



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

Agenda

Taxicab Advisory Committee Meeting

TAXI 585.3

March 26, 2015

10:00 a.m.

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

1. Roll Call
2. Approval of Meeting Minutes – November 19, 2014
3. Non-agenda 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. Committee Member and Management Communications
 - Update - New City of San Diego permitting process
5. Taxicab Committee Proposed 2015 Meeting Schedule

Action would approve the Taxicab Advisory Committee proposed 2015 Meeting Schedule.



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.

6. Public Hearing: City of San Diego and Airport Maximum Allowable Taxicab Rates of Fare

Action would hold a public hearing, receive testimony, and review comments on the proposed maximum allowable Taxicab Rates of Fare within the City of San Diego and at the San Diego International Airport, and approve the proposed taxicab rates of fare.

7. Taxicab Advisory Committee *Permit Holder* Member Nomination and Election Process

That the Taxicab Advisory Committee review and approve the proposed permit holder election process and appoint a subcommittee to validate the election results.

8. Taxicab Advisory Committee *Lease Driver* Member Nomination and Election Process

That the Taxicab Advisory Committee review and approve the proposed lease driver election process and appoint a subcommittee to validate the election results.

9. Next Meeting – Thursday, June 25, 2015 (tentative, pending approval of 2015 meeting schedule.)

10. Adjournment

DSundh/Taxicab/Taxicab Committee
AGN-15-MAR26



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TAXI 585.3

DRAFT

San Diego Metropolitan Transit System Taxicab Advisory Committee Meeting

November 19, 2014

9:00 a.m.

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

Minutes

1. Roll Call

The chair called the meeting to order at 9:05 a.m. A roll call sheet is attached listing Taxicab Advisory Committee attendance.

2. Approval of Meeting Minutes – September 19, 2014

A motion was made to approve the meeting minutes from September 19, 2014. Mr. Hamidi seconded the motion.

Vote:

The motion passed unanimously.

Yay: Abraham, Anderson, Boenitz, Hamidi, Haratian, Hilemon, Mayakawa, Majid,
Nahavandian, Solati

Nay: 0

Abstain: 0

Absent: Gebreselassie, Hueso, Layne, Lemma, Palmeri, Staples, Tanguay

3. Non-Agenda Public Comment

There were no public comments.



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.

4. Management/Committee Member Communications

Committee Member Communications:

Mr. Kamran Hamidi – Mr. Hamidi addressed lowering the insurance limits to \$500k, stating there was a systemic risk of failure of the taxi industry in San Diego because the amount was too high, and that some would not be able to get insurance. Ms. Sharon Cooney stated that with staff trying to deal with all of the new developments regarding the taxicab industry, that matter would be taking priority. She said there had been no new information regarding insurance, but that the PUC was going to be implementing stricter guidelines for the rideshares, the airport was not going to be lowering their limits, and it seemed that everyone in the industry was moving toward increasing the amount. There was nothing that would tell MTS that they should advocate to the City on behalf of the industry to lower the limits. If the City Council were interested in taking up this issue, MTS would provide as much advice as possible, but with all of the other things that MTS was looking at they were not advising to reduce the limits at this point, since everyone else was going in the opposite direction.

Mr. Hamidi cited an excerpt from the Union Tribune that quoted Council President Todd Gloria as saying removing the cap may not be enough to keep the industry prospering in the face of new competition, and that it may be that the City would be required to lower taxi fares and require less insurance, so it appeared the issue did have support from the Council President. Ms. Karen Landers pointed out that since this matter was not on the agenda, there could not be an extended discussion in that regard.

Councilmember Cole said she would take it up with the Council President.

Management Communications:

Mr. Bill Kellerman – Verbal Report

City of San Diego Council Policy 500-02 Report and Implementation Plan – Mr. Kellerman advised that staff was trying to implement a *rough* timeline to see how this would proceed.

- Revision of Ordinance No. 11 would require two readings before the MTS Board, once the changes were made, which would most likely take place in December and/or January.
- Staffing would need to be increased right away, including two additional inspectors. This cost would be proposed for the FY2015 mid-year budget, which would go to the TAC in March after being presented to the Finance Subcommittee. When staff was able to gauge interest, and observe the number of applications that were probable, it would be determined how many additional administrative staff would be required. This would probably be applied to the FY2016 budget, and these additions would be paid for through the collection of fees.

Mr. Kellerman stated that the way MTS planned to assess and control the demand for applications would be to publish some type of interest card, and encourage anyone who was eligible and could meet the criteria outlined in the new Council Policy 500-02, to fill out a card.

There would probably be a nonrefundable deposit required that would be credited toward the application fee in order to assure that those people submitting interest cards were doing so in good faith. At some point, after interest had been assessed, a timeframe for submitting an application would be put in place. He felt this interest assessment might take place in February and March, and that staff may be able to begin accepting applications sometime in April. Additional vehicle inspections would need to be scheduled as new permits were put in place, and this could be managed by extending the hours of the MTS Inspection Facility into the weekend. He advised that the current facility only had one lift for taxicabs, and one lift for jitneys and nonemergency medical vehicles, and he pointed out that existing permitted vehicles still needed to be inspected as well. He said the inspection rounds for 2015 were moved up to January, and he hoped that by extending the days, adding new hours, and adding inspection staff, these requirements could be accommodated.

Ms. Cooney added that it was hoped that a lot of expenditures would not be created early on, since it was unknown what the demand would be. She said she felt that the additional fees that were collected from the new permits would probably cover the costs of additional staff time. She advised MTS wanted to do a "soft launch" by creating the intent card, and giving people the incentive to fill them out by prioritizing the applications of those that had provided a card. This way, the industry would not be burdened by the expense of a lot of additional staff. She said things would ramp up when fees were available to hire more staff. The cost of full-time staff would be included in the FY2015 mid-year budget adjustment, and include the revenue from the fees to offset that cost, but this would not take place until the demand and revenue were determined. She referred to the handout regarding specifications for a MV-1 ADA vehicle, stating that she had met with the area sales representative for this vehicle, and was assured that they could meet a demand of several hundred and that this vehicle would meet the criteria outlined by the City, since it was both ADA accessible and low-emissions. She said the rep. had agreed to bring a vehicle to San Diego, if anyone wished to see one.

Mr. Kellerman clarified that according to the new policy, the first vehicle for a new application must be both ADA compliant and low- or zero-emission. He added that MTS was not endorsing the vehicle, but was presenting it as an option, stating it was the only vehicle they could locate that met both criteria.

Public Comment:

Prior to public comment, Ms. Cole requested that all public speakers keep their comments related to implementation of the policy, not the merits of the policy change.

Michele Krug

Ms. Krug wanted to thank everyone for expediting and implementing the changes, and offered her assistance if required.

Sara Saez, UTWSD, 4265 Fairmount Avenue, #18, San Diego, CA 92105

Ms. Saez thanked the TAC and MTS for their efforts in moving the reform forward, but had some questions regarding the ADA compliance, stating they had looked into the federal law, and ADA compliant and ADA accessible had different definitions. She stated that under the law, taxis were exempt from being ADA accessible, and that they would be working with partners in the ADA community to clarify this issue.

Ms. Cole asked Mr. Kellerman for clarification on several items:

Question:

Is the timeline for implementation early April?

Answer:

If Taxicab Administration could navigate through hiring staff, getting interest cards in, etc., permit issuance may begin in April, depending on the number of applications received.

Question:

When would the letters of intent be available?

Answer:

Staff was working on this, and was hoping to begin accepting the interest cards sometime in February.

Question:

How long did one have to apply for a permit after submitting an interest card?

Answer:

This was yet to be determined, but if the timeline was followed, possibly sometime in March.

Question:

Would the cost of the permit be impacted by the policy changes?

Answer:

There were no plans to increase the cost of the application fees. The annual regulatory fee increase had already been approved for an adjustment in FY2015.

Mr. Michel Anderson inquired what the process might be by which certain issues would be addressed that would benefit potentially new, as well as existing, permit holders. He said that members of the City Council had mentioned those things at the meeting, and it was discussed at the council hearing that some of the following should be addressed, along with the lifting of the cap on permits:

- Permit holders setting own fares
- Surge pricing
- Insurance limits
- Exterior vehicle signage
- Credit card machines that did not require the driver to handle the credit card

Ms. Cooney replied that those matters had not yet been addressed nor studied, but could be looked into. Mr. Anderson stated that members of the City Council had mentioned those things at the meeting, and Ms. Cole advised she would discuss them further with the Council President, and get back to him.

Ms. Cooney stated that the issue of new taxicab stands for the beach areas and the Gaslamp area also needed to be discussed in order to offset the movement of traffic that could otherwise clog the city streets. These were all the types of things that would be focused on at the

administrative level. She said if there were things that had not been discussed, the TAC was a good forum for members to bring their expertise to bear and advise that something should be looked into.

Mr. Hamidi stated Ms. Cooney said that insurance would come back to the TAC, and said that the new policy (item C) stated that evidence of ability to meet insurance requirements should be provided. He said some insurance companies did not insure drivers that had less than a certain amount of experience, sometimes two years. Therefore, drivers with only six months of driving experience, as required by 500-02, would not be able to meet insurance requirements. Presumably, if the required amount of insurance was lowered, companies might be more willing to insure drivers with less experience. Ms. Cooney replied that she would not recommend making a decision on a public safety item based on the ability of people to qualify for insurance. She said she would ask the MTS Risk Manager for an opinion, but that she would not recommend that as the reason for a public safety-related policy decision.

5. Rates of Fare Standardization

Mr. Kellerman reminded the Committee that this item had been brought to the TAC in June, and although there was a lengthy discussion, there was no consensus at that time. Staff was directed to form an ad hoc committee to address the issue. A nine member committee was created, and six members were able to attend a meeting on November 3. The pros and cons were addressed, and following another lengthy discussion, a motion was made not to implement a standard fare. The result was 2 yes votes, 2 no votes, and two abstentions. Since the ad hoc committee did not have a recommendation to the TAC on whether to implement a standard fare, the matter was now before the TAC once again, in order to determine whether the standard fare was applicable, or if the rate structure should remain the same. He reminded the Committee that the ad hoc committee meeting had been held prior to the lifting of the permit cap by the City Council, and that things had changed since then.

Public Comment:

Sara Saez, UTWSD, 4265 Fairmount Avenue, #18, San Diego, CA 92105

Ms. Saez said the UTWSD did not agree with standard fares, and said in order for drivers to compete with rideshare companies, they needed to be able to set fares that were comparable. She also stated they did not support surge pricing, as it would not help bring people back to the taxi industry. She agreed that drivers should be able to adjust below the maximum rate, if possible, so that drivers could compete with rideshares.

Mikail Hussein, UTWSD, 4265 Fairmount Avenue, #18, San Diego, CA 92105

Mr. Hussein thanked the TAC for serving the taxi industry. He stated he had been on the ad hoc committee, and had not supported fare standardization. He also said the UTWSD would like the TAC to implement how permits would be available in the future. It was his hope that they could work together with MTS.

Mr. Anderson said he had also been on the ad hoc committee, and he had made the motion not to go to a uniform rate, stating that although he could understand the feelings of those who supported it because of confusion going to and from the airport, there were still residents in

underserved communities for which taxicab companies could charge less than the maximum rate. It was his feeling that the Committee needed to make a recommendation on this matter.

Motion:

Mr. Anderson moved that there be no standardized/uniform rate of fare, and that everything remained the same. The motion was seconded by Mr. Akbar Majid.

Vote:

The motion passed unanimously.

Yay: Abraham, Anderson, Boenitz, Hamidi, Haratian, Hilemon, Mayakawa, Majid, Nahavandian, Solati

Nay: 0

Abstain: 0

Absent: Gebreselassie, Hueso, Layne, Lemma, Palmeri, Staples, Tanguay

6. Taxicab Advisory Committee Permit Holder/Lease Driver Member Nomination and Election Process

Mr. Kellerman reminded the Committee that at the previous TAC meeting, the matter of elections had been tabled by the Committee until this meeting. Therefore, it was once again on the agenda.

Public Comment:

Sara Saez, UTWSD, 4265 Fairmount Avenue, #18, San Diego, CA 92105

Ms. Saez suggested not holding the election until after the new permit issuance. She also advised drivers that were present that the TAC was the committee that made recommendations to the MTS Board, and she encouraged them to run in the election.

Mikail Hussein, UTWSD, 4265 Fairmount Avenue, #18, San Diego, CA 92105

Mr. Hussein suggested the Committee wait until June to hold the election, because there would be some drivers that would become permit holders. He also stated that it was not necessary to have a 17 member committee, and that some of the seats should be reallocated.

Michele Krug

Ms. Krug agreed that the election should not be held as yet for the sake of transparency. She stated it seemed like a long time before letters of intent could be issued, and added she did not understand why that could not begin immediately.

Mr. Anderson agreed with the public speakers regarding postponing the elections. He asked Ms. Landers for a recommendation on how a motion should be worded. Ms. Landers clarified that the motion could be to not schedule an election until June, but come back to the TAC in March with a proposed schedule and timeline for the June elections. At that time it could be

decided if June would still be the target, or if there would be another timeline, given where the permit process is.

Mr. Kellerman reminded the Committee that election process did take time, as notices needed to be mailed, and nominations collected. He agreed with Mr. Hamidi's suggestion at the previous meeting that nominees be formally allowed to accept the nomination and provide a statement stating their backgrounds and qualifications for serving on the Committee.

Motion:

A motion was made by Mr. Anderson to return to the TAC in March with a proposed schedule and timeline for the June elections. The motion was seconded by Mr. Boenitz.

Vote:

The motion passed unanimously.

Yay: Abraham, Anderson, Boenitz, Hamidi, Haratian, Hilemon, Mayakawa, Majid, Nahavandian, Solati

Nay: 0

Abstain: 0

Absent: Gebreselassie, Hueso, Layne, Lemma, Palmeri, Staples, Tanguay

7. Next Meeting – To Be Determined

8. Adjournment

The meeting was adjourned at 10:50 a.m.

Accepted:

Filed by:

Myrtle Cole, Chair
MTS Taxicab Advisory Committee

Diane Sundholm, Clerk of the Committee
MTS Taxicab Administration

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

DATE: NOVEMBER 19, 2014

CALL TO ORDER TIME: 9:05 a.m.

ADJOURN TIME: 10:50 a.m.

MEMBER NAME		ORGANIZATION	ALTERNATES	
MYRTLE COLE (nonvoting)	<input checked="" type="checkbox"/>	MTS Board of Directors/SD City Council		
GEORGE ABRAHAM	<input checked="" type="checkbox"/>	Eritrean Cab Co.		
DAVID BOENITZ	<input checked="" type="checkbox"/>	S.D. County Regional Airport Authority		
ALEXANDER GEBRESELASSIE	<input 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	ANOOSH AMAN, Space Cab	<input type="checkbox"/>
BRIAN HILEMON	<input checked="" type="checkbox"/>	S.D. Tourism Authority	JOE TERZI	<input type="checkbox"/>
TONY HUESO	<input type="checkbox"/>	USA Cab LTD		
JOSH LAYNE	<input type="checkbox"/>	S.D. Convention Center	DARYL MAYEKAWA	<input checked="" type="checkbox"/>
BERHANU LEMMA	<input type="checkbox"/>	Lease Driver Representative		
AKBAR MAJID	<input checked="" type="checkbox"/>	SDYC Holdings, LLC		
NAMARA MERCER	<input type="checkbox"/>	Greater S.D. Hotel/Motel Association		
HUSHANG NAHAVANDIAN	<input checked="" type="checkbox"/>	ESM Corp.		
TONY PALMERI	<input type="checkbox"/>	S.D. Travelers Aid Society	MICHEL ANDERSON	<input checked="" type="checkbox"/>
REZA SOLATI	<input checked="" type="checkbox"/>	Lease Driver Representative		
MIKE STAPLES	<input type="checkbox"/>	Greater S.D. Hotel/Motel Association Catamaran Hotel		
MARGO TANGUAY	<input 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 checked="" type="checkbox"/>	EDNA RAINS, S.D. County Sheriff (nonvoting member)	<input type="checkbox"/>
BILL KELLERMAN, MTS Taxicab Administration Manager	<input checked="" type="checkbox"/>		<input type="checkbox"/>
KAREN LANDERS, MTS General Counsel	<input checked="" type="checkbox"/>		

CLERK OF THE TAXICAB COMMITTEE:

TAXICAB ADMINISTRATION MANAGER:


Diane Sundholm


Bill Kellerman

3/19/15
Date



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Agenda

Item No. 5

Taxicab Advisory Committee

TAXI 585.3

March 26, 2015

Subject:

MTS TAXICAB ADVISORY COMMITTEE PROPOSED 2015 MEETING SCHEDULE

RECOMMENDATION:

That the MTS Taxicab Advisory Committee approve the proposed 2014 Meeting Schedule (Attachment A).

Budget Impact

None.

DISCUSSION:

Every calendar year, the MTS Taxicab Administration prepares a tentative Taxicab Advisory Committee meeting schedule. The approved meeting schedule will be printed and published in a newspaper of general circulation. The MTS Taxicab Committee proposed 2015 Meeting Schedule is presented for Committee review and approval.

The meetings would be held on Thursdays at 10:00 a.m. in the James R. Mills Building Board meeting room located at 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

A handwritten signature in cursive script that reads 'Bill Kellerman'.

Bill Kellerman
Taxicab Administration Manager

Key Staff Contact: Bill Kellerman, 619.595.7034, bill.kellerman@sdmts.com

Attachment: A. MTS Taxicab Administration proposed 2015 Meeting Schedule



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DRAFT

Metropolitan Transit System Taxicab Advisory Committee

2015 Taxicab Advisory Committee *Proposed* Meeting Schedule

<u>Meeting Date</u>	<u>Time</u>
Thursday, March 26, 2015	10:00 a.m.
Thursday, June 25, 2015	10:00 a.m.
Thursday, September 24, 2015	10:00 a.m.
Thursday, December 17, 2015	10:00 a.m.

All meetings will be held in the Metropolitan Transit System Board of Directors meeting room, 1255 Imperial Avenue, 10th Floor, San Diego, California.

DSundh/Taxicab/Taxicab Committee
 2015.PROPOSED MEETING SCHEDULE



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.

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Agenda

Item No. 6

Taxicab Advisory Committee

TAXI 585.3

March 26, 2015

SUBJECT:

PUBLIC HEARING AND ADOPTION OF TAXICAB RATES OF FARE-AIRPORT/CITIES

RECOMMENDATION:

That the Taxicab Advisory Committee:

1. hold a public hearing, receive testimony, and review comments on the proposed taxicab rates of fare; and
2. approve the proposed taxicab rates of fare.

Budget Impact:

None.

DISCUSSION:

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

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

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



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

Both City rates and airport taxicab rates of fare are to be calculated annually. The last time airport rates of fare were calculated was in March 2014. At that time, it was decided to hold the 2012 rates until March 2015. Therefore, staff has recalculated the rates of fare for 2015.

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

<u>Current Rates</u>	<u>Proposed 2015 Rates</u>
\$ 2.80 flag drop 1/10 of a mile	\$ 2.80 flag drop 1/10 of a mile
\$ 3.00 per mile	\$ 3.00 per mile
\$24.00 per-hour waiting time	\$24.00 per-hour waiting time

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

<u>Current Rates</u>	<u>Proposed 2015 Rates</u>
\$ 3.10 flag drop 1/11 of a mile	\$ 3.40 flag drop 1/12 of a mile
\$ 3.30 per mile	\$ 3.60 per mile
\$27.00 per-hour waiting time	\$29.00 per-hour waiting time

Upon approval, staff will notify all taxicab permit holders of these rates of fare calculations.

See attached memos to permit holders regarding airport rates of fare (Attachment C) and non-airport (City) rates of fare (Attachment D).



Bill Kellerman
Taxicab Administration Manager

Key Staff Contact: Bill Kellerman, 619.595.7034, bill.kellerman@sdmts.com

- Attachment:
- A. MTS Policy 34
 - B. Annual All Urban Western Transportation Consumer San Diego Price Index
 - C. Airport Rates of Fare memorandum (draft - no attachment)
 - D. City Rates of Fare memorandum (draft - no attachment)

DSundh/Taxicab
AI__-15-MAR26-2015 TAXI.RATES.OF.FARE

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Policies and Procedures

No. 34

SUBJECT:

Board Approval: 04/19/12

FOR-HIRE VEHICLE SERVICES

PURPOSE:

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

BACKGROUND:

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

POLICY:

34.1 City of San Diego Entry Policy

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

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

34.2 City of San Diego Entry Policy Implementation

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



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

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

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

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

34.3 City of San Diego Entry Policy Exclusions

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

34.4 Maximum Fare Policy

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

34.4.1 Maximum Fare Determination

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

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

34.5 Airport Taxicab Fare Policy

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

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

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

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

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

34.6 Regulatory Fee Review

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

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

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

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

POLICY.34.FOR-HIRE VEHICLE SERVICES

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

This policy was amended on 7/26/90.

This policy was amended on 5/9/91.

This policy was amended on 6/13/91.

This policy was amended on 1/28/93.

This policy was amended on 5/11/95.

This policy was amended on 10/31/02.

This policy was amended on 4/24/03.

This policy revised on 3/25/04.

This policy was amended on 4/26/07.

This policy was amended on 7/17/08.

This policy was amended on 4/19/12.

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Data extracted on: March 13, 2015 (11:24:45 AM)

Consumer Price Index - All Urban Consumers

Series Id: CUUSA424SAT

Not Seasonally Adjusted

Area: San Diego, CA

Item: Transportation

Base Period: 1982-84=100

Download:   [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2004													175.6	174.0	177.2
2005													185.5	182.5	188.4
2006													190.4	189.4	191.5
2007													193.218	192.918	193.518
2008													200.721	205.196	196.246
2009													184.717	177.071	192.364
2010													200.398	198.572	202.224
2011													222.685	222.913	222.457
2012													227.691	229.775	225.608
2013													225.570	227.028	224.112
2014													223.308	228.254	218.362

- 2012

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DRAFT

Memorandum

TAXI 570.1

DATE:

TO: Airport Taxicab Permit Holders

FROM: Bill Kellerman, Taxicab Administration Manager

SUBJECT: 2015 AIRPORT TAXICAB RATES OF FARE

In accordance with MTS's Ordinance No. 11, Section 2.2(b), "*Taxicab trips from San Diego County Regional Airport shall be at a uniform rate of fare.*" MTS Policy No. 34, Section 34.5.1, provides that "*Airport rates shall be adjusted ... in accordance with the change in Annual All Urban Western Transportation San Diego Consumer Price Index/San Diego.*"

From December 2013 to December 2014, the consumer price index (CPI) decreased to 223.308 percent. The December 2014 annual value, less the June 1, 1990, value of 121.0 percent, produced a change of 102.308 percent. This value, added to the June 1, 1990, Rates of Fare flag drop rate of \$1.40, mileage rate of \$1.50, and waiting time rate of \$12.00, resulted in new rates of \$2.832312 flag drop, rounded to \$2.80; \$3.03462 per mile, rounded to \$3.00, and \$24.27696 per hour waiting time, rounded to \$24.00, respectively. These values resulted in the following airport rates of fare, which is a decrease from 2014.

On March 26, 2015, at the MTS Taxicab Advisory Committee meeting, a public hearing was held, resulting in approval of this year's airport taxicab rates of fare calculations. Per staff's calculations, the airport rates of fare for 2015 are as follows:

- Flag Drop: \$ 2.80 for the first 1/10 mile
- Mileage Rate: \$ 3.00 per mile, at the rate of \$0.30 for each additional 1/10 mile
- Waiting Time: \$24.00 per hour waiting time/traffic delay

If you have any questions regarding this memorandum, please contact the appropriate staff using the permit holder's last name, per the following list:

Alexis Dizon	(619) 595-3081	A - I
Valerie Hoffman	(619) 235-2649	J - R
Luis Ceseña	(619) 595-7030	S - Z

cc: David Boenitz, SCRAA, Airport Ground Transportation
 S. D. County Weights and Measures

Attachment: Changing Taxicab Rates of Fare instructions

DSUNDH/Taxicab
 RATES OF FARE.M-2015 AIRPORT RATES



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.



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DRAFT

Memorandum

TAXI 570.1

DATE:

TO: All Metropolitan Transit System Taxicab Administration Permit Holders

FROM: Bill Kellerman, Taxicab Administration Manager

SUBJECT: 2015 RATES OF FARE NOTICE FOR TAXICABS TRIPS THAT DO NOT ORIGINATE AT SAN DIEGO INTERNATIONAL AIRPORT

In accordance with MTS's Ordinance No.11, Section 2.2, Rates of Fare, and MTS Policy No. 34, Section 34.4, all Metropolitan Transit System (MTS) taxicab permit holders may file rates of fare that do not exceed 20 percent above the average rates on file for all taxicab vehicles, except for trips originating at San Diego International Airport, and provided that they are consistent with the rates of fare of their radio service.

On March 26, 2015, at the MTS Taxicab Advisory Committee meeting, a public hearing was held, resulting in the approval of this year's calculations. The 2015 results of the maximum allowable City rates of fare calculations have risen as follows:

- Flag Drop: \$ 3.40 for the first 1/12
- Mileage Rate: \$ 3.60 per mile, at the rate of \$0.30 for each additional 1/12
- Waiting Time: \$29.00 per hour waiting time/traffic delay

If you have any questions regarding this memorandum, please contact the appropriate staff using the permit holder's last name, per the following list:

Alexis Dizon	(619) 595-3081	A - I
Valerie Hoffman	(619) 235-2649	J - R
Luis Ceseña	(619) 595-7030	S - Z

cc: S. D. County Weights and Measures
Device Service Agents

Attachment: Instructions - Changing Taxicab Rates of Fare

DSUNDH/Taxicab
RATES OF FARE.M-2015 CITY RATES



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.



Agenda

Item No. 7

Taxicab Advisory Committee Meeting

TAXI 585.3, 585.11

March 26, 2015

Subject:

TAXICAB ADVISORY COMMITTEE MEMBER PERMIT HOLDER NOMINATION AND ELECTION PROCESS

RECOMMENDATION:

That the Taxicab Advisory Committee review and approve the proposed permit holder election process and appoint a subcommittee to validate the election results.

Budget Impact

The complete election process will require approximately \$1,500.00 in mailing and reproduction costs.

DISCUSSION:

In September 1994, MTS established the Taxicab Advisory Committee to review policies and procedures relative to taxicab regulations, and to provide recommendations to the MTS Board of Directors. The "*MTS Taxicab Committee Guidelines*" (Attachment A) designate one MTS Board representative, one member each of representatives not in the taxicab industry appointed by the San Diego Convention and Visitors Bureau (ConVis) (now San Diego Tourism Authority), San Diego Convention Center, San Diego Travelers Aid Society, San Diego County Regional Airport Authority (SDCRAA), two members of the Hotel-Motel Association, and a representative from the San Diego County Sheriff's Department as a nonvoting member. In addition, the Guidelines designate five (5) seats for representation of taxicab permit holders; three seats are for representation of permit holders with four or more taxicabs and two of those seats are for representation of permit holders with one to three taxicabs. Also, there are five seats for taxicab driver representatives elected by licensed drivers operating in MTS areas of jurisdiction. Each member is elected for a three-year term. The MTS Board of Directors representative is appointed on an annual basis to be designated by the MTS Board of



The current industry members were elected in the fall of 2010, and seated in 2011, their terms should have expired December 31, 2013. Due to delays caused by the contract renewals, the process was postponed, and existing members agreed to remain on the Committee until the contract issue was resolved. Because the cap on the number of City of San Diego permits that may be issued was removed (per City Council Policy 500-02, revised on February 12, 2015), a motion was made by Mr. Michel Anderson at the TAC meeting on November 19, 2014, to return to the TAC in March with a proposed schedule and timeline for June elections. The motion was seconded by Mr. Boenitz, and passed unanimously.

Due to significant number of people interested in the new City of San Diego permits, the application process has not yet begun. Therefore, it would be staff's recommendation that the election for new members be held in July 2015 at the earliest, but preferably September 2015, to allow prospective new permit holders the opportunity to run in the election and avoid a possible shift from lease driver to permit holder.

If the election were to be held in July, the time is here to elect five new taxicab permit holder members and five lease driver representatives to serve for the next three years, beginning September 24, 2015, through September, 2018.

The non-taxicab organizations will be contacted after the Taxicab Advisory Committee meeting, requesting that these entities appoint members for the new three-year term. The permit holder election process will begin on Monday, June 15, 2015, with the mailing of instructions and nomination forms to all permit holders of record. All nominations must be received by 4:00 p.m. Monday, June 29, 2015.

Ballots listing the nominees will be mailed on Monday, July 13, 2015. Each permit holder will receive one ballot that will list the number of votes that may be cast. The number of votes will equal the number of permits MTS's records show for each permit holder as of Wednesday, July 1, 2015.

Votes may be cast in any combination for anyone on the ballot, up to the total number of votes shown for the permit holder. Completed ballots must be returned to the Taxicab Administration office located at 1501 National Avenue, San Diego, California 92113, no later than 4:00 p.m. on Monday, July 27, 2015. Ballots returned after the deadline will not be considered in the vote count.

Votes will be counted on Tuesday, July 28, 2015, in the Taxicab Administration conference room. Candidates will be rank-ordered by the number of votes received within two categories:

- Category One: Eligible participants are permit holders of four or more taxicabs. Three (3) spots are available.
- Category Two: Eligible participants are permit holders of three or fewer taxicabs. Two (2) spots are available.

Staff requests that the Committee select a subcommittee of not less than three (3) members, whose task will be to validate the vote count. The subcommittee will meet at the offices of Taxicab Administration at 10:00 a.m. on Wednesday, July 29, 2015. The

subcommittee will confirm its validation of staff's vote count by affixing their signatures to a Memo of Validation.

The staff vote count, and the Taxicab Advisory Committee's Vote Validation Subcommittee *Memo of Validation* forms, will be attached to a recommendation to the MTS Board to appoint to the Taxicab Advisory Committee as new members those five candidates determined to have received the greatest number of votes within their respective categories.

The new members will be notified by mail following their appointment by the MTS Board on Thursday, August 27, 2015, and will be introduced at the Taxicab Advisory Committee meeting on September 24, 2015, and seated at the meeting of the Taxicab Committee on Thursday, December 17, 2015.



Bill Kellerman
Taxicab Administration Manager

Key Staff Contact: Bill Kellerman, 619.595.7034, bill.kellerman@sdmts.com

Attachment: A. Taxicab Committee Guidelines

DSundh/Taxicab/Taxicab Committee
AI7.15-MAR26-P.H.



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METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE GUIDELINES

TAXI 585.3

1 PURPOSE

The Taxicab Advisory Committee's purpose is to:

- 1.1 Provide feedback on taxicab matters destined for Board action;
- 1.2 Review summaries of administrative hearing officer decisions concerning taxicab owner and driver penalties;
- 1.3 Discuss taxicab owners'/drivers' written grievances;
- 1.4 Review summaries of complaints concerning taxicab service;
- 1.5 Review vehicle inspection criteria, process, results, and rankings;
- 1.6 Review the Chief Executive Officer's Annual Fee Schedule; and
- 1.7 Comment on MTS's work program concerning taxicab matters.

2 MEMBERSHIP

Seventeen members are appointed as follows:

- 2.1 One representative of the MTS Board of Directors appointed on an annual basis, who will be designated by the MTS Board of Directors to serve as Chairman of the Taxicab Advisory Committee.
- 2.2 One member appointed by the San Diego Convention and Visitor's Bureau, the San Diego County Regional Airport Authority, San Diego Convention Center, San Diego Travelers Aid Society, and two members from the Hotel Industry, each serving a three-year term.



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.

- 2.3 Five taxicab owners with at least three years' experience and in good standing, each serving a three-year term, elected by taxicab owners, divided as follows:
- a. Two seats are designated for representation of owners of one to three taxicabs;
 - and,
 - b. Three seats are designated for representation of owners of four or more taxicabs.
- 2.4 Five taxicab lease drivers in possession of a San Diego Sheriff's Department-issued Taxicab Driver Identification Card valid in the MTS areas of jurisdiction, being in good standing with the Sheriff's Licensing Division, and currently serving as a driver for at least three years leading up to the election. The election shall comply with the following guidelines:
- a. Lease driver representatives shall be elected by licensed drivers operating in MTS areas of jurisdiction.
 - b. Beginning with the 2013/2014 election, lease driver representative elections shall take place every three years at the same time as the owner representative elections.
 - c. Both owners and lease driver representatives shall meet the eligibility requirements at all times while serving on the Taxicab Advisory Committee.
- 2.5 A taxicab owner member unable to attend a meeting may appoint an alternate from the same or similarly sized company to attend in his or her absence.
- 2.6 A taxicab driver unable to attend a meeting may appoint a driver with a similar experience level (within 2 years), not less than three years, to attend in his, or her, absence.
- 2.7 The Taxicab Advisory Committee shall make an interim appointment if a member's seat becomes vacant within the three-year term.
- 2.8 The Vice Chairman will be the representative for the San Diego Convention & Visitors Bureau.

3 MEETINGS

- 3.1 Taxicab Advisory Committee meetings are subject to the provisions of the Ralph M. Brown Act, California Government Code, Section 54950, et. seq.
- 3.2 Taxicab Advisory Committee meetings will be held quarterly at the offices of MTS.
- 3.3 The agenda for each meeting will be posted in the MTS lobby.
- 3.4 The agenda, backup materials, and minutes of the previous meeting will be sent to each member ten calendar days in advance of the meetings.
- 3.5 The Chairman may call special meetings, as necessary.

3.6 Fifty-one percent attendance is a quorum to hold a meeting.

4 VOTING

4.1 Each member of the Taxicab Advisory Committee has an equal vote.

4.2 Fifty-one percent of the votes of those in attendance will approve an item.

4.3 A roster of the Taxicab Advisory Committee members who voted will be provided to the MTS Board of Directors, along with the item, for MTS Board action on an agenda item.

5 APPROVAL

5.1 These Guidelines were revised by the MTS Board of Directors on September 15, 2011.

5.2 The MTS CEO shall have the authority to implement additional procedures to carry out elections and maintain regular and orderly meetings of the Taxicab Advisory Committee.



Agenda

Item No. 8

Taxicab Advisory Committee Meeting

TAXI 585.3, 585.11

March 26, 2015

Subject:

**TAXICAB ADVISORY COMMITTEE LEASE DRIVER REPRESENTATIVE MEMBER
NOMINATION AND ELECTION PROCESS**

RECOMMENDATION:

That the Taxicab Advisory Committee review and approve the proposed lease driver representative election process and appoint a subcommittee to validate the election results.

Budget Impact

The complete election process will require approximately \$2,000 in mailing and reproduction costs. This cost does not include staff time. Cost for staff time is estimated at \$13,080.

DISCUSSION:

In September 1994, MTS established the Taxicab Advisory Committee to review policies and procedures relative to taxicab regulations, and to provide recommendations to the MTS Board of Directors. The "*MTS Taxicab Committee Guidelines*" were revised in September 2011 to accommodate the election of five (5) lease driver representatives, and reduce the number of permit holder seats to an equal number of five (5). Each member is elected for a three-year term

The current lease driver representative members were elected in the fall of 2011, and their terms should have expired December 31, 2013, when the entire election would have taken place. Due to delays caused by the contract renewals, the process was postponed, and existing members agreed to remain on the Committee until the contract issue was resolved.

Because the cap on the number of City of San Diego permits that may be issued was removed per City Council Policy 500-02 (revised on February 12, 2015), a motion was made by Mr. Michel Anderson at the TAC meeting on November 19, 2014, to return to



the TAC in March with a proposed schedule and timeline for June elections. The motion was seconded by Mr. Boenitz, and passed unanimously.

Due to the significant number of people interested in the new City of San Diego permits, the application process has not yet begun. Therefore, it would be staff's recommendation that the election for new members be held in July 2015 at the earliest, but preferably in September 2015, to allow prospective new permit holders the opportunity to run in the election, and avoid a possible shift in the middle of the term from lease driver to permit holder.

If the election were to be held in July, the time is here to elect five new taxicab permit holder members, and five lease driver representatives to serve for the next three years, beginning September 24, 2015, through September, 2018.

On Friday, May 29, 2015, memorandums will be mailed to all MTS permit holders, radio service organizations, the San Diego Sheriff's Licensing Division, San Diego County Regional Airport Authority (SDCRAA), and the driver safety training facility advising the election process, and nomination requirements. Permit holders are required to forward this memorandum to lease drivers.

From 9:00 a.m. to 4:00 p.m., Monday June 15, 2015, through Wednesday, June 17, 2015, MTS will be seeking self-nominations, in person, from taxicab drivers willing to attend a *minimum* of four TAC meetings per year, and who meet the nomination requirements. Driver self-nomination forms will be available at the MTS Taxicab Administration business office. Driver nominee eligibility will be verified at the Sheriff's Licensing Division.

On Wednesday, July 8, 2015, a list of all drivers on the ballot will be mailed to all permit holders, radio service organizations, SDCRAA, Sheriff's Licensing Division, and driver safety training facility, along with the voting requirements. Beginning at 9:00 a.m., Monday, July 20 through Wednesday, July 22, 2015, driver voting will be held at the Taxicab Administration office.

Votes will be counted on Thursday, July 23, and Friday, July 24, 2015, by MTS staff. Candidates will be rank-ordered by the number of votes received.

Staff requests that the Committee select a subcommittee of not less than three (3) members whose task will be to validate the vote count. The subcommittee will meet at the offices of Taxicab Administration at 10:00 a.m. on Monday, July 27, 2015. The subcommittee will confirm its validation of the vote count by affixing their signatures to a *Memo of Validation*.

The staff vote count, and the Taxicab Advisory Committee's Vote Validation Subcommittee *Memo of Validation* will be attached to a recommendation to the MTS Board to appoint those five candidates determined to have received the greatest number of votes.

The new members will be notified by mail following their appointment by the MTS Board on Thursday, August 27, 2015, and will be introduced at the Thursday, September 24, 2015, meeting of the Taxicab Advisory Committee, and seated at the meeting on Thursday, December 17, 2015.



Bill Kellerman
Taxicab Administration Manager

Key Staff Contact: Bill Kellerman, 619.595.7034, bill.kellerman@sdmts.com

DSundh/Taxicab/Taxicab Committee
A18-15-MAR26-DRVR.