

1255 Imperial Avenue, Suite 1000  
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(619) 231-1466 • FAX (619) 234-3407

TAXI 585.3

## Agenda

### Taxicab Advisory Committee Meeting

June 14, 2013

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 – April 26, 2013

3. Public Comment

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

4. Management/Committee Member Communications

Bill Kellerman (verbal communication):

- Insurance requirements – WORM
- Update – Taxicab Administration transition to the City of San Diego



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. MTS Taxicab Advisory Committee Representative Appointment – San Diego Tourism Bureau (Formerly ConVis)

Action would approve the appointment of Darren Pudgil, replacing Eric Lund.

6. Taxicab Administration Proposed FY 2014 Budget

That the Taxicab Advisory Committee approve the Taxicab Administration *proposed* FY 2014 budget as recommended by the Taxicab Finance Subcommittee.

7. City of San Diego Maximum Allowable and Airport Taxicab Rates of Fare

Action would forward a recommendation to the MTS Board of Directors to make no increase to the maximum rates of fare for both Airport Originated Trips and Non-Airport Originated Trips for 2013.

8. Taxicab Advisory Committee Election

Action would forward a recommendation to the MTS Board of Directors to:

1. Defer a decision on when/if to hold an election of TAC members until such time that either:
  - a. the City of San Diego assumes administration of taxicab regulation in San Diego; or
  - b. the City of San Diego requests an additional extension to the existing contract with MTS for taxicab administration.
2. Retain current members of the TAC into calendar year 2014 (assuming current members are willing) pending a decision is made by the TAC on when to hold the next election.

9. Next Meeting – September 20, 2013

10. Adjournment

# DRAFT

## METROPOLITAN TRANSIT SYSTEM Taxicab Advisory Committee Meeting

TAXI 585.3

April 26, 2013

10:00 a.m.

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

### Minutes

1. Roll Call

Chair Lori Zapf 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 – December 14, 2012

A motion was made by Mr. Antonio Hueso to approve the meeting minutes from the meeting held on December 14, 2012. The motion was seconded by Ms. Margo Tanguay, and passed unanimously.

3. Public Comment – Non-agenda

Rob Corciliious, Corr Comm, 236 E. Oneida Street, Chula Vista, CA 91911

Mr. Corciliious provided handouts and presented information on the vehicle camera company he represents.

Mikail Hussein – United Taxi Workers of San Diego (UTWSD)

Mr. Hussein welcomed the new chair of the Committee, Lori Zapf, and the new Taxicab Administration Manager, Bill Kellerman, who were attending their first TAC meeting. He stated he would like to have had information ahead of the meeting indicating the names of the new alternates for the Travelers Aid Society and the San Diego Convention Center so that he could be aware of who was attending and prepare accordingly.

#### 4. Committee Member and Management Communications

- Taxicab Administration transition to the City of San Diego:

Mr. Kellerman updated the Committee regarding the transition meetings that were being held between City and MTS staff. The current contract was scheduled to end June 30, 2013, and the City had requested up to a one-year extension to July 1, 2014. MTS is currently extending the contracts for the suburban cities as well. He stated that the City had created a transition team that was meeting regularly with staff to assist with the transition process.

- Taxicab Advisory Committee member election:

Mr. Kellerman stated that normally the TAC member election would be held in the fall, but due to the pending transition of moving administration of taxicabs back to the City, it was staff's feeling that it was not wise to hold an election for the term of 2014-2017, since there was a chance the Committee would not continue, or may assume another form after the transition. This will go before the MTS Board of Directors for approval.

- Taxicab vehicle advertising:

- Seat covers - Handouts were provided depicting the advertising seat covers that were proposed for approval by the Taxicab Administration. Mr. Kellerman explained that staff felt that the seat covers may provide additional revenue for the industry, but wanted to disseminate the information to staff and the Committee for feedback. Vendors may be approaching permit holders in the near future. Covers are completely washable and have a rubber backing similar to a wetsuit material that can be removed, cleaned, and reinstalled. If the appearance of the covers should become unacceptable, staff would request removal of them from the vehicle. These seat covers have been approved by staff.
- Rooftop displays - Staff had been approached by a company that provided illuminated displays that could be programed to carry a number of different types of messages. Mr. Kellerman stated that after numerous visits by the vendor, a prototype had been approved.

- Inspection rounds:

Inspection rounds will begin May 6<sup>th</sup> and inspection staff should be caught up by summertime or at least the end of the year. Inspection notices will be sent soon.

#### Discussion:

Mr. Kamran Hamidi stated he felt there should be a TAC until 2014, and he would hate to see the Committee discontinued. He also addressed the matter of cameras in the vehicles. It was his hope that this could be placed on the agenda for the next meeting. Mr. Hamidi also felt there should be a discussion soon regarding insurance.

Ms. Zapf advised that the TAC would continue through 2013, per the meeting schedule proposed in Agenda Item 5. Regarding cameras in taxicabs, she said that the City of San Diego

had passed a resolution, and sent it to Sacramento encouraging and giving support to that legislation.

Mr. Kellerman asked Mr. Hamidi what he specifically wanted to discuss regarding insurance. Mr. Hamidi stated he wanted to see if MTS could assist with improving the condition of insurance, as there was a lot of activity going on in that regard. He also expressed the opinion that the TAC member election should move forward.

Ms. Zapf said she would like further input regarding the members' opinion regarding the election.

Regarding insurance, Mr. Hueso said that he felt the \$1M minimum requirement for insurance should be revisited and reduced, as they were providing challenges to the industry in terms of cost.

Mr. Hueso also stated he was in favor of holding the election, as it was not set in stone that the City would take over administration of taxicabs.

Mr. Hueso said that he felt John Scott was instrumental in providing his services to the industry for 23 years, and that he was sad to see him leave. He wanted to state for the record that Mr. Scott was very courteous, always strove to improve the industry with regard to industry challenges and to protect the general public with services that had been upgraded during his tenure as an inspector. He felt that as members of the TAC, there were certain responsibilities to serve the general public with respect to substantiated information that was valuable to upgrading the industry. There was a lot of commentary throughout the last four years that he deemed inappropriate, which was accepted by the Committee and never challenged. The reason he was taking the opportunity to say this was because the mayor was taking on one-dimensional challenges based upon information Mr. Hueso perceived as damaging to the industry with respect to innuendoes, rumors, and warmongering that hurt the industry. A lot of the organizations that wanted to be players said they have been hurt by the industry. He said there needed to be responsibility in the manner in which this was approached and that statements being made needed to be fair and equitable, and there is published information that can be accessed.

Ms. Sharon Cooney thanked Mr. Hueso for his nice comments and recognition regarding Mr. Scott, and said that he had been a good servant to the industry for decades and would be sorely missed. She said sometimes it was a thankless job, and he did it with a good deal of humor and good nature. Ms. Cooney advised that the reasoning behind not holding the election was to save the permit holders the money spent for holding a dual election (permit holder/drivers), while focusing energy on the transition. The matter would need to go to the MTS Board, but if the TAC wanted to hold the election, it could be done.

Ms. Zapf said that the climate was uncertain as far as moving forward, but sometimes you had to move forward with your plan, because things may not pan out. She said she would like to move forward. She asked if it were up to the Committee or the Board, and Ms. Cooney stated it was up to the Board. If the election will continue, staff will move forward.

Mr. Michel Anderson inquired as to the cost of holding the election, and Ms. Cooney replied that the cost for only the driver representative election had been estimated at approximately \$4,000 in addition to staff resources. The cost for the member election is mostly for postage and staff time. Ms. Cooney stated it was not as much the cost, as it was the distraction from other staff responsibilities. The driver election was audited, and took about 3 or 4 full days. She said the

City had indicated they would make the transition as soon as possible, but the exact timeframe was not known.

Mr. Berhanu Lemma welcomed Ms. Zapf and Mr. Kellerman. He stated that he did not see the necessity for holding the election, due to the uncertainty. He felt it was a waste of time and resources.

Mr. Hussein Nuur agreed with Mr. Lemma that the election was not necessary. He also commented regarding the rooftop displays, stating that they cost the driver extra money for gas, and the only money that was generated was for the permit holder. Concerning the seat covers, he felt some of them were not culturally sensitive to the drivers. He said that while it was not his culture to say something bad about someone when they were not there, he felt Mr. Scott did not give equal time to the drivers' opinions. He said there were a lot of excellent permit holders (Mr. Abraham and Mr. Nahavandian), but some of the permit holders did not follow those same procedures. When Mr. Scott was approached, he was reluctant to give the drivers equal time.

Mr. Anderson said that he felt it would be in the best interest of the industry to delay the election, not only for some of the reasons mentioned, but because of the cost. He felt staff's energy should be put into the transition, and the field inspections and enforcement, especially in the evening and on the weekends, and thought this should be a priority, rather than holding an election.

Ms. Zapf said more information regarding the transition may be available by the next meeting in three months, and it did not seem as though the decision needed to be made that day. Ms. Cooney said that the issue could wait until the next meeting in June and be brought back as an action item to the Committee.

Mr. Hamidi suggested if it did go to the Board, that the current composition of the Committee remain for as long as it takes for the transition to the City. He felt that the value of the Committee was important and that MTS did a great service to the City and the industry, and it would be a shame to wipe it all away while awaiting the transition. Just keep the same members until 2014, and then ask who would like to remain.

Ms. Tanguay welcomed Ms. Zapf and Mr. Kellerman. She said John Scott had provided years of good service and had improved the vehicle inspections. She felt the Committee should remain as it was without holding an election. She also said that the current driver representatives had received almost all of the votes in the previous election, and represented the bulk of the drivers. Regarding seat covers, she felt the seat covers cheapened the taxicabs and she would prefer not to have them. Regarding the top signs, she said they did cause the vehicle to burn more gas, and since the driver was paying for the gas, she felt they should not be allowed, as they only benefited the permit holder. She also felt the blinking lights on the signs were a distraction. She hoped that the subcommittees would continue, as there needed to be some dialog regarding LSV spaces at taxicab stands, since there were currently no LSV's, and the extra space could be utilized for a taxicab.

## 5. Taxicab Advisory Committee Proposed Meeting Schedule

### Motion:

A motion was made by Ms. Namara Mercer to approve the proposed 2013 Meeting Schedule. The motion was seconded by Ms. Margo Tanguay.

Vote:

The motion passed unanimously.

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

Mr. Kellerman explained the maximum allowable rates of fare for the City and the airport.

Ms. Tanguay stated that there was quite a discrepancy between the City rates and the airport rates. She asked for an explanation. Mr. Kellerman explained that he had not been familiar enough with the calculations, but that the airport rates were calculated based upon the results of the Consumer Price Index (CPI).

Ms. Cooney advised that the rates of fare study would be moving forward, the purpose of which was to determine if there should be a uniform rate for both the City and the airport.

Ms. Zapf opened the public hearing, which was seconded by Ms. Tanguay.

Public Comment

There were no public comments.

Ms. Zapf then opened the item to member comments.

Ms. Tanguay explained the past rates of fare and how they had evolved over the years. She stated that this year the airport rates had only increased \$0.10, while the City rates had increases \$0.30. She explained some of the permit holders preferred to use the airport rate for the City.

After further discussion, it was decided that Mr. Luis Ceseña, MTS Regulatory Analyst, would be contacted to address the Committee and answer questions more specifically, and that the item would be held until he arrived later in the meeting.

Note: Mr. Mike Staples made several inquiries/comments, but his microphone was off; the comments were not audible on the recording.

7. Proposed Passenger Bill of Rights

Ms. Cooney said that in order to make the industry more customer-friendly, the customer complaints were going to be moved into the MTS complaint system. She said the purpose of the agenda item was to have a discussion regarding a possible *Passenger Bill of Rights*, which would be based upon the MTS Ordinance No. 11 and Board policy requirements. This would not only allow the passengers to be aware of what they could expect while in a taxicab, but also to compliment drivers for good experiences as well, recognize various cab companies, and give the customer the tools they need and what to expect. The item was to discuss a proposal to draft the bill of rights and how to get it into the hands of the customer.

Ms. Zapf stated that City staff took the current draft of the proposed bill of rights from one that was originally drafted in New York City, and that it was just a starting point.

Public Comment:

Ms. Sarah Saez – UTWSD

Ms. Saez provided a handout to TAC members, which was a sample of a *Taxi Rider's Bill of Rights* generated by the City of Los Angeles. She stated that the bill of rights contained some taxi driver rights as well. She felt some of those rights should be included, along with some of the items from the *Taxicab Fleet Driver's Bill of Rights*. She had an issue with the item regarding refusing to tip if service was not good. She also felt customers should be charged if they became sick in the taxicab, as this required the driver to be out of service for the rest of the evening because they had to clean the cab. She stated Chicago charged \$50, Austin, TX charged \$100, and that Savannah charged \$150 on St. Patrick's Day.

Discussion:

Mr. Hamidi thanked MTS for bringing this forward, but said he was troubled by the order of the items. He said MTS did not allow credit charges to be passed on to the customer, but allowed airport drivers to add the airport trip fee to the meter. He suggested several changes:

1. Move #4 (A safe and courteous driver obeys all traffic laws) to #1
2. Move #1 (Pay for your ride with credit/debit card) to #14
3. Rather than the words, "*Decline to tip for poor service*" (#16) say, "*Adjust the tip according to the quality of service,*" since under Ordinance No. 11, a driver is not even allowed to request a tip.
4. Rather than "*If you feel your rights were violated...*" say, "*Please submit a written compliment or complaint to...*"

Mr. Hamidi said he felt it was good that MTS wanted to uphold the quality of service.

Mr. Hushang Nahavandian said that the airport already requires a passenger bill of rights be displayed in the taxicab. He felt it would be good to get together with the airport regarding this item, since it already existed. He also felt that calculating the rates of fare each year was a waste of time, not only for staff, but for the industry, and that a uniform rate of fare should be implemented.

Mr. Nuur stated he felt that the item regarding a tip should be omitted, because the tip was based on service and everyone knew that. He also felt the driver bill of rights should be posted as well, and that there should be a charge if a customer became sick in the taxicab. Ms. Zapf asked if there was currently anything governing the issue of someone being sick in a taxicab, and Mr. Nuur said there was not.

Ms. Tanguay agreed with Mr. Nahavandian that the airport and City bill of rights should be the same. Also, drivers at the airport could only charge what was on the meter, not less. Regarding credit cards, the driver absorbed the charges and this should be discussed. With regard to charging for cleaning the cabs, when the drivers do charge if someone gets sick, they can get fined, yet many times the passenger does not care if they soil the vehicle. Inebriated people are the ones that need taxis, and if the vehicles are out of service, there is one less taxi available. She also agreed about the rephrasing of the item regarding a tip, removing the words "poor service."

Ms. Zapf stated that this was just a starting point and felt that it should be kept positive, and that perhaps there was a way to suggest that for good service, a gratuity would be much appreciated.



Mr. Hueso moved to go forward with the recommendation to discuss the proposal with some simplifications, and by incorporating several items into one. He felt the discussion regarding what to include could be discussed further at the Workshop On Regulatory Matters (WORM). Ms. Cooney said that this could be brought back to the meeting in June, but would accept comments until then, and that those on the TAC were welcome to draft something based on this discussion.

Mr. Hamidi seconded Mr. Hueso's motion to bring the item back to the Committee.

Mr. Eric Lund suggested that the taxicab rider's responsibilities be added as well.

Mr. Lemma added that he would like to see members include the driver's bill of rights as well.

Mr. Hueso suggested that everyone write their comments and assist MTS with the passenger bill of rights and responsibilities.

Ms. Zapf stated that she has had very positive experiences with taxicab rides to the airport and that when she received good service, she tipped well. She requested that if anyone had suggestions, they could be incorporated and be presented at the next meeting.

There was no vote, as this was not an action item.

#### 8. Taxicab Driver's Resource Guide

Mr. Kellerman explained the background and expressed the fact that he felt a drivers' bill of rights was important as well as a driver resource guide. He suggested that the driver representatives contact some of their constituents regarding some items they felt were important that they would like to have included in some sort of pamphlet as a resource guide, which would be educational, such as safety, and customer service items, and staff would look at the *NYC Driver's Bill of Rights* as well as a model.

##### Discussion:

Ms. Zapf commented that the format should be something uniform in the form of frequently asked questions, such as if there is a new cab driver, where they go to find out about certain things that they need to know. Ms. Cooney said there had been some concern expressed that lease drivers that have contracts with permit holders do not have copies of the lease, and this could tell them what their rights are and where they can go to address the problem so they do not feel so alone in their business.

Mr. Nuur asked Mr. Kellerman if he could be contacted regarding some of the regulations, and he said they could do so.

Ms. Zapf asked if there was a template of a resource guide in any other cities. Ms. Cooney stated there was an example, and that staff could sit down with Mr. Kellerman and some of the other representatives and go through it so that it could be understood.

Mr. Hueso said that they started working with the airport on an issue with the shuttle industry, as they had some similar problems. He stated that politicians do not understand the industry, let alone some of the permit holders that come into the marketplace. He stated they had developed a binder that was pretty comprehensive. He stated it was quite extensive, because

there were a lot of regulations that the taxi industry goes through, whether with state, county, etc. He offered to show it to Mr. Kellerman before the next meeting. He and John Scott had been working on the information and they had already done so with the drivers at the airport. Mr. Scott was going to share the information with the Sheriff's Department, but he never got the opportunity. He said it was very hard for small operators to get into the business because of the requirements. The bigger fleets have more at stake so they are more prepared, and they share the information with their subscribers. He said working together on a resource center was important for the taxi industry.

Ms. Zapf suggested that there be something smaller like a pamphlet with some of the problems that come up all of the time, and a resource of where to go.

Mr. Hueso said that a driver spends a good 2-4 days trying to get licensed, from business licensing, Sheriff's Office, drug testing and safety testing, and felt a one-stop-shop at the City where everyone could go to get their literature, etc., it would be helpful.

Ms. Zapf said that she had been pushing for a one-stop-shop for small business with the City where they could find out all the things that they need, what are the fees. It could be a checklist of easy to understand information, or whatever would be helpful.

Mr. Lemma asked if the WORM Subcommittee would still exist, and Ms. Cooney stated it would be continued.

Ms. Tanguay said that the airport had just issued a pamphlet, and Mr. Hueso agreed that it was a very good pamphlet and that he had one. Ms. suggested that Mr. Hueso forward one to the group. She said she would like to see what other cities have in the way of information regarding driver resources. She also suggested that Tiby at Foundation Community Services was aware of some of the driver issues and was a very good resource person.

6. Public Hearing: City of San Diego and Airport Maximum Rates of Fare (continued)

Ms. Zapf reopened the public hearing regarding Taxicab Rates of Fare.

Ms. Cooney introduced Mr. Luis Ceseña as the staff member responsible for calculating the City and airport rates of fare each year. Mr. Ceseña explained the manner in which the rates are currently calculated and why. For City rates, the information is entered into the Taxicab Administration database based on the lowest rate currently charged, as well as the maximum rate a radio service is charging. This calculates the average between the two. When the average comes out there is a panel that shows a 20% above the average and that is the information that is the end result, the maximum that any radio service is able to charge for the rates of fare. The information is entered each year as the radio services change their rates of fare.

Mr. Ceseña said the airport rates were calculated based on the Consumer Price Index (CPI), and the information came from the Website. The amount that the CPI came up with was calculated based on Policy 34, which were the rates from 1990. The amount of the rate at that time is subtracted from the current rate. Mr. Kellerman brought up the fact that there was a disparity between the airport and City rate, and asked why the City rate went up more than the airport rate. Mr. Ceseña replied that formula came from the Website and the City rates were based on the radio service rates. If there were no change for the radio services yearly than the rate would not go up. Every time a radio service implemented a new rate, the average went up.

Discussion:

Mr. Staples clarified that since the airport increase was lower, the CPI was lower than what the local cab companies were increasing their fare on their own, and Mr. Ceseña said that was correct. He said that answered the question, but did not justify the reasoning, and Ms. Cooney stated that was the reason for the upcoming rates of fare study. Mr. Staples stated they received complaints from guests at the hotels when there were multiple prices quoted and charged throughout the City.

Ms. Zapf asked about the study, and Ms. Cooney explained that it was approved in the budget last year for a rates of fare standardization study because of the trip fee instituted by the airport, and the Board was concerned. This was at the request of the airport a while back to have one allowable rate of fare. The purpose of the study is to find out if the current methodology used is the right methodology, and also find out if there should be a standard rate of fare so that everybody charges the same rate. MTS Board Policy 34 requires that every year the TAC reset the maximum allowable City rate and also the airport rate. Fluctuation in gasoline prices and tourism impact the drivers' and permit holders' ability to keep their businesses going so the goal was to structure the rates of fare on a consistent basis over time so that the needs and the demands of the industry could be met.

Mr. Anderson commented that at 1/31 of a mile, and therefore the meter would be clicking every couple of seconds. He felt the passengers would become concerned.

Public Comment:

Mr. David Tasem – San Diego Taximeter and Communications – 415 Laurel, #315, San Diego, CA – 619.665.8326

Mr. Tasem introduced himself and stated he had been in the industry for 13 years installing, repairing, and selling taximeters. Regarding the meter clicking every 10 cents, he stated there were currently companies using 10-cent increments, and there have not been any complaints. The cab companies have had this 10-cent increment for the past three years. He mentioned Santiago Cab, which has not raised their rates and were operating at 1/31. No complaints have been received because people are looking at where they are going and not paying any attention. He did not feel it would affect the pricing.

Motion:

Mr. Lemma moved that the current rates remain in effect until after the study was completed.

Ms. Cooney advised that the airport rate changes were required based on Policy 34 and that she would need to discuss the matter with Karen Landers before the decision could be made, since she did not know whether the TAC could waive that policy. She suggested that one alternative would be to recommend that the Board waive MTS Policy 34, and permit the airport rates to remain at the existing rate; the other alternative would be to take the airport rates issue to the WORM Subcommittee for further discussion and return to the TAC with a recommendation, and then change the maximum allowable for the City rates. She said that the problem was that all of the meters needed to be redone and reinspected, and it would be problematic to divide the two rates of fare as the process would need to be done twice.

### Motion

Mr. Hueso moved to take the rates of fare discussion to the WORM Subcommittee, and return with a recommendation to the TAC at the meeting on June 14. Ms. Tanguay seconded the motion.

### Discussion:

Mr. Anderson asked if the rates would then become effective in July 1, and Ms. Cooney replied that they would go into effect as soon as the TAC approved them. What the motion would mean was that they could not be approved until the next meeting. She stated that if the rates were approved then, they could be modified, if necessary, following the results of the rates of fare study and after any changes were incorporated into the Board policy. Also, the Board can waive the policy at any time, but the TAC cannot. The recommendation for the study was not only by the MTS Board, but also some of the members of the airport board requested that it be done so that there could be one methodology for calculating both rates.

### Vote

The motion passed unanimously.

### 10. Adjournment

The meeting was adjourned at 11:32 a.m.

Accepted:

Filed by:

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Lorie Zapf, Chair  
MTS Taxicab Advisory Committee

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Office of the Clerk  
MTS Taxicab Administration

DSUNDH/Taxicab/Taxicab Committee  
MIN-13-APR26



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TAXI 585.3

## Agenda

## Item No. 5

### Taxicab Committee Meeting

June 14, 2013

#### Subject:

MTS TAXICAB ADVISORY COMMITTEE REPRESENTATIVE APPOINTMENT – SAN  
DIEGO TOURISM BUREAU (FORMERLY CONVIS)

#### RECOMMENDATION:

Action would approve the appointment of Darren Pudgil, replacing Eric Lund.

#### Budget Impact:

None.

#### DISCUSSION:

The San Diego Tourism Bureau has requested that the Taxicab Advisory Committee accept Mr. Darren Pudgil as its representative on the Committee (Attachment A). Mr. Pudgil would fill the seat formerly held by Mr. Eric Lund. Mr. Joe Terzi would be the alternate for this seat.

A handwritten signature in black ink that reads 'Bill Kellerman'. The signature is written in a cursive, flowing style.

Bill Kellerman  
Taxicab Administration Manager

Key Staff Contact: Bill Kellerman, 619.595.7034, [Bill.Kellerman@sdmts.com](mailto:Bill.Kellerman@sdmts.com)

Attachment: San Diego Tourism Bureau appointment letter dated May 17, 2013

DSUNDH/Taxicab  
13-JUN14.A16-FY2014 PROPOSED BUDGET



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.

FK  
Chen  
D.S.

May 17, 2013

Bill Kellerman  
Taxicab Administration Manager  
MTS Taxicab Administration  
1501 National Avenue, Suite 100  
San Diego, CA 92113-1029

Dear Bill,

I would like to request Darren Pudgil be added to the primary list of attendees for the upcoming Taxicab Advisory Committee Meetings. It is necessary for me to attend the Tourism Marketing District (TMD) Board Meetings and they are unfortunately scheduled on many of the same dates as your meetings.

I would like to change this so Darren Pudgil will now be the primary attendee, and I will be the alternate to attend future meetings.

We appreciate your partnership. Please don't hesitate to let me know if I can ever be of assistance to you in any way.

Best regards,



Joe Terzi  
President & CEO

RECEIVED MAY 21 2013



Metropolitan Transit System

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

TAXI 585.3

## Agenda

## Item No. 6

Taxicab Advisory Committee

June 14, 2013

### SUBJECT:

MTS TAXICAB ADMINISTRATION *PROPOSED* FISCAL YEAR 2014 BUDGET

### RECOMMENDATION:

That the Taxicab Advisory Committee approve the MTS Taxicab Administration *proposed* Fiscal Year (FY) 2014 Budget as recommended by the Taxicab Finance Subcommittee.

#### Budget Impact

The action today establishes the fiscal year 2014 budget.

### DISCUSSION:

Taxicab Administration

#### FY 2014 Budget

Revenues. Please refer to Attachment A for the consolidated budget and Attachment B for the line-item detailed budget. In total, combined revenues are decreasing by \$11,000 (-1.0 percent) to \$1,024,000.

Taxicab Administration receives operating revenue from annual regulatory fees and other processing fees. The total budgeted operating revenue is \$865,000, which is the same as the fiscal year 2013 midyear amended budget.

The Taxicab Administration budget requires full cost recovery. When expenses exceed revenues, funds from the contingency reserves are used to balance the budget. The proposed budget assumes \$159,000 of contingency reserves, a decrease of \$11,000 from the fiscal year 2013 midyear amended budget.



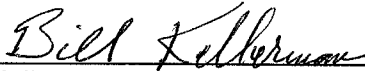
Expenses. As indicated within Attachment A, operating expenses total \$903,000 for the proposed fiscal year 2014 budget, a decrease of \$25,000 or -2.7 percent.

Personnel-related expenses increased by \$15,000 (2.6 percent) to \$611,000. \$9,000 of this increase (2.0 percent) is due to general wage inflation expected within fiscal year 2014. The remaining \$6,000 increase is related to fringe benefit costs, an increase of 4.3 percent.

Total outside service expenses decreased by \$24,000 (-12.6 percent) to \$168,000. This decrease is primarily due to legal costs included in the fiscal year 2013 amended budget.

Total materials and supplies costs decreased by \$20,000 (-73.8 percent) to \$7,000. This decrease is primarily due to additional maintenance supplies included in the fiscal year 2013 amended budget.

The MTS overhead allocation is projected to increase by \$15,000, or 13.7 percent, to \$121,000 for fiscal year 2014. This increase is related to general wage inflation, increased healthcare costs, as well as increased Information Technology costs within MTS Administration. Including the overhead allocation, total costs are decreasing by \$11,000 or -1.0 percent.



Bill Kellerman  
Taxicab Administration Manager

Key Staff Contact: Bill Kellerman, 619.595.7034, [Bill.Kellerman@sdmts.com](mailto:Bill.Kellerman@sdmts.com)

Attachment: A. Summary report of the FY 2014 budget  
B. Detailed report of the FY 2014 budget  
C. Contingency reserve balance report  
D. Minutes, Finance Subcommittee Meeting, June 3, 2013

DSUNDH/Taxicab  
13-JUN14.A16-FY2014 PROPOSED BUDGET



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TAXICAB ADMINISTRATION (761)  
OPERATING BUDGET - CONSOLIDATED  
FISCAL YEAR 2014**

Att. A, AI6, TAC, 6/14/13

	ACTUAL FY12	AMENDED BUDGET FY13	PROPOSED BUDGET FY14	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	845,127	865,000	865,000	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>845,127</b>	<b>865,000</b>	<b>865,000</b>	<b>-</b>	<b>0.0%</b>
<b>NON OPERATING REVENUE</b>					
SUBSIDY REVENUE	-	-	-	-	-
RESERVE REVENUE	43,613	170,000	159,241	(10,759)	-6.3%
OTHER INCOME	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>43,613</b>	<b>170,000</b>	<b>159,241</b>	<b>(10,759)</b>	<b>-6.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>888,740</b>	<b>1,035,000</b>	<b>1,024,241</b>	<b>(10,759)</b>	<b>-1.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	433,409	448,995	457,926	8,931	2.0%
FRINGE EXPENSES	150,155	146,290	152,634	6,345	4.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>583,564</b>	<b>595,285</b>	<b>610,561</b>	<b>15,276</b>	<b>2.6%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	5,689	9,600	10,000	400	4.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	85,864	182,000	157,500	(24,500)	-13.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>91,553</b>	<b>191,600</b>	<b>167,500</b>	<b>(24,100)</b>	<b>-12.6%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	10,141	26,700	7,000	(19,700)	-73.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>10,141</b>	<b>26,700</b>	<b>7,000</b>	<b>(19,700)</b>	<b>-73.8%</b>
DIESEL FUEL	4,354	5,000	5,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	5,156	5,000	5,000	-	0.0%
<b>TOTAL ENERGY</b>	<b>9,510</b>	<b>10,000</b>	<b>10,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>101,496</b>	<b>105,200</b>	<b>108,370</b>	<b>3,170</b>	<b>3.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>796,264</b>	<b>928,785</b>	<b>903,431</b>	<b>(25,354)</b>	<b>-2.7%</b>
<b>NET OPERATING SUBSIDY</b>	<b>48,863</b>	<b>(63,785)</b>	<b>(38,431)</b>	<b>25,354</b>	<b>39.7%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(92,476)</b>	<b>(106,215)</b>	<b>(120,810)</b>	<b>(14,595)</b>	<b>13.7%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(43,613)</b>	<b>(170,000)</b>	<b>(159,241)</b>	<b>10,759</b>	<b>6.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>(0)</b>	<b>(0)</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TAXICAB ADMINISTRATION (761)  
OPERATING BUDGET - DETAIL  
FISCAL YEAR 2014**

	ACTUAL FY12	AMENDED BUDGET FY13	PROPOSED BUDGET FY14	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
<b>OTHER INCOME</b>					
42410 TAXI VEHICLE ANNUAL REGULATORY FEES	633,500	620,000	620,000	-	0.0%
42420 TAXI PROCESSING FEES	185,617	225,000	225,000	-	0.0%
42990 OTHER INCOME	26,010	20,000	20,000	-	0.0%
<b>TOTAL OTHER INCOME</b>	<b>845,127</b>	<b>865,000</b>	<b>865,000</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL OPERATING REVENUES</b>	<b>845,127</b>	<b>865,000</b>	<b>865,000</b>	<b>-</b>	<b>0.0%</b>
<b>NON OPERATING REVENUE</b>					
49110 CONTINGENCY RESERVES	43,613	170,000	159,241	(10,759)	-6.3%
<b>TOTAL NON OPERATING REVENUE</b>	<b>43,613</b>	<b>170,000</b>	<b>159,241</b>	<b>(10,759)</b>	<b>-6.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>888,740</b>	<b>1,035,000</b>	<b>1,024,241</b>	<b>(10,759)</b>	<b>(0)</b>
<b>OPERATING EXPENSES</b>					
<b>LABOR EXPENSES</b>					
50201 ADMINISTRATIVE WAGES REGULAR	432,693	439,198	455,555	16,357	3.7%
50202 ADMINISTRATIVE WAGES OVERTIME	715	9,796	2,371	(7,425)	-75.8%
<b>TOTAL LABOR EXPENSES</b>	<b>433,409</b>	<b>448,995</b>	<b>457,926</b>	<b>8,931</b>	<b>2.0%</b>
<b>FRINGE EXPENSES</b>					
52310 HEALTH & WELFARE - MGMT	74,112	87,654	93,790	6,136	7.0%
52420 VACATION - REGULAR CASH BASIS	47,820	32,576	32,692	116	0.4%
52430 HOLIDAY	26,725	26,061	26,153	93	0.4%
52490 OTHER PAID ABSENCE	1,498	-	-	-	-
<b>TOTAL FRINGE EXPENSES</b>	<b>150,155</b>	<b>146,290</b>	<b>152,634</b>	<b>6,345</b>	<b>4.3%</b>
<b>TOTAL PERSONNEL EXPENSES</b>	<b>583,564</b>	<b>595,285</b>	<b>610,561</b>	<b>15,276</b>	<b>2.6%</b>
<b>OUTSIDE SERVICES EXPENSES</b>					
<b>REPAIR/MAINTENANCE SERVICES</b>					
53620 NON REV VEHICLE MAINTENANCE SERVICES	838	2,000	2,000	-	0.0%
53630 FACILITY MAINTENANCE REPAIR SVC	3,419	5,600	6,000	400	7.1%
53650 EQUIP MAINTENANCE REPAIR SVC	1,432	2,000	2,000	-	0.0%
<b>TOTAL REPAIR/MAINTENANCE SERVICES</b>	<b>5,689</b>	<b>9,600</b>	<b>10,000</b>	<b>400</b>	<b>4.2%</b>
<b>OTHER OUTSIDE SERVICES</b>					
53110 GENERAL LEGAL EXPENSES	2,383	40,000	20,000	(20,000)	-50.0%
53114 PROFESSIONAL SERVICES	-	17,000	2,000	(15,000)	-88.2%
53430 MANAGEMENT TRAINING	-	2,500	-	(2,500)	-100.0%
53450 OPERATOR TRAINING	13,200	18,000	18,000	-	0.0%
53720 GENERAL SERVICE AGREEMENTS	1,794	-	-	-	-
53750 OTHER PRINTING SERVICES	1,775	2,500	2,500	-	0.0%
53910 GENERAL OUTSIDE SERVICES	66,609	102,000	115,000	13,000	12.7%
53940 UNIFORM CLEANING	103	-	-	-	-
<b>TOTAL OTHER OUTSIDE SERVICES</b>	<b>85,864</b>	<b>182,000</b>	<b>157,500</b>	<b>(24,500)</b>	<b>-13.5%</b>
<b>TOTAL OUTSIDE SERVICES</b>	<b>91,553</b>	<b>191,600</b>	<b>167,500</b>	<b>(24,100)</b>	<b>-12.6%</b>
<b>MATERIALS AND SUPPLIES</b>					
<b>OTHER MATERIALS AND SUPPLIES</b>					
54530 MAINTENANCE SUPPLIES (NON REV VEHICLES)	1,530	8,700	2,000	(6,700)	-77.0%
54540 MAINTENANCE SUPPLIES (FACILITIES)	8,611	18,000	5,000	(13,000)	-72.2%
<b>TOTAL OTHER MATERIALS AND SUPPLIES</b>	<b>10,141</b>	<b>26,700</b>	<b>7,000</b>	<b>(19,700)</b>	<b>-73.8%</b>
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>10,141</b>	<b>26,700</b>	<b>7,000</b>	<b>(19,700)</b>	<b>-73.8%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TAXICAB ADMINISTRATION (761)  
OPERATING BUDGET - DETAIL  
FISCAL YEAR 2014**

	ACTUAL FY12	AMENDED BUDGET FY13	PROPOSED BUDGET FY14	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>ENERGY</b>					
<b>DIESEL FUEL</b>					
54210 GASOLINE	4,354	5,000	5,000	-	0.0%
<b>TOTAL DIESEL FUEL</b>	<b>4,354</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>0.0%</b>
<b>UTILITIES</b>					
55210 FACILITY ELECTRIC	3,152	3,000	3,000	-	0.0%
55510 TELEPHONE	2,004	2,000	2,000	-	0.0%
<b>TOTAL UTILITIES</b>	<b>5,156</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL ENERGY</b>	<b>9,510</b>	<b>10,000</b>	<b>10,000</b>	<b>-</b>	<b>0.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>					
53130 RENT	87,300	89,000	91,670	2,670	3.0%
54910 OFFICE SUPPLIES	3,931	4,500	5,000	500	11.1%
59110 DUES AND SUBSCRIPTIONS.	1,868	700	700	-	0.0%
59210 TRAVEL AND MEETINGS	3,633	4,000	5,000	1,000	25.0%
59510 POSTAGE	3,807	5,000	5,000	-	0.0%
59990 OTHER MISC.	957	2,000	1,000	(1,000)	-50.0%
<b>TOTAL GENERAL AND ADMINISTRATIVE</b>	<b>101,496</b>	<b>105,200</b>	<b>108,370</b>	<b>3,170</b>	<b>3.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>796,264</b>	<b>928,785</b>	<b>903,431</b>	<b>(25,354)</b>	<b>-2.7%</b>
<b>NET OPERATING SUBSIDY</b>	<b>48,863</b>	<b>(63,785)</b>	<b>(38,431)</b>	<b>25,354</b>	<b>-39.7%</b>
<b>OVERHEAD ALLOCATION</b>					
53980 ALLOCATION CHARGES IN	(92,476)	(106,215)	(120,810)	(14,595)	13.7%
53990 ALLOCATION CHARGES OUT	-	-	-	-	-
<b>TOTAL OVERHEAD ALLOCATION</b>	<b>(92,476)</b>	<b>(106,215)</b>	<b>(120,810)</b>	<b>(14,595)</b>	<b>13.7%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(43,613)</b>	<b>(170,000)</b>	<b>(159,241)</b>	<b>10,759</b>	<b>-6.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>(0)</b>	<b>(0)</b>	<b>-</b>

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

<b>Contingency Balance - FY 2012</b>	<b>401,025</b>
<b>Fiscal Year 2013 (Amended Budget)</b>	
Contributions / (Usage)	(170,000)
Capital Spending	-
<b>Contingency Balance - FY 2013 (Amended Budget)</b>	<b>231,025</b>
<b>Fiscal Year 2014 (Proposed)</b>	
Contributions / (Usage)	(159,241)
Capital Spending	
<b>Contingency Balance - FY 2014 (Proposed)</b>	<b>71,784</b>



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San Diego, CA 92101-7490  
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MTS TAXICAB ADMINISTRATION  
FINANCE SUBCOMMITTEE MEETING

TAXI 585.3

Monday, June 3, 2013  
11:00 a.m.

Taxicab Administration Conference Room  
1501 National Avenue, Suite 100  
San Diego, CA 92113

MINUTES

Attendance:

Members Present: Antonio Hueso, Akbar Majid, Anoosh Aman (alternate), Margo Tanguay  
Absent: Kamran Hamidi, Cameron Haratian, Josh Layne, Darren Pudgil  
MTS Staff: Mike Thompson, MTS Finance  
Bill Kellerman, MTS Taxicab Administration Manager

The Finance Subcommittee meeting was held on June 5, 2013, to discuss the *proposed* FY2014 Taxicab Administration budget.

Call to Order

The Finance Subcommittee meeting was called to order at 11:22 a.m. by Mr. Bill Kellerman. An attendance sheet is attached listing member attendance. Mr. Anoosh Aman, doing business as Space Cab, attended the meeting as the alternate for Mr. Cameron Haratian. A letter is attached, which was provided by Mr. Haratian dated May 30, 2013, appointing Mr. Aman as his alternate for both the Taxicab Advisory Committee and the Finance Subcommittee.

Public Comment

There were no public comments.

Mr. Kellerman introduced Mr. Mike Thompson, MTS Budget Manager. Mr. Thompson reviewed the proposed Taxicab Administration budget for FY2014.



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.

Discussion:

Mr. Antonio Hueso wondered why the rent for the building increased, and Mr. Thompson advised that he did not know, but would find out and provide the information at the Taxicab Advisory Committee meeting on June 14, 2013. Mr. Akbar Majid inquired whether MTS had a lease with Taxicab Administration, and Mr. Kellerman stated he would find out.

Mr. Aman inquired about the allocation for diesel fuel, and Mr. Thompson responded that it was actually for gasoline, but the computer program listed it as diesel fuel.

Following the brief discussion, Mr. Thompson asked if there were any further questions. As there were none, Mr. Kellerman requested that the MTS Finance Subcommittee vote on whether to recommend that the Taxicab Advisory Committee approve the *proposed* FY2014 Budget.

Motion:

Mr. Hueso made a motion to forward a recommendation to the Taxicab Advisory Committee to approve the FY2014 budget. The motion was seconded by Mr. Majid, and the vote was unanimous.

The meeting was adjourned at 11:35 a.m.

Attachments: Attendance sheet dated June 3, 2013  
Cameron Haratian alternate authorization letter dated May 30, 2013

DSundh/Taxicab  
MIN-FINANCE.SUBCOMM.6.3.13

METROPOLITAN TRANSIT SYSTEM  
TAXICAB ADVISORY COMMITTEE  
FINANCE SUBCOMMITTEE MEETING  
ROLL CALL SHEET

DATE: JUNE 3, 2013

11:00 A.M.

CALL TO ORDER TIME: 11:22 a.m.

ADJOURN TIME: 11:35 a.m.


MEMBER NAME		ORGANIZATION	ALTERNATES		
KAMRAN HAMIDI	<input type="checkbox"/>	V.I.P Taxi			
CAMRON HARATIAN	<input type="checkbox"/>	P. B. Cab	ANOOSH AMAN	Space Cab	<input checked="" type="checkbox"/>
TONY HUESO	<input checked="" type="checkbox"/>	USA Cab LTD			
JOSH LAYNE	<input type="checkbox"/>	S. D. Convention Center	DARYL MAYEKAWA		<input type="checkbox"/>
AKBAR MAJID	<input checked="" type="checkbox"/>	SDYC Holdings, LLC			
DARREN PUDGIL	<input type="checkbox"/>	S.D. Tourism Authority	JOE TERZI		<input type="checkbox"/>
MARGO TANGUAY	<input checked="" type="checkbox"/>	Lease Driver Representative			

MTS Representatives Present (nonvoting):

Others Present (nonvoting):

SHARON COONEY, MTS Chief of Staff	<input type="checkbox"/>	STEVE CELNIKER, City of S.D. Liaison/ SANDAG	<input type="checkbox"/>
KAREN LANDERS, MTS General Counsel	<input type="checkbox"/>	MIKE THOMPSON, MTS Finance	
BILL KELLERMAN, MTS Taxicab Administration Manager	<input checked="" type="checkbox"/>		

CLERK OF THE TAXICAB COMMITTEE:

  
Diane Sundholm

6/3/13  
Date

(AD) C


05/30/2013

CAMERON S. HARATIEN P.B. CAB Co.  
9761 CAMINITO CUADRO  
SAN DIEGO CA 92129

Dear Mr. Hellerman,  
I hereby Designate Mr. Anoush AMAN  
Permit Holder For SPACE CAB Co. #559

To Replace ~~my~~ me on The Taxicab advisory  
Committee and The Finance Subcommittee meeting  
In my absence

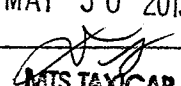
He will also be my Permanent alternate for  
This Term of The TAC

  
CAMERON S. HARATIEN

RECEIVED

Hand-delivered

MAY 30 2013

  
MTS TAXICAB  
ADMINISTRATION

D-4





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TAXI 585.3

## Agenda

## Item No. 7

### Taxicab Advisory Committee

June 14, 2013

**Subject:**

**TAXICAB RATES OF FARE-AIRPORT/CITIES**

**RECOMMENDATION:**

Action would forward a recommendation to the MTS Board of Directors to make no increase to the maximum rates of fare for both Airport Originated Trips and Non-Airport Originated Trips for 2013.

**Budget Impact:**

None.

**DISCUSSION:**

At the Taxicab Advisory Committee on April 24, 2013, a public hearing was held regarding maximum allowable City rates and airport taxicab rates of fare. Committee members expressed concerns over the rates of fare, and requested that the matter be taken before the WORM Subcommittee for further discussion. Some of the concerns centered on the frequency of the meter click of 1/31 of a mile for the airport rates, and the fact that the City rates increased by \$0.30, while the airport rates increased by only \$0.10, raising the concern that this would cause dual rates on the taximeters.

On June 3, 2013, the WORM voted that the TAC make a recommendation to the MTS Board of Directors to stabilize the current 2012 rates for the remainder of 2013 (Attachment A), as occurred on May 13, 2010, via San Diego Metropolitan Transit System Resolution No. 10-11 (Attachment B) pending the results of the Fare Standardization Study.



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.

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

Current Rates

\$ 2.80 flag drop 1/10 of a mile  
\$ 3.00 per mile  
\$24.00 per-hour waiting time

Proposed 2013 Rates

\$ 2.90 flag drop 1/31 of a mile  
\$ 3.10 per mile  
\$25.00 per-hour waiting time

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

Current Rates

\$ 3.10 flag drop 1/11 of a mile  
\$ 3.30 per mile  
\$27.00 per-hour waiting time

Proposed 2013 Rates

\$ 3.40 flag drop 1/12 of a mile  
\$ 3.60 per mile  
\$29.00 per-hour waiting time



Bill Kellerman  
Taxicab Administration Manager

Key Staff Contact: Bill Kellerman, 619.595.7034, [bill.kellerman@sdmts.com](mailto:bill.kellerman@sdmts.com)

Attachment: A. WORM Subcommittee Meeting minutes dated June 3, 2013  
B. MTS Resolution No. 10-11

DSUNDH/Taxicab  
13-JUN14-AI7-STABILIZE TAXICAB RATES OF FARE



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## TAXICAB ADMINISTRATION

TAXI 585.3

### WORKSHOP ON REGULATORY MATTERS (WORM) SUBCOMMITTEE

Tuesday, June 3, 2013  
10:00 a.m.

1501 National Avenue  
San Diego, CA 92113-1029

## MINUTES

### Attendance

Members Present: George Abraham, Clarke Galvin, Antonio Hueso, Akbar Majid, Hussein Nuur, Anthony Palmeri, and Margo Tanguay (alternate)

Members Absent: Alexander Gebreselassie

Interested Parties: None

MTS Staff/Other: Bill Kellerman, Diane Sundholm

#### 1. Call to Order

The meeting was called to order at 10:05 a.m. by Mr. Bill Kellerman. An attendance sheet is attached documenting member attendance.

#### 2. Public Comment

There was no public comment.

#### 3. Taxicab Rates of Fare-Airport/Cities

Mr. Kellerman began by stating that on April 24, 2013, Taxicab Advisory Committee members expressed concerns regarding the new maximum allowable rates of fare and the airport rates, regarding the frequency of the meter click of 1/31 of a mile, and requested that the matter be



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further discussed at the WORM Subcommittee. He stated there were two options: 1) Keep the current rates, or 2) adopt the new rates. He asked for comments from Subcommittee members.

Discussion:

Mr. Antonio Hueso cited the fact that prior to Mr. Kellerman becoming Taxicab Administration Manager, the previous manager was working to bring the airport rate in line with the City rate.

Ms. Margo Tanguay said that although many of the drivers felt the rates should increase, she felt they should stay the same until the *Rates of Fare Standardization Study* was completed.

Mr. Akbar Majid stated he agreed with Ms. Tanguay because some of the newer providers, such as Uber, were transporting passengers much less expensively than taxicabs.

Mr. Kellerman stated that the fare standardization study process was underway to determine if a uniform rate would be feasible.

Mr. Anthony Palmeri said there were going to be problems with rates standardization, and that at the Rock 'n' Roll Marathon, Uber was giving free rides in private vehicles with civilian insurance, which he considered an MTS problem. He stated the City of Los Angeles was in the process of outlawing them. It was his feeling that the rates should be held at the current 2012 level.

Mr. Majid stated that in cities with uniform rates, it took the regulatory agencies a long time to approve a rate increase if gas prices went up, and by the time the increase was approved, it was not as much of a benefit. He stated that MTS's method was much more efficient because it only involved filing a *Statement of Rates of Fare* form.

Mr. Hueso said that he thought the current method of reviewing rates of fare annually was the best and fairest method he had seen.

Mr. Palmeri said that as far as he knew, there were not any complaints regarding the taxicab rates, and that the only reason the airport had a uniform rate was to keep the taxicab line moving and prevent the public from shopping for lower rates.

Mr. George Abraham stated that he felt it would be appropriate to leave the rates at the 2012 level.

Motion:

Mr. Majid moved to forward a recommendation to the Taxicab Advisory Committee that the rates be stabilized at the 2012 level until the completion of the *Rates of Fare Standardization Study*. The motion was seconded by Mr. Hueso, and passed unanimously, with one member absent.

4. Driver Resource Guide

A sample of a brochure from Victoria B.C. was provided to members to assist in providing ideas for a driver guide in the MTS areas of jurisdiction.

Discussion:

Mr. Palmeri said that he felt anything that could be done to make a driver's life easier should be done.

Mr. Kellerman said that as proposed at the last TAC meeting, he had hoped to get some suggestions from the drivers with things they felt were important, but had not received anything. Ms. Tanguay said she would be submitting some items.

Mr. Majid stated he felt it was a good idea, and asked if MTS was going to put it together. Mr. Kellerman responded that it would be published for the drivers, but wanted input from them. Then it would be presented for review.

Mr. Hueso said he brought a binder entitled *The Driver's Training and Ambassador Program for SDTA*, which had some sections that would be useful. He stated that the customer service component was being lost because the drivers' knowledge of the city was not comprehensive, and sometimes they came into the business not knowing that it was not for them. The small operator needs better resources. He felt there should be a driver resource center, or a transportation institute that could be developed jointly. He said in Great Britain, a driver rode along with an experience driver for 2 years before being allowed on the road.

Mr. Palmeri said that Yellow had put in new MDT technology that tells a new driver step-by-step how to get to a location once the address is added, and the passenger can see that they are not being taken on a longer route.

Ms. Tanguay said she thought drivers should still use maps, because they would gain a better knowledge of where they were going in relationship to their current location. She said a good resource person was Tiby at Foundation Community Services as she had been doing it a long time.

Mr. Abraham said there were a lot of things that drivers did not know, such as what to do in the case of an accident. He felt some drivers thought that all they needed to know was how to get from one place to another, but there were many other things they needed to know.

Mr. Kellerman thanked Mr. Hueso for providing his information binder, and he said he still wanted input from the drivers as to what was important to them, since it was for them.

Mr. Hussein Nuur suggested that MTS have a meeting with the drivers so they could provide ideas and provide input. He thought Monday would be a good day. Mr. Kellerman said he would bring some ideas back to the next WORM meeting.

Mr. Hueso stated that when a person became more informed about their industry, they became a better producer of revenue, and that customer service was a very important component.

As this was not an action item, no vote was taken.

5. Passenger Bill of Rights

Mr. Kellerman advised the Subcommittee members that the *Passenger Bill of Rights* was something that the Chair of the Taxicab Advisory Committee, Lori Zapf, wanted to implement to show that the industry cared about the level of service the public received and was responsive to their concerns.

Mr. Majid inquired whether this would be merged with the bill of rights implemented by the airport. Mr. Clarke Galvin replied that he and Mr. Kellerman had discussed this and agreed that they would be combined. He stated that the original from the airport was from 2000, and he was interested in updating it and using just one *Passenger Bill of Rights* covering all jurisdictions.

Mr. Kellerman asked what could be added, and Mr. Hueso said that the airport version could remove three items; 1) A radio-free silent trip, unless music is requested, 2) Driver will not use a cellular phone, and 3) Refuse to tip if the above is not complied with. Also, publish the airport complaint telephone number for all airport-originated trips, and a separate telephone number for the MTS complaint line.

Ms. Tanguay reminded the members that Ms. Zapf had felt there should be a positive approach to the subject of the passenger tip.

Mr. Hussein Nuur felt some passenger responsibilities needed to be added in the event a passenger damaged the taxicab in some way, i.e. vomiting in the vehicle, which caused the driver the necessity of taking the vehicle out of service until it was cleaned.

Mr. Palmeri stated that in some cities it was posted that a driver could charge the passenger an extra fee for the expense of cleaning the vehicle and for down time. In New Orleans, it was \$85.00. Mr. Kellerman asked if there was any place in California that had that rule. Mr. Palmeri replied that he did not know, but could find out, but the information may be available on the IATR Website. He said that vomiting in the vehicle was not the same as spilling a drink on the seat, as it took a long time before the odor could be removed. He said it happened a lot in Pacific Beach. Ms. Tanguay brought up the fact that no matter what was spilled, there was still down time because the seats needed to be dried.

Mr. Steve Celniker inquired what the driver's responsibility was in cleaning the vehicle, and Mr. Nuur replied that the next driver had to be able to start his shift with a clean vehicle. Mr. Celniker said the amount of the fee would need to be quantified. Mr. Kellerman asked how this could be enforced, and Mr. Majid stated that if the fee were part of the Ordinance, and the passenger refused to pay, it would be a violation. Mr. Palmeri suggested having bags in the vehicle such as those supplied by airlines for airsickness. Mr. Abraham agreed it would be good to post this and that it would be very helpful.

Mr. Majid asked about the item on the airport list that addressed the fact that there had to be air conditioning, which was not required in the City cabs, and Mr. Galvin said he would not have a problem omitting that portion.

Mr. Palmeri stated that he had heard complaints from passengers regarding drivers telling the passenger that the credit card machine was broken and taking them to an ATM to get cash. Mr. Kellerman suggested that there be a number for the passenger to call in the event a driver says the credit card machine is not operating. Mr. Palmeri said that a driver can add a credit card

processing option to their cell phone and open their own account. He said he thought it may be less expensive than using the credit card machine in the vehicle. The only problem with this option is that occasionally a driver will charge a passenger twice – once with the credit card machine in the rear of the vehicle, and then with his cell phone. The only charge that can be acknowledged is the one made on the credit card machine, not the driver's, and usually a customer is lost. He stressed the fact that good customer service must be provided. Mr. Kellerman said there should be something in the bill of rights that gives a number to call. Ms. Tanguay said that the reason the credit card machine did not work was because the driver does not deactivate the timer, and then the machine would not operate.

As this was not an action item, there was no vote taken.

6. Taxicab Advisory Committee 2013-2017 Election

Mr. Kellerman reminded members as to the motivation for postponing the election, the reason being that if the taxicab administration is transitioned to the City, it was possible that the City could not even have a Committee. As there was expense involved, staff felt it was best to wait.

Discussion:

Mr. Palmeri said that he felt the election should proceed as planned, and when the transition was complete, the City could decide if the TAC would continue. Mr. Kellerman stated that when and if the election occurred, it was intended that there would be two additional drivers on the Committee, but taking into consideration the expense and staff time involved, if the City transition took place in June 2014, they would only serve for 6 months (two TAC meetings). Staff would like to wait until the City made a decision, or indicated its intent to request an additional extension to the contract for another period of time.

Motion:

A Motion was made by Mr. Hueso, and seconded by Mr. Galvin, to make recommendation to the Taxicab Advisory Committee to postpone the TAC member election until the City transition, or the City requested a contract extension, and continue with current members until June 2014.

Vote:

The motion passed with two members opposed – Mr. Palmeri and Mr. Majid, and one member absent.

7. Member/Staff Communications

Taxicab Insurance:

Mr. Kellerman stated that Ms. Susan Lockwood, MTS Manager of Risk, was on hand to answer questions regarding the current insurance limits.

Discussion:

Mr. Majid provided some background for Mr. Kellerman regarding the previous meeting that was held between the insurance broker and several permit holders. Ms. Lockwood stated that she had an update from Ms. Karen Landers, MTS Legal Counsel, that it was MTS's position that since MTS was a regulatory agency for the taxicab administration, if the Cities in MTS's areas of jurisdiction agreed the \$1M limit was too high, and were willing to lower the amount, MTS would agree.

Mr. Majid said that there were split limits for years and that the TAC had agreed to the \$1M. He felt since the matter had been decided by the WORM and the TAC, it should not need to go to the individual cities. Mr. Palmeri said there had not been any cases in which MTS had to pay because of inadequate insurance. He said \$500K would be adequate. Permit holders have no choice but to pass along the cost of insurance to the lease drivers. Ms. Lockwood said it would have to go through the process of going to the committees and the Board.

After much discussion, Ms. Tanguay pointed out that the reason the limits were increased to \$1M was because that was what the airport required and because of this, the TAC voted to increase the limits.

Ms. Lockwood suggested that someone on the Committee provide factual information to present to the TAC and MTS Board so that there would be a valid reason for lowering the amount.

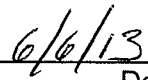
It was decided that in the future, this would go to the TAC as an agenda item. As this was not an action item, there was no vote taken.

8. Adjournment

The meeting was adjourned at 11:22 a.m.

Approved:

  
\_\_\_\_\_  
Bill Kellerman  
MTS Taxicab Administration Manager

  
\_\_\_\_\_  
Date

Attachments: Attendance sheet dated June 3, 2013



METROPOLITAN TRANSIT SYSTEM  
TAXICAB ADVISORY COMMITTEE  
WORKSHOP ON REGULATORY MATTERS SUBCOMMITTEE MEETING  
ROLL CALL SHEET

DATE: JUNE 3, 2013

CALL TO ORDER TIME: 10:04

ADJOURN TIME: 11:22

MEMBER NAME		ORGANIZATION	ALTERNATES	
GEORGE ABRAHAM	<input checked="" type="checkbox"/>	Eritrean Cab Co.		
CLARKE GALVIN	<input checked="" type="checkbox"/>	SDCRAA, Ground Transportation		
ALEXANDER GEBRESELASSIE	<input type="checkbox"/>	Cross Town Transportation, LLC		
TONY HUESO	<input checked="" type="checkbox"/>	USA Cab LTD		
AKBAR MAJID	<input checked="" type="checkbox"/>	SDYC Holdings, LLC		
HUSSEIN NUUR	<input checked="" type="checkbox"/>	Lease Driver Representative		
TONY PALMERI	<input checked="" type="checkbox"/>	S.D. Travelers Aid Society	MICHEL ANDERSON	<input type="checkbox"/>
MARGO TANGUAY	<input checked="" type="checkbox"/>	Lease Driver Representative		

MTS Representatives Present (nonvoting):

Others Present (nonvoting):

SHARON COONEY, MTS Chief of Staff	<input type="checkbox"/>	STEVE CELNIKER, City of S.D. Liaison/ SANDAG	<input checked="" type="checkbox"/>
KAREN LANDERS, MTS General Counsel	<input type="checkbox"/>		
BILL KELLERMAN, MTS Taxicab Administration Manager	<input checked="" type="checkbox"/>		
SUSAN LOCKWOOD, MTS Manager or Risk and Claims			

CLERK OF THE TAXICAB COMMITTEE:

  
Diane Sundholm

6/3/13  
Date

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 10-11

A Resolution Approving Stabilizing the Rates of Fare for the San Diego International Airport  
and the Maximum Allowable Rates of Fare for the City of San Diego  
at the Amounts Presently in Effect Until Recalculation in 2011

WHEREAS, current policy, process, and general taxicab rates of fare are regulated by the MTS Board of Directors in accordance with MTS Ordinance No. 11 and Policy No 34; and

WHEREAS, the 2010 calculation of rates of fare for the San Diego International Airport (airport) have determined that taxicab rates for the airport will decrease; and

WHEREAS, the 2010 calculation of rates of fare for the City of San Diego (City) have determined that taxicab rates for the City will increase; and

WHEREAS, the MTS Taxicab Advisory Committee has requested that MTS freeze the rates of fare for taxicabs operating at the airport and the maximum allowable City rates of fare; NOW THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED that the MTS Board of Directors does hereby freeze the taxicab rates of fare for the airport and the maximum allowable rates of fare for the City at the amounts in currently in effect until recalculation in March 2011.

PASSED AND ADOPTED by the Board of Directors this 13<sup>th</sup> day of May 2010 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:



Chairperson  
San Diego Metropolitan Transit System

Filed by:



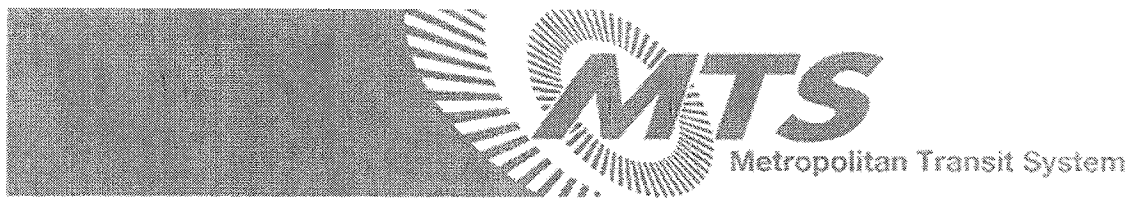
Clerk of the Board  
San Diego Metropolitan Transit System

Approved as to form:



Office of the General Counsel  
San Diego Metropolitan Transit System

2010-5-13.8.AttA.RESO 10-11.STABILIZE  
TAXI RATES FARE.JSCOTT.doc



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

TAXI 585.3

## Agenda

## Item No. 8

### Taxicab Advisory Committee

June 14, 2013

Subject:

TAXICAB ADVISORY COMMITTEE ELECTION

#### RECOMMENDATION:

Action would forward a recommendation to the MTS Board of Directors to:

1. Defer a decision on when/if to hold an election of TAC members until such time that either:
  - a. the City of San Diego assumes administration of taxicab regulation in San Diego; or
  - b. the City of San Diego requests an additional extension to the existing contract with MTS for taxicab administration.
2. Retain current members of the TAC into calendar year 2014 (assuming current members are willing) pending a decision is made by the TAC on when to hold the next election.

#### Budget Impact:

None at this time.

#### DISCUSSION:

At the last Taxicab Advisory Committee on April 24, 2013, there was a discussion regarding the postponement of the 2013 election for TAC members. The justification for postponing the election was due to the pending transition of the taxicab regulation



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function to the City of San Diego. The City has indicated a desire to assume administration of the regulatory function at the end of the existing contracts, which expires June 30, 2014.

On June 3, 2013 the WORM Subcommittee voted to postpone the 2013 elections until there is more certainty surrounding the transition to the city. The proposal is to retain the existing TAC members into 2014, assuming the current members are willing to remain on the committee.

A handwritten signature in cursive script that reads "Bill Kellerman". The signature is written in black ink and is positioned above a horizontal line.

Bill Kellerman  
Taxicab Administration Manager

Key Staff Contact: Bill Kellerman, 619.595.7034, [bill.kellerman@sdmts.com](mailto:bill.kellerman@sdmts.com)

DSundh/Taxicab Committee  
13-JUNE14-AI8-TAC ELECTION