no map book   |
| 4 Safety - Out of Service  | no two-way radio*  |
| 5 Safety - Out of Service  | no robbery (code blue) lights*/no map book   |
| 6 Safety - Out of Service  | no two-way radio*/repair driver's side mirror  |
| 7 Safety - Out of Service  | no two-way radio*/replace tire sensor  |
| 8 Safety - Out of Service  | no two-way radio*/taximeter broken   |
| 9 Safety - Out of Service  | no two-way radio*  |
| 10 Safety - Out of Service | right front tire bald*/both rear tires bald*/replace spare tire/<br>no map book/repaint bumper |
| 11 Safety - Out of Service | cracked windshield*/no air conditioning  |
| 12 Safety - Out of Service | rear seat unsecured*   |

**Unsuitable - 72 hour - 11 Total - 47.8%**

- 1 Unsuitable - 72 hour
- 2 Unsuitable - 72 hour
- 3 Unsuitable - 72 hour
- 4 Unsuitable - 72 hour
- 5 Unsuitable - 72 hour
- 6 Unsuitable - 72 hour
- 7 Unsuitable - 72 hour
- 8 Unsuitable - 72 hour
- 9 Unsuitable - 72 hour
- 10 Unsuitable - 72 hour
- 11 Unsuitable - 72 hour

\* =

**This list incorporates vehicles contacted and inspected while operating at the San Diego International Airport**

## FY 2010 - Cites written by Taxi personnel

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
<b>1,126</b>					
7/16/2009 5:34:00AM	1X426059	15	0	0	1,126
7/16/2009 5:36:00AM	1X426060	15	0	0	1,126
7/17/2009 11:35:00AM	1X426061	15	0	0	1,126
7/23/2009 1:47:00PM	1X426062	15	0	0	1,126
8/14/2009 9:23:00AM	1X426063	15	0	0	1,126
8/18/2009 12:40:00PM	1X426064	15	0	0	1,126
8/20/2009 7:43:00AM	1X426065	15	0	0	1,126
8/20/2009 9:01:00AM	1X426066	15	0	0	1,126
8/21/2009 7:40:00PM	1X426067	15	0	0	1,126
9/12/2009 7:57:00PM	1X426070	15	0	0	1,126
9/14/2009 12:20:00PM	1X426071	15	0	0	1,126
9/16/2009 12:33:00PM	1X426072	15	0	0	1,126
9/16/2009 12:35:00PM	1X426073	15	0	0	1,126
9/25/2009 11:15:00AM	1X426074	15	0	0	1,126
9/28/2009 12:54:00PM	1X426075	15	0	0	1,126
9/28/2009 1:05:00PM	1X460601	15	0	0	1,126
10/7/2009 2:16:00PM	1X460602	15	0	0	1,126
10/8/2009 11:30:00AM	1X460603	15	0	0	1,126
10/8/2009 12:06:00PM	1X460604	15	0	0	1,126
10/8/2009 1:46:00PM	1X460605	15	0	0	1,126
10/9/2009 6:15:00AM	1X460606	15	0	0	1,126
10/9/2009 6:20:00AM	1X460607	15	0	0	1,126
10/9/2009 6:25:00AM	1X460608	15	0	0	1,126
10/9/2009 6:28:00AM	1X460609	15	0	0	1,126
10/9/2009 6:32:00AM	1X460610	15	0	0	1,126
10/12/2009 1:04:00PM	1X460611	15	0	0	1,126
10/15/2009 12:42:00PM	1X460612	15	0	0	1,126
10/16/2009 7:52:00PM	1X460613	15	0	0	1,126
10/16/2009 10:18:00PM	1X460614	15	0	0	1,126
10/19/2009 11:27:00AM	1X460615	15	0	0	1,126
10/21/2009 12:21:00PM	1X460617	15	0	0	1,126
10/21/2009 12:33:00PM	1X460618	15	0	0	1,126
11/3/2009 10:24:00AM	1X460619	15	0	0	1,126
11/18/2009 12:52:00PM	1X460620	15	0	0	1,126
12/11/2009 10:40:00AM	1X460621	15	0	0	1,126
12/30/2009 12:45:00PM	1X460622	15	0	0	1,126
12/30/2009 12:54:00PM	1X460623	15	0	0	1,126

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
1/9/2010 10:00:00PM	1X460624	15	0	0	1,126
1/13/2010 12:57:00PM	1X460625	15	0	0	1,126
2/2/2010 1:39:00PM	1X497066	15	0	0	1,126
1/14/2010 9:46:00AM	1X497326	15	0	0	1,126
1/14/2010 10:45:00AM	1X497327	15	0	0	1,126
1/14/2010 12:24:00PM	1X497328	15	0	0	1,126
1/15/2010 6:23:00AM	1X497329	15	0	0	1,126
1/15/2010 6:35:00AM	1X497330	15	0	0	1,126
1/15/2010 6:46:00AM	1X497331	15	0	0	1,126
1/23/2010 7:53:00PM	1X497332	15	0	0	1,126
1/28/2010 5:27:00AM	1X497333	15	0	0	1,126
1/28/2010 5:30:00AM	1X497334	15	0	0	1,126
1/28/2010 5:33:00AM	1X497335	15	0	0	1,126
1/28/2010 6:28:00AM	1X497336	15	0	0	1,126
1/28/2010 12:22:00PM	1X497337	15	0	0	1,126
1/28/2010 12:25:00PM	1X497338	15	0	0	1,126
1/28/2010 12:28:00PM	1X497339	15	0	0	1,126
1/28/2010 12:31:00PM	1X497340	15	0	0	1,126
1/28/2010 12:35:00PM	1X497341	15	0	0	1,126
1/28/2010 12:37:00PM	1X497342	15	0	0	1,126
1/28/2010 1:39:00PM	1X497343	15	0	0	1,126
1/28/2010 2:03:00PM	1X497344	15	0	0	1,126
2/4/2010 6:25:00AM	1X497345	15	0	0	1,126
2/4/2010 6:27:00AM	1X497346	15	0	0	1,126
2/4/2010 6:34:00AM	1X497347	15	0	0	1,126
2/4/2010 6:55:00AM	1X497348	15	0	0	1,126
2/5/2010 5:48:00PM	1X497349	15	0	0	1,126
2/5/2010 8:34:00PM	1X497350	15	0	0	1,126
2/9/2010 10:37:00AM	1X497501	15	0	0	1,126
2/11/2010 10:46:00AM	1X497502	15	0	0	1,126
2/11/2010 11:09:00AM	1X497503	15	0	0	1,126
2/11/2010 11:38:00AM	1X497504	15	0	0	1,126
2/11/2010 12:54:00PM	1X497505	15	0	0	1,126
2/11/2010 1:55:00AM	1X497506	15	0	0	1,126
2/12/2010 6:13:00AM	1X497507	15	0	0	1,126
2/16/2010 6:41:00AM	1X497508	15	0	0	1,126
2/16/2010 6:56:00PM	1X497509	15	0	0	1,126
2/16/2010 9:33:00PM	1X497510	15	0	0	1,126
2/16/2010 10:20:00PM	1X497511	15	0	0	1,126
2/16/2010 10:25:00PM	1X497512	15	0	0	1,126

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
2/16/2010 10:30:00PM	1X497513	15	0	0	1,126
2/25/2010 11:06:00AM	1X497514	15	0	0	1,126
2/25/2010 11:48:00AM	1X497515	15	0	0	1,126
2/25/2010 1:27:00PM	1X497516	15	0	0	1,126
2/26/2010 11:52:00AM	1X497518	15	0	0	1,126
3/1/2010 11:59:00AM	1X497519	15	0	0	1,126
3/2/2010 12:10:00PM	1X497520	15	0	0	1,126
3/3/2010 12:18:00PM	1X497521	15	0	0	1,126
3/3/2010 12:21:00PM	1X497522	15	0	0	1,126
3/4/2010 7:30:00AM	1X497523	15	0	0	1,126
3/5/2010 12:47:00PM	1X497524	15	0	0	1,126
3/11/2010 1:54:00PM	1X497525	15	0	0	1,126
3/29/2010 10:50:00AM	1X497687	15	0	0	1,126
3/11/2010 1:55:00PM	1X497727	15	0	0	1,126
3/22/2010 12:38:00PM	1X497728	15	0	0	1,126
3/22/2010 1:15:00PM	1X497729	15	0	0	1,126
3/22/2010 1:54:00PM	1X497730	15	0	0	1,126
3/24/2010 12:10:00PM	1X497731	15	0	0	1,126
3/24/2010 12:55:00PM	1X497732	15	0	0	1,126
3/26/2010 10:41:00AM	1X497733	15	0	0	1,126
3/26/2010 11:10:00AM	1X497734	15	0	0	1,126
4/13/2010 12:20:00PM	1X497735	15	0	0	1,126
4/15/2010 12:17:00PM	1X497736	15	0	0	1,126
4/15/2010 12:30:00PM	1X497737	15	0	0	1,126
4/15/2010 12:37:00PM	1X497738	15	0	0	1,126
4/15/2010 12:47:00PM	1X497739	15	0	0	1,126
4/16/2010 9:54:00AM	1X497740	15	0	0	1,126
4/29/2010 8:21:00AM	1X497741	15	0	0	1,126
4/29/2010 10:12:00AM	1X497742	15	0	0	1,126
5/5/2010 11:13:00AM	1X497743	15	0	0	1,126
5/8/2010 8:10:00PM	1X497744	15	0	0	1,126
5/8/2010 11:11:00PM	1X497745	15	0	0	1,126
5/14/2010 11:02:00AM	1X497747	15	0	0	1,126
5/14/2010 2:20:00PM	1X497748	15	0	0	1,126
5/14/2010 2:33:00PM	1X497749	15	0	0	1,126
5/21/2010 7:42:00PM	1X497750	15	0	0	1,126
6/18/2010 1:48:00PM	1X521451	15	0	0	1,126
7/31/2009 9:24:00AM	227260	2	0	0	1,126
8/5/2009 5:46:00AM	227261	2	0	0	1,126
8/8/2009 10:13:00PM	227264	2	0	0	1,126

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
8/14/2009 6:38:00AM	227265	2	0	0	1,126
8/14/2009 8:15:00AM	227266	2	0	0	1,126
8/21/2009 8:08:00PM	227268	2	0	0	1,126
8/28/2009 11:20:00PM	227269	2	0	0	1,126
9/4/2009 9:25:00PM	227270	2	0	0	1,126
9/5/2009 12:35:00PM	227271	2	0	0	1,126
9/6/2009 1:41:00AM	227272	2	0	0	1,126
9/9/2009 12:48:00PM	227273	2	0	0	1,126
9/13/2009 1:44:00AM	227274	2	0	0	1,126
9/20/2009 1:22:00AM	227275	2	0	0	1,126
9/23/2009 12:37:00PM	227277	2	0	0	1,126
10/2/2009 11:00:00PM	227278	2	0	0	1,126
10/8/2009 1:22:00PM	227279	2	0	0	1,126
10/16/2009 5:14:00AM	227280	2	0	0	1,126
10/22/2009 1:00:00PM	227281	2	0	0	1,126
1/16/2010 9:15:00PM	227282	2	0	0	1,126
1/16/2010 9:52:00PM	227283	2	0	0	1,126
3/19/2010 11:33:00AM	227284	2	0	0	1,126
4/20/2010 11:30:00AM	227285	2	0	0	1,126
4/24/2010 8:27:00PM	227287	2	0	0	1,126
4/24/2010 11:01:00PM	227288	2	0	0	1,126
5/5/2010 11:38:00AM	227289	2	0	0	1,126
5/22/2010 8:45:00PM	227290	2	0	0	1,126
5/22/2010 10:22:00PM	227291	2	0	0	1,126

LEE, TOM

141

2,030

4/18/2010 5:00:00PM	1X425258	15	0	0	2,030
4/19/2010 3:12:00PM	1X425259	15	0	0	2,030
4/19/2010 3:15:00PM	1X425260	15	0	0	2,030
4/19/2010 3:32:00PM	1X425261	15	0	0	2,030
4/19/2010 4:00:00PM	1X425262	15	0	0	2,030
4/21/2010 11:21:00AM	1X425263	15	0	0	2,030
4/21/2010 7:30:00PM	1X425264	15	0	0	2,030
4/22/2010 10:50:00AM	1X425265	15	0	0	2,030
4/27/2010 4:33:00PM	1X425266	15	0	0	2,030
4/27/2010 5:50:00PM	1X425267	15	0	0	2,030
5/1/2010 8:35:00PM	1X425268	15	0	0	2,030
5/3/2010 3:40:00PM	1X425269	15	0	0	2,030
5/3/2010 4:02:00PM	1X425270	15	0	0	2,030
5/3/2010 4:36:00PM	1X425271	15	0	0	2,030
5/4/2010 3:37:00PM	1X425272	15	0	0	2,030



<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
5/7/2010 6:54:00PM	1X425273	15	0	0	2,030
5/8/2010 8:37:00PM	1X425274	15	0	0	2,030
5/8/2010 11:00:00PM	1X425275	15	0	0	2,030
9/9/2009 12:33:00PM	1X426068	15	0	0	2,030
7/7/2009 2:40:00PM	1X460177	15	0	0	2,030
7/24/2009 9:35:00PM	1X460178	15	0	0	2,030
7/24/2009 9:40:00PM	1X460179	15	0	0	2,030
7/24/2009 9:42:00PM	1X460181	15	0	0	2,030
7/24/2009 9:46:00PM	1X460182	15	0	0	2,030
7/24/2009 9:50:00PM	1X460183	15	0	0	2,030
7/24/2009 9:55:00PM	1X460184	15	0	0	2,030
7/24/2009 9:57:00PM	1X460185	15	0	0	2,030
7/24/2009 10:00:00PM	1X460186	15	0	0	2,030
7/24/2009 10:05:00PM	1X460187	15	0	0	2,030
7/24/2009 10:09:00PM	1X460188	15	0	0	2,030
7/24/2009 10:12:00PM	1X460189	15	0	0	2,030
7/25/2009 7:15:00PM	1X460190	15	0	0	2,030
7/30/2009 8:07:00PM	1X460191	15	0	0	2,030
8/5/2009 11:15:00AM	1X460192	15	0	0	2,030
8/7/2009 7:47:00PM	1X460193	15	0	0	2,030
8/14/2009 6:40:00PM	1X460194	15	0	0	2,030
8/17/2009 11:35:00AM	1X460195	15	0	0	2,030
8/19/2009 2:10:00PM	1X460196	15	0	0	2,030
8/19/2009 2:35:00PM	1X460197	15	0	0	2,030
8/23/2009 11:13:00AM	1X460198	15	0	0	2,030
8/26/2009 5:55:00PM	1X460199	15	0	0	2,030
8/26/2009 6:32:00PM	1X460200	15	0	0	2,030
9/8/2009 4:45:00PM	1X460551	15	0	0	2,030
9/11/2009 7:35:00PM	1X460552	15	0	0	2,030
9/11/2009 7:40:00PM	1X460553	15	0	0	2,030
9/12/2009 7:55:00PM	1X460554	15	0	0	2,030
9/18/2009 5:15:00PM	1X460555	15	0	0	2,030
9/22/2009 4:18:00PM	1X460557	15	0	0	2,030
9/27/2009 5:50:00PM	1X460558	15	0	0	2,030
9/27/2009 5:53:00PM	1X460559	15	0	0	2,030
9/27/2009 6:00:00PM	1X460560	15	0	0	2,030
9/27/2009 6:10:00PM	1X460561	15	0	0	2,030
9/27/2009 6:15:00PM	1X460562	15	0	0	2,030
9/27/2009 6:20:00PM	1X460563	15	0	0	2,030
9/29/2009 7:10:00PM	1X460564	15	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
10/7/2009 12:42:00PM	1X460565	15	0	0	2,030
10/7/2009 1:25:00PM	1X460566	15	0	0	2,030
10/7/2009 1:30:00PM	1X460568	15	0	0	2,030
10/7/2009 3:45:00PM	1X460569	15	0	0	2,030
10/7/2009 3:12:00PM	1X460570	15	0	0	2,030
10/7/2009 3:35:00PM	1X460571	15	0	0	2,030
10/7/2009 4:00:00PM	1X460572	15	0	0	2,030
10/9/2009 7:25:00PM	1X460573	15	0	0	2,030
10/9/2009 7:25:00PM	1X460574	15	0	0	2,030
10/9/2009 7:50:00PM	1X460575	15	0	0	2,030
10/12/2009 1:05:00PM	1X460801	15	0	0	2,030
10/16/2009 7:20:00PM	1X460802	15	0	0	2,030
10/16/2009 7:32:00PM	1X460803	15	0	0	2,030
10/16/2009 7:53:00PM	1X460804	15	0	0	2,030
10/16/2009 8:22:00PM	1X460805	15	0	0	2,030
10/16/2009 9:17:00PM	1X460806	15	0	0	2,030
10/20/2009 4:25:00PM	1X460807	15	0	0	2,030
10/20/2009 4:30:00PM	1X460809	15	0	0	2,030
10/20/2009 4:35:00PM	1X460810	15	0	0	2,030
10/21/2009 10:20:00AM	1X460811	15	0	0	2,030
10/21/2009 11:42:00AM	1X460812	15	0	0	2,030
10/21/2009 11:42:00AM	1X460813	15	0	0	2,030
11/1/2009 4:50:00PM	1X460814	15	0	0	2,030
11/1/2009 4:55:00PM	1X460815	15	0	0	2,030
11/1/2009 5:50:00PM	1X460816	15	0	0	2,030
11/1/2009 5:55:00PM	1X460817	15	0	0	2,030
11/4/2009 6:15:00PM	1X460818	15	0	0	2,030
11/4/2009 6:20:00PM	1X460819	15	0	0	2,030
11/8/2009 4:10:00PM	1X460820	15	0	0	2,030
11/8/2009 4:15:00PM	1X460821	15	0	0	2,030
11/10/2009 6:13:00PM	1X460822	15	0	0	2,030
11/15/2009 3:10:00PM	1X460823	15	0	0	2,030
11/17/2009 6:30:00PM	1X460824	15	0	0	2,030
11/18/2009 1:28:00PM	1X460825	15	0	0	2,030
11/18/2009 6:40:00PM	1X460976	15	0	0	2,030
11/21/2009 7:47:00PM	1X460977	15	0	0	2,030
11/29/2009 4:50:00PM	1X460978	15	0	0	2,030
11/29/2009 4:55:00PM	1X460979	15	0	0	2,030
11/29/2009 5:00:00PM	1X460980	15	0	0	2,030
11/29/2009 5:05:00PM	1X460981	15	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
11/29/2009 5:10:00PM	1X460982	15	0	0	2,030
11/29/2009 5:30:00PM	1X460983	15	0	0	2,030
11/29/2009 9:17:00PM	1X460984	15	0	0	2,030
11/29/2009 9:54:00PM	1X460985	15	0	0	2,030
11/29/2009 9:59:00PM	1X460986	15	0	0	2,030
11/30/2009 11:15:00AM	1X460987	15	0	0	2,030
11/30/2009 7:25:00PM	1X460988	15	0	0	2,030
12/2/2009 3:00:00PM	1X460989	15	0	0	2,030
12/6/2009 4:12:00PM	1X460990	15	0	0	2,030
12/6/2009 4:20:00PM	1X460991	15	0	0	2,030
12/6/2009 5:55:00PM	1X460992	15	0	0	2,030
12/6/2009 6:27:00PM	1X460993	15	0	0	2,030
12/7/2009 10:30:00AM	1X460994	15	0	0	2,030
12/7/2009 10:30:00AM	1X460995	15	0	0	2,030
12/7/2009 10:30:00AM	1X460997	15	0	0	2,030
12/7/2009 10:30:00AM	1X460998	15	0	0	2,030
12/7/2009 1:15:00PM	1X460999	15	0	0	2,030
12/7/2009 2:13:00PM	1X461000	15	0	0	2,030
2/2/2010 1:25:00PM	1X497065	15	0	0	2,030
12/20/2009 5:20:00PM	1X497076	15	0	0	2,030
12/20/2009 5:25:00PM	1X497077	15	0	0	2,030
12/28/2009 7:00:00PM	1X497078	15	0	0	2,030
12/28/2009 7:05:00PM	1X497079	15	0	0	2,030
1/9/2010 10:00:00PM	1X497080	15	0	0	2,030
1/10/2010 5:37:00PM	1X497081	15	0	0	2,030
1/10/2010 6:47:00PM	1X497082	15	0	0	2,030
1/16/2010 6:25:00PM	1X497083	15	0	0	2,030
1/23/2010 9:10:00PM	1X497085	15	0	0	2,030
1/23/2010 9:25:00PM	1X497086	15	0	0	2,030
2/3/2010 10:55:00AM	1X497087	15	0	0	2,030
2/3/2010 11:23:00AM	1X497088	15	0	0	2,030
2/3/2010 11:35:00AM	1X497089	15	0	0	2,030
2/3/2010 12:10:00PM	1X497090	15	0	0	2,030
2/3/2010 12:35:00PM	1X497091	15	0	0	2,030
2/5/2010 8:00:00PM	1X497092	15	0	0	2,030
2/7/2010 3:26:00PM	1X497093	15	0	0	2,030
2/8/2010 12:23:00PM	1X497094	15	0	0	2,030
2/8/2010 3:41:00PM	1X497095	15	0	0	2,030
2/9/2010 10:37:00AM	1X497096	15	0	0	2,030
2/16/2010 6:35:00PM	1X497097	15	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
2/16/2010 6:52:00PM	1X497098	15	0	0	2,030
2/16/2010 9:40:00PM	1X497099	15	0	0	2,030
2/16/2010 10:18:00PM	1X497100	15	0	0	2,030
3/13/2010 8:33:00AM	1X497676	15	0	0	2,030
3/13/2010 8:35:00AM	1X497677	15	0	0	2,030
3/14/2010 8:10:00AM	1X497678	15	0	0	2,030
3/14/2010 9:05:00AM	1X497679	15	0	0	2,030
3/17/2010 3:55:00PM	1X497680	15	0	0	2,030
3/22/2010 1:10:00PM	1X497681	15	0	0	2,030
3/22/2010 1:22:00PM	1X497682	15	0	0	2,030
3/22/2010 1:55:00PM	1X497683	15	0	0	2,030
3/24/2010 12:12:00PM	1X497684	15	0	0	2,030
3/26/2010 10:38:00PM	1X497686	15	0	0	2,030
3/30/2010 5:47:00PM	1X497688	15	0	0	2,030
3/30/2010 5:55:00PM	1X497689	15	0	0	2,030
3/30/2010 6:08:00PM	1X497690	15	0	0	2,030
3/31/2010 1:25:00PM	1X497691	15	0	0	2,030
3/31/2010 2:20:00PM	1X497692	15	0	0	2,030
4/2/2010 7:15:00PM	1X497693	15	0	0	2,030
4/2/2010 7:40:00PM	1X497694	15	0	0	2,030
4/12/2010 3:50:00PM	1X497695	15	0	0	2,030
4/12/2010 3:55:00PM	1X497696	15	0	0	2,030
4/13/2010 12:17:00PM	1X497697	15	0	0	2,030
4/15/2010 12:13:00PM	1X497698	15	0	0	2,030
4/15/2010 12:51:00PM	1X497699	15	0	0	2,030
4/19/2010 2:15:00PM	1X497700	15	0	0	2,030
3/9/2010 3:53:00PM	1X497726	15	0	0	2,030
5/15/2010 8:57:00AM	1X521476	15	0	0	2,030
5/15/2010 9:00:00AM	1X521477	15	0	0	2,030
5/15/2010 9:05:00AM	1X521479	15	0	0	2,030
5/15/2010 11:50:00AM	1X521480	15	0	0	2,030
5/15/2010 11:56:00AM	1X521481	15	0	0	2,030
5/15/2010 11:02:00AM	1X521482	15	0	0	2,030
5/15/2010 12:35:00PM	1X521483	15	0	0	2,030
6/19/2010 6:29:00PM	1X521484	15	0	0	2,030
6/20/2010 6:58:00AM	1X521485	15	0	0	2,030
6/22/2010 5:05:00PM	1X521486	15	0	0	2,030
6/23/2010 10:30:00AM	1X521487	15	0	0	2,030
6/23/2010 10:35:00AM	1X521488	15	0	0	2,030
6/24/2010 7:50:00AM	1X521489	15	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
7/7/2009 9:45:00AM	309122	2	0	0	2,030
7/10/2009 11:10:00PM	309123	2	0	0	2,030
7/10/2009 11:55:00PM	309124	2	0	0	2,030
7/19/2009 1:13:00AM	309125	2	0	0	2,030
7/31/2009 10:35:00PM	309126	2	0	0	2,030
8/5/2009 5:30:00AM	309127	2	0	0	2,030
8/9/2009 2:25:00AM	309128	2	0	0	2,030
8/22/2009 2:35:00AM	309129	2	0	0	2,030
8/28/2009 9:30:00PM	309130	2	0	0	2,030
8/28/2009 11:55:00PM	309131	2	0	0	2,030
8/29/2009 10:35:00PM	309132	2	0	0	2,030
8/30/2009 12:35:00AM	309133	2	0	0	2,030
8/30/2009 1:30:00AM	309134	2	0	0	2,030
9/5/2009 12:30:00AM	309135	2	0	0	2,030
9/5/2009 9:42:00PM	309136	2	0	0	2,030
9/5/2009 10:15:00PM	309137	2	0	0	2,030
9/12/2009 1:08:00AM	309138	2	0	0	2,030
9/12/2009 1:46:00AM	309139	2	0	0	2,030
9/12/2009 5:49:00AM	309140	2	0	0	2,030
9/12/2009 6:17:00AM	309141	2	0	0	2,030
9/12/2009 7:10:00AM	309142	2	0	0	2,030
9/12/2009 9:50:00PM	309143	2	0	0	2,030
9/12/2009 11:40:00PM	309144	2	0	0	2,030
9/19/2009 2:15:00AM	309145	2	0	0	2,030
9/23/2009 3:15:00PM	309146	2	0	0	2,030
9/27/2009 6:00:00PM	309147	14	0	0	2,030
9/30/2009 2:30:00PM	309148	2	0	0	2,030
10/2/2009 10:30:00PM	309149	2	0	0	2,030
10/2/2009 11:30:00PM	309150	2	0	0	2,030
10/3/2009 10:20:00PM	320601	2	0	0	2,030
10/4/2009 12:40:00AM	320602	2	0	0	2,030
10/7/2009 3:45:00PM	320603	2	0	0	2,030
10/7/2009 4:15:00PM	320604	2	0	0	2,030
10/9/2009 9:09:00PM	320605	2	0	0	2,030
10/11/2009 8:47:00PM	320606	2	0	0	2,030
10/23/2009 11:55:00PM	320607	2	0	0	2,030
10/24/2009 12:52:00AM	320608	2	0	0	2,030
10/24/2009 11:05:00PM	320609	2	0	0	2,030
10/25/2009 5:17:00PM	320610	2	0	0	2,030
10/30/2009 10:32:00PM	320611	2	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
11/7/2009 12:45:00AM	320612	2	0	0	2,030
11/9/2009 3:37:00PM	320613	2	0	0	2,030
11/13/2009 10:02:00PM	320614	2	0	0	2,030
11/14/2009 12:22:00AM	320615	2	0	0	2,030
11/20/2009 8:03:00PM	320616	2	0	0	2,030
11/20/2009 8:03:00PM	320617	2	0	0	2,030
11/25/2009 7:01:00PM	320618	2	0	0	2,030
12/2/2009 3:40:00PM	320619	2	0	0	2,030
12/6/2009 6:58:00PM	320620	2	0	0	2,030
12/16/2009 2:40:00PM	320621	2	0	0	2,030
12/16/2009 3:20:00PM	320622	2	0	0	2,030
12/16/2009 3:50:00PM	320623	2	0	0	2,030
12/16/2009 5:05:00PM	320624	2	0	0	2,030
12/29/2009 2:00:00PM	320625	2	0	0	2,030
1/10/2010 12:15:00AM	320626	2	0	0	2,030
1/10/2010 1:40:00AM	320628	2	0	0	2,030
1/10/2010 2:00:00AM	320630	2	0	0	2,030
1/17/2010 12:10:00AM	320631	2	0	0	2,030
2/3/2010 11:45:00AM	320632	2	0	0	2,030
2/5/2010 6:35:00PM	320633	2	0	0	2,030
2/16/2010 7:34:00PM	320634	2	0	0	2,030
2/16/2010 7:51:00PM	320635	2	0	0	2,030
2/16/2010 10:44:00PM	320636	2	0	0	2,030
2/17/2010 1:15:00AM	320637	2	0	0	2,030
2/24/2010 7:17:00AM	320639	2	0	0	2,030
2/24/2010 11:27:00AM	320640	2	0	0	2,030
2/25/2010 2:21:00PM	320641	2	0	0	2,030
3/21/2010 1:50:00AM	320642	2	0	0	2,030
3/22/2010 1:23:00PM	320643	2	0	0	2,030
3/22/2010 2:20:00PM	320644	2	0	0	2,030
3/26/2010 10:03:00PM	320645	2	0	0	2,030
3/27/2010 5:30:00PM	320646	2	0	0	2,030
3/27/2010 7:30:00PM	320647	2	0	0	2,030
3/27/2010 9:20:00PM	320648	2	0	0	2,030
3/29/2010 10:30:00AM	320650	2	0	0	2,030
3/29/2010 10:53:00AM	333051	2	0	0	2,030
4/2/2010 7:49:00PM	333054	2	0	0	2,030
4/9/2010 8:43:00PM	333055	2	0	0	2,030
4/9/2010 9:40:00PM	333056	2	0	0	2,030
4/15/2010 10:23:00AM	333057	2	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
4/18/2010 3:45:00PM	333058	2	0	0	2,030
4/19/2010 7:10:00PM	333059	2	0	0	2,030
4/21/2010 7:00:00PM	333060	2	0	0	2,030
4/24/2010 9:22:00PM	333061	2	0	0	2,030
4/24/2010 10:15:00PM	333062	2	0	0	2,030
4/29/2010 7:55:00AM	333063	2	0	0	2,030
4/29/2010 8:17:00AM	333064	2	0	0	2,030
4/30/2010 8:35:00PM	333065	2	0	0	2,030
4/30/2010 10:13:00PM	333066	2	0	0	2,030
5/1/2010 1:34:00AM	333067	2	0	0	2,030
5/2/2010 1:19:00AM	333068	2	0	0	2,030
5/3/2010 7:05:00PM	333069	2	0	0	2,030
5/7/2010 9:22:00PM	333071	2	0	0	2,030
5/8/2010 9:07:00PM	333072	2	0	0	2,030
5/11/2010 12:07:00PM	333074	2	0	0	2,030
5/14/2010 10:25:00PM	333075	2	0	0	2,030
5/15/2010 1:05:00PM	333076	2	0	0	2,030
5/21/2010 10:00:00PM	333077	2	0	0	2,030
5/21/2010 11:03:00PM	333078	2	0	0	2,030
5/23/2010 1:28:00AM	333079	2	0	0	2,030
6/6/2010 1:12:00AM	333080	2	0	0	2,030

MATTIE, JOSEPH

276

This page intentionally left  
blank



## FY 2011 - Cites written by Taxi personnel

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
1,126					
7/21/2010 12:05:00PM	1X521452	15	0	0	1,126
7/30/2010 5:50:00AM	1X521453	15	0	0	1,126
7/30/2010 5:55:00AM	1X521454	15	0	0	1,126
7/30/2010 5:57:00AM	1X521455	15	0	0	1,126
7/30/2010 6:00:00AM	1X521456	15	0	0	1,126
7/30/2010 6:05:00AM	1X521457	15	0	0	1,126
9/7/2010 10:42:00AM	1X521458	15	0	0	1,126
9/7/2010 11:19:00AM	1X521459	15	0	0	1,126
9/7/2010 1:05:00PM	1X521460	15	0	0	1,126
9/8/2010 7:08:00AM	1X521461	15	0	0	1,126
9/8/2010 7:25:00AM	1X521462	15	0	0	1,126
9/9/2010 7:40:00AM	1X521463	15	0	0	1,126
9/9/2010 8:08:00AM	1X521464	15	0	0	1,126
9/9/2010 11:52:00AM	1X521465	15	0	0	1,126
9/11/2010 6:16:00AM	1X521466	15	0	0	1,126
9/15/2010 12:45:00PM	1X521467	15	0	0	1,126
9/15/2010 12:48:00PM	1X521468	15	0	0	1,126
9/15/2010 12:50:00PM	1X521469	15	0	0	1,126
9/15/2010 1:00:00PM	1X521470	15	0	0	1,126
9/20/2010 12:44:00PM	1X521471	15	0	0	1,126
9/27/2010 12:46:00PM	1X521472	15	0	0	1,126
9/27/2010 1:40:00PM	1X521473	15	0	0	1,126
9/27/2010 1:45:00PM	1X521474	15	0	0	1,126
9/27/2010 1:48:00PM	1X521475	15	0	0	1,126
9/17/2010 12:24:00PM	1X521911	15	0	0	1,126
9/27/2010 1:50:00PM	1X521929	15	0	0	1,126
9/27/2010 1:54:00PM	1X521930	15	0	0	1,126
9/27/2010 1:58:00PM	1X521931	15	0	0	1,126
9/28/2010 9:56:00AM	1X522126	15	0	0	1,126
9/30/2010 12:25:00PM	1X522127	15	0	0	1,126
10/2/2010 5:17:00PM	1X522128	15	0	0	1,126
10/2/2010 5:20:00PM	1X522129	15	0	0	1,126
10/2/2010 5:22:00PM	1X522130	15	0	0	1,126
10/2/2010 6:00:00PM	1X522131	15	0	0	1,126
10/2/2010 6:05:00PM	1X522132	15	0	0	1,126
10/29/2010 8:45:00AM	1X522133	15	0	0	1,126
10/29/2010 9:51:00AM	1X522134	15	0	0	1,126

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
1/8/2011 7:56:00PM	1X522136	15	0	0	1,126
1/8/2011 9:07:00PM	1X522137	15	0	0	1,126
1/11/2011 7:45:00AM	1X522138	15	0	0	1,126
1/11/2011 8:28:00AM	1X522139	15	0	0	1,126
1/18/2011 12:48:00PM	1X522140	15	0	0	1,126
1/26/2011 1:22:00PM	1X522141	15	0	0	1,126
1/29/2011 2:41:00PM	1X522142	15	0	0	1,126
1/31/2011 9:43:00AM	1X522143	15	0	0	1,126
3/1/2011 1:18:00PM	1X522144	15	0	0	1,126
3/24/2011 12:46:00PM	1X522145	15	0	0	1,126
3/29/2011 12:49:00PM	1X522146	15	0	0	1,126
3/29/2011 1:12:00PM	1X522147	15	0	0	1,126
9/9/2010 10:45:00AM	227293	2	0	0	1,126
9/11/2010 10:45:00PM	227294	2	0	0	1,126
9/15/2010 12:12:00PM	227295	2	0	0	1,126
9/20/2010 12:23:00PM	227296	2	0	0	1,126
9/28/2010 7:45:00AM	227298	2	0	0	1,126
9/28/2010 10:40:00AM	227299	2	0	0	1,126
10/16/2010 7:30:00PM	227300	2	0	0	1,126
10/16/2010 11:11:00PM	343201	2	0	0	1,126
10/29/2010 9:28:00AM	343202	2	0	0	1,126
11/8/2010 5:50:00AM	343204	2	0	0	1,126
11/20/2010 7:35:00PM	343205	2	0	0	1,126
11/20/2010 9:15:00PM	343206	2	0	0	1,126
1/7/2011 8:17:00AM	343207	2	0	0	1,126
1/31/2011 11:21:00AM	343209	2	0	0	1,126
2/11/2011 5:35:00PM	343210	2	0	0	1,126
2/26/2011 11:37:00PM	343211	2	0	0	1,126
3/1/2011 10:18:00AM	343212	2	0	0	1,126
3/1/2011 1:34:00PM	343213	2	0	0	1,126
3/2/2011 1:10:00PM	343214	2	0	0	1,126
3/24/2011 9:53:00AM	343215	2	0	0	1,126
			LEE, TOM		69

2,030

7/19/2010 7:30:00AM	1X521403	15	0	0	2,030
7/23/2010 1:35:00PM	1X521404	15	0	0	2,030
7/23/2010 2:00:00PM	1X521405	15	0	0	2,030
7/25/2010 4:00:00PM	1X521406	15	0	0	2,030
7/25/2010 4:07:00PM	1X521407	15	0	0	2,030
7/25/2010 4:20:00PM	1X521408	15	0	0	2,030
7/25/2010 4:25:00PM	1X521409	15	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
7/25/2010 4:30:00PM	1X521410	15	0	0	2,030
7/25/2010 4:35:00PM	1X521411	15	0	0	2,030
7/25/2010 4:40:00PM	1X521412	15	0	0	2,030
7/28/2010 8:32:00AM	1X521413	15	0	0	2,030
7/28/2010 8:35:00AM	1X521414	15	0	0	2,030
7/30/2010 9:00:00AM	1X521415	15	0	0	2,030
8/3/2010 9:05:00AM	1X521416	15	0	0	2,030
8/3/2010 10:20:00AM	1X521417	15	0	0	2,030
8/3/2010 10:25:00AM	1X521418	15	0	0	2,030
8/4/2010 12:33:00PM	1X521419	15	0	0	2,030
8/4/2010 10:48:00AM	1X521420	15	0	0	2,030
8/5/2010 11:12:00AM	1X521421	15	0	0	2,030
8/5/2010 11:52:00AM	1X521422	15	0	0	2,030
8/8/2010 4:30:00PM	1X521423	15	0	0	2,030
9/7/2010 10:46:00AM	1X521424	15	0	0	2,030
9/7/2010 1:07:00PM	1X521425	15	0	0	2,030
7/4/2010 8:55:00AM	1X521490	15	0	0	2,030
7/5/2010 10:45:00AM	1X521491	15	0	0	2,030
7/5/2010 11:05:00AM	1X521492	15	0	0	2,030
7/5/2010 11:12:00AM	1X521493	15	0	0	2,030
7/5/2010 1:40:00PM	1X521494	15	0	0	2,030
7/8/2010 3:30:00PM	1X521495	15	0	0	2,030
7/9/2010 8:00:00AM	1X521496	15	0	0	2,030
7/10/2010 7:35:00PM	1X521497	15	0	0	2,030
7/11/2010 9:00:00AM	1X521498	15	0	0	2,030
7/19/2010 7:02:00AM	1X521499	15	0	0	2,030
7/19/2010 7:16:00AM	1X521500	15	0	0	2,030
9/8/2010 5:40:00AM	1X521901	15	0	0	2,030
9/8/2010 11:47:00AM	1X521902	15	0	0	2,030
9/9/2010 11:25:00AM	1X521903	15	0	0	2,030
9/11/2010 6:20:00PM	1X521904	15	0	0	2,030
9/11/2010 6:52:00PM	1X521905	15	0	0	2,030
9/12/2010 10:12:00AM	1X521906	15	0	0	2,030
9/12/2010 10:53:00AM	1X521907	15	0	0	2,030
9/13/2010 6:32:00AM	1X521908	15	0	0	2,030
9/15/2010 12:10:00PM	1X521909	15	0	0	2,030
9/15/2010 12:33:00PM	1X521910	15	0	0	2,030
10/12/2010 6:35:00AM	1X521912	15	0	0	2,030
10/12/2010 6:35:00AM	1X521913	15	0	0	2,030
10/12/2010 6:35:00AM	1X521914	15	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
10/17/2010 3:40:00PM	1X521915	15	0	0	2,030
10/29/2010 8:42:00AM	1X521916	15	0	0	2,030
10/29/2010 8:47:00AM	1X521917	15	0	0	2,030
10/29/2010 9:51:00AM	1X521918	15	0	0	2,030
11/11/2010 1:40:00PM	1X521919	15	0	0	2,030
11/15/2010 11:05:00AM	1X521920	15	0	0	2,030
11/28/2010 1:17:00PM	1X521921	15	0	0	2,030
12/5/2010 2:50:00PM	1X521922	15	0	0	2,030
1/3/2011 7:05:00AM	1X521923	15	0	0	2,030
1/8/2011 9:05:00PM	1X521924	15	0	0	2,030
1/22/2011 7:00:00PM	1X521925	15	0	0	2,030
9/26/2010 11:40:00AM	1X521926	15	0	0	2,030
9/26/2010 11:40:00AM	1X521927	15	0	0	2,030
9/26/2010 11:55:00AM	1X521928	15	0	0	2,030
9/28/2010 8:40:00AM	1X521932	15	0	0	2,030
9/28/2010 10:20:00AM	1X521933	15	0	0	2,030
10/3/2010 4:45:00PM	1X521934	15	0	0	2,030
1/22/2011 7:10:00PM	1X521935	15	0	0	2,030
1/22/2011 7:25:00PM	1X521936	15	0	0	2,030
1/25/2011 4:15:00PM	1X521937	15	0	0	2,030
1/30/2011 2:19:00PM	1X521938	15	0	0	2,030
1/31/2011 5:55:00AM	1X521939	15	0	0	2,030
2/13/2011 5:10:00PM	1X521940	15	0	0	2,030
2/20/2011 2:40:00PM	1X521941	15	0	0	2,030
3/6/2011 1:35:00PM	1X521942	15	0	0	2,030
3/8/2011 4:00:00PM	1X521943	15	0	0	2,030
3/14/2011 8:33:00AM	1X521945	15	0	0	2,030
3/30/2011 8:25:00AM	1X641351	15	0	0	2,030
4/3/2011 4:15:00PM	1X641352	15	0	0	2,030
4/3/2011 4:30:00PM	1X641353	15	0	0	2,030
4/5/2011 6:13:00AM	1X641354	15	0	0	2,030
4/5/2011 6:17:00AM	1X641355	15	0	0	2,030
4/7/2011 10:35:00AM	1X641356	15	0	0	2,030
4/17/2011 2:05:00PM	1X641359	15	0	0	2,030
5/1/2011 2:10:00PM	1X641361	15	0	0	2,030
5/5/2011 10:20:00AM	1X641362	15	0	0	2,030
5/5/2011 11:00:00AM	1X641363	15	0	0	2,030
5/15/2011 3:35:00PM	1X641364	15	0	0	2,030
5/29/2011 12:42:00AM	1X641365	15	0	0	2,030
6/1/2011 12:40:00AM	1X641366	15	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
6/1/2011 12:46:00AM	1X641367	15	0	0	2,030
6/9/2011 10:10:00AM	1X641368	15	0	0	2,030
10/16/2010 11:00:00PM	294373	2	0	0	2,030
10/17/2010 12:20:00AM	294374	2	0	0	2,030
10/23/2010 9:00:00PM	294375	2	0	0	2,030
10/24/2010 12:48:00AM	294376	2	0	0	2,030
10/24/2010 1:45:00AM	294377	2	0	0	2,030
10/24/2010 2:13:00AM	294378	2	0	0	2,030
10/29/2010 9:20:00AM	294379	2	0	0	2,030
10/31/2010 12:20:00PM	294380	2	0	0	2,030
11/2/2010 10:19:00PM	294381	2	0	0	2,030
11/6/2010 9:55:00PM	294382	2	0	0	2,030
11/8/2010 12:23:00PM	294384	2	0	0	2,030
11/8/2010 1:24:00PM	294386	2	0	0	2,030
11/9/2010 11:07:00PM	294387	2	0	0	2,030
11/13/2010 8:20:00PM	294388	2	0	0	2,030
11/14/2010 1:30:00AM	294389	2	0	0	2,030
11/16/2010 8:54:00PM	294390	2	0	0	2,030
11/20/2010 8:17:00PM	294391	2	0	0	2,030
11/20/2010 9:53:00PM	294392	2	0	0	2,030
11/21/2010 12:47:00AM	294393	2	0	0	2,030
11/21/2010 2:25:00PM	294394	2	0	0	2,030
11/21/2010 3:45:00PM	294395	2	0	0	2,030
11/27/2010 11:38:00PM	294396	2	0	0	2,030
11/28/2010 1:56:00AM	294398	2	0	0	2,030
12/5/2010 4:47:00PM	294399	2	0	0	2,030
12/5/2010 4:00:00PM	294400	2	0	0	2,030
7/21/2010 4:00:00PM	333081	2	0	0	2,030
7/31/2010 6:55:00PM	333082	2	0	0	2,030
9/7/2010 11:30:00AM	333084	2	0	0	2,030
9/8/2010 8:00:00AM	333085	2	0	0	2,030
9/8/2010 8:43:00AM	333086	2	0	0	2,030
9/11/2010 9:12:00PM	333087	2	0	0	2,030
9/11/2010 10:45:00PM	333088	2	0	0	2,030
9/15/2010 12:46:00PM	333089	2	0	0	2,030
9/18/2010 7:15:00PM	333090	2	0	0	2,030
9/19/2010 7:20:00PM	333091	2	0	0	2,030
9/20/2010 6:05:00AM	333092	2	0	0	2,030
9/20/2010 12:55:00PM	333093	2	0	0	2,030
9/26/2010 12:45:00PM	333094	2	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
9/26/2010 12:50:00PM	333095	2	0	0	2,030
9/28/2010 7:20:00AM	333096	2	0	0	2,030
9/28/2010 10:55:00AM	333097	2	0	0	2,030
10/2/2010 7:34:00PM	333098	2	0	0	2,030
10/2/2010 11:10:00PM	333099	2	0	0	2,030
10/16/2010 7:20:00PM	333100	2	0	0	2,030
12/5/2010 4:50:00PM	347151	2	0	0	2,030
12/6/2010 7:25:00AM	347152	2	0	0	2,030
12/6/2010 7:36:00AM	347153	2	0	0	2,030
12/11/2010 10:46:00PM	347154	2	0	0	2,030
12/11/2010 2:15:00PM	347155	2	0	0	2,030
1/9/2011 1:10:00AM	347156	2	0	0	2,030
1/9/2011 1:50:00AM	347157	2	0	0	2,030
1/15/2011 10:54:00PM	347159	2	0	0	2,030
1/16/2011 1:15:00AM	347161	2	0	0	2,030
1/23/2011 1:25:00AM	347162	2	0	0	2,030
1/31/2011 5:20:00AM	347163	2	0	0	2,030
1/31/2011 8:08:00AM	347164	2	0	0	2,030
1/31/2011 8:40:00AM	347165	2	0	0	2,030
1/31/2011 11:54:00AM	347166	2	0	0	2,030
2/5/2011 7:54:00PM	347167	2	0	0	2,030
2/5/2011 10:43:00PM	347168	2	0	0	2,030
2/12/2011 11:00:00PM	347169	2	0	0	2,030
2/13/2011 1:15:00AM	347170	2	0	0	2,030
2/16/2011 9:10:00AM	347171	2	0	0	2,030
2/16/2011 10:18:00AM	347172	2	0	0	2,030
2/26/2011 8:38:00PM	347173	2	0	0	2,030
2/27/2011 2:15:00PM	347175	2	0	0	2,030
3/8/2011 12:10:00PM	347176	2	0	0	2,030
3/8/2011 8:37:00PM	347177	2	0	0	2,030
3/12/2011 10:20:00PM	347178	2	0	0	2,030
3/15/2011 5:34:00PM	347179	2	0	0	2,030
3/19/2011 11:17:00PM	347180	2	0	0	2,030
3/20/2011 1:19:00AM	347181	2	0	0	2,030
3/27/2011 12:58:00AM	347182	2	0	0	2,030
4/9/2011 11:58:00PM	347183	2	0	0	2,030
4/17/2011 12:03:00AM	347184	2	0	0	2,030
4/17/2011 2:47:00PM	347185	2	0	0	2,030
4/23/2011 12:20:00PM	347186	2	0	0	2,030
4/30/2011 9:34:00PM	347187	2	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
5/1/2011 1:50:00PM	347188	2	0	0	2,030
5/14/2011 9:45:00PM	347189	2	0	0	2,030
5/21/2011 11:40:00PM	347190	2	0	0	2,030
5/28/2011 7:15:00PM	347191	2	0	0	2,030
5/28/2011 11:46:00PM	347192	2	0	0	2,030
5/29/2011 1:53:00AM	347193	2	0	0	2,030
6/6/2011 7:30:00AM	347194	2	0	0	2,030
6/18/2011 9:38:00PM	347195	2	0	0	2,030
6/18/2011 10:30:00PM	347196	2	0	0	2,030
6/19/2011 12:08:00AM	347197	2	0	0	2,030
6/25/2011 10:35:00PM	347198	2	0	0	2,030
6/29/2011 1:10:00AM	347199	2	0	0	2,030

MATTIE, JOSEPH

179

2,345

11/15/2010 11:05:00AM	1X553776	15	0	0	2,345
11/21/2010 1:35:00AM	1X553777	15	0	0	2,345
12/12/2010 2:46:00PM	1X553778	15	0	0	2,345
1/3/2011 7:05:00AM	1X553779	15	0	0	2,345
1/22/2011 7:00:00PM	1X553780	15	0	0	2,345
1/22/2011 7:00:00PM	1X553781	15	0	0	2,345
1/30/2011 2:15:00PM	1X553782	15	0	0	2,345
2/11/2011 7:05:00AM	1X553783	15	0	0	2,345
2/13/2011 4:30:00PM	1X553784	15	0	0	2,345
2/13/2011 1:05:00PM	1X553785	15	0	0	2,345
2/13/2011 5:20:00PM	1X553786	15	0	0	2,345
3/2/2011 6:45:00AM	1X553787	15	0	0	2,345
3/6/2011 1:35:00PM	1X553788	15	0	0	2,345
3/9/2011 9:08:00AM	1X553789	15	0	0	2,345
3/15/2011 7:45:00AM	1X553790	15	0	0	2,345
3/15/2011 7:45:00AM	1X553791	15	0	0	2,345
3/15/2011 7:45:00AM	1X553792	15	0	0	2,345
3/21/2011 8:12:00AM	1X553793	15	0	0	2,345
3/27/2011 6:50:00PM	1X553794	15	0	0	2,345
3/30/2011 8:31:00AM	1X553795	15	0	0	2,345
4/5/2011 6:07:00AM	1X553796	15	0	0	2,345
4/5/2011 7:05:00AM	1X553797	15	0	0	2,345
4/7/2011 8:10:00AM	1X553798	15	0	0	2,345
4/7/2011 8:07:00AM	1X553799	15	0	0	2,345
4/10/2011 2:20:00PM	1X553800	15	0	0	2,345
5/5/2011 10:15:00AM	1X641427	15	0	0	2,345
5/8/2011 1:45:00PM	1X641428	15	0	0	2,345

11/28/2012 1:47:26PM

Page 7 of 9

E-19

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
5/8/2011 1:56:00PM	1X641429	15	0	0	2,345
5/8/2011 1:45:00PM	1X641430	15	0	0	2,345
5/14/2011 9:30:00PM	1X641431	15	0	0	2,345
5/14/2011 10:15:00PM	1X641432	15	0	0	2,345
6/1/2011 7:55:00AM	1X641433	15	0	0	2,345
6/7/2011 2:15:00PM	1X641434	15	0	0	2,345
6/9/2011 10:10:00AM	1X641435	15	0	0	2,345
6/15/2011 10:30:00AM	1X641436	15	0	0	2,345
6/15/2011 10:30:00AM	1X641437	15	0	0	2,345
6/15/2011 10:30:00AM	1X641439	15	0	0	2,345
10/23/2010 7:47:00PM	344701	2	0	0	2,345
10/23/2010 11:40:00PM	344702	2	0	0	2,345
10/24/2010 12:45:00PM	344703	2	0	0	2,345
10/24/2010 1:15:00PM	344704	2	0	0	2,345
11/3/2010 12:10:00AM	344705	2	0	0	2,345
11/7/2010 12:20:00AM	344706	2	0	0	2,345
11/9/2010 11:35:00PM	344707	2	0	0	2,345
11/10/2010 1:08:00AM	344708	2	0	0	2,345
11/14/2010 1:05:00AM	344709	2	0	0	2,345
11/20/2010 10:25:00PM	344710	2	0	0	2,345
11/28/2010 1:23:00AM	344711	2	0	0	2,345
11/28/2010 1:25:00PM	344712	2	0	0	2,345
12/5/2010 1:35:00PM	344713	2	0	0	2,345
12/5/2010 2:10:00PM	344714	2	0	0	2,345
12/5/2010 2:20:00PM	344715	2	0	0	2,345
12/5/2010 3:25:00PM	344716	2	0	0	2,345
12/13/2010 7:40:00AM	344717	2	0	0	2,345
12/14/2010 9:25:00AM	344718	2	0	0	2,345
12/27/2010 12:10:00PM	344719	2	0	0	2,345
1/23/2011 2:00:00AM	344720	2	0	0	2,345
1/25/2011 7:53:00PM	344721	2	0	0	2,345
2/20/2011 2:56:00PM	344722	2	0	0	2,345
2/26/2011 7:06:00PM	344723	2	0	0	2,345
3/5/2011 11:25:00PM	344724	2	0	0	2,345
3/13/2011 12:35:00AM	344725	2	0	0	2,345
3/13/2011 1:35:00AM	344726	2	0	0	2,345
3/25/2011 8:45:00AM	344727	2	0	0	2,345
3/29/2011 8:05:00AM	344728	2	0	0	2,345
3/29/2011 8:48:00AM	344730	2	0	0	2,345
4/7/2011 9:15:00AM	344731	2	0	0	2,345



<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
4/9/2011 9:15:00PM	344732	2	0	0	2,345
4/10/2011 12:35:00AM	344733	2	0	0	2,345
4/14/2011 2:30:00PM	344734	2	0	0	2,345
4/17/2011 7:05:00PM	344735	2	0	0	2,345
4/23/2011 12:10:00PM	344736	2	0	0	2,345
4/23/2011 2:15:00PM	344737	2	0	0	2,345
4/30/2011 11:32:00PM	344738	2	0	0	2,345
5/1/2011 12:05:00AM	344739	2	0	0	2,345
5/14/2011 11:35:00AM	344740	2	0	0	2,345
5/21/2011 10:42:00PM	344741	2	0	0	2,345
5/22/2011 12:14:00AM	344742	2	0	0	2,345
5/22/2011 1:16:00AM	344743	2	0	0	2,345
6/19/2011 12:36:00AM	344744	2	0	0	2,345
6/25/2011 9:05:00PM	344745	2	0	0	2,345
				FEWELL, LEONARDO	81

329

This page intentionally left  
blank

## FY 2012 - Cites written by Taxi personnel

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
1,126					
7/20/2011 11:40:00AM	1X641327	15	0	0	1,126
9/13/2011 10:03:00AM	1X641328	15	0	0	1,126
9/14/2011 11:16:00AM	1X641329	15	0	0	1,126
1/12/2012 8:47:00AM	1X641330	15	0	0	1,126
			LEE, TOM		4
2,030					
7/10/2011 12:45:00PM	1X641369	15	0	0	2,030
7/14/2011 1:13:00PM	1X641370	15	0	0	2,030
7/14/2011 1:23:00PM	1X641371	15	0	0	2,030
7/20/2011 11:45:00AM	1X641372	15	0	0	2,030
8/27/2011 9:10:00PM	1X641373	15	0	0	2,030
9/13/2011 10:06:00AM	1X641374	15	0	0	2,030
10/22/2011 8:31:00PM	1X641375	15	0	0	2,030
11/6/2011 7:09:00PM•	1X677601	15	0	0	2,030
3/15/2012 10:42:00AM	1X677604	15	0	0	2,030
3/21/2012 7:55:00AM	1X677605	15	0	0	2,030
3/26/2012 7:33:00AM	1X677606	15	0	0	2,030
7/2/2011 10:37:00PM	347200	2	0	0	2,030
7/2/2011 11:38:00PM	358201	2	0	0	2,030
7/3/2011 1:00:00AM	358202	2	0	0	2,030
7/11/2011 5:56:00AM	358203	2	0	0	2,030
7/16/2011 11:35:00PM	358204	2	0	0	2,030
7/17/2011 3:10:00PM	358205	2	0	0	2,030
7/23/2011 10:10:00PM	358206	2	0	0	2,030
7/23/2011 10:45:00PM	358207	2	0	0	2,030
7/30/2011 9:33:00PM	358208	2	0	0	2,030
7/30/2011 11:45:00PM	358209	2	0	0	2,030
7/31/2011 1:05:00PM	358210	2	0	0	2,030
7/31/2011 2:10:00PM	358211	2	0	0	2,030
7/31/2011 2:30:00PM	358212	2	0	0	2,030
8/13/2011 11:05:00PM	358213	2	0	0	2,030
8/21/2011 1:00:00PM	358214	2	0	0	2,030
8/21/2011 1:20:00PM	358215	2	0	0	2,030
8/24/2011 12:48:00AM	358216	2	0	0	2,030
9/6/2011 9:18:00PM	358217	2	0	0	2,030
9/11/2011 6:25:00PM	358218	2	0	0	2,030
9/11/2011 8:23:00PM	358219	2	0	0	2,030

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
9/13/2011 12:20:00PM	358220	2	0	0	2,030
9/18/2011 7:23:00PM	358221	2	0	0	2,030
9/18/2011 9:05:00PM	358223	2	0	0	2,030
10/2/2011 12:13:00AM	358224	2	0	0	2,030
10/9/2011 7:15:00PM	358225	2	0	0	2,030
10/9/2011 7:34:00PM	358226	2	0	0	2,030
10/9/2011 7:52:00PM	358227	2	0	0	2,030
10/16/2011 6:25:00PM	358229	2	0	0	2,030
10/16/2011 6:48:00PM	358230	2	0	0	2,030
10/22/2011 9:50:00PM	358231	2	0	0	2,030
10/22/2011 10:25:00PM	358232	2	0	0	2,030
10/22/2011 11:37:00PM	358233	2	0	0	2,030
11/14/2011 11:03:00AM	358234	2	0	0	2,030
11/14/2011 12:55:00PM	358235	2	0	0	2,030
11/15/2011 9:50:00AM	358236	2	0	0	2,030
11/27/2011 8:22:00PM	358237	2	0	0	2,030
1/17/2012 5:17:00AM	358238	2	0	0	2,030
5/23/2012 9:15:00AM	358240	2	0	0	2,030
6/7/2012 8:10:00AM	358241	2	0	0	2,030

MATTIE, JOSEPH

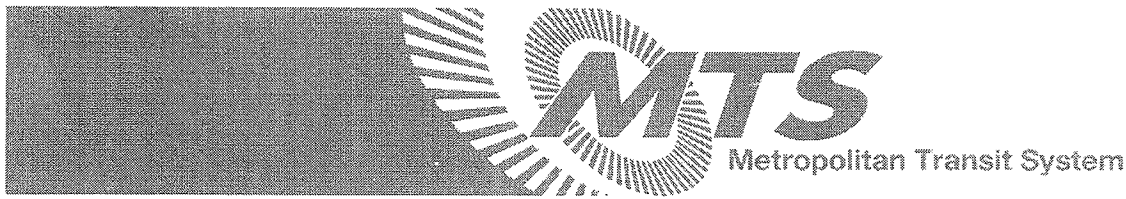
50

<b>2,345</b>					
7/9/2011 9:55:00PM	1X641441	15	0	0	2,345
7/10/2011 12:40:00PM	1X641442	15	0	0	2,345
7/14/2011 1:10:00PM	1X641443	15	0	0	2,345
7/20/2011 11:40:00AM	1X641444	15	0	0	2,345
7/20/2011 12:25:00PM	1X641445	15	0	0	2,345
8/1/2011 7:25:00AM	1X641446	15	0	0	2,345
8/6/2011 11:58:00PM	1X641447	15	0	0	2,345
9/11/2011 12:05:00AM	1X641448	15	0	0	2,345
9/13/2011 7:20:00AM	1X641449	15	0	0	2,345
9/13/2011 10:05:00AM	1X641450	15	0	0	2,345
1/20/2012 11:15:00AM	1X677476	15	0	0	2,345
1/20/2012 11:15:00AM	1X677477	15	0	0	2,345
1/23/2012 7:05:00AM	1X677478	15	0	0	2,345
2/7/2012 2:30:00PM	1X677479	15	0	0	2,345
2/16/2012 9:00:00AM	1X677480	15	0	0	2,345
2/16/2012 9:05:00AM	1X677481	15	0	0	2,345
3/9/2012 8:25:00AM	1X677482	15	0	0	2,345
3/21/2012 7:55:00AM	1X677483	15	0	0	2,345
3/22/2012 7:55:00AM	1X677484	15	0	0	2,345
4/5/2012 7:10:00AM	1X677485	15	0	0	2,345

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
4/5/2012 7:10:00AM	1X677486	15	0	0	2,345
4/5/2012 7:10:00AM	1X677487	15	0	0	2,345
4/22/2012 12:45:00AM	1X677488	15	0	0	2,345
4/29/2012 12:20:00AM	1X677489	15	0	0	2,345
6/4/2012 9:50:00AM	1X677490	15	0	0	2,345
6/4/2012 9:50:00AM	1X677491	15	0	0	2,345
7/3/2011 12:10:00AM	344746	2	0	0	2,345
7/14/2011 1:40:00PM	344747	2	0	0	2,345
7/17/2011 2:15:00AM	344748	2	0	0	2,345
7/17/2011 2:00:00PM	344749	2	0	0	2,345
7/17/2011 2:45:00PM	344750	2	0	0	2,345
7/20/2011 11:40:00AM	358551	2	0	0	2,345
7/23/2011 9:40:00PM	358552	2	0	0	2,345
7/24/2011 1:30:00AM	358553	2	0	0	2,345
7/24/2011 2:10:00AM	358554	2	0	0	2,345
7/30/2011 11:25:00PM	358555	2	0	0	2,345
8/6/2011 11:35:00PM	358556	2	0	0	2,345
8/24/2011 10:25:00AM	358557	2	0	0	2,345
8/27/2011 9:10:00PM	358558	2	0	0	2,345
8/31/2011 8:30:00AM	358561	2	0	0	2,345
9/11/2011 6:25:00PM	358562	2	0	0	2,345
9/11/2011 9:05:00PM	358563	2	0	0	2,345
9/14/2011 9:10:00AM	358564	2	0	0	2,345
10/1/2011 11:40:00PM	358565	2	0	0	2,345
10/2/2011 9:10:00PM	358566	2	0	0	2,345
10/9/2011 12:30:00AM	358567	2	0	0	2,345
10/9/2011 7:55:00PM	358568	2	0	0	2,345
10/15/2011 10:40:00PM	358569	2	0	0	2,345
10/16/2011 12:20:00AM	358570	2	0	0	2,345
11/11/2011 11:25:00AM	358571	2	0	0	2,345
11/22/2011 2:30:00PM	358573	2	0	0	2,345
11/22/2011 3:05:00PM	358574	2	0	0	2,345
1/8/2012 6:58:00PM	358575	2	0	0	2,345
3/18/2012 11:15:00PM	358576	2	0	0	2,345
3/19/2012 12:30:00AM	358577	2	0	0	2,345
4/6/2012 7:20:00AM	358578	2	0	0	2,345
4/6/2012 8:40:00AM	358579	2	0	0	2,345
4/28/2012 11:44:00PM	358580	2	0	0	2,345
4/29/2012 12:55:00AM	358581	2	0	0	2,345
5/25/2012 9:50:00AM	358582	2	0	0	2,345

<u>IncidentDate</u>	<u>PrePrintedNo</u>	<u>DocType</u>	<u>Void</u>	<u>DeleteStatus</u>	<u>OfficerKey1</u>
5/30/2012 10:45:00PM	358583	2	0	0	2,345
6/2/2012 10:13:00PM	358584	2	0	0	2,345
6/2/2012 11:40:00PM	358585	2	0	0	2,345
6/11/2012 11:13:00AM	358586	2	0	0	2,345
			FEWELL, LEONARDO		64

118



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

## Agenda

## Item No. 6

Taxicab Advisory Committee

TAXI 585.3

December 14, 2012

Subject:

TAXICAB VEHICLE CAMERAS

### RECOMMENDATION:

That the Taxicab Advisory Committee hold an open discussion, and make recommendations to staff on how to proceed with regulatory changes.

Budget Impact:

None.

### DISCUSSION:

The California Vehicle Code, Section 26708, subsection b (13) (Attachment A) governs the placement of video event recorders in all vehicles, including taxicabs, with the following instructions.

*26708. (a) (1) A person shall not drive any motor vehicle with any object or material placed, displayed, installed, affixed, or applied upon the windshield or side or rear windows.*

\* \* \*

*(b) This section does not apply to any of the following:*

\* \* \*

*(13) (A) A video event recorder with the capability of monitoring driver performance to improve driver safety, which may be mounted in a seven-inch square in the lower corner of the windshield farthest removed from the driver, in a five-inch square*



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.

*in the lower corner of the windshield nearest to the driver and outside of an airbag deployment zone, or in a five-inch square mounted to the center uppermost portion of the interior of the windshield. As used in this section, "video event recorder" means a video recorder that continuously records in a digital loop, recording audio, video, and G-force levels, **but saves video only when triggered by an unusual motion or crash or when operated by the driver to monitor driver performance.***

*(B) A vehicle equipped with a video event recorder shall have a notice posted in a visible location which states that a passenger's conversation may be recorded.*

*(C) **Video event recorders shall store no more than 30 seconds before and after a triggering event.***

*(D) The registered owner or lessee of the vehicle may disable the device.*

*(E) The data recorded to the device is the property of the registered owner or lessee of the vehicle.*

*(F) When a person is driving for hire as an employee in a vehicle with a video event recorder, the person's employer shall provide unedited copies of the recordings upon the request of the employee or the employee's representative. These copies shall be provided free of charge to the employee and within five days of the request.*

*\* \* \**

*(Emphasis added.)*

The requirement that video only be saved in response to a triggering event, such as an "unusual motion or crash or when operated by the driver to monitor driver performance" prevents taxicabs from installing current technology that continuously records and saves video while the taxicab is in operation. The statutory language also appears to limit the use of video event recorders to crash/accident reviews and self-monitored driver performance exercises. Current proposals to require MTS taxicabs to include video recorders are primarily intended to protect driver safety, to deter attacks on drivers and to provide evidence for quick apprehension and prosecution of individuals attacking drivers. The camera recordings would also be used for MTS and permit holders to review complaints by passengers about driver behavior. Such uses are not authorized by the current statutory language.

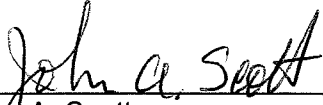
There was legislation (Senate Bill 1534) pending (Attachment B) that would have brought the current regulations up-to-date; however, the Legislature has not enacted any changes to date. Staff has provided some of the history, as well as the current camera regulations for Los Angeles (Attachment C) and the San Francisco regulation (Attachment D).

Third Eye Camera Company is working with the Taxicab Limousine Paratransit Association (TLPA) to again bring this issue to the Legislature in early 2013 (February or March) and request changes that would permit MTS to require installation of cameras without the triggering limitations imposed by existing law.

The National Institute for Occupational Safety and Health (NIOSH) has conducted a study on the effectiveness of cameras and partitions. As part of the report, it is anticipated that minimum camera specifications will be included. It is staff's belief the report will be released in Spring 2013.



Because this issue must first be resolved by the State Legislature, amendments to the MTS Ordinance No. 11 regarding taxicab cameras are on hold. As soon as the Vehicle Code restrictions are removed, Taxicab Administration staff is prepared to bring a proposal for taxicab cameras to the TAC and the MTS Board of Directors for approval.



---

John A. Scott  
Taxicab Administration Manager

Key Staff Contact: John A. Scott, 619.595.7034, [john.scott@sdmts.com](mailto:john.scott@sdmts.com)

Attachment: A. California Vehicle Code 26708  
B. Proposed Senate Bill 1534  
C. Current regulations – Los Angeles  
D. Current regulations – San Francisco

26708. (a) (1) A person shall not drive any motor vehicle with any object or material placed, displayed, installed, affixed, or applied upon the windshield or side or rear windows.

(2) A person shall not drive any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver's clear view through the windshield or side windows.

(3) This subdivision applies to a person driving a motor vehicle with the driver's clear vision through the windshield, or side or rear windows, obstructed by snow or ice.

(b) This section does not apply to any of the following:

(1) Rearview mirrors.

(2) Adjustable nontransparent sunvisors that are mounted forward of the side windows and are not attached to the glass.

(3) Signs, stickers, or other materials that are displayed in a seven-inch square in the lower corner of the windshield farthest removed from the driver, signs, stickers, or other materials that are displayed in a seven-inch square in the lower corner of the rear window farthest removed from the driver, or signs, stickers, or other materials that are displayed in a five-inch square in the lower corner of the windshield nearest the driver.

(4) Side windows that are to the rear of the driver.

(5) Direction, destination, or terminus signs upon a passenger common carrier motor vehicle or a schoolbus, if those signs do not interfere with the driver's clear view of approaching traffic.

(6) Rear window wiper motor.

(7) Rear trunk lid handle or hinges.

(8) The rear window or windows, if the motor vehicle is equipped with outside mirrors on both the left- and right-hand sides of the vehicle that are so located as to reflect to the driver a view of the highway through each mirror for a distance of at least 200 feet to the rear of the vehicle.

(9) A clear, transparent lens affixed to the side window opposite the driver on a vehicle greater than 80 inches in width and that occupies an area not exceeding 50 square inches of the lowest corner toward the rear of that window and that provides the driver with a wide-angle view through the lens.

(10) Sun screening devices meeting the requirements of Section 26708.2 installed on the side windows on either side of the vehicle's front seat, if the driver or a passenger in the front seat has in his or her possession a letter or other document signed by a licensed physician and surgeon certifying that the person must be shaded from the sun due to a medical condition, or has in his or her possession a letter or other document signed by a licensed optometrist certifying that the person must be shaded from the sun due to a visual condition. The devices authorized by this paragraph shall not be used during darkness.

(11) An electronic communication device affixed to the center uppermost portion of the interior of a windshield within an area that is not greater than five inches square, if the device provides either of the following:

(A) The capability for enforcement facilities of the Department of the California Highway Patrol to communicate with a vehicle equipped with the device.

(B) The capability for electronic toll and traffic management on public or private roads or facilities.

(12) A portable Global Positioning System (GPS), which may be

mounted in a seven-inch square in the lower corner of the windshield farthest removed from the driver or in a five-inch square in the lower corner of the windshield nearest to the driver and outside of an airbag deployment zone, if the system is used only for door-to-door navigation while the motor vehicle is being operated.

(13) (A) A video event recorder with the capability of monitoring driver performance to improve driver safety, which may be mounted in a seven-inch square in the lower corner of the windshield farthest removed from the driver, in a five-inch square in the lower corner of the windshield nearest to the driver and outside of an airbag deployment zone, or in a five-inch square mounted to the center uppermost portion of the interior of the windshield. As used in this section, "video event recorder" means a video recorder that continuously records in a digital loop, recording audio, video, and G-force levels, but saves video only when triggered by an unusual motion or crash or when operated by the driver to monitor driver performance.

(B) A vehicle equipped with a video event recorder shall have a notice posted in a visible location which states that a passenger's conversation may be recorded.

(C) Video event recorders shall store no more than 30 seconds before and after a triggering event.

(D) The registered owner or lessee of the vehicle may disable the device.

(E) The data recorded to the device is the property of the registered owner or lessee of the vehicle.

(F) When a person is driving for hire as an employee in a vehicle with a video event recorder, the person's employer shall provide unedited copies of the recordings upon the request of the employee or the employee's representative. These copies shall be provided free of charge to the employee and within five days of the request.

(c) Notwithstanding subdivision (a), transparent material may be installed, affixed, or applied to the topmost portion of the windshield if the following conditions apply:

(1) The bottom edge of the material is at least 29 inches above the undeepressed driver's seat when measured from a point five inches in front of the bottom of the backrest with the driver's seat in its rearmost and lowermost position with the vehicle on a level surface.

(2) The material is not red or amber in color.

(3) There is no opaque lettering on the material and any other lettering does not affect primary colors or distort vision through the windshield.

(4) The material does not reflect sunlight or headlight glare into the eyes of occupants of oncoming or following vehicles to any greater extent than the windshield without the material.

(d) Notwithstanding subdivision (a), clear, colorless, and transparent material may be installed, affixed, or applied to the front side windows, located to the immediate left and right of the front seat if the following conditions are met:

(1) The material has a minimum visible light transmittance of 88 percent.

(2) The window glazing with the material applied meets all requirements of Federal Motor Vehicle Safety Standard No. 205 (49 C.F.R. 571.205), including the specified minimum light transmittance of 70 percent and the abrasion resistance of AS-14 glazing, as specified in that federal standard.

(3) The material is designed and manufactured to enhance the

ability of the existing window glass to block the sun's harmful ultraviolet A rays.

(4) The driver has in his or her possession, or within the vehicle, a certificate signed by the installing company certifying that the windows with the material installed meet the requirements of this subdivision and the certificate identifies the installing company and the material's manufacturer by full name and street address, or, if the material was installed by the vehicle owner, a certificate signed by the material's manufacturer certifying that the windows with the material installed according to manufacturer's instructions meet the requirements of this subdivision and the certificate identifies the material's manufacturer by full name and street address.

(5) If the material described in this subdivision tears or bubbles, or is otherwise worn to prohibit clear vision, it shall be removed or replaced.



**DISCUSSION/ ANALYSIS OF  
RECOMMENDED COUNTY  
POSITION**

SFMTA Taxi Services is responsible to protect public safety in taxicabs, including the safety of both taxi drivers and taxi passengers. The 2003 deployment of taxicab security cameras in San Francisco taxicabs was intended to reduce crime against taxi drivers. Nearly ten years later, a study by the National Institute of Occupational Safety and Health is due to be released in 2012 regarding the efficacy of security cameras in protecting taxi drivers from crime, which concludes that a taxi driver is five times less likely to be murdered on the job in a jurisdiction that employs in-taxi security cameras.

The San Francisco taxi security cameras installed nearly ten years ago only produced still photos and could be accessed only by specialized hardware in the possession of the Police Department. Since 2003, camera and digital data technology has substantially advanced, and within the past few years technology that provides high-resolution audio and video footage from both inside and outside the vehicle has been widely deployed by taxi companies. This deployment has been completely voluntary, without the necessity of a regulatory mandate, because of the immediately apparent economic benefits to the companies of using this camera technology to reduce litigation costs and insurance claims by making it immediately possible to ascertain fault in a collision.

The upgraded technology has also made it much easier to access the images recorded by the camera. Ten years ago, only the police could access images recorded in San Francisco taxis because no one else had the specialized equipment to connect to the camera's data port. Today, anyone with a computer can review images from the cameras that are recorded on commonly used portable data storage devices.

There is a need to allow the use of audio/video, inside/outside, GPS-based camera technology in motor vehicles for hire to protect both drivers and passengers from incidents involving regulatory violations, crimes or complaints, without arbitrarily limiting the data that a camera in a motor vehicle for hire can collect. On the other hand, it is critically important to limit access to recorded images collected from a motor vehicle for hire to protect the privacy of both taxi drivers and taxi passengers.

SFMTA Taxi Services recommends supporting the bill with a minor amendment to the current language, noted by double underlined text below. The italicized text without double underline represents the amendment as currently proposed by the subject bill, SB 1534. Staff suggests that the bill be amended as follows:

*(G) A local government agency may require that taxicabs be a taxicab equipped with video event recorders, specify the video event recorders' recorder's operation required specifications and operational parameters, and authorize persons or entities and personnel to review and retain copies of the images information captured by video event recorders in taxicabs. Except when information collected by a video event recorder in a taxicab is released pursuant to a court order to a party to a judicial or administrative proceeding, or properly admitted into evidence in a judicial or administrative proceeding, The the persons or entities or personnel authorized to review captured images and retain copies of information collected by video event recorders in taxicabs shall be limited to the person driving the vehicle at the*

	<u>time the information was captured, taxicab company management and insurance company employees, employees of the local taxicab regulatory authority, and local, state, and federal law enforcement officials for the purpose of investigating an insurance claim, regulatory violation or a crime. Unauthorized review, copying, publication or other use of information collected by video event recorders in taxicabs is a misdemeanor.</u>
<b>FISCAL IMPACT (including specifics on General Fund impact)</b>	This item is a matter of regulatory, not fiscal, concern to the City and County for the purposes of protecting public safety. However, it would have significant fiscal impact on the private entities within the City and County, because the availability of reliable audio, video and GPS-based data collected from video event recorders in taxi vehicles substantially reduces the costs of insurance claims related to vehicle collisions and insurance premiums to local taxi businesses.
<b>ANALYSIS OF POTENTIAL IMPACT TO OTHER DEPARTMENTS</b>	The San Francisco Police Department has an interest in this legislation. If existing law is amended to remove the constraints on video camera technology used in taxis, there will be more data accessible to the Police Department for criminal investigations.
<b>OTHER ITEMS OF NOTE</b>	
<b>REVIEWED AND APPROVED BY DEPT. HEAD</b>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<b>DATE SUMMITTED</b>	

This form is located online at [http://www.sfgov.org/site/slc\\_meeting.asp?id=23016](http://www.sfgov.org/site/slc_meeting.asp?id=23016) and can be submitted electronically to [renee.willette@sfgov.org](mailto:renee.willette@sfgov.org)

BOARD REPORT  
CITY OF LOS ANGELES  
DEPARTMENT OF TRANSPORTATION

Date: *September 15,*  
July 21, 2011

To: Board of Taxicab Commissioners

Subject: **REVISION OF TAXICAB SECURITY CAMERA SPECIFICATIONS**

### SUMMARY

On June 7, 2007, the Board approved a taxicab security camera pilot program which included specifications for the technical, operational, and administrative rules governing the use of security cameras. The specifications were designed to provide enough flexibility in terms of technical requirements (i.e., resolution quality) to allow franchisees to seek out and contract with a vendor of their choice, while at the same time imposing strict operational mandates on access to taxicab images to protect the riding public's privacy. The specifications and subsequent Department directives included the formal documentation to be submitted to the Department.

On October 15, 2009, the Board authorized the ongoing use of security cameras meeting the Department's specifications in all wheelchair accessible taxicabs and those taxicabs for which individual drivers were granted a medical exemption from using otherwise mandatory security partitions. On August 19, 2010 the Board approved Board Order No. 061, allowing operators the option of using either cameras or shields in all vehicles except wheelchair accessible (for which cameras are mandatory).

In the years since the original Los Angeles camera specifications were promulgated, the technology of in-vehicle security cameras has become increasingly sophisticated. New camera vendors have entered the market, introducing new products capable of maintaining continuous video monitoring, among other innovations. Within the last year, the Department has granted several taxicab companies permission to install equipment from more than one vendor - in order to allow them to benefit from competition in the security camera industry. All these developments have made it necessary to revise the security camera specifications. This report presents recommendations for the Board to approve changes to the specifications which the Department believes are practical and timely.

### RECOMMENDATIONS

That the Board, after a public hearing:

**DETERMINE** that taxicab security camera specifications should be revised to reflect changes in technology and procedures in the years since the Department's original camera specifications were enacted; and

**FIND** that the Department's suggested changes will assist taxicab operators in selecting and installing camera systems that will improve the safety of drivers by deterring, monitoring and



September 15,  
July 21, 2011

documenting potentially dangerous or threatening passengers and their behaviors; and

**APPROVE** the Department's revised LADOT Taxicab Security Camera Specifications; and

**DIRECT** the Department to continue to investigate and review taxicab security camera systems and technologies and develop further revisions to the specifications over time as warranted.

## DISCUSSION

The Department recommends several changes to the terms and conditions to the taxicab security camera specifications. These include:

1. Allowing individual taxicab companies to use more than one security camera make/model.

The original specifications mandated that each taxicab company designate and use only one camera vendor. Staff believed this was necessary to prevent confusion and administrative problems. However, experience has shown that as of July 2011, there are only two camera companies that have been approved for use in Los Angeles taxicabs. Several companies are in the process of changing vendors and now have equipment from both. This has not caused any significant concern to Staff. Therefore, the Department recommends deleting the language in the specifications mandating a single camera vendor for each taxicab company.

2. Allowing company management the option of using camera images to investigate incidents in which drivers may have made potentially unsafe sudden stops, accelerations or turns.

The technology of some cameras enable the documentation of unsafe driving. This information can be use to counsel drivers, improve their driving habits and possibly lower company insurance costs. The Department believes it is appropriate for taxicab companies to have the option to use this kind of monitoring to improve the safety performance of drivers to further protect them and the public.

3. Include a reference to infrared lighting to help illuminate images under dark conditions.

There have been recent developments in infrared lighting for use inside vehicles which improve the quality of images without posing any hazards to passengers. The Department's accepted camera vendors use this technology and we believe future potential new vendors should as well.

4. Amend the language regarding "trigger" events which cause the activation and storage of camera images.

One of the Department's approved camera vendors uses video technology capable of the continuous collection of images at the rate of seven pictures per second. This system is activated at the moment the vehicle ignition is keyed. For that system, it is appropriate for the trigger specification to be different from camera systems that can be activated by a driver emergency switch, door closing or activation of the taximeter.

September 15  
July 21, 20115. Amend the language for required software to reflect technological alternatives.

New systems can access images using hardware and processes in ways different from the software requirements in the original specifications. One approved model, Janus V2, downloads images using a 4 gigabyte (GB) memory card, or an optional 16GB, 32GB SD memory card or 250GB external hard drive. Staff believes this is a significant step forward in conveniently collecting and retrieving image data.

6. Acknowledge that some acceptable camera models have a light indicating the camera is activated that is on at all times it is in use.

The original specifications were prepared for systems in which only the driver was to be able to view the indicator light. Staff believes this is not a requirement that should be mandated for all systems.

In the attached, updated "LADOT taxicab Security Camera Specifications," the language that has been stricken from the text is indicated with a strikethrough (i.e., ~~strikethrough~~). Added language has been underlined.

Status of Camera Implementation

As of July 2010, Los Angeles' taxicab companies had installed cameras using either Janus V2 or Verifeye as indicated below, for a total of 294 out of 2,303 vehicles currently in service.

Security Cameras Installed - July 2011		
Company	Camera Model	Count
Bell Cab Co.	JANUS V2	17
Beverly Hills Cab Co.	JANUS V2	56
City Cab	VerifEYE	15
ITOA	JANUS V2	28
L.A. Checker Cab Co.	JANUS V2	31
U.C.C.	JANUS V2	1
U.C.C.	VerifEYE	9
UITD	JANUS V2	61
UTSFV	JANUS V2	26
Yellow Cab Co.	JANUS V2	32
Yellow Cab Co.	VerifEYE	18

Staff expects the number of vehicles with cameras to grow, although there is still a strong preference for the use of safety partitions among many drivers and vehicle owners.

September 15,  
July 21, 2011**CONCLUSION**

The goal of the Department, as directed by the Board, has been to enhance driver safety by ensuring that the security cameras installed in taxicabs are working properly and that the public's privacy is respected. To this end, it is incumbent upon the Department to recognize new developments in camera technology and allow taxicab operators to make use of new, cost-effective innovations. Staff will continue to monitor and evaluate developments in taxicab security camera equipment and vendors to enable Los Angeles taxicab companies to maximize the security of drivers and the public.

Approved By:

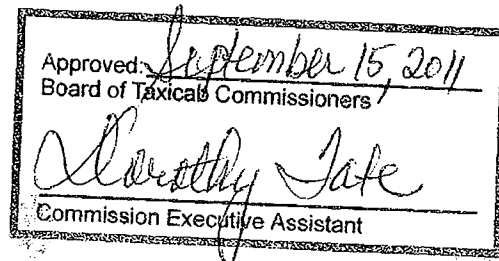


**Jaime de la Vega**  
Interim General Manager

Date Signed: 7/13/11

Attachment

B11-077.tmd



## LADOT Taxicab Security Camera Specifications

### 1.0 General Provisions

Pursuant to Board Order No. 061, all franchised taxicabs must be equipped with a partition/safety shield or a security camera system approved by the Department as to make and model and meeting the specifications set forth herein. Each Taxicab Franchisee must have Department approval of any camera system prior to installation in any taxicab. Each security camera installed in a permitted Los Angeles City taxicab must meet or exceed the minimum standards established by these specifications.

### 2.0 Confidentiality of Internal Images

Any and all images from taxicab security cameras, except test images acquired during the installation or inspection process, that capture any portion of the interior environment of a taxicab and any occupants, including driver and/or passengers, are confidential and shall be downloaded, viewed, distributed, and otherwise accessed only by law enforcement, the Department's Taxicab Administrator and/or Transportation Investigators, and Franchisee Management/authorized company personnel (as defined herein) for law enforcement, taxi regulatory, and legitimate management purposes, respectively. A legitimate management purpose is defined as one or more of the following only: investigations of traffic accidents/collisions; investigations of any claims of injuries; investigations of passenger complaints of driver misconduct; legal defense; or the documentation of incidents in which the driver may have made potentially unsafe sudden stops, accelerations or turns. Under no circumstances shall any internal taxicab security camera image be downloaded, viewed, distributed, or otherwise accessed for financial or monetary gain or in any manner or for whatever purpose inconsistent with the conditions set forth above.

24

25     **3.0     Regulation of External Images**

26     Images from security cameras that capture solely the exterior environment of a taxicab are the  
27     responsibility of Franchisee Management ("Management") and do not fall within the regulatory  
28     confines of this pilot program.

29

30     **4.0     Selection of Security Camera System**

31     ~~To ensure a degree of uniformity, each taxicab franchisee's Management (Management), as~~  
32     ~~identified in its Management/Business Plan filed pursuant to Section 4.2(h)(2) of the Franchise~~  
33     ~~Ordinance, shall select one security camera system make/model to be installed in each of its~~  
34     ~~safety shield-exempt taxicabs. Prior to purchase installation, Management must obtain~~  
35     ~~Department approval of any proposed taxicab security camera system. Management shall submit~~  
36     ~~a System Documentation Report, on a form specified by the Department, documenting that the~~  
37     ~~proposed system meets or exceeds the specifications set forth herein. The Department reserves~~  
38     ~~the right to require a product demonstration and/or detailed system review by outside experts of~~  
39     ~~its choosing prior to approving any system. The Department shall grant its approval in writing.~~  
40     ~~All security cameras installed within a franchisee's taxicabs must be uniform as to make, model,~~  
41     ~~and settings. The Department may grant an exception as to make and/or model, but only upon~~  
42     ~~demonstration by Management of necessity and that the replacement meets or exceeds all other~~  
43     ~~requirements as to specifications.~~

47     **5.0     Designation of Custodian of Records and Taxicab Security Camera Program**

48     Management shall act as Custodian of Records and maintain custody and control of each security  
49     camera unit's viewing software, passwords and hardware which enable unrestricted access to a  
50     camera unit's images and data. Prior to installation, Management shall submit to the Department  
51     a written plan entitled "Taxicab Security Camera Program", which establishes the protocols for  
52     the installation and maintenance of taxicab security cameras and for viewing, downloading,  
53     storing, distributing, or otherwise accessing confidential camera images. The plan must (1)  
54     identify all Management and their staff having the authority to view, download, distribute, or  
55     otherwise access confidential taxicab security camera images on a right to know, need to know  
56     basis, and provide for a confidentiality agreement signed by such authorized individuals  
57     acknowledging the confidential nature of all security camera images and consequences for  
58     violation thereof; (2) establish procedures that document chain of custody and ensure the  
59     physical security of images and data, viewing software, passwords, hardware keys (if  
60     applicable), and CPUs and laptop computers on which viewing software is loaded; (3) establish  
61     progressive disciplinary policies which address intentional and/or negligent breaches of  
62     confidentiality by Management and/or staff or demonstrate that such policies are in existence and  
63     being enforced; and (4) establish guidelines with input from manufacturers or vendors for post-  
64     installation and routine maintenance to ensure continued optimal functioning of the camera unit  
65     throughout its expected lifespan. The "Taxicab Security Camera Program" protocols shall be  
66     included as accident/safety control procedures under Section 4.2(h)(9) of the Franchisee  
67     Management/Business Plan, filed annually and revised as necessary.

## 6.0 Images

The camera must record, export, and produce in playback, sharp, undistorted images that maintain accurate aspect ratios consistent with the original recording and are reliable for the identification and prosecution of suspects or other occupants seated in any position inside the taxicab under a range of lighting conditions from darkness (no light in the visible spectrum) through to bright sunlight, which includes darkness with a strong external light source illuminating the taxicab (i.e., headlights from an approaching vehicle). The camera system must include infrared lighting for dark conditions. Sound shall not be recorded. Information identifying the time and date, taxicab name and number, trigger source, and recording unit serial number associated with each recorded image shall either be printed on the image, without obscuring the view of occupants or encrypted within the image file. Said image information must be clearly visible on any images that are printed or exported to external media. Image capacity of the storage medium shall be approximately 8,000 still images. Images must be recorded in sequence and the oldest images shall be automatically overwritten first. Images recorded pursuant to activation of the an emergency switch shall be retained for at least 72 hours after activation. The system must have an export method proportionate to the storage capacity and be able to export images to a removable storage-medium, with time and date integral to the relevant picture.

## 7.0 Triggers

The following are the minimum required triggers for camera image sequences: (1) opening or closing of any door, (2) activation of the taximeter, and (3) the driver emergency switch, and (4) for systems using continuous operation of image monitoring and collection, the insertion of the

key into the ignition of the vehicle engine. The driver emergency switch shall override all other image sequences. The driver emergency switch and camera system status indicator light(s) shall be installed visible to the driver only, unless the camera is in continuous operation starting from the ignition of the vehicle engine.

## **8.0 Software**

All approved taxicab security camera systems must include ~~three distinct types of~~ software that allows for varying levels of access to camera images and data as set forth below.

Installer Software or any reliable means for accessing and monitoring images shall be distributed by the security camera manufacturer to its authorized installers only. Installer Software will allow one test image to be produced and demonstrate that the camera system is operational, the triggers operate properly, the test image is of the quality required, information associated with the image is accurate, and the camera lens is properly focused and aimed. Installers must not be able to view or erase images.

Inspector Software or any reliable means for accessing and monitoring images shall be provided for use by the Department's Transportation Investigators. Two copies of Inspector Software and all applicable licenses, with upgrades as they become available, shall be provided at no cost to the Department. Inspector Software will not allow adjustments to be made but shall produce one test image and demonstrate that the camera system is operational, the triggers operate properly, the test image is of the quality required, information associated with the image is accurate, and



the camera lens is properly focused and aimed. Transportation Investigators must not be able to view or erase images.

Viewing Software or any reliable means for accessing and monitoring images and all applicable licenses, with upgrades as they become available, shall be distributed to Management only.

Viewing Software shall provide sharp, undistorted, original images that are reliable for the identification and prosecution of suspects or other occupants seated in any position inside the taxicab under all lighting conditions. Viewing Software shall be proprietary software and must be password protected or require a hardware key. Viewing Software should include a free player so that authorized third party entities such as prosecutors or defense counsel may view proprietary files without the ability to alter images in any way. Images must not be accessible using wireless technology. Upon review, the Department shall accept any reliable alternative means for accessing and monitoring images involving technology independent of software capabilities that meet the criteria and requirements of this section.

## **9.0 Installation**

Installation of taxicab security camera systems shall be done by the manufacturer or persons certified by the manufacturer as having been trained on proper installation procedures. The installer shall completely follow all manufacturer instructions for installing the security camera system. The installer shall produce a test image with the following information: (1) date/time, (2) taxicab name/number, (3) trigger source; and (4) recording unit serial number. In addition, the installer must complete a Camera Installation Report, in the form specified by the Department, which describes the details of the installation and any maintenance or repair work performed.

137

138 **10.0 Testing.**

139 *Installer.* A test image and a Camera Installation Report are required every time an installer  
140 performs installation, maintenance or repairs on a camera system. The test image and Camera  
141 Installation Report must be submitted to the Department by the installer immediately following  
142 the installation, maintenance or repair work and kept on file with the Department for as long as  
143 the digital security camera system is installed in the taxicab.

144

145 *Department.* The Department's Transportation Investigators shall test the digital security camera  
146 systems at least annually, using Inspector Software or alternative technology as appropriate.

147

148 *Drivers.* Taxicab drivers must verify that the security camera system is operating properly by  
149 checking the status indicator light before the start of each shift. In the event the camera's status  
150 indicator light is illuminated, the taxicab operator has three days to secure the necessary repairs  
151 and restore the camera unit to working order. Camera systems using continuous monitoring  
152 technology must have an indicator light demonstrating that the system is in operation any time  
153 the vehicle engine is running. Exceptions may be granted by the Department on a case-by-case  
154 basis.

155

156 **11.0 Signage**

157 Decals shall be installed on the right and left rear passenger door windows of the vehicle and at  
158 least one Notice displayed in the interior of the taxicab to advise passengers that a digital camera  
159 system is in operation. The passenger door decals shall be placed in either the top one third of

the window, so that they are still visible when the rear windows goes two-thirds the way down or in the space that is provided in some vehicles directly behind the passenger's window. This is a window that is in a fixed position and cannot be lowered. The decal shall be placed in the lowest possible point here, so that the passenger has an opportunity to see the sticker before they enter the vehicle. The decals must be printed with a double-sided message for interior and exterior visibility. The Notice(s) shall be securely affixed within the interior of the vehicle so as to be visible to forward-facing passengers seated in the rear compartment. The decals and Notice(s) shall read "VEHICLE EQUIPPED WITH SECURITY CAMERA and ALL OCCUPANTS WILL BE PHOTOGRAPHED". Lettering shall be typeset in Ariel 20 font or larger.

#### **12.0 Procurement of Images, Storage and Protection of Evidence.**

Any security camera images downloaded shall be stored in a secure location and maintained in confidence pending retrieval by and/or delivery to law enforcement, taxi regulators, or Management. Any downloading of images or removal of storage devices or recording units containing images and data shall be thoroughly documented to establish chain of custody.

(File No. B11-077.a – July 2011)

**John Scott**

---

**From:** Hayashi, Christiane <Christiane.Hayashi@sfmta.com>  
**Sent:** Monday, December 03, 2012 9:34 AM  
**To:** Alexis Dizon; Thomas Drischler  
**Cc:** John Scott  
**Subject:** RE: Taxicab Camera Requirements

Transportation Code 1113 TAXI AND RAMP TAXI EQUIPMENT REQUIREMENTS.

(m) **Security Cameras.**

(1) All Taxis and Ramp Taxis shall be equipped with an operational security camera manufactured after December 31, 2006.

---

**From:** Alexis Dizon [<mailto:Alexis.Dizon@sdmts.com>]  
**Sent:** Monday, December 03, 2012 9:24 AM  
**To:** Hayashi, Christiane; Thomas Drischler  
**Cc:** John Scott  
**Subject:** Taxicab Camera Requirements

Hello Ms. Hayashi and Mr. Drischler:

I hope all is well. I need the current taxicab camera requirements for San Francisco and Los Angeles.

Thank you in advance for your timely responses.

Thank you,

**Alexis Dizon**  
Regulatory Analyst  
Metropolitan Transit System  
Taxicab Administration  
1501 National Avenue, Suite 100  
San Diego, CA 92113-1029  
619.595.3081 Direct  
619.595.3083 FAX  
[Alexis.Dizon@sdmts.com](mailto:Alexis.Dizon@sdmts.com)  
[www.sdcommute.com](http://www.sdcommute.com)