



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

Agenda

Taxicab Advisory Committee Meeting

TAXI 585.3

November 19, 2014

9:00 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 – September 19, 2014
3. Non-Agenda Public Comment

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

4. Management/Committee Member Communications

Bill Kellerman (verbal report):

- City of San Diego Council Policy 500-02 Report and Implementation Plan



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. Rates of Fare Standardization

That the MTS Taxicab Advisory Committee forward a recommendation to the MTS Executive Committee regarding implementation of a standardized fare for taxicab trips not originating at the San Diego International Airport.

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

That the Taxicab Advisory Committee review and discuss a proposed timeline for the *permit holder* and *lease driver* elections.

7. Next Meeting – To Be Determined

8. Adjournment

DSundh/Taxicab/Taxicab Committee
AGN-14-NOV19

DRAFT

METROPOLITAN TRANSIT SYSTEM

TAXI 585.3

Taxicab Advisory Committee Meeting

September 19, 2014

10:00 a.m.

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

Minutes

1. Roll Call

Councilmember Myrtle Cole, chair, called the meeting to order at 10:18 a.m. A roll call sheet is attached listing Taxicab Advisory Committee (TAC) member attendance.

2. Approval of Meeting Minutes – March 19, and June 11, 2014

Motion:

Mr. Kamran Hamidi moved to approve the revised minutes from the meeting of March 19, 2014, the meeting of June 11, 2014. The motion was seconded by Mr. Antonio Hueso.

Vote:

The motion passed unanimously.

Yay: Abraham, Anderson, Hamidi, Haratian, Hueso, Mercer, Nahavandian Solati, Tanguay

Nay: 0

Abstain: 0

Absent: Boenitz, Gebreselassie, Hilemon/Terzi, Layne/Mayakawa, Lemma, Majid, Palmeri

3. Non-Agenda Public Comment:

There were no non-agenda public comments.

4. Committee Management and Member Communications

Committee Member Communications:

Mr. Michel Anderson – Mr. Anderson complimented Councilmember Cole regarding her leadership at the Public Safety and Livable Neighborhoods (PS&LN) meeting that had been held the previous day. The meeting had resulted in a motion to amend Council Policy 500-02, lifting the cap on the number of City of San Diego taxicab permits that may be issued. This amendment would be forwarded to the San Diego City Council for further deliberation. He wanted to point out that the comments he was about to make were his own personal comments, and did not in any way reflect the opinion of the Travelers Aid Society, for which he was a representative.

Mr. Anderson said he hoped all those involved in making the decision to remove the cap on permits would take the time to deliberate very carefully, and look at the impact that lifting the cap would have on the industry and the stakeholders. He said the question of the 5-year eligibility needed clarification, as well as whether the permits would be eligible for transfer in the future, and if so, why, and if not, why not? He cited a taxicab company that had been awarded 20 permits in a RFP, and advised that it had been necessary for them to meet certain requirements, such as having a relationship with a financial institution, and demonstrating that they were going to be involved with a radio service. None of those things had been addressed at the PS&LN meeting. He added that currently, the TNCs were able to cut prices, and increase pricing during peak hours, while taxicabs were required to post rates of fare on the door of the vehicle, and could only charge those rates. In addition, he stated that the taxicabs operating in the outlying cities would want to operate in San Diego, and the outlying areas would be underserved. He hoped that the Council would look at the hundreds of taxicabs, along with TNCs and TCPs, which would be operating in the city.

Ms. Cole stated she wholeheartedly agreed with Mr. Anderson that the issue did need further review before it went before the City Council, as there were a lot of questions and concerns raised at the PS&LN meeting that needed to be addressed.

Mr. George Abraham – Mr. Abraham also complimented Ms. Cole. He said that MTS and the TAC had solved many problems for over 28 years, and that it should continue to do so. If there were a problem between drivers and owners, the TAC is not a “marriage counsellor.” He stated the industry needed Ms. Cole’s leadership and advice, and her input in the City Council meetings.

Mr. Kamran Hamidi – Mr. Hamidi commented regarding the cap, stating there needed to be a compromise. With regard to lowering the insurance requirement, he said that now that the meeting minutes had been corrected on page 5, third paragraph, and it was in writing that there had never been a claim paid over \$500K, he would like MTS to look into bringing the insurance requirements down next year to \$500K. He felt the \$1M would cripple the industry because attorneys and juries were enticed by \$1M. He advised that Gov. Brown had signed Assembly Bill (AB) 2293 for Uber, which allowed them to have a split requirement of \$100K, plus \$200K excess coverage, so Uber was paying a lower amount. He stated that when this came to MTS several years ago, MTS’s original suggestion was \$750K, but several of the owners pushed for \$1M, causing some people to go from paying insurance premiums of \$2K per year to as high as \$8K per year. Since it was on record from the MTS Risk Manager that there had been no claims paid over \$500K, he wanted MTS to consider lowering the insurance limits from \$1M.

He felt it would be appropriate to have separate airport insurance limits and city insurance limits just as there were airport rates and city rates of fare.

Mr. Abraham stated that when the Stingary incident took place, owners decided to raise the limits out of fear that there would be a financial burden in the future, but they did not realize that it would impact both owners and drivers. Most of the insurers would not insure taxicabs for \$1M, and those that would, charged higher premiums, which caused owners to have to raise the leases. Now there was no choice but to pay the high insurance, or else be out of business.

Ms. Cole suggested this matter be placed on the agenda for a future meeting.

Management Communications:

Mr. Bill Kellerman – Verbal Report

City of San Diego Council Policy 500-02 Update - Mr. Kellerman reviewed the results of the PS&LN meeting, advising that it had resulted in City staff being directed to make an amendment to the City Council Policy 500-02, which would eliminate the limit on the number of taxicab permits in the City. This would then go to the City Council, but there was no timeline as to when that would occur. He repeated what he had stated at the PS&LN meeting, which was that if the City Council were to lift the cap on the permit issuance, MTS Taxicab Administration would need time to increase staff, as well as increase the number of lifts and inspectors at the inspection facility. He advised that the inspection rounds had just concluded, and it had taken 7 months to get through the 993 City taxicabs and the 60+ suburban taxicabs, as well as the nonemergency medical vehicles and jitneys. He indicated that if the number of vehicles were to increase two-fold, MTS Taxicab Administration would not be able to inspect those vehicles within the space of a year without increasing staff, and adding more facilities. It was his hope that MTS would be able to work with the City in having a plan to implement that timeline so that the increase in the number of applications and inspections could be accommodated. This amendment would also impact the Sheriff's Department, as they retained all of the records for the drivers, and would be required to do the research as to whether a driver met the 5-year qualifications, since MTS did not retain driver records. He also advised that County Weights and Measures would be affected as well, since they were responsible for inspecting all of the taximeters.

Fare Standardization Subcommittee Status - Mr. Kellerman advised that a list had been comprised of ten proposed individuals to invite to convene at a subcommittee to make a recommendation on the rates of fare standardization. Invitations to participate would be mailed soon.

2014 Round Inspection Results - There were over 2000 inspections performed, not including vehicles that were taken out of service in the field for various violations, nor vehicles that needed to be inspected because they had changed radio service organizations and had to have the new color scheme on the vehicle approved. The pass rate for these inspections was 97.9%, which indicated that the vehicles were very safe and in compliance. He said he would like to develop and establish a new format for inspection rounds by eliminating the "B" round, which required permit holders who had multiple vehicles that had failed inspection, to have all of their vehicles inspected, whether they had failed or not. He said he would rather put the effort into identifying those vehicles out in the field that were unsafe or unclear, and get them in for inspection.

TNC Developments - Mr. Kellerman reported that the governor had signed AB 2293, which stated there needed to be \$1M of coverage when a passenger was in the TNC vehicle. When no passenger was in the vehicle, there was a requirement of \$100K. This would not take effect until July 2015, so TNCs still had an insurance gap. He stated that during a recent enforcement detail at the airport, there were 14 citations written for TNC and TCP vehicles that either did not have an airport permit, or did not have proof of commercial insurance. He said these details would continue, because there would still be cars that did not have proof of commercial insurance, and until July 2015, TNCs would be driving around with personal policies. He said he had no indication that the PUC was in any way enforcing any of the regulations that were put in place in September 2013, and felt this needed to be addressed by the local community.

Public Comment:

Craig Rowe, Red Cab of San Diego/Red Radio Service, 1704 Cactus Road, 619.954.6047

Mr. Rowe said that he felt that the biggest problem with taxicab fares in the city was that when a traveler left the airport in a taxicab, they paid one rate, but when they returned to the airport, they paid a higher rate, leaving them with the impression they had been taken advantage of. He felt that setting a maximum rate of fare that matched the rate at the airport would eliminate most of the issues with the standardized rate of fare discussion. This would give companies, or radio services, the opportunity to find their niche in their market flexibility. He said he operated out of the South Bay, and he dealt with a lot of different clientele. He felt that if he needed to lower his rates to keep competitive and operating, he should be able to do so. Not all service areas had the same household income, and the cost of transportation would dictate their choice. The TNC companies set prices as demand changed. By setting one rate of fare in all MTS jurisdictions, the taxicab industry would be noncompetitive in the transportation market.

Filmon Semere, Taxicab Owner/Operator, 5519 Lake Murray Boulevard, #204, La Mesa, CA 91942, 619.339.4122

Mr. Semere stated that he was appalled at MTS's attitude at the PS&LN meeting the previous day, and said it appeared that MTS was being told what to do. He stated MTS was hired by the City as the expert, and instead of stating an opinion to the City that the proposed amendment to Policy 500-02 would not work, MTS said they would "find a way to make it work." Previously, the Permit Study stated that based on the formula, there were 200 more permits in the city than there should be. He felt the amendment to 500-02 would put the city in jeopardy in many ways, and it was being "rammed down the throat of the city." He said the lease rates needed to be renegotiated instead of committing the city to a wave of new applicants for permits. He felt it would kill the business and nobody was talking about how it was going to work, they were just saying, "make it work." He said even when real estate is built, an environmental impact report, or a financial impact report was performed, but none of this was being done. He felt the question of whether this would work really needed to be addressed before voting again, and that the number of permits could be increased without flooding the market.

Savitar Sahou, 5612 Amaya Drive, #18, La Mesa, CA 91942, 619.302.4296

Ms. Sahou said she had also attended the meeting the previous day, and that the previous speaker had addressed a lot of the issues. She stated that she left the meeting feeling that the permit holders wasted their time, because after being there for eight hours, it seemed the

decision had already been made before the 175 people even spoke. She said everyone seemed to be comparing San Diego to Milwaukee, but that they were two different cities. It took three drivers to sue the city of Milwaukee to lift the cap on medallions, and nobody knew yet what would happen in Milwaukee in the future. She felt in San Diego it was a different story because the amount of money and the population of the city could not be compared to Milwaukee. She said it was not about the investment that the permit holders had made, but about the lease income going down the drain and permit holders not being able to make a living. There was going to be an overflow of cabs in the city, and nobody was going to make money, even the drivers who were fighting for it. She said there had to be more research done before moving to the next level, which was what they requested the previous day. They only wanted more time to present studies. She said as a young individual and SDSU student, she would find professors who would do research with her, and she would not let this go. She said it was not about the investment, but people had made comments that the stock market went down, the housing market went down, and the permits go down as well. Her dad went to the grave with nothing, so it was not about the investment, it was about the income. She said she did not driver her taxi, but leased it out and received income from it, which paid for their food. If all the lease drivers had their own permits, she wondered if she would have to drop out of school to drive her taxi. She said that she would do so if necessary, as her mother was disabled and she would need to support her. She requested once again that everyone think this decision through.

Antonino Trovato, Maipu Cab, 1651 Jade Avenue, 619.829.7372

Mr. Trovato told the chair that he appreciated the time he was given the previous day at the PS&LN meeting, and also appreciated the time to speak at the TAC. He stated that what he did not appreciate was the "deaf ears". He felt the three people on the PS&LN Committee, and the one person watching, all had "deaf ears," and that it was like a Hollywood show. He said the heartfelt stories that were presented did not matter and that it was very biased. For the last few months there had been meetings and press conferences, all of which contained cheering and clapping, and it was like a big party every time they had apparent victories, but at the PS&LN meeting, they were not allowed to even clap, and that was absolute and complete bias. He said nobody moved on the previous agenda item to put more police officers on the streets, but instead they were putting more taxicabs on the streets. He stated the newspaper headlines all read, "*The PS&LN Committee Approves More Taxicabs, Not More Police Officers.*" He stated they knew who were in the seats they saw before them, and they also knew how well they took care of their businesses, their drivers, and their customers. He felt the PS&LN was hearing only District 9, and that it was a District 9 issue. The previous day, it was said over and over how there was fraud going on all over the place, and those were the people that the PS&LN was choosing to believe, and this also included the media. He said he expected his comments to fall on "deaf ears" once again, but he did appreciate the fact that he was able to speak before the TAC.

Committee Member Comment:

Mr. Antonio Hueso

Mr. Hueso spoke regarding the current Council Policy 500-02, and stated this had only been a discussion item in the past, and the current policy put more regulations on an industry that already had too many. He cited the fact that it was his understanding that the last time the TAC spoke about the policy, the items added were only suggestions. The current policy and how it got developed needed to be looked into, since there was no exchange of ideas. The new policy

talked about 50% of the fleet being ADA compliant, adding cameras, 25% of the trips originating from underserved communities, and a litany of regulatory requirements that would put more of a constraint on opening up an industry that was already suffering hardship. He felt some of those things were rather severe.

Mr. Hueso also advised that it was his understanding that both the airport and the Sheriff's Department had requested a roster of all current drivers from each operator, and felt that it was important to provide these rosters, and encouraged all operators to update their rosters. He stated he agreed with Mr. Kellerman regarding enforcement, and that there was not enough of it, and the industry was suffering. He said there were TNC operators parking at hotels and taxicab stands, and they acted as though they were entitled to park there. Drivers were getting into arguments with them, and eventually there would be fights that would come out of the situation. He also said that it was being portrayed to the public that TNC's had \$1M of insurance, when in reality it was the company, not the individual vehicle, which carried \$1M. He felt that most individuals did not understand the complexity of the industry, and that it was very difficult to explain to others.

Ms. Cole stated she wanted to make it clear that Council Policy 500-02 was not a MTS policy, but a City of San Diego policy, which would be going to the City Council, not the TAC, so if there were any issues or concerns, they needed to be addressed to the San Diego City Council when the policy was on the agenda, although she did not know when that would be.

Mr. Kellerman said that when the policy came before the MTS Board, no action was taken because of the items Mr. Hueso had mentioned regarding ADA vehicles and underserved communities, and the Board had sent it back to the City for clarification.

Mr. Hueso replied that he was noting these items at the TAC, since Ms. Cole was on the City Council. Ms. Cole suggested that Mr. Hueso go to the City Council meeting to address the issue, or speak with each councilmember individually. She stated she felt they would be happy to speak with him.

Mr. Kamran Hamidi

Mr. Hamidi addressed the Fare Standardization Subcommittee, stating he did not know who the 10 invitees were, but assumed since it was a subcommittee, that it was comprised of members of the TAC. Mr. Kellerman replied that there were members of the TAC on the list, and also members from outside agencies. Mr. Hamidi expressed the desire to be a participant, and Mr. Kellerman replied that he would take note of that.

Michel Anderson

Mr. Anderson directed a question to Ms. Karen Landers, asking her if the City Council approved changes/amendments to Policy 500-02, what the obligation was of MTS to accept or reject what the City of San Diego did in terms of changes and/or amendments to Policy 500-02. Ms. Landers responded that MTS's contract with the City clearly stated that the City set fundamental policy related to taxicab items, and this traditionally had been done through City Council Policy 500-02. She stated she had not researched this issue much further than that, but all of the changes that the City made ultimately needed to be incorporated into MTS Ordinance No. 11. The MTS Board would need to take action to amend Ordinance No. 11. Based on the MTS contract with the City, she thought there were some changes that the MTS Board had more

discretion over than others. Regarding issues of fundamental policy that arose from City-generated permits, the City Council's wishes would have control. If MTS did not take some of those actions, they could potentially be in breach of the contract with the City. She felt it would come down to a case-by-case analysis of the different types of changes that the City was trying to impose, and have MTS adopt through its Ordinance No. 11. She said the City was ultimately the party that would control the issue of permit caps and some of the other regulatory matters. Before those changes went into effect, things that were addressed in the Ordinance No. 11 would need to be adopted by the Board. She advised that it was a 2-party process; the Council Policy being approved, and then the MTS Ordinance No. 11 changes being made, before they would go into effect. She said she believed the issuance of permits and the cap were addressed in the Ordinance. Mr. Kellerman clarified that the number of permits was not addressed in the Ordinance, since the Ordinance covered the City of San Diego, as well as the suburban areas, for which there was no cap on permits. Ms. Landers said if that were the case, she would need to confirm, but for the permit cap issue, once action was taken at the City, there may not be any further action required by MTS, other than staff adjusting MTS's processes to deal with the impacts of that action. She stated she would need to do more research to look at what all the proposed changes were, how they would get implemented at MTS, and which of them would need to go before the MTS Board.

Margo Tanguay

Ms. Tanguay said she felt that the accusatory things said at the Council, whether by permit holders or drivers, needed to stop. She advised that at one point in the past, the permit cap was removed, and 15 permits a month were issued resulting in nearly 1000 cabs. She figured that if there were 100 trips, and 10 cabs, there would be roughly 10 trips per cab. If there were 100 trips, and 30 cabs, there would be a little over 3 trips per cab, and a person could not make their expenses. There had been 600 cabs at the airport, and the airport finally had a lottery to limit the number of cabs to 450. That was still too many, so they went to odd/even days. When drivers went back into town every other day, there was no business, and business had totally been destroyed. That was in 1984, and they had to rebuild their businesses. She said they were very grateful for the one trip they got every 6 hours that would allow them to buy gas to work the airport the next day. She advised that the other reason they stopped issuing permits was because of a police action. Not just running red lights or impeding traffic, but criminal activity, where the guys could not meet expenses and were breaking every law in the book. She said the police department finally asked the City Council to stop issuing permits, and that was what caused the City Council to stop issuing more. She suggested doing time and motion studies to find out what the results would be. She felt everyone would go downtown, and there was already a glut of taxicabs at 7:30 in the morning at the Marriott, the Omni, and the Bayfront and Gaslamp Hiltons. She believed these issues needed to be studied in time and motion, working together, not yelling at each other, because that really did not help. It was dangerous and radical, and did not need to go on. She said she would also like to be on the Fare Standardization Subcommittee, as she felt there should be a driver that had been in the business for a long time, and understood the business.

5. Taxicab Advisory Committee Permit Holder Member Nomination and Election Process

Mr. Kellerman reminded the Committee that the election for the TAC had been delayed a year because of the uncertainty as to whom the regulator would be. There was a contract extension for one year so the regulator could be determined, and the TAC decided to push back the

elections until a decision had been made. He outlined the new procedure for the upcoming proposed permit holder TAC member election, stating there would be an increase in the number of lease driver representatives, and a slight decrease in the number of permit holder representatives.

Mr. Hamidi suggested the following improvements:

1. That the nominees be asked if he/she wished to accept the nomination on the TAC, prior to sending out the ballots.
2. That all candidates submit statements stating their backgrounds and qualifications for participating on the TAC.

Ms. Tanguay pointed out that there could potentially be a large number of permit holders added, and the purpose of the new ruling was to increase the number of lease drivers, and cut back the number of permit holders. Since the TAC structure was for 3 years, she wondered whether there was a way to time the election to when the new number of permit holders would be known, since they would be entitled to be represented. If there were a large number of permit holders, they should have some extra people on the TAC. Mr. Kellerman asked Ms. Tanguay if she were suggesting that there could be a change in the status from lease drivers to permit holders, if the cap were lifted by the City. Ms. Tanguay responded that someone could be elected as a lease driver representative, get a permit, and no longer be considered a lease driver representative. Also, those that may be getting their permit may like to vote for someone who represented them.

Mr. Kellerman stated that since nobody knew what was going to happen with the policy, or when it might change, MTS Taxicab Administration was going to move forward with equalizing the number of permit holder representatives and lease driver representatives.

Mr. Anderson agreed with Ms. Tanguay, and questioned whether money should be spent when this could potentially be for nothing because of the current uncertainty. Mr. Kellerman replied that he completely understood the issues surrounding the election, and stated that the decision was that of the TAC as to whether to hold the elections.

Mr. Anderson asked Ms. Cole what she thought would be in the best interest of the industry, stating he would hate to spend the money for nothing. He said because of uncertainty, it had been delayed a year ago, and now, although there was a 5-year contract, there was still uncertainty.

Ms. Cole responded that since the election had already been delayed for a year, the TAC should vote on the item. If the TAC did not feel there should be an election, there would not be one, but there should at least be a motion to approve. If the motion to approve did not pass, it would be discussed again. Mr. Kellerman stated that the last time the election was delayed, he had obtained a consensus from TAC members that they would agree to serve until a decision had been made, and that he was very grateful to those members who had served an additional year. He hoped that if it were delayed again, those members would still agree to continue serving.

Motion:

A motion was made by Mr. Anderson, and seconded by Mr. Hueso, that Agenda Item 5 be postponed until the next meeting on December 17, 2014, when there was more clarity regarding the removal of the cap on permit issuance.

Vote:

The motion passed unanimously.

Yay: Abraham, Anderson, Hamidi, Haratian, Hueso, Mercer, Nahavandian Solati, Tanguay

Nay: 0

Abstain: 0

Absent: Boenitz, Gebreselassie, Hilemon/Terzi, Layne/Mayakawa, Lemma, Majid, Palmeri

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

A motion was made by Mr. Anderson, and seconded by Mr. Hueso, that Agenda Item 6 be postponed until the next meeting on December 17, when there was more clarity regarding the removal of the cap on permit issuance.

Vote:

The motion passed unanimously.

Yay: Abraham, Anderson, Hamidi, Haratian, Hueso, Mercer, Nahavandian Solati, Tanguay

Nay: 0

Abstain: 0

Absent: Boenitz, Gebreselassie, Hilemon/Terzi, Layne/Mayakawa, Lemma, Majid, Palmeri

7. Next Meeting - ~~December 17, 2014, at 10:00 a.m.~~ *Resched to November 19, 2014, 9:00 am*

8. Adjournment

The meeting was adjourned at 11:08 a.m.

Accepted:

Filed by:

Myrtle Cole, Chair
MTS Taxicab Advisory Committee

Diane Sundholm, Clerk of the Committee
MTS Taxicab Administration

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

DATE: 9.19.14

CALL TO ORDER TIME: 10:18 A.M.

ADJOURN TIME: 11:10 A.M.

MEMBER NAME		ORGANIZATION	ALTERNATES	
MYRTLE COLE	<input checked="" type="checkbox"/>	MTS Board of Directors/SD City Council		
GEORGE ABRAHAM	<input checked="" type="checkbox"/>	Eritrean Cab Co.		
DAVID BOENITZ	<input type="checkbox"/>	S.D. County Regional Airport Authority		
ALEXANDER GEBRESELASSIE	<input type="checkbox"/>	Cross Town Transportation, LLC		
KAMRAN HAMIDI	<input checked="" type="checkbox"/>	V.I.P. Cab		
CAMERON HARATIAN	<input checked="" type="checkbox"/>	P. B. Cab	ANOOSH AMAN, Space Cab	<input type="checkbox"/>
BRIAN HILEMON	<input type="checkbox"/>	S.D. Tourism Authority	JOE TERZI	<input 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"/>
BERHANU LEMMA	<input type="checkbox"/>	Lease Driver Representative		
AKBAR MAJID	<input type="checkbox"/>	SDYC Holdings, LLC		
NAMARA MERCER	<input checked="" type="checkbox"/>	Greater S.D. Hotel/Motel Association		
HUSHANG NAHAVANDIAN	<input checked="" type="checkbox"/>	ESM Corp.		
TONY PALMERI	<input type="checkbox"/>	S.D. Travelers Aid Society	MICHEL ANDERSON	<input checked="" type="checkbox"/>
REZA SOLATI	<input checked="" type="checkbox"/>	Lease Driver Representative		
MIKE STAPLES	<input type="checkbox"/>	Greater S.D. Hotel/Motel Association Catamaran Hotel		
MARGO TANGUAY	<input checked="" type="checkbox"/>	Lease Driver Representative		

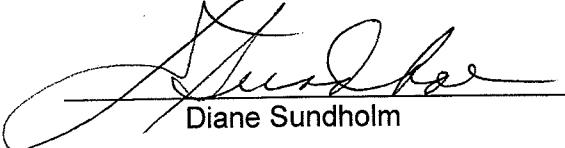
MTS Representatives Present (nonvoting):

Others Present (nonvoting):

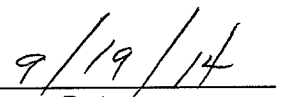
PAUL C. JABLONSKI, MTS Chief Executive Officer	<input type="checkbox"/>	STEVE CELNIKER, City of S.D. Liaison/ SANDAG	<input checked="" type="checkbox"/>
SHARON COONEY, MTS Chief of Staff	<input type="checkbox"/>	EDNA RAINS, S.D. County Sheriff (nonvoting member)	<input checked="" type="checkbox"/>
BILL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

CLERK OF THE TAXICAB COMMITTEE:

TAXICAB ADMINISTRATION MANAGER:


Diane Sundholm


Bill Kellerman


Date

METROPOLITAN TRANSIT SYSTEM
TAXICAB ADVISORY COMMITTEE MEETING
VOTING ROSTER

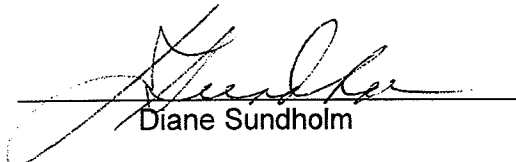
DATE: SEPTEMBER 19, 2014

Item No. 2

MEMBER NAME	YEA	NAY	ABSTAIN	ABSENT
MYRTLE COLE (nonvoting)				
GEORGE ABRAHAM	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DAVID BOENITZ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ALEXANDER GEBRESELASSIE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
KAMRAN HAMIDI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CAMERON HARATIAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ANOOSH AMAN (ALT.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BRIAN HILEMON	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
JOE TERZI (ALT.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
TONY HUESO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JOSH LAYNE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DARYL MAYAKAWA (ALT.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BERHANU LEMMA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
AKBAR MAJID	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NAMARA MERCER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HUSHANG NAHAVANDIAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TONY PALMERI	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MICHEL ANDERSON (ALT.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
REZA SOLATI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MIKE STAPLES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MARGO TANGUAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CLERK OF THE TAXICAB COMMITTEE:

TAXICAB ADMINISTRATION MANAGER:


Diane Sundholm


Bill Kellerman

9/19/14
Date

METROPOLITAN TRANSIT SYSTEM
TAXICAB ADVISORY COMMITTEE MEETING
VOTING ROSTER

DATE: SEPTEMBER 19, 2014

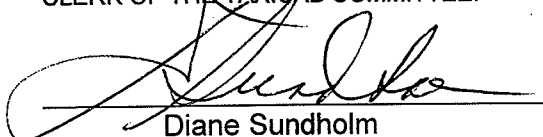
Item No. 5

COMMITTEE VOTE: ITEM #5 TABLED UNTIL DECEMBER 17, 2014, MEETING

MEMBER NAME	YEA	NAY	ABSTAIN	ABSENT
MYRTLE COLE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GEORGE ABRAHAM	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DAVID BOENITZ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ALEXANDER GEBRESELESSIE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
KAMRAN HAMIDI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CAMERON HARATIAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ANOOSH AMAN (ALT.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BRIAN HILEMON	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
JOE TERZI (ALT.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
TONY HUESO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JOSH LAYNE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DARYL MAYAKAWA (ALT.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BERHANU LEMMA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
AKBAR MAJID	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NAMARA MERCER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HUSHANG NAHAVANDIAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TONY PALMERI	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MICHEL ANDERSON (ALT.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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MIKE STAPLES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MARGO TANGUAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CLERK OF THE TAXICAB COMMITTEE:

TAXICAB ADMINISTRATION MANAGER:


Diane Sundholm

 11/13/14
Bill Kellerman

9/19/14
Date

METROPOLITAN TRANSIT SYSTEM
TAXICAB ADVISORY COMMITTEE MEETING
VOTING ROSTER

DATE: SEPTEMBER 19, 2014


Item No. 6

COMMITTEE VOTE: ITEM #6 TABLED UNTIL DECEMBER 17, 2014, MEETING

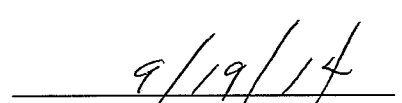
MEMBER NAME	YEA	NAY	ABSTAIN	ABSENT
MYRTLE COLE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GEORGE ABRAHAM	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DAVID BOENITZ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ALEXANDER GEBRESELESSIE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
KAMRAN HAMIDI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CAMERON HARATIAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ANOOSH AMAN (ALT.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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TONY HUESO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JOSH LAYNE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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MIKE STAPLES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MARGO TANGUAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CLERK OF THE TAXICAB COMMITTEE:

TAXICAB ADMINISTRATION MANAGER:


Diane Sundholm

 9/13/14
Bill Kellerman

 9/19/14
Date

MANAGEMENT COMMUNICATIONS
CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

DRAFT
ALTERNATIVE B

SUBJECT: TAXICAB PERMITS
POLICY NO.: 500-02
EFFECTIVE DATE: June 26, 2012

BACKGROUND:

Regulation of taxicab service is in the interest of providing residents and visitors to the City of San Diego with a good quality local transportation service. Towards this end, the City finds it desirable to regulate the issuance of taxicab permits.

PURPOSE:

To establish a policy for the issuance of additional taxicab permits, for the purpose of expanding the taxi industry to meet growing demand for taxi service throughout the City, and providing opportunity for both existing and new taxi operators and for experienced drivers.

POLICY:

The City will ~~periodically~~ issue taxicab permits to applicants who can demonstrate that they have the experience and resources to provide outstanding quality service to customers and the community. ~~based on a formula. The formula will take into account both the demand for taxicab services and the supply of taxicabs.~~

New permits will be issued on a full cost recovery basis. All applicants will first have to submit an application and satisfy Screening Criteria based on quality and customer service standards. ~~Two methods of issuance will be used:~~

- ~~1. 60% of new permits will be issued in blocks of five or more permits by lottery to entities that demonstrate an ability to manage a fleet of taxicabs.~~
- ~~2. 40% of new permits will be issued one at a time by lottery to experienced drivers.~~

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

CITY OF SAN DIEGO, CALIFORNIA
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ALTERNATIVE B**

Permit holders of newly awarded permits must demonstrate that they are in compliance with Screening Criteria as a condition of annual permit renewal or the permit may be suspended or revoked.

When any taxicab permit is transferred, the transferee must satisfy Screening Criteria at time of transfer and thereafter as a condition of annual permit renewal or the permit may be suspended or revoked.

All permits held by corporations or limited liability companies shall comply with Screening Criteria within five years of the adoption of this Policy.

IMPLEMENTATION:

~~Increases in the number of taxicab permits will be based on a formula to be computed every three years. Permits that are authorized but not awarded, as well as permits that are vacant due to revocation or relinquishment, shall not be considered to be active permits for the purposes of determining need for new permits.~~

Screening Criteria will be evaluated on a pass-fail basis. Each element must be a “pass” in order for the applicant to have been considered to have satisfied the screening. Applicants are responsible for providing complete and accurate information needed for the screening evaluations.

1. Screening Criteria

A. Applicants must:

- a. Meet regulatory requirements for a taxicab permit holder and operator specified in ordinance and regulation
- b. Provide evidence of at least six-months’ experience driving a taxicab, transportation network vehicle, charter party carrier services, or similar service oriented transportation or managing a demand responsive transportation service, or similar service oriented business.
~~Provide evidence of at least five years’ experience driving a taxicab or managing a demand responsive transportation service, or similar service oriented business~~

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

**DRAFT
ALTERNATIVE B**

- c. Provide evidence of ability to meet insurance requirements
 - d. Provide evidence of ability to finance the meeting of screening criteria and regulatory requirements
- B. Vehicles must:
- a. Meet regulatory and ordinance requirements
 - b. Meet California Air Resources Board criteria for Zero Emission Vehicle or Low Emission Vehicle
 - c. Be ADA-compliant (applies to first permit, thereafter at least 50% of vehicles must comply)
 - d. Be equipped with a ~~GPS~~ Global Positioning System (GPS)
 - e. Be equipped with security cameras
 - f. Be no older than 10 years of the model age*
 - g. Not have a "salvage" title*
- C. Adequate facilities must be demonstrated for:
- a. Administrative functions
 - b. Vehicle maintenance
 - c. Off-street vehicle storage when not in service
- D. Dispatch must be:
- a. Staffed 24 hours
 - b. Computerized
 - c. Utilize ~~GPS~~ a Global Positioning System (GPS)
- E. Customer service plan must include:
- a. Acceptance of credit cards
 - b. Customer complaint system
 - c. Record keeping of every call, dispatch, trip, and complaint

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

**DRAFT
ALTERNATIVE B**

d. ~~25% of trips must originate in underserved communities~~

- F. Additional screening criteria may be added as needed by regulatory action to fulfill the purpose of improving industry standards and customer service and keeping current with technology.

2. ~~Lottery of Permit Blocks~~

~~*Eligibility:* Applicants must satisfy Screening Criteria as well as demonstrating ability to finance and manage a fleet of taxicabs.~~

~~*Blocks of Permits:* 60% of the permits available shall be divided as evenly as possible into blocks five or more permits, maximizing the number of blocks available. For example, if 24 permits are available, then they shall be divided into four blocks of six permits; 25 permits shall be divided into five blocks of five permits; and 26 permits shall be divided into one block of six and four blocks of five permits.~~

~~*Distribution:* Applicants shall be screened for eligibility. Eligible applicants are placed in a lottery. The first 25 names drawn shall be placed on a list based on order of selection, with blocks awarded starting with the first drawn until all of the available blocks have been awarded. Larger blocks shall be awarded first. Names that are drawn but not awarded blocks shall constitute a waiting list. Applicants who subsequently fail to meet regulatory requirements shall be removed from the list and blocks reassigned in order to include the next listed applicant on the waiting list.~~

3. ~~Lottery to Individual Drivers~~

~~*Eligibility:* Applicants must satisfy Screening Criteria, and: 1) not have any ownership interest in any taxicab permits, 2) have a current Taxicab Drivers Identification Card issued by the San Diego County Sheriff, 3) demonstrate a minimum of five years' experience leasing and driving a taxicab for at least 1000 hours per year, and 4) if awarded a permit, must drive the taxicab for at least 1000 hours per year for the first five years that the permit is held.~~

~~*Individual Permits:* 40% of the permits available shall be distributed one at a time.~~

~~*Distribution:* Applicants shall be screened for eligibility. Eligible applicants are placed in a lottery. The number of names drawn shall equal twice the number of permits available in the lottery. The names drawn shall be placed on a list based on order of selection. One permit shall~~

CITY OF SAN DIEGO, CALIFORNIA
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**DRAFT
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~~be awarded starting with the first name on the list until all of the available permits have been awarded. Names that are drawn but not awarded a permit shall constitute a waiting list. Applicants who subsequently fail to meet regulatory requirements shall be removed from the list and the permit reassigned to the next listed applicant on the waiting list.~~

FORMULA

~~The formula will be computed as follows:~~

$$S=D/M$$

~~Where:~~

- ~~• S= the calculated ideal supply of taxicabs~~
- ~~• D=measured aggregate demand for taxicab trips~~
- ~~• M=the number of taxicab trips needed to sustain one new taxicab vehicle entering the market~~

~~The formula shall be applied every three years. Economic studies shall be conducted to determine the values of D and M.~~

~~Additional permits shall be issued when S exceeds the number of active permits by 40 or more. The number of permits distributed shall be S minus the number of active permits. The number of active permits is the number of authorized permits minus unassigned and vacant permits.~~

HISTORY:

“Taxicabs - Certificates of Convenience and Necessity”
Adopted by Resolution R-72292 - 08/21/1962
Amended by Resolution R-216590 - 08/11/1976
Amended by Resolution R-217293 - 12/15/1976
Amended by Resolution R-222474 - 12/19/1978

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Repealed by Resolution R-258090 - 03/14/1983

“Taxicabs - Permits”

Added by Resolution R-260636 - 05/07/1984

Amended by Resolution R-261739 - 10/15/1984

Amended by Resolution R-271307 - 06/28/1988

Amended by Resolution R-295355 - 08/06/2001

Amended by Resolution R-302130 - 12/06/2006

Amended by Resolution R-307494 - 06/26/2012



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

Agenda

Item No. 5

Taxicab Advisory Committee

TAXI 585.3

November 19, 2014

Subject:

RATES OF FARE STANDARDIZATION

RECOMMENDATION:

That the MTS Taxicab Advisory Committee forward a recommendation to the MTS Executive Committee regarding implementation of a standardized fare for taxicab trips not originating at the San Diego International Airport.

Budget Impact

None.

DISCUSSION:

At the June 11, 2014 TAC meeting the draft report of the *2014 Fare Standardization Study* report was presented to the Committee. After a very lengthy discussion by members of the Committee, and explanations by Dr. Cooper, a motion was made and approved to accept the 2014 Fare Standardization Study by Taxi Research Partners, and consider it final.

There was no consensus as to whether there should be a standardized fare, or what it should be, so it was decided to table the second portion of the agenda item, "Forward a recommendation to the MTS Executive Committee to accept the report's recommendation for a standardized fare, and to seek San Diego County Regional Airport Authority (SDCRAA) approval for adoption of MTS's new standardized fare for airport-permitted taxicabs." The Committee agreed to form a subcommittee to discuss the Standard Fare and make a recommendation to the TAC.



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.

A Fare Standardization Ad Hoc Committee was comprised of TAC members and additional community stakeholders. A total of nine members were appointed. The Ad Hoc Committee held the first meeting on November 3, 2014. Six members attended the meeting. After a lengthy discussion there was a lack of consensus for a recommendation to the TAC. A motion was made to vote on the recommendation of a standard fare. The voting results were as follows:

Vote

Yays:	Mr. Boenitz, Mr. Love
Nays:	Mr. Anderson, Mr. Hussein
Abstentions:	Mr. Parker, Mr. Lordson
Absent:	Mr. Willis, Mr. Solati, Ms. Berns

No majority was reached; therefore the Ad Hoc Committee has no recommendation to the Taxicab Advisory Committee on the adoption of a standard fare for non-airport originated trips.



Bill Kellerman
Taxicab Administration Manager

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

Attachment: A. 2014 Fare Standardization Ad Hoc Committee member roster

MR. MICHEL ANDERSON
MICHEL ANDERSON & ASSOCIATES

SARA BERNS
EXECUTIVE DIRECTOR
DISCOVER PACIFIC BEACH

DAVID BOENITZ
DIRECTOR, GROUND TRANSPORTATION
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY

MIKAIL HUSSEIN
UTWSD

TODD LORDSON
METROPOLITAN TRANSIT SYSTEM
MANAGER OF PARATRANSIT OPERATIONS

DAVID LOVE
MANAGER/REVIEWING OFFICIAL
TRANSPORTATION INCENTIVE PROGRAM/
RIDESHARE INSTALLATION PROGRAM
NAVAL BASE SAN DIEGO

JIMMY PARKER
EXECUTIVE DIRECTOR
GASLAMP QUARTER ASSOCIATION

MR. REZA SOLATI
LEASE DRIVER REPRESENTATIVE

FLOYD WILLIS
PROGRAM SPECIALIST
AGING & INDEPENDENT SERVICES



Agenda

Item No. 6

Taxicab Advisory Committee Meeting

TAXI 585.3, 585.11

November 19, 2014

Subject:

TAXICAB ADVISORY COMMITTEE MEMBER PERMIT HOLDER AND LEASE DRIVER
NOMINATION AND ELECTION PROCESS

RECOMMENDATION:

That the Taxicab Advisory Committee review and discuss a proposed timeline for the
permit holder and lease driver elections.

Budget Impact

DISCUSSION:

At the Taxicab Advisory Committee meeting held on September 19,, 2014, members
present voted unanimously to postpone implementing the committee member elections
until a decision had been made by the San Diego City Council regarding removing the
cap on the number of City permits issued.

MTS Taxicab Administration staff is requesting that the TAC discuss a timeline for
holding the nominations and elections.

A handwritten signature in cursive script, reading 'Bill Kellerman', is written over a horizontal line.

Bill Kellerman
Taxicab Administration Manager

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

DSundh/Taxicab/Taxicab Committee
AI6.14-NOV.19-P.H/DRVR.



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.