



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

April 26, 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 – December 14, 2012
3. Public Comment

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

4. Committee Member and Management Communications

Bill Kellerman (verbal communication):

- Update-Transition of the administration of taxicabs and other for-hire vehicles to City of San Diego
- MTS Taxicab Administration staff will seek approval from the MTS Board not to hold elections for the Taxicab Advisory Committee in 2013 for the term of 2014 through 2017, due to pending transition of taxicab regulation to the City.
- Taxicab vehicle advertising
 - Seat covers
 - Rooftop displays
- Inspection rounds to resume May 6



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

5. Taxicab Committee Proposed 2013 Meeting Schedule

Action would approve the Taxicab Advisory Committee proposed 2013 Meeting Schedule.

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

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

7. Proposed Passenger Bill of Rights

Action would request that the Taxicab Advisory Committee discuss a proposal to draft a *Passenger Bill of Rights* that would ultimately be posted in every taxicab and disseminated to the public.

8. Taxicab Driver's Resource Guide

Action would request that the Taxicab Advisory Committee present an action item for the driver representatives to respond to the Committee with a list of items they would like to be incorporated into a condensed driver resource guide that can be disseminated to all drivers.

9. Next Meeting – June 14, 2013 (tentative)

10. Adjournment

DSundh/Taxicab/Taxicab Committee
AGN-13-APR26

DRAFT

METROPOLITAN TRANSIT SYSTEM Taxicab Advisory Committee Meeting

TAXI 585.3

December 14, 2012

9:00 a.m.

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

Minutes

1. Roll Call

Chair Marti Emerald called the meeting to order at 9:15 a.m. A roll call sheet is attached listing Taxicab Advisory Committee member attendance.

2. Approval of Meeting Minutes – September 21, 2012

A motion was made by Ms. Margo Tanguay to approve the meeting minutes from the meeting held on September 21, 2012. The motion was seconded by Mr. Antonio Hueso, and passed unanimously. Mr. Hussein Nuur referenced page 4, last paragraph, noting that he was the individual making the comment. The minutes were revised to reflect this change.

3. Public Comment

There were no non-agenda public comments.

4. 2013 Midyear Budget Assessment

Mr. John Scott advised the Committee that in the absence of a Finance Subcommittee meeting, the 2013 midyear budget adjustment materials were provided to all Subcommittee members for their review and comments via email. He gave a brief overview of the current midyear budget. Mr. Anthony Palmeri requested further information regarding the approval of funds for the rates of fare study. Mr. Scott stated that the funds for the study were approved at a previous meeting. Ms. Emerald requested that he advise the Committee regarding when the study was approved. Mr. Palmeri stated he was concerned because there was no standard in place that was equal throughout the taxicab industry. Mr. Scott stated that once a consultant had been selected, they would be working with the Committee and subcommittees, as well as owners and drivers, to help establish the rate of fare. Ms. Emerald requested that Mr. Scott provide the Committee

with information as to when that vote was taken. Mr. Scott introduced Mr. Mike Thompson who provided a PowerPoint presentation and explained in further detail.

Motion:

A motion was made by Mr. Hueso to accept the midyear budget assessment, seconded by Mr. Kamran Hamidi

Vote:

The motion passed unanimously.

5. Vehicle Inspection Results

Mr. Scott provided a history of when MTS Taxicab Administration and the San Diego County Regional Airport Authority (airport) began compiling statistics regarding the results of field inspections in January 2008 to July 2009. In September 2009 staff met with the Workshop on Regulatory Matters regarding the results of the field inspections and to propose changes to the *MTS Administrative Penalty Guidelines* and advised members that at that time, the proposed changes were approved by the MTS Board. Mr. Scott reviewed the current statistics and advised that based on a lack of improvement in out of service/safety statistics, several changes would be recommended that could involve the qualification for participation in the vehicle incentive program, vehicle replacement criteria, possible mileage considerations, Guideline changes, increased penalties for vehicles found to be unsafe while in service. He stated staff would work with the WORM and the TAC regarding this situation.

Mr. Tony Hueso stated that he felt further education was necessary for permit holders entering the marketplace to better equip them with knowledge of the consequences of not passing inspections. Mr. Scott stated that would be part of the overall plan. Ms. Emerald stated that if education was an issue, perhaps something could be posted on a Website, or a brochure detailing what the requirements are.

Mr. Nuur stated drivers had told him that permit holders forced them to drive unsafe vehicles, and the drivers hesitated to refuse for fear of losing their job. He suggested perhaps a hotline could be implemented so drivers could report unsafe vehicles anonymously. Mr. Scott stated it was something to consider, and staff already responded when a call was received from a driver regarding a specific cab.

Mr. Berhanu Lemma cited an instance where a permit holder requested that the lease driver bring in the vehicle so he could use a tire to replace a worn tire on another vehicle, and when the driver refused, the permit holder called the police department stating the vehicle was stolen. Ms. Emerald stated that if Mr. Lemma could document and verify these incidents, they could be docketed for the Committee for future discussion.

Mr. Alexander Gebreselassie stated that it served no one to have a vehicle taken out of service. Mr. George Abraham agreed and felt there needed to be better communication between the permit holders and drivers, but many times the drivers would not communicate. Ms. Emerald asked if there were a checklist for drivers to fill out at the beginning of their shift to mark off at the beginning and/or end of the shift, such as those used prior to renting a car or an apartment, and Mr. Scott replied that although none was provided by MTS, the *Vehicle Inspection Guidelines* stating every aspect of what was expected during inspections were supplied to every permit holder, and they were available to anyone who would like a copy. Ms. Emerald suggested that a checklist be provided and kept as part of the required paperwork, and

suggested it might be discussed at the WORM. Mr. Scott stated it could be included as part of the overall changes. Mr. Hueso said that he was already using a checklist and would provide samples of his procedures. He said that in the coming year discussions should take place as to the good things that the industry was already doing. He suggested beginning with a discussion at the WORM Subcommittee. Ms. Emerald stated she appreciated Mr. Hueso taking the lead on this matter.

A motion to accept the report was made by Mr. Hueso. The motion was seconded and passed unanimously.

Public Comment:

Binyam Seifu, 4473 Marlborough Avenue, #3, San Diego, CA 92116

Mr. Seifu spoke regarding the inspection process and stated it would be more efficient if it went back to the Sheriff's Department. Also, the inspections should be done more frequently than annually, perhaps four times per year on a random basis. He stated the system in place did not work.

6. Taxicab Cameras

Mr. Scott outlined the legal issues preventing the installation of the cameras in the vehicles. He referenced the requirements of California Vehicle Code §26708, stating the code did not allow cameras with the current technology to be installed. He said there was a bill (SB 1534) before the legislature that was not approved, which would have changed most of the current legislative rules, and that the representative from ThirdEye Camera would be working with the Taxi Limousine Paratransit Association (TLPA) in the coming year to change legislation. He stated MTS Taxicab Administration staff had been in contact with the San Francisco regulatory agency and were proposing that the matter be placed on the MTS legislative agenda for 2013. He stated that soon there would be a study available from the National Institute for Occupational Safety and Health (NIOSH) that would be comparing cameras vs. partitions in vehicles. At that time, there would be some specifications recommended at a national level. Mr. Scott advised that because the issue with state legislation must first be resolved, amendments to the MTS Ordinance No. 11 regarding cameras in vehicles had been placed on hold. As soon as the vehicle code restrictions had been removed, MTS Taxicab Administration staff would bring a proposal to the TAC and the MTS Board for approval.

Ms. Emerald stated she felt this needed to be moved forward, and the state and City should be leaned on regarding passing the appropriate legislation.

Public Comment:

Terry Scholl, Kolimat USA, 990 Calle de Lepanto, Escondido, CA 92025

Mr. Scholl provided handouts and a presentation on his company's video event recorders, stating that using this method prevented recording wasteful periods of time.

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

Mr. Corciliou stated he was a distributor for EPCOM and provided handouts and presented information on his company. One of the benefits of his product was that EPCOM offered Sky Patrol, a real time, remote viewing surveillance system. The camera is mounted under the rear

view mirror and the Wi-Fi is transmitted to the dispatch office and viewed through their computer.

Sarah Saez, United Taxi Workers of San Diego

Ms. Saez stated that they had been working with San Francisco Cab Drivers Association, where it has been reported there were drastic reductions in assaults and robberies because of the video cameras. She stated they wanted to be certain the installation of cameras went forward not only as a regulatory tool, but to protect drivers, and were hoping action could be taken before the new year.

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

Ms. Sahou spoke in support of the issue of cameras for taxicabs and stated there was a common goal of driver safety. She stated she hoped everyone concerned would move forward as quickly as possible so as to prevent further violence against drivers.

Binyam Seifu, 4473 Marlborough Avenue, #3, San Diego, CA 92116

Mr. Seifu stated he worked with Committee member Mr. Houshang Nahavandian, and that they had a very cordial relationship. He thanked Ms. Emerald for her support, and he urged the Committee to pass this issue as soon as possible.

Ms. Emerald stated it was her feeling that was an option to forward a recommendation to the MTS Board to put the issue at the top of the legislative agenda and push it forward. She referenced the copies of ordinances for Los Angeles and San Francisco which were in effect, and to her knowledge had not been challenged legally.

Nino Travato, Nino's Cab

Spoke on the camera issue and how it would trickle into many other issues. He said if there was continuous recording, vehicle problems could be recorded. Attacks on drivers were a major issue. Even though there was no regulation in place, owners could still install cameras. He stated he had drivers that had installed their own cameras. He felt drivers would dress and act more accordingly

Discussion:

Ms. Emerald advised that all members commenting would be limited to five minutes as was the case in the City Council meetings.

Mr. Palmeri referenced the minutes of the September 21 meeting, page 2, where Ms. Emerald had stated she was willing to write a letter to the legislative delegation, and if anyone else wanted, meetings could be scheduled outside the TAC to begin pressing the legislature to start doing something about it in the interest of public safety. He asked Ms. Emerald if that had been done, and she replied that she had contacted members of the legislative delegation, but by then it appeared that SB 1513 was 'dead in the water.' Mr. Palmeri stated he was pro cameras, but refused to do it illegally and unless the MTS was going to indemnify him, he needed a legal opinion stating it was alright to do. He stated current cameras were triggered by an event such as an accident, but they would not protect a driver from being robbed.

Ms. Emerald agreed that no one should be subjected to liability. She asked what could be done in the City of San Diego, beginning with the TAC, to send a clear message. She said something

should come out of TAC meeting to set the tone and direction for the City to go. Mr. Palmeri said he would rather deal with the state, but did not have the resources to legally battle the state. He again suggested MTS indemnification.

Mr. Hueso stated that he had already invested in cameras and they were currently sitting uninstalled. In the meantime, felt drivers still needed to be more informed and educated so they could better protect themselves and the S. D. Police Department should be brought on board to more quickly react when a driver contacted them. He said what was currently available should be enhanced, publicized, and reiterated so they could be used effectively. He recommended that those present that had resources educate the rest of the permit holders and promote the current tools available.

Ms. Emerald stated she was looking for a concise motion to take to the MTS Board. Mr. Hueso stated that an information package should be developed with what is available and distributed and wait for the state to finalize the legal issues. Ms. Emerald stated staff could prepare information without a motion. What she had in mind was a motion to direct the MTS Board to place the matter at the top of the legislative agenda for the coming year so there could be guidance from the state.

Motion:

Mr. Hueso moved to send a recommendation to the MTS Board to place the matter at the top of the MTS legislative agenda for 2013 so there could be guidance from the state, and direct staff to make current information available to permit holders. The motion was seconded by Mr. Palmeri.

Mr. Kamran Hamidi suggested three items added to the motion: 1) add a notation regarding Section 2.4(s) for the Sahou Security Camera Notice in memory of Mir Sahou who lost his life on the job last year. This would remind passengers who complained about the cameras that drivers have lost their lives; 2) minimize the additions to the Ordinance so that there were not so many details, and just incorporate the changes by referencing the state legislation, by adding a subsection (h) to Section 2.3 which states, "Each taxicab shall be equipped with an operable security camera, approved by the CEO, meeting the specifications of Government Code 53075.5 and Vehicle Code 26708;" 3) mandate Bluetooth-enabled GPS units [2.3 (i)] along with a decal. He also felt drivers should be able to disable the camera when no passenger was in vehicle. He said they needed to start from scratch as Christine Kehoe was replaced by Marty Block on the senate.

Ms. Emerald stated Marty Block was aware of the camera issue as she had spoken to him, and she would be in very close touch. She also felt Tony Atkins would be a good advocate on the assembly side.

Mr. Gebreselassie asked for clarification regarding the motion. He stated that he felt if the camera issue was passed, cameras should not be optional, but required, and that the common goal was to protect the driver.

Ms. Emerald said there was currently no code in place in San Diego that stated permit holders could not have cameras in their cabs, and there were only certain requirements for privacy stating people had to be notified they were on camera. She said she understood the concern that no one wanted to go to the expense of installing cameras that were later determined by legislation to not be what was required.

Mr. Palmeri stated that it was not the TLPA, but the state association, and he and Mr. Hueso were on the board and Mr. Abraham and Mr. Nahavandian were members. He said the state association worked with Reed and Associates, which was their lobbyist for TPAC. Mr. Palmeri felt that if Ms. Emerald and all of the TAC members that were members of the state association would be willing to help, he would be willing to make some appointments with people he knew in Sacramento. He said if Ms. Emerald could make some appointments, he would be willing to pay for Ms. Sahou to go with them to Sacramento to convince the legislators. Ms. Emerald agreed, and said she and Mr. Palmeri should collaborate on an introductory letter signed by everyone to all members of the delegation, and those they know in the legislature, by the end of January when they began crafting, and then get it through TAC before spring.

Ms. Tanguay stated that she read in the attachments that it was mandatory that all handicapped vehicles in L.A. have cameras and agreed it was necessary. She suggested maybe all of the technical specifications might not be needed in the Ordinance, but they should be available via the regulator so there was common ground as to what was required.

Vote:

Ms. Tanguay called for a vote, and the motion passed unanimously.

7. Member/Management Communications

Mr. Palmeri advised that 92% of the taxicabs in the City were insured by two companies, and neither company was renewing with taxicabs, effective the end of their policies in March. Because of Hurricane Sandy, insurance rates were increasing between \$200 and \$1000 for the current \$1M of coverage, regardless of a good or bad loss record. He advised the additional cost would probably be passed on to the lease driver who in turn would pass it on to the customer. He said the current requirement was an A+ rating for the company, and he suggested 1) having the ability to bring in B-rated companies instead of A+, or 2) reduce the limit from \$1M of required coverage to \$500,000. He said there were very few accidents that amounted to \$1M.

Ms. Emerald advised that Mr. Scott had offered to set up a meeting with the MTS Risk Management staff to discuss this matter as soon as possible after January 1, and said the recommendation could go straight to the MTS Board. Mr. Palmeri said he would bring the two brokers from the two insurance companies to the meeting for their input.

Mr. Hueso announced that there had been an alliance forged with the shuttle industry regarding a program for training drivers, that the airport had approved the training program, and that it was very comprehensive. He felt an institute or comprehensive program could be formed collectively with MTS and the industry that could be introduced to everybody because it was worthwhile to improve the quality of the industry. He said he had a binder that he could present at the WORM. Mr. Scott said staff was currently working with the vendor doing some changes to the training program and it would be a good time to do so.

Mr. Abraham suggested that if a driver had an issue with a permit holder, it might be a good idea for the driver and permit holder to go before the WORM in order to approach the matter in a professional manner and avoid retaliation, rather than making accusations back and forth at the TAC.

Public Comment:

Mikail Hussein, UTWSD, 7364 El Cajon Boulevard, #108, San Diego, CA 92115

Mr. Hussein said that he felt that even though there were still issues, progress had been made which changed some people's lives. He thanked everyone, especially Ms. Emerald, and advised that although everyone did not agree, he wanted to work with Taxicab Administration. He also said that he felt the WORM Subcommittee should be held in the board room so more people could attend and better understand what was going on.

Mr. Scott advised that as of December 15, citations could be issued by MTS enforcement staff to CPUC vehicles that did not have waybills. Credit card machines would need to transmit everything electronically. He advised all changes had been sent to the airport, Sheriff, and all Radio Service Organizations.

- Taxicab Advisory Committee membership elections – Mr. Scott advised that the election process to elect new members to the Taxicab Advisory Committee would begin in 2013, and that there would be a new Committee seated in 2014.

Ms. Emerald reminded everyone that the recommendation by the TAC to push the California legislature to pass legislation regarding cameras in taxicabs would be taken to the MTS Board on January 17, 2013.

8. Next Meeting – TBD

9. Adjournment

The meeting was adjourned at 10:40 a.m.

Accepted:

Filed by:

Lorie Zapf, Chair
MTS Taxicab Advisory Committee

Office of the Clerk
MTS Taxicab Administration

DSUNDH/Taxicab/Taxicab Committee
MIN-12-DEC14

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

DATE: DECEMBER 14, 2012

CALL TO ORDER TIME: 9:15 A.M.

ADJOURN TIME: 10:40 A.M.

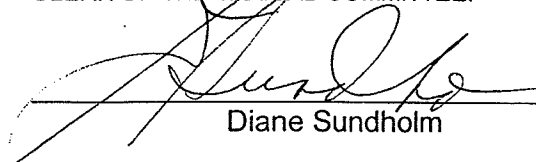
MEMBER NAME		ORGANIZATION	ALTERNATES	
MARTI EMERALD (nonvoting)	<input checked="" type="checkbox"/>	MTS Board of Directors/SD City Counsel		
GEORGE ABRAHAM	<input checked="" type="checkbox"/>	Eritrean Cab Co.		
ALEXANDER GEBRESELASSIE	<input checked="" type="checkbox"/>	Cross Town Transportation, LLC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

MTS Representatives Present (nonvoting):

Others Present (nonvoting):

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

CLERK OF THE TAXICAB COMMITTEE:


Diane Sundholm

12/14/13
Date



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

April 26, 2013

Subject:

MTS TAXICAB ADVISORY COMMITTEE PROPOSED 2013 MEETING SCHEDULE

RECOMMENDATION:

That the MTS Taxicab Advisory Committee approve the proposed 2013 Meeting Schedule (Attachment A).

Budget Impact

None.

DISCUSSION:

Every calendar year, the MTS Taxicab Administration prepares a tentative Taxicab Advisory Committee meeting schedule. The approved meeting schedule will be printed and published in a newspaper of general circulation. The MTS Taxicab Committee proposed 2013 Meeting Schedule is presented for Committee review and approval.

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

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

Bill Kellerman
Taxicab Administration Manager

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

Attachment: A. MTS Taxicab Administration proposed 2013 Meeting Schedule



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



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

DRAFT

Metropolitan Transit System Taxicab Advisory Committee

2013 Taxicab Advisory Committee *Proposed* Meeting Schedule

<u>Meeting Date</u>	<u>Time</u>
Friday, April 26, 2013	10:00 a.m.
Friday, June 14, 2013	10:00 a.m.
Friday, September 20, 2013	10:00 a.m.
Friday, December 13, 2012	10:00 a.m.

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

DSundh/Taxicab/Taxicab Committee
 2013.PROPOSED MEETING SCHEDULE



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



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

Agenda

Item No. 6

Taxicab Advisory Committee

TAXI 585.3

April 26, 2013

SUBJECT:

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

RECOMMENDATION:

That the Taxicab Advisory Committee:

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

Budget Impact:

None.

DISCUSSION:

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

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

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



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.

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

Both City rates and airport taxicab rates of fare are to be calculated annually. The last time airport rates of fare were calculated was in March 2012. Therefore, staff has recalculated the rates of fare for 2013. Results of staff's calculations of rates of fare for the San Diego International Airport are as follows:

<u>Current Rates</u>	<u>Proposed 2013 Rates</u>
\$ 2.80 flag drop 1/10 of a mile	\$ 2.90 flag drop 1/31 of a mile
\$ 3.00 per mile	\$ 3.10 per mile
\$24.00 per-hour waiting time	\$25.00 per-hour waiting time

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

<u>Current Rates</u>	<u>Proposed 2013 Rates</u>
\$ 3.10 flag drop 1/11 of a mile	\$ 3.40 flag drop 1/12 of a mile
\$ 3.30 per mile	\$ 3.60 per mile
\$27.00 per-hour waiting time	\$29.00 per-hour waiting time

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

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

It is the intent of staff to hire a consultant, as well as work with the TAC, in an effort to establish a single rate of fare for all taxicabs within the MTS areas of jurisdiction.



Bill Kellerman
Taxicab Administration Manager

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

- Attachment:
- A. MTS Policy 34
 - B. Annual All Urban Western Transportation Consumer San Diego Price Index
 - C. Airport Rates of Fare memorandum (draft)
 - D. City Rates of Fare memorandum (draft)

DSundh/Taxicab
AI6-13-APR.26-TAXI.RATES.OF.FARE



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

Policies and Procedures

No. 34

SUBJECT:

Board Approval: 04/19/12

FOR-HIRE VEHICLE SERVICES

PURPOSE:

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

BACKGROUND:

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

POLICY:

34.1 City of San Diego Entry Policy

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

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

34.2 City of San Diego Entry Policy Implementation

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

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



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

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

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

34.3 City of San Diego Entry Policy Exclusions

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

* 34.4 Maximum Fare Policy

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

34.4.1 Maximum Fare Determination

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

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

* 34.5 Airport Taxicab Fare Policy

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

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

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

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

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

34.6 Regulatory Fee Review

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

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

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

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

POLICY.34.FOR-HIRE VEHICLE SERVICES

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

This policy was amended on 7/26/90.

This policy was amended on 5/9/91.

This policy was amended on 6/13/91.

This policy was amended on 1/28/93.

This policy was amended on 5/11/95.

This policy was amended on 10/31/02.

This policy was amended on 4/24/03.

This policy revised on 3/25/04.

This policy was amended on 4/26/07.

This policy was amended on 7/17/08.

This policy was amended on 4/19/12.

[A to Z Index](#) | [FAQs](#) | [About BLS](#) | [Contact Us](#) | [Subscribe to E-mail Updates](#)

[Follow Us](#) | [What's New](#) | [Release Calendar](#) | [Site Map](#)
[Search BLS.gov](#)

[Home](#)
[Subject Areas](#)
[Databases & Tools](#)
[Publications](#)
[Economic Releases](#)
[Beta](#)

Databases, Tables & Calculators by Subject

FONT SIZE:

Change Output Options: From: 2002 To: 2012

☐ Include graphs

[More Formatting Options](#)

Data extracted on: April 10, 2013 (10:39:17 AM)

Consumer Price Index - All Urban Consumers

Series Id: CUURA424SAT
 Not Seasonally Adjusted
 Area: San Diego, CA
 Item: Transportation
 Base Period: 1982-84=100

Download: .xls

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2002													163.0	161.2	164.7
2003													168.0	168.8	167.1
2004													175.6	174.0	177.2
2005													185.5	182.5	188.4
2006													190.4	189.4	191.5
2007													193.218	192.918	193.518
2008													200.721	205.196	196.246
2009													184.717	177.071	192.364
2010													200.398	198.572	202.224
2011													222.685	222.913	222.457
2012												*	227.691	229.775	225.608

TOOLS

[Areas at a Glance](#)
[Industries at a Glance](#)
[Economic Releases](#)
[Databases & Tables](#)
[Maps](#)

CALCULATORS

[Inflation](#)
[Location Quotient](#)
[Injury And Illness](#)

HELP

[Help & Tutorials](#)
[FAQs](#)
[Glossary](#)
[About BLS](#)
[Contact Us](#)

INFO

[What's New](#)
[Careers @ BLS](#)
[Find It! DOL](#)
[Join our Mailing Lists](#)
[Linking & Copyright Info](#)

RESOURCES

[Inspector General \(OIG\)](#)
[Budget and Performance](#)
[No Fear Act](#)
[USA.gov](#)
[Benefits.gov](#)
[Disability.gov](#)

[Freedom of Information Act](#) | [Privacy & Security Statement](#) | [Disclaimers](#) | [Customer Survey](#) | [Important Web Site Notices](#)

U.S. Bureau of Labor Statistics | Postal Square Building, 2 Massachusetts Avenue, NE Washington, DC 20212-0001
www.bls.gov | Telephone: 1-202-691-5200 | TDD: 1-800-877-8339 | [Contact Us](#)



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

DRAFT

Memorandum

TAXI 570.1

DATE:

TO: Airport Taxicab Permit Holders

FROM: Bill Kellerman, Taxicab Administration Manager

SUBJECT: 2013 AIRPORT TAXICAB RATES OF FARE

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

From December 2011 to December 2012, the consumer price index (CPI) increased to 227.691 percent. The December 2012 annual value, less the June 1, 1990, value of 121.0 percent, produced a change of 106.691 percent. This value, added to the June 1, 1990, Rates of Fare flag drop rate of \$1.40, mileage rate of \$1.50, and waiting time rate of \$12.00, resulted in new rates of \$2.893674 flag drop, rounded to \$2.90; \$3.100365 per mile, rounded to \$3.10, and \$24.80292 per hour waiting time, rounded to \$25.00, respectively. These values resulted in the following airport rates of fare, which is an increase from 2012.

On April 26, 2013, at the MTS Taxicab Advisory Committee meeting, a public hearing was held, resulting in approval of this year's airport taxicab rates of fare calculations. Per staff's calculations, the airport rates of fare for 2013 are as follows:

- Flag Drop: \$ 2.90 for the first 1/31 mile
- Mileage Rate: \$ 3.10 per mile, at the rate of \$0.10 for each additional 1/31 mile
- Waiting Time: \$25.00 per hour waiting time/traffic delay

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

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

cc: Clarke Galvin, SCRAA, Airport Ground Transportation
S. D. County Weights and Measures

Attachment: Changing Taxicab Rates of Fare instructions (not included here)





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

DRAFT

Memorandum

TAXI 570.1

DATE:

TO: All Metropolitan Transit System Taxicab Administration Permit Holders

FROM: Bill Kellerman, Taxicab Administration Manager

SUBJECT: 2013 RATES OF FARE NOTICE FOR TAXICABS TRIPS THAT DO NOT ORIGINATE AT
SAN DIEGO INTERNATIONAL AIRPORT

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

On April 26, 2013, at the MTS Taxicab Advisory Committee meeting, a public hearing was held, resulting in the approval of this year's calculations. The 2013 results of the maximum allowable City rates of fare calculations have risen as follows:

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

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

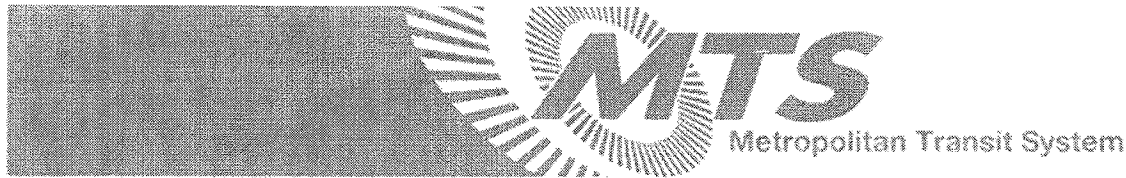
Alexis Dizon	(619) 595-3081	A - I
Valerie Hoffman	(619) 235-2649	J - R
Luis Ceseña	(619) 595-7030	S - Z

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

Attachment: Instructions - Changing Taxicab Rates of Fare (not included here)



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.



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

Agenda

Item No. 7

Taxicab Advisory Committee

TAXI 585.3

April 26, 2013

Subject: PASSENGER BILL OF RIGHTS

RECOMMENDATION:

That the Taxicab Advisory Committee discuss a proposal to draft a *Passenger Bill of Rights* that would ultimately be posted in every taxicab and disseminated to the public.

Budget Impact:

Yet to be determined – public announcement, signage, printing costs and staff time.

DISCUSSION:

The Taxicab Advisory Committee would like to provide a public service to taxicab passengers, which clearly outlines their rights as consumers, available resources, and avenues in which to address compliments and complaints regarding drivers.

See Attachment A for sample *Passenger Bill of Rights* documents.



Bill Kellerman
Taxicab Administration Manager

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

Attachment: A. Draft-Passenger Bills of Rights



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.

DRAFT San Diego's Taxicab Passenger Bill of Rights

As a taxicab passenger you have the right to:

- Pay for your ride with credit/debit card;
- Go to any destination in San Diego County;
- Direct the route taken: The most direct route or one of your choice;
- A safe and courteous driver who obeys all traffic laws;
- A knowledgeable driver who speaks English and knows City geography;
- Air conditioning or heat on request;
- A noise free trip: no horn honking or radio;
- Clean air. smoke and scent free air;
- Working seatbelts for all passengers;
- A clean taxicab: interior, exterior and partition;
- Be accompanied by a service animal;
- A driver who does not use a cell phone while driving (hand-held or hands free);
- Be given a receipt for your fare;
- To file a compliment or complaint;
- To easily see the taxicab driver's name and license number in the front and back seats;
- *Decline to tip for poor service.*

If you feel your rights were violated by a taxicab driver please Submit a Consumer Complaint.

**CUSTOMER BILL OF RIGHTS
"HELP US HELP YOU"
NO SMOKING**

Please note the Cab Number, Cab Company and Driver's Name

CUSTOMER RIGHTS

You have the right to a clean, safe vehicle and a well-groomed, courteous driver who obeys traffic laws.

You have the right to be charged the appropriate amount based solely on a State inspected meter or authorized flat rate zone (see rate card).

Your driver will take the most direct route or route of passenger choice to his/her destination.

Your driver must speak English and have knowledge of the local area.

Your driver must turn on air-conditioning or heat upon request.

Your driver must transport an individual accompanied by a service animal.

Your driver must not use a cell phone while driving a taxicab unless he/she is using a hands-free device for taxicab business only (radio dispatch is acceptable).

Your driver must provide a receipt with the correct cab company information upon request.

Your driver must visibly display the taxi driver's license.

DRIVER'S RIGHTS

Customers have the obligation to be courteous, orderly and obey all laws or service may be refused.

THIS IS CAB NO. _____

PLEASE REPORT ANY COMPLAINT TO:

Maryland Public Service Commission - Transportation Division
William Donald Schaefer Tower - 6 St. Paul Street, 18fl, Baltimore, MD 21202
Phone: 410-767-8128 - Fax: 410-333-6088 - Website: www.psc.state.md.us

New York's Passenger Bill of Rights

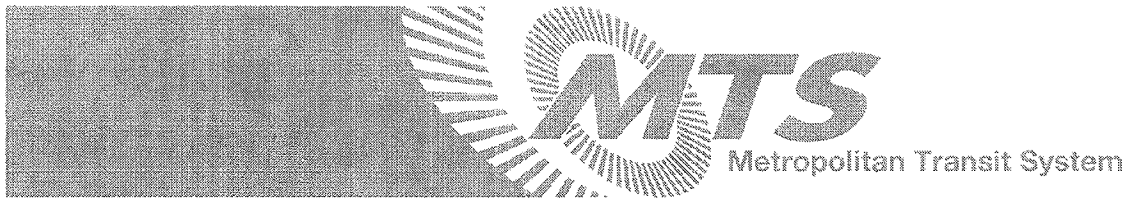
As a taxi rider, you have the right to:

- A driver who has and uses E-ZPass at all toll crossings that accept it, and who charges passengers the discounted E-Z Pass rate;
- Pay for your ride with credit/debit card;
- Go to any destination in NYC, Westchester, Nassau, or Newark Airport;
- Direct the route taken: The most direct route or one of your choice;
- A safe and courteous driver who obeys all traffic laws;
- A knowledgeable driver who speaks English and knows City geography;
- Air conditioning or heat on request;
- A noise free trip: no horn honking or radio;
- Clean air, smoke and scent free air;
- Working seatbelts for all passengers;
- A clean taxicab: interior, exterior and partition;
- Be accompanied by a service animal;
- A driver who does not use a cell phone while driving (hand-held or hands free);
- *Decline to tip for poor service.*

If you feel your rights were violated by a taxicab driver please [Submit a Consumer Complaint](#).

Take your receipt.

http://www.nyc.gov/html/tlc/html/passenger/taxicab_rights.shtml



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

Agenda

Item No. 8

Taxicab Advisory Committee

TAXI 585.3

April 26, 2013

Subject: TAXICAB DRIVER RESOURCE GUIDE

RECOMMENDATION:

That the Taxicab Advisory Committee present an action item for the driver representatives to respond to the Committee with a list of items they would like to be incorporated into a condensed driver resource guide that can be disseminated to all drivers.

Budget Impact:

Nominal – printing costs and staff time.

DISCUSSION:

The Taxicab Advisory Committee is presenting an opportunity for the driver representatives to solicit input from their constituents on items they feel would be valuable to include in a driver resource pamphlet. At the next meeting, the responses can be reviewed by the Committee, and be considered for inclusion in the guide. This resource could include items such as safety practices, emergency contacts, best practices, etc.

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

Bill Kellerman
Taxicab Administration Manager

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



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