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Agenda

Taxicab Advisory Committee Meeting

TAXI 585.3

December 17, 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 – July 2, 2015

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. Management and Committee Member Communications

- Update - New City of San Diego permits
- MTS Virginia Avenue Transit Center – San Ysidro (Oswaldo Meneses, MTS Transit Planner)
- City taxicab stands



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.

5. FY 2016 Mid-Year Budget Adjustment

Action would approve the MTS Taxicab Administration proposed Fiscal Year 2016 Amended Budget as recommended.

6. Proposal to Add Non-voting Committee Member

Action would approve the addition of a representative from San Diego County Weights and Measures as a non-voting member to the Taxicab Advisory Committee.

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

Action would review and approve the proposed permit holder election process and appoint a subcommittee to validate the election results.

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

Action would review and approve the proposed lease driver representative election process and appoint a subcommittee to validate the election results.

9. Next Meeting – To be Determined

10. Adjournment

San Diego Metropolitan Transit System
Taxicab Advisory Committee Meeting

TAXI 585.3

July 2, 2015

10:00 a.m.

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

Minutes

1. Roll Call

Ms. Myrtle Cole, chair of the Committee, called the meeting to order at 10:02 a.m. A roll call sheet is attached listing Taxicab Advisory Committee member attendance.

2. Approval of Meeting Minutes – March 26, 2015

Motion:

A motion was made by Mr. Antonio Hueso to approve the meeting minutes from March 26, 2015. The motion was seconded by Mr. Hushang Nahavandian. The motion passed unanimously.

Vote:

Aye: Abraham, Nichols (SDCRAA), Hamidi, Haratian, Hilemon, Hueso, Mayekawa, Majid, Mercer, Nahavandian.

Nay: 0

Abstain: 0

Absent: Gebreselassie, Lemma, Staples.

3. Non-agenda Public Comment

Mr. Alan Gold – 1464 San Altos Pl., Lemon Grove, CA, 619.698.9187

Mr. Gold made the suggestion that the due date for payment of the annual regulatory fee be split into two payments; one in January and one in March or May. Currently, the fee is due by the first week in April, which is when income taxes and other payments are also due.



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7. MTS Taxicab Administration Fiscal Year (FY) 2016 Budget

Ms. Cole took this agenda item out of order to prevent the need for MTS Finance staff to attend the entire meeting.

Mr. Bill Kellerman apologized for not taking the proposed FY 2016 Budget to the Finance Subcommittee prior to MTS Board approval, and explained that because of the collection of taxicab permit *Interest Forms*, which were accompanied by a \$50 per-permit US Postal Money Order, the budget was unsure until those funds were processed. He introduced Mr. Lucas Kromer who provided a PowerPoint presentation regarding the FY 2016 Budget, and reviewed the budget information that had been previously approved by the MTS Board.

Discussion:

Mr. Hueso inquired under what category taxicab stands were allocated, and Mr. Kromer replied they were under the *Materials and Supplies* line item. Mr. Hueso suggested that some of the taxicab stands needed upgrading regarding the signage, and felt there may be a need for a separate line item so members were aware of the investment made regarding taxicab stands. He also mentioned that some of the signs still contained information regarding the LSVs.

Mr. Kamran Hamidi inquired as to whether MTS Taxicab Administration was paying for the recent legal fees stemming from a pending lawsuit, and Ms. Sharon Cooney advised that those fees were being absorbed by the City of San Diego.

Motion:

A motion was made by Ms. Namara Mercer to receive the FY 2016 Budget Report. The motion was seconded by Mr. Hamidi, and passed unanimously.

Vote:

Aye: Abraham, Nichols, Hamidi, Haratian, Hilemon, Hueso, Mayekawa, Majid, Mercer, Nahavandian, Palmeri

Nay: 0

Abstain: 0

Absent: Gebreselassie, Lemma, Staples. Mr. Palmeri had left the room briefly and did not vote on this item.

4. Committee Member and Management Communications

Mr. Hueso requested that the suggestion made by Mr. Alan Gold, regarding splitting the regulatory fee payments into two payments, was taken into consideration. Mr. Kellerman said staff would review the request.

Mr. Kellerman provided an update on the following:

A. New City of San Diego Taxicab Permit Update

- Over 1300 Interest Forms received;
- 1500 new taxicab permits requested;
- orientation meetings with new permit applicants began June 1;
- 188 individual applications provided to date;
- 5 completed and returned; and
- first permits possibly issued in the first two weeks of July.

B. TAC Lease Driver Representative Vacancies

Mr. Kellerman advised that two of the three driver representatives were no longer serving on the TAC, and that attempts had been made to contact those drivers with the next highest number of votes in the last election with no response, nor had there been a response from one of the permit holder members. Mr. Kellerman explained that staff may not have the option of replacing these members prior to the next election, which would leave 3 vacant seats.

Member Discussion:

Mr. Hamidi asked if it would be worthwhile to have another conversation regarding the composition of the TAC, since many changes had occurred. He suggested reducing the number of driver representatives and having a County representative on the Committee. Mr. Kellerman asked if he was suggesting making the Sheriff's representative a voting member and Mr. Hamidi stated he felt the entire makeup of the TAC should be discussed prior to the next election, including adding the County. Ms. Cooney replied that if it were the consensus of the Committee, this could be accomplished. It would push the elections back even further, but it could be discussed. Mr. Kellerman reminded the Committee members that the TAC Guidelines required that the permit holder and driver representative members had three years' experience in their current capacity to be eligible to sit on the Committee. Mr. Hueso added that because of the fact that things had changed, moving forward there would be fewer driver representatives available for the TAC in the future.

C. Taxicab Administration Staffing Update

- Two new Regulatory Analysts hired;
- Holding back on hiring two new Enforcement Officers until more new permits were issued.

Member Discussion:

Mr. Hueso brought up the airport trip fee, and stated that there had been language added in the past pertaining to the original trip fee increases in order to prevent the need to obtain approval each time the fee was increased. Mr. Kellerman replied that he was aware of the meeting at the airport and had provided information to them at their request. He offered to provide the documentation to Mr. Hueso.

Mr. Palmeri stated that the TAC was the only advisory board that he was on that did not have old and new business on the agenda, and if something new were brought up, there would need to be an interruption in discussion. He cited the fact that the airport had decided not to do background checks on TNCs or taxicabs. He said that if the TNCs were not obligated to come up to the same standards as taxicabs, then taxicab standards should be lowered to make it an even playing field so they could compete. He felt MTS was not helping the industry and that the TNCs were not regulated in the same manner as taxicabs. He stated that if MTS was not going to help the industry, the industry did not need MTS.

Ms. Cooney advised that it was the appropriate time for Mr. Palmeri to bring up those issues. Staff brought up what they intended to discuss, but since it was Committee Member Communications, she appreciated his comments. She said that unfortunately, policy decision was not driven by the TAC, but an item could be brought to the TAC at the next meeting in September, during which there could be a discussion, and a recommendation could be made to the MTS Board. She said as a regulator, MTS had been concerned for some time, but it was a policy decision to allow other transportation to function in that

manner. The MTS Board could not make the decision, as the decision still must be made by either the City or the Airport Authority, but it could make recommendation.

Mr. Palmeri questioned why MTS was able to make recommendations for installation of cameras in taxicabs and higher insurance limits, and the City agreed, but MTS could not recommend that insurance limits be lowered. Ms. Cooney replied that the TAC could make a recommendation to the Board for MTS to recommend to the City regarding those policies. *Mr. Palmeri responded, but did not have his microphone turned on.* Staff notes indicated Mr. Palmeri stated he was tired of hearing that it was someone else's decision and that if the agency did not support the industry, there was no purpose to having the TAC. He said if the TAC went along with the agency, it was agreeable, but if there was another idea presented by the industry, and the agency did not agree, the industry's ideas did not count. He felt everyone should just quit the TAC and forget about the elections because nothing was coming out of the TAC that was valuable to the industry for the long-term.

Ms. Cooney again stated that the TAC should bring forward a recommendation that the MTS Board take a position in opposition to TNCs. She advised that she would need to know if all TAC members were in agreement and in support of taking it to the Board. Mr. Palmeri replied that he was speaking for himself, and the fact that the insurance requirements had changed to allow people to obtain insurance outside California made very little difference, since the amount of insurance remained at \$1M. He said he wanted taxicab regulations to be the same as TNCs. He felt it was political, and he could not fight politics. Either the MTS Board was with the industry regarding insurance and background checks, or against it. He said it bothered him that these matters were going before the MTS Board and they were voting on them, yet some of the Board members were from Chula Vista, National City, and Coronado, were voting for \$1M of insurance, but in their cities it was only \$350k. He wondered why their cities were safer than San Diego, and felt that those cities should recuse themselves from voting, since their cities were different, but nobody cared. He said the industry cared because they could not find insurance, and could not afford to spend any more money. He felt that the Committee got nothing done and said he did not care about the elections, or whether there were 5 or 25 more lease drivers. He said he was trying to save an industry that was going the way of the horse and buggy. Ms. Cole said she heard Mr. Palmeri loud and clear, and thanked him for his comments.

Mr. Hueso added that he felt airport board members and San Diego City Council lacked information as to how the industry operated taxicabs. He said they had learned from what happened with the drivers that a lot of misinformation was stated and was accepted as true, but it was not the reality. If the TAC was to be an advisory committee, it needed to advise the City Council members and the parties that engaged with the industry as to how the industry was operated. He suggested that maybe a regional permit needed to be put in place, because industry competitors had not only regional coverage, but state coverage, and did not have the regulatory requirements that the taxicab industry had. He cited the fact that MTS had six inspectors for their areas of jurisdiction, but that the state of California only had six inspectors for the entire Southern California area. He said the state inspectors were responsible for inspections, enforcement, and complaints. He felt that as far as leveling the playing field, the City Council had lacked that vision. The permits were from the City and the City was a partner to the industry. He advised that the industry needed the City's assistance rather than their politics.

Ms. Cole suggested that the Committee make appointments to speak with Councilmembers, including herself, and stated she did not see that they were doing that. She said she would ask the chair of the Public Safety & Livable Neighborhoods (PS&LN) Committee to have a presentation so that industry members could go before City Council, because if the industry did not feel the City Council was listening, they needed to go and talk to them. She stated

she did not see that happening between meetings. She told them if they made appointments with her, she would hear them out. She suggested that they needed to make presentations at the PS&LN meetings as to what was happening with the taxicab industry, and she would ask the chair to schedule that so they could go and make presentation and be updated on a regular basis as to what was happening to the industry.

Mr. Palmeri stated that he would do whatever he had to do get a response to help the industry. He said that if it did not happen, he would not be sitting on the TAC in a year, not because he did not want to, but there would be no reason for the TAC to exist based on current business. Ms. Cole replied that she understood that, and that she was willing to have members come to Councilmember offices and meet with them on an individual basis to keep them informed and updated on a more regular basis.

Mr. Hueso added that he had learned that government was not talking to government, and that it was important that they did so, especially the enforcement agencies. Mr. Palmeri said that the drivers wanted permits, and Councilmember Emerald worked hard to make that happen, but because of the expense involved some decided they did not want to do it. He felt the City should find out what it cost to get into the taxicab business. He advised that the business was so overpriced with such a small return that they would make more money leasing. He stated this information came from some of the people that were on the list that were going to lose their \$50 deposit because they could not afford to get into the business.

Regarding going before the PS&LN Committee, Ms. Mercer suggested that it should be more of a government-to-government report. She said the drivers and permit holders were very passionate about the issue, but the reality was that there were different costs for taxis and rideshares. She suggested having Mr. Kellerman present the facts as to how much it cost to be a permit holder would be as important as having the individual members present, and MTS would be telling the City of San Diego what that actual cost would be. Ms. Cole said she would also ask Mr. Kellerman to make presentation to the PS&LN Committee. Mr. Kellerman said he would be happy to do that, and he stated that staff had already provided those permit holder costs to the City Council during the permit issuance vetting process.

Ms. Cole suggested that agenda item 6 be taken out of order, since insurance had been part of the discussion.

6. MTS Taxicab and For-hire Vehicle Insurance Requirements

Mr. Kellerman explained the change to the vehicle insurance requirements, stating that the issue had been discussed at the Workshop on Regulatory Matters (WORM) meeting in March, proposing eliminating the requirement that any companies had to be California-admitted. He said that was the only change, and that the ratings would remain the same. Eliminating that requirement might open up other options for permit holders to seek insurance.

Public Comment:

Masoud Shahri – BB&T-John Burnham Insurance, 750 B Street, #2400, 619.525.2849

Mr. Shahri said he had been providing insurance for taxicabs in San Diego since 1987, and was the largest provider of insurance to the taxicab industry in 35 states, and that changing the rule that companies did not need to be California-admitted would not make any difference. He said the only solution was to reduce the limits of liability from \$1M to either \$500k, or \$350k, which was where about 95% of all the municipalities in the country were. He informed the Committee that there were only a select number of cities in the country that mandated \$1M. Mr. Shahri advised that in the past 30 years, there were 3 insurance companies that were non-admitted,

and they had all filed bankruptcy. He also advised that if someone had an accident, and the company was non-admitted, no claims would be paid. In the California Guarantee Fund, if the company was admitted, the claim would be paid up to \$350k. He felt the Committee should be sensitive to that issue, and by allowing non-California admitted, all that was going to happen was an increase in exposure to companies that could go belly-up and there would be no recourse. He stated that in order to open up the market, the \$1M limit needed to be reduced.

Ms. Cole asked Mr. Kellerman how much insurance other cities required, and he responded that with the exception of National City, all cities in the MTS jurisdiction required \$1M, including the airport.

Mr. Hamidi said he agreed with Mr. Palmeri, and that at the WORM meeting there had been a general consensus that they should form an ad hoc committee for discussing insurance, which would then recommend a lower insurance requirement. If it were done now, by renewal time in February, there might be a lower requirement. He said insurance was one of the biggest threats to the industry, and that in 1990, the majority of taxicabs went out of business because they did not have insurance. He indicated that Mr. Shahri had been before the Committee 3 times, and still the TAC had not moved on it, and felt that if MTS could lower the rates of fare without going to the City for approval, MTS could reduce the insurance limit. He volunteered to be on the ad hoc committee, and felt many others would as well, but they needed to get it moving before February. He said originally MTS had suggested \$750k, but some of the permit holders on the Committee wanted \$1M, and MTS went along with them. He said if there were one big lawsuit and the jurors were sympathetic to driver of the cab, the whole industry could go out of business if the \$1M were paid, because the premiums would increase. If they could not pay the premiums they would be out of business. He stated it needed to be addressed and the subject had been moved along many times without resolution. The limits needed to be lowered to \$500k, and he cited the fact that Ms. Susan Lockwood, Risk Manager, said there had not been a claim over \$500k.

Mr. Hueso added that obtaining insurance was an education process, and a lot of people thought it was guaranteed, but it was not. He agreed with Mr. Hamidi that the limits were high, but that staff and the legal department had already stated that they could not go down on the limits, and maybe they needed to look at other ideas. The airport was not willing to go down, and would put pressure on the industry to keep it at a higher level. He advised that the industry had formed groups because they could not survive by themselves and obtain insurance. Insurance providers did not look at it as one entity, but looked at a group. They survive because of what they do by collectively keeping the product intact and viable so it survives. He wondered if the legal department had any information or suggestions regarding insurance. If so, it may be the time to share the information so no more time was wasted on the subject, since the airport was up front and advised they were not lowering their standard.

Mr. Palmeri stated that with the \$1M limit, insurance companies were very interested in the driving habits of the drivers, and pulled their DMV records, including any citations with their private vehicles. If a driver had a bad driving record, the insurance company excluded them from driving. This left the permit holder paying a high premium for each vehicle without any drivers. He said keeping drivers would be easier if the limits were \$350k, as the drivers may not be scrutinized as heavily.

Ms. Cooney advised that she and Mr. Kellerman had been scheduled for two meetings with Councilmember Emerald, but they had been cancelled. She said that the PS&LN was aware that MTS wanted to have a conversation regarding insurance.

Ms. Cole inquired about the ad hoc committee. Mr. Kellerman responded that there had been a meeting with City Council staffers to see if the City was receptive to having that discussion. He reiterated that two meetings had been cancelled, and they would try again the following week.

Mr. Hushang Nahavandian said that it was his concern that if non-admitted companies were permitted, should there be an accident, and the company went bankrupt, a claim would not be paid, whereby if it were a California admitted company, the state would pay the claim.

After further discussion, Mr. Hamidi moved to create an ad hoc committee for the purpose of reviewing, and possibly lowering, the insurance limits from \$1M. The motion was seconded by Mr. Akbar Majid, and passed unanimously. This was not a noticed agenda item. Mr. Kellerman requested that those who were interested in serving on the ad hoc committee contact the Clerk of the Committee.

Motion:

A motion was made by Mr. Hueso to make a recommendation to the MTS Board of Directors to approve the proposed changes to the MTS Taxicab and For-Hire Vehicle Insurance Requirement to allow non-California admitted insurance carriers. The motion was seconded by Mr. Akbar Majid. The motion passed unanimously.

Vote:

Aye: Abraham, Nichols, Hamidi, Haratian, Hilemon, Hueso, Mayekawa, Majid, Mercer, Nahavandian, Palmeri.

Nay: 0

Abstain: 0

Absent: Gebreselassie, Lemma, Staples.

5. MTS Administrative Penalty Guidelines

Mr. Kellerman explained the proposed changes to the *MTS Administrative Penalty Guidelines* so they coincided with the recent changes to the MTS Ordinance No. 11 language. He explained those changes would be to item 1.8 (q), which added language on information required on a receipt, and that Item 2.3 (q) was a new requirement that stated the credit card device needed to be linked to the taximeter.

Discussion:

Mr. Palmeri inquired how this would be enforced. He said there were many drivers that would not use the machine. Mr. Kellerman replied that staff did receive complaints regarding his concerns and that staff followed up on all of them. He advised when complaints were received, the vehicle was called to the Inspection Facility. Mr. Palmeri commented further, but his microphone was not on.

Ms. Cooney said that there needed to be a better customer service procedure, such as an app that people could utilize in real time to lodge immediate comments or complaints. She said she would like that to be a main focus this year. Mr. Hueso agreed with Ms. Cooney, since the competition had a feature where there was no cash exchanged. He mentioned that in some cities, there was more collaboration between enforcement agencies and that type of abuse did not happen as frequently, since there was very little tolerance. He felt that as operators, it should be made known through the radio services that it would not be tolerated, because it was hurting the industry. Mr. Brian Hilemon asked what options customers had, and Mr. Kellerman replied that they could either contact the radio service or the MTS Taxicab complaint line

telephone number posted on all taxicab stand signs and on the *Passenger Bill of Rights* mandated in each vehicle. Ms. Mercer asked if there were a customer service app., and Ms. Cooney said that was what she had thought would be effective. She thought it might be a good time to spread the cost over all permit holders, since there would be extra funds coming in from the new permits that were being issued. She said this would be something that the industry would need to help staff determine, because everyone needed to agree that it was within their business model.

Motion:

A motion was made by Mr. Majid to make a recommendation to the MTS Board of Directors to approve the proposed revisions to the *MTS Administrative Penalty Guidelines*. The motion was seconded by Mr. Hueso, and passed unanimously.

Vote:

Aye: Abraham, Nichols, Hamidi, Haratian, Hilemon, Hueso, Mayekawa, Majid, Mercer, Nahavandian, Palmeri.

Nay: 0

Abstain: 0

Absent: Gebreselassie, Lemma, Staples.

Mr. Hamidi stated that he had originally been on the WORM Subcommittee, but had resigned to possibly give his seat to a driver representative. He stated there were no longer enough members on the WORM, and it was becoming difficult to reach a quorum and he wished to volunteer to sit on the subcommittee once again. He reiterated that he would like to have a County representative present as a member on the TAC, because it might be a way to help control the TNCs. He said he would like to see the TAC reorganized before the September meeting and elections. Mr. Kellerman stated that his suggestion would be taken into consideration.

8. Next Meeting - Thursday, September 24, 2015, 10:00 a.m.

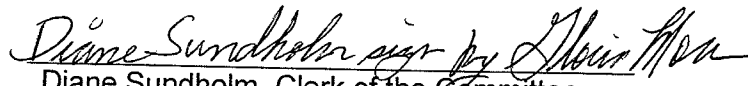
9. Adjournment

The meeting was adjourned at 11:25 a.m.

Accepted:

Filed by:

Myrtle Cole, Chair
MTS Taxicab Advisory Committee


Diane Sundholm, Clerk of the Committee
MTS Taxicab Administration



Metropolitan Transit System

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Agenda Item No. 5

Taxicab Advisory Committee

December 17, 2015

SUBJECT:

MTS TAXICAB ADMINISTRATION FISCAL YEAR 2016 AMENDED BUDGET

RECOMMENDATION:

Taxicab Advisory Committee approve the MTS Taxicab Administration proposed Fiscal Year (FY) 2016 Amended Budget as recommended by the Taxicab Finance Subcommittee.

Budget Impact

The midyear budget amendment will increase the operating revenue budget by \$1,142,000 and the expense budget by \$31,000.

DISCUSSION:

FY 2016 Midyear Adjustment

Revenues. Taxicab Administration receives operating revenue from annual regulatory fees and other processing fees. The total budgeted operating revenue is \$2,532,000, an increase of \$1,142,000. This increase is due to the application fee revenue collected with the issuance of new permits.

The Taxicab Administration budget requires full cost recovery. When revenues exceed expenses, funds added to the contingency reserves are used to balance the budget. The midyear budget assumes \$1,078,000 contribution to contingency reserves, an increase of \$1,112,000 from the original budget.

Expenses. Total operating expenses resulted in a \$31,000 unfavorable midyear adjustment, increasing the operating expense budget to \$1,249,000.



Personnel Costs are projected to decrease by \$20,000 with the amended midyear budget. This decrease is reflects favorable year to date cost experience.

Outside Services are projected to increase by \$36,000 due to an increase in anticipated legal costs and mobile app development. The increase is partially offset by the reclassification of the leased vehicle expense.

Materials and Supplies are projected to decrease \$12,000 due to favorable YTD experience.

Energy costs are projected to rise by \$2,000 due to increased electricity rates.

General and Administrative cost are expected to rise by \$8,000 due to the replacement of the office copier during the fiscal year.

Vehicle Lease costs are projected to rise by \$17,000 due to vehicle lease costs originally budgeted within Outside Services.

At this time, staff has no projected changes for the MTS overhead allocation and this costs remains at \$205,000. However, as MTS completes its midyear budget adjustment in March of 2016, this amount may change as appropriate, which will be offset by a corresponding adjustment to the contingency reserves.

Contingency Reserves. The original FY 2016 budget projected a contingency reserve balance of \$229,000 for the end of FY 2016. The audited results for FY 2015 produced an unfavorable variance to contingency reserves of \$67,000. The adjusted FY 2015 year end contingency reserve balance was \$196,000. The original FY 2016 budget provided for a usage of \$33,000 in contingency reserves. The midyear budget adjustment proposes an increase of \$1,112,000. The adjusted FY 2016 contingency reserve balance is projected to be \$1,274,000.



Bill Kellerman
Taxicab Administration Manager

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

Attachment: A. Summary report of the FY 2016 midyear budget adjustment
B. Detailed report of the FY 2016 midyear budget
C. Contingency reserve balance report
D. Comparison of FY 2016 Actual to Budget

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADMINISTRATION (761)
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2016**

Att. A, AI 5, 12/17/15

	ACTUAL FY15	ORIGINAL BUDGET FY16	AMENDED BUDGET FY16	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	923,858	1,390,000	2,532,000	1,142,000	82.2%
TOTAL OPERATING REVENUES	923,858	1,390,000	2,532,000	1,142,000	82.2%
NON OPERATING REVENUE					
SUBSIDY REVENUE	-	-	-	-	-
RESERVE REVENUE	45,286	33,233	(1,078,267)	(1,111,500)	-3344.6%
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	45,286	33,233	(1,078,267)	(1,111,500)	-3344.6%
TOTAL COMBINED REVENUES	969,144	1,423,233	1,453,733	30,500	2.1%
OPERATING EXPENSES					
LABOR EXPENSES	506,578	713,661	693,661	(20,000)	-2.8%
FRINGE EXPENSES	177,854	266,568	266,568	-	0.0%
TOTAL PERSONNEL EXPENSES	684,432	980,228	960,228	(20,000)	-2.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	3,397	6,000	6,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	42,811	86,110	122,110	36,000	41.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	46,208	92,110	128,110	36,000	39.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	2,594	19,000	7,000	(12,000)	-63.2%
TOTAL MATERIALS AND SUPPLIES	2,594	19,000	7,000	(12,000)	-63.2%
DIESEL FUEL	5,626	7,500	6,000	(1,500)	-20.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	5,515	7,000	10,000	3,000	42.9%
TOTAL ENERGY	11,141	14,500	16,000	1,500	10.3%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	109,918	112,170	120,170	8,000	7.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	3,318	-	17,000	17,000	-
TOTAL OPERATING EXPENSES	857,612	1,218,008	1,248,508	30,500	2.5%
NET OPERATING SUBSIDY	66,246	171,992	1,283,492	1,111,500	-646.3%
OVERHEAD ALLOCATION	(111,532)	(205,224)	(205,224)	-	0.0%
ADJUSTED NET OPERATING SUBSIDY	(45,286)	(33,233)	1,078,267	1,111,500	3344.6%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	0	0	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADMINISTRATION (761)
OPERATING BUDGET - DETAIL
FISCAL YEAR 2016**

	ACTUAL FY15	ORIGINAL BUDGET FY16	AMENDED BUDGET FY16	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
ENERGY					
DIESEL FUEL					
54210 GASOLINE	5,626	7,500	6,000	(1,500)	-20.0%
TOTAL DIESEL FUEL	5,626	7,500	6,000	(1,500)	-20.0%
UTILITIES					
55210 FACILITY ELECTRIC	4,371	4,000	8,000	4,000	100.0%
55310 GAS	-	-	-	-	-
55410 WATER	-	-	-	-	-
55510 TELEPHONE	1,144	3,000	2,000	(1,000)	-33.3%
TOTAL UTILITIES	5,515	7,000	10,000	3,000	42.9%
TOTAL ENERGY	11,141	14,500	16,000	1,500	10.3%
GENERAL AND ADMINISTRATIVE					
53120 BOARD OF DIRECTORS	-	-	-	-	-
53130 RENT	91,670	91,670	91,670	-	0.0%
54910 OFFICE SUPPLIES	9,327	8,000	8,000	-	0.0%
54920 NON CAPITAL DATA PROCESSING SUPPLIES	-	-	-	-	-
54930 NON CAPITAL FURNITURE/OFFICE EQUIPMENT	-	-	12,000	12,000	-
54940 FARE MATERIALS	-	-	-	-	-
54990 NON MAINTENANCE GENERAL SUPPLIES	386	-	-	-	-
57210 LICENSES AND PERMITS	-	-	-	-	-
57220 FINES & PENALTIES	-	-	-	-	-
57410 USE TAXES	-	-	-	-	-
57990 OTHER TAXES	-	-	-	-	-
59110 DUES AND SUBSCRIPTIONS	1,801	1,500	1,500	-	0.0%
59210 TRAVEL AND MEETINGS	3,306	5,000	1,000	(4,000)	-80.0%
59310 BAD DEBT	-	-	-	-	-
59410 ADVERTISING	-	-	-	-	-
59415 PROMOTIONAL GIVEAWAYS	-	-	-	-	-
59510 POSTAGE	3,104	5,000	5,000	-	0.0%
59890 COST RECOVERY - NON PERSONNEL COSTS	-	-	-	-	-
59990 OTHER MISC.	325	1,000	1,000	-	0.0%
TOTAL GENERAL AND ADMINISTRATIVE	109,918	112,170	120,170	8,000	7.1%
VEHICLE / FACILITY LEASE					
59610 LEASES-MOVEMENT CONTROL	-	-	-	-	-
59615 NON REVENUE VEHICLE LEASE COSTS	3,318	-	17,000	17,000	-
59620 OTHER LEASES	-	-	-	-	-
59625 NON REVENUE VEHICLE MAINTENANCE FEE	-	-	-	-	-
TOTAL VEHICLE / FACILITY LEASE	3,318	-	17,000	17,000	-
TOTAL OPERATING EXPENSES	857,612	1,218,008	1,248,508	30,500	2.5%
NET OPERATING SUBSIDY	66,246	171,992	1,283,492	1,111,500	646.3%
OVERHEAD ALLOCATION					
53980 ALLOCATION CHARGES IN	(111,532)	(205,224)	(205,224)	-	0.0%
53990 ALLOCATION CHARGES OUT	-	-	-	-	-
TOTAL OVERHEAD ALLOCATION	(111,532)	(205,224)	(205,224)	-	0.0%
ADJUSTED NET OPERATING SUBSIDY	(45,286)	(33,233)	1,078,267	1,111,500	-3344.6%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	0	0	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADMINISTRATION (761)
OPERATING BUDGET - DETAIL
FISCAL YEAR 2016**

	ACTUAL FY15	ORIGINAL BUDGET FY16	AMENDED BUDGET FY16	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
OTHER INCOME					
42410 TAXI VEHICLE ANNUAL REGULATORY FEES	763,800	1,020,000	882,000	(138,000)	-13.5%
42420 TAXI PROCESSING FEES	178,058	350,000	1,630,000	1,280,000	365.7%
42990 OTHER INCOME	(18,000)	20,000	20,000	-	0.0%
TOTAL OTHER INCOME	923,858	1,390,000	2,532,000	1,142,000	82.2%
TOTAL OPERATING REVENUES	923,858	1,390,000	2,532,000	1,142,000	82.2%
NON OPERATING REVENUE					
49110 CONTINGENCY RESERVES	45,286	33,233	(1,078,267)	(1,111,500)	-3344.6%
TOTAL NON OPERATING REVENUE	45,286	33,233	(1,078,267)	(1,111,500)	-3344.6%
TOTAL COMBINED REVENUES	969,144	1,423,233	1,453,733	30,500	0
OPERATING EXPENSES					
LABOR EXPENSES					
50201 ADMINISTRATIVE WAGES REGULAR	497,050	709,466	689,466	(20,000)	-2.8%
50202 ADMINISTRATIVE WAGES OVERTIME	2,250	4,195	4,195	-	0.0%
50701 TEMP HELP	7,278	-	-	-	-
TOTAL LABOR EXPENSES	506,578	713,661	693,661	(20,000)	-2.8%
FRINGE EXPENSES					
52310 HEALTH & WELFARE - MGMT	112,835	167,315	167,315	-	0.0%
52420 VACATION - REGULAR CASH BASIS	37,383	58,614	58,614	-	0.0%
52430 HOLIDAY	26,580	40,639	40,639	-	0.0%
52490 OTHER PAID ABSENCE	982	-	-	-	-
52630 OTHER FRINGE BENEFITS	75	-	-	-	-
TOTAL FRINGE EXPENSES	177,854	266,568	266,568	-	0.0%
TOTAL PERSONNEL EXPENSES	684,432	980,228	960,228	(20,000)	-2.0%
OUTSIDE SERVICES EXPENSES					
REPAIR/MAINTENANCE SERVICES					
53610 REVENUE VEHICLES REPAIR SVC - GENERAL	-	-	-	-	-
53615 REVENUE VEHICLES REPAIR SVC - CLEANING	-	-	-	-	-
53620 NON REV VEHICLE MAINTENANCE SERVICES	1,661	3,000	3,000	-	0.0%
53625 NON REV VEHICLE MAINTENANCE FEES	151	-	-	-	-
53630 FACILITY MAINTENANCE REPAIR SVC	1,585	2,000	2,000	-	0.0%
53640 CUSTODIAL SERVICES - FACILITY	-	-	-	-	-
53650 EQUIP MAINTENANCE REPAIR SVC	-	1,000	1,000	-	0.0%
53710 MAINTENANCE SERVICE AGREEMENTS	-	-	-	-	-
TOTAL REPAIR/MAINTENANCE SERVICES	3,397	6,000	6,000	-	0.0%
OTHER OUTSIDE SERVICES					
53110 GENERAL LEGAL EXPENSES	-	20,000	40,000	20,000	100.0%
53420 EMPLOYEE MAINTENANCE	-	-	-	-	-
53430 MANAGEMENT TRAINING	-	250	250	-	0.0%
53440 MAINTENANCE TRAINING	-	-	-	-	-
53450 OPERATOR TRAINING	13,860	13,860	13,860	-	0.0%
53720 GENERAL SERVICE AGREEMENTS	1,239	-	-	-	-
53740 PUBLIC NOTICES	-	-	-	-	-
53750 OTHER PRINTING SERVICES	4,691	5,000	7,000	2,000	40.0%
53910 GENERAL OUTSIDE SERVICES	19,674	44,000	27,000	(17,000)	-38.6%
53920 GENERAL OUTSIDE SERVICES - SPECIAL EVENTS	-	-	-	-	-
53930 EQUIPMENT RENTAL	-	-	-	-	-
53940 UNIFORM CLEANING	3,346	3,000	4,000	1,000	33.3%
TOTAL OTHER OUTSIDE SERVICES	42,811	86,110	122,110	36,000	41.8%
TOTAL OUTSIDE SERVICES	46,208	92,110	128,110	36,000	39.1%
MATERIALS AND SUPPLIES					
OTHER MATERIALS AND SUPPLIES					
54530 MAINTENANCE SUPPLIES (NON REV VEHICLES)	1,814	14,000	2,000	(12,000)	-85.7%
54540 MAINTENANCE SUPPLIES (FACILITIES)	780	5,000	5,000	-	0.0%
TOTAL OTHER MATERIALS AND SUPPLIES	2,594	19,000	7,000	(12,000)	-63.2%
TOTAL MATERIALS AND SUPPLIES	2,594	19,000	7,000	(12,000)	-63.2%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADMINISTRATION
RESERVES ANALYSIS**

Fiscal Year 2014 (Audited)	
Contributions / (Usage)	(52,377)
Contingency Balance - FY 2014 (Audited)	<u>240,826</u>
Fiscal Year 2015 (Audited)	
Contributions / (Usage)	(45,286)
Contingency Balance - FY 2015 (Audited)	<u>195,540</u>
Fiscal Year 2016 (Projected)	
Contributions / (Usage)	1,078,267
Contingency Balance - FY 2016 (Projected)	<u>1,273,807</u>

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Att. D, AI 5, 12/17/15

OTHER ACTIVITIES
TAXICAB ADMINISTRATION

COMPARISON TO BUDGET - FISCAL YEAR 2016

SEPTEMBER 30, 2015

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	171	31	140	453.3%
Total Operating Revenue	\$ 171	\$ 31	\$ 140	453.3%
Personnel costs	\$ 72	\$ 81	\$ 10	12.2%
Outside services	3	8	4	57.2%
Transit operations funding	-	-	-	-
Materials and supplies	-	2	2	-
Energy	2	1	(1)	-90.4%
Risk management	-	-	-	-
General & administrative	9	9	0	0.8%
Vehicle/facility leases	1	-	(1)	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	17	17	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 105	\$ 118	\$ 14	11.4%
Operating income (loss)	\$ 66	\$ (87)	\$ 153	175.5%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ 66	\$ (87)	\$ 153	-175.5%
	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	460	93	367	397.1%
Total Operating Revenue	\$ 460	\$ 93	\$ 367	397.1%
Personnel costs	\$ 218	\$ 245	\$ 27	11.0%
Outside services	9	23	15	62.7%
Transit operations funding	-	-	-	-
Materials and supplies	0	5	5	99.8%
Energy	4	3	(0)	-13.7%
Risk management	-	-	-	-
General & administrative	26	28	2	6.2%
Vehicle/facility leases	4	-	(4)	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	51	51	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 312	\$ 356	\$ 43	12.2%
Operating income (loss)	\$ 148	\$ (263)	\$ 411	156.1%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ 148	\$ (263)	\$ 411	-156.1%



Agenda

Item No. **6**

Taxicab Advisory Committee

TAXI 585.3

December 17, 2015

Subject:

PROPOSAL TO ADD NON-VOTING COMMITTEE MEMBER

RECOMMENDATION:

That the TAC approve the addition of a representative from San Diego County Weights and Measures as a non-voting member to the Taxicab Advisory Committee.

Budget Impact:

None.

DISCUSSION:

At the meeting held on July 2, 2015, members suggested that the Committee also include a non-voting member from the San Diego County Weights and Measures. The San Diego County Sheriff's Licensing Division is currently represented as a non-voting member of the Committee to provide expertise regarding the taxicab driver licensing procedures. The County Weights and Measures department is responsible for certifying and sealing taxicab meters.

A handwritten signature in black ink that reads 'Bill Kellerman'. The signature is written in a cursive style with a horizontal line underneath it.

Bill Kellerman

Taxicab Administration Manager

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



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc. in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB 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

December 17, 2015

Subject:

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 E) 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 (5) 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 Directors to serve as Chairman of the Taxicab Committee, historically, the representative from the City of San Diego.



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc. in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB 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.

The current industry members were elected in the fall of 2011, and their terms should have expired December 31, 2013. Due to delays caused by the contract renewals and the new taxicab permit issuance, the process was postponed, and existing members agreed to remain on the Committee until these issues were resolved. 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 January 1, 2016, through December 31, 2019.

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 January 6, 2016, with the mailing of instructions and nomination forms to all permit holders of record. All nominations must be received by 4:00 p.m. January 20, 2016.

Ballots listing the nominees will be mailed on February 3, 2016. 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 our records show for each permit holder as of January 20, 2016.

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 February 17, 2016. Ballots returned after the deadline will not be considered in the vote count.

Votes will be counted on February 18, 2016, 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 Friday, February 19, 2016. 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, March 17, 2016, and will be introduced at the first 2016 meeting of the Taxicab Advisory Committee, which is yet to be determined.


Bill Kellerman
Taxicab Administration Manager

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

Attachment: A. Taxicab Committee Guidelines



Agenda

Item No. 8

Taxicab Advisory Committee Meeting

TAXI 585.3, 585.11

December 17, 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.

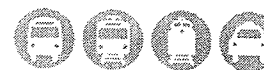
Budget Impact

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*" (Attachment A) 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. Due to delays caused by the contract renewals and new taxicab permit issuance, the process was postponed, and existing members agreed to remain on the Committee until these issues were resolved. The time is here elect to five lease driver representatives to serve for the next three years, beginning January 1, 2016, through December 31, 2019.



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc. in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB 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.

Proposed Timeline:

On Monday December 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., January 11 through January 14, 2016,, 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 January 29, 2016, 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., February 8, 2016 to 4:00pm February 10, 2016, driver voting will be held at the Taxicab Administration office.

Votes will be counted on February 11, 2016 to February 12, 2016, 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 February 12, 2016. 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, March 17, 2016, and will be introduced at the first 2016 meeting of the Taxicab Advisory Committee, which is yet to be determined.



Bill Kellerman
Taxicab Administration Manager

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

Attachment: A. Taxicab Committee Guidelines - Not attached-See Agenda Item 7

GMoran/Taxicab/Taxicab Committee
AI7-15-DEC17-DRVR. ELECTION

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

DATE:

CALL TO ORDER TIME:

ADJOURN TIME:

MEMBER NAME		ORGANIZATION	ALTERNATES	
MYRTLE COLE (nonvoting)	<input type="checkbox"/>	MTS Board of Directors/SD City Council	BOB MCCLELLAN, El Cajon City Council	<input type="checkbox"/>
GEORGE ABRAHAM	<input type="checkbox"/>	Eritrean Cab Co.		<input type="checkbox"/>
DAVID BOENITZ	<input type="checkbox"/>	S.D. County Regional Airport Authority	MARC NICHOLS, Mgr. Ground Transp.	<input type="checkbox"/>
OPEN	<input type="checkbox"/>	Category One Member		<input type="checkbox"/>
KAMRAN HAMIDI	<input type="checkbox"/>	V.I.P. Cab		<input type="checkbox"/>
CAMERON HARATIAN	<input type="checkbox"/>	P. B. Cab		<input type="checkbox"/>
BRIAN HILEMON	<input type="checkbox"/>	S.D. Tourism Authority	JOE TERZI	<input type="checkbox"/>
TONY HUESO	<input type="checkbox"/>	USA Cab LTD	ALFREDO HUESO, USA Cab, LTD	<input type="checkbox"/>
JOSH LAYNE	<input type="checkbox"/>	S.D. Convention Center	DARYL MAYEKAWA	<input type="checkbox"/>
BERHANU (BEN) LEMMA	<input type="checkbox"/>	Lease Driver Representative		<input type="checkbox"/>
AKBAR MAJID	<input type="checkbox"/>	SDYC Holdings, LLC		<input type="checkbox"/>
NAMARA MERCER	<input type="checkbox"/>	Greater S.D. Hotel/Motel Association		<input type="checkbox"/>
HUSHANG NAHAVANDIAN	<input type="checkbox"/>	ESM Corp.	CYROUS NAHAVANDIAN, Best Cab	<input type="checkbox"/>
TONY PALMERI	<input type="checkbox"/>	S.D. Travelers Aid Society	MICHEL ANDERSON	<input type="checkbox"/>
OPEN	<input type="checkbox"/>	Lease Driver Representative		<input type="checkbox"/>
MIKE STAPLES	<input type="checkbox"/>	Greater S.D. Hotel/Motel Association Catamaran Hotel		<input type="checkbox"/>
OPEN	<input type="checkbox"/>	Lease Driver Representative		<input type="checkbox"/>

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"/>	EDNA RAINS, S.D. County Sheriff (nonvoting member)	<input type="checkbox"/>
BILL KELLERMAN, MTS Taxicab Administration Manager	<input type="checkbox"/>	SAMANTHA LESLIE, MTS Staff Attorney/Regulatory Compliance	<input type="checkbox"/>
KAREN LANDERS, MTS General Counsel	<input type="checkbox"/>		<input checked="" type="checkbox"/>

CLERK OF THE TAXICAB COMMITTEE:

TAXICAB ADMINISTRATION MANAGER:

Gloria Moran

Bill Kellerman

Date