



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

TAXI 585.3

Agenda

Taxicab Advisory Committee Meeting

September 20, 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 – June 14, 2013

3. Public Comment

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

4. Management/Committee Member Communications

- Update - CPUC proposed ridesharing decision
- Reminder on TAC Guidelines regarding membership eligibility requirements (See Handout)

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

Action would approve the appointment of Brian Hilemon, replacing Darren Pudgil.



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

6. MTS Taxicab Advisory Committee Representative Appointment – San Diego County Regional Airport Authority (SDCRAA)

Action would approve the appointment of David Boenitz, replacing Clarke Galvin.

7. Proposed Passenger Bill of Rights

That the Taxicab Advisory Committee review, discuss, and approve implementation of a proposed *Passenger Bill of Rights*.

8. Insurance Requirements

That the Taxicab Advisory Committee discuss and recommend a reduction in the required amount of Combined Single Limit insurance coverage for taxicabs.

9. Next Meeting – December 13, 2013, 10:00 a.m.

10. Adjournment

DSundh/Taxicab/Taxicab Committee
AGN-13-SEPT20

DRAFT

METROPOLITAN TRANSIT SYSTEM Taxicab Advisory Committee Meeting

TAXI 585.3

June 14, 2013

10:00 a.m.

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

Minutes

1. Roll Call

Chair Lori Zapf called the meeting to order at 10:04 a.m. A roll call sheet is attached listing Taxicab Advisory Committee member attendance.

2. Approval of Meeting Minutes – April 26, 2013

Motion:

A motion was made by Mr. Antonio Hueso to approve the meeting minutes from the meeting held on April 26, 2013. The motion was seconded by Mr. Anthony Palmeri.

Vote:

The motion passed unanimously.

3. Public Comment – Non-agenda

Mr. David Tasem, eTrack, 415 Laurel Street, #315, San Diego, CA, 619.665.8326

Mr. Tasem addressed the Committee regarding the issue of security in taxicabs. He presented information regarding a company he represents, and provided a handout.

Mr. Yefim Green, 3825 Center Street, #34, San Diego, CA 619.956.6078

Mr. Green stated he was the owner of Y & R Green Cab and said he feared for the security of the taxicab industry, and that purpose of the union was to protect drivers, but stated it was not doing the drivers a favor by telling them they could do better if everyone had their own medallions, and by preventing transfers of medallions by current permit holders. He felt the drivers should work hard like he and many other permit holders had in order to acquire their current businesses, and make them successful.

Mr. Corcilious presented information regarding the security companies he represents.

4. Committee Member and Management Communications

- Taxicab Insurance Requirements:

Mr. Bill Kellerman updated the Committee regarding insurance requirements and addressed reducing the amount of coverage from \$1M, which had been discussed at the Workshop on Regulatory Matters (WORM) Subcommittee on June 3.

Discussion:

Mr. Anthony Palmeri said that he had attended the WORM meeting and said the solution to the problem that was presented by MTS Risk Management was incorrect, i.e. polling all the cities involved to get their approval for lowering the coverage. He felt that since increasing coverage from the previous amount to \$1M CSL was approved by the WORM, the TAC, and the MTS Board, that the same process should be followed for lowering the coverage. He requested that this issue be placed on the agenda for the next meeting. He said that speaking for Yellow Radio Service only, when \$1M coverage went from \$3880 per cab to \$7200 per cab it was outrageous, and in Los Angeles, they only require a \$100-\$300-\$100 split, which means that per incident, it would pay \$100,000 per person, to a maximum of \$300,000 total. He stated he was not even requesting that amount, but to lower coverage to \$500,000. Owners had nowhere to pass on the increase in premiums except to the lease drivers, who in turn, would pass it along in the form of higher fares. It would then become cheaper to take a limousine than a taxicab. He hoped at the next meeting the Risk Manager would be present to speak, and that other members of the Committee could speak regarding the issue, so the permit holder costs would be lowered. The drivers' leases could be lower so the drivers could make more money.

Mr. Kamran Hamidi stated that when the coverage was raised, he had disagreed at that time. He stated there was a "moral hazard," which meant when there was \$1M of coverage lawyers would go for that amount, causing premiums to go up. He felt bringing the coverage down to \$500,000 would serve the industry better, and that he would provide a loss run report. He stated he would like to have all the insurance companies provide a loss run report at the end of the year so MTS would have a record of all the losses paid.

- Taxicab Administration transition to the City of San Diego:

Mr. Kellerman reported regarding the 17-member Mayoral Advisory Group, of which several on the Committee were members. He advised that there had already been one meeting and there were four meetings scheduled into July, the next one being on June 18. He wanted to make it clear that the Mayor was considering transitioning the administration of all for-hire vehicles, including taxis, jitneys, non-emergency medical, charter, and low-speed vehicles. The advisory group had no decision making power, but at the conclusion of the four meetings,

would make recommendations to the Mayor and to the consultant. At that point the best recommendations would surface and the Mayor would make a decision.

Discussion:

Ms. Sharon Cooney added it needed to be decided whether MTS would retain administration of the suburban taxicabs, and also retain the jitneys, nonemergency and other for-hire vehicles, in order to maintain reasonable fees, and Mr. Kellerman would be taking that issue to the mayoral group meetings.

Mr. Palmeri stated the number of cabs serving the suburbs was more than the 33 stated in the media, because City cabs also picked up in suburban areas. He figured there were over 100, and felt the members of the MTS Board should be made aware of how many cabs actually work in their vicinity. He said currently there was no extra charge for picking up in those areas, but he feared once the City took over, they would be charged for picking up in the suburban cities, which would not make the owners happy.

Mr. Kellerman clarified the fact that all taxicabs with City of San Diego permits were allowed to pick up in the suburban cities, but suburban taxicab were not allowed to pick up in the City of San Diego. He said it was unclear whether those vehicles with City permits would still be allowed to pick up in the suburban cities, since they would no longer have MTS permits.

Ms. Zapf added that the City Council would have a say and a vote in this matter as well, and there were significant budgetary matters and a lot of things within the whole program that would impact the City.

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

Due to the fact that Mr. Eric Lund, former representative from the San Diego Tourism Bureau, had left the Bureau, a written request was received from Mr. Joe Terzi, CEO, proposing that the seat be filled by Mr. Darren Pudgil, V.P. of Communications and Public Affairs, and Mr. Terzi would be his alternate.

Motion:

A motion was made by Ms. Margo Tanguay to approve the appointment of Mr. Darren Pudgil to the San Diego Tourism Bureau seat previously held by Mr. Eric Lund. The motion was seconded by Mr. Anthony Palmeri. Mr. Pudgil was not present.

Vote:

The motion passed unanimously.

6. Taxicab Administration Proposed FY 2014 Budget

On June 3, the Finance Subcommittee approved the FY 2014 budget. Mr. Mike Thompson, MTS Budget Manager, presented the FY 2014 Taxicab Administration budget to the Committee, and provided a PowerPoint presentation.

Discussion:

Mr. Palmeri asked whether permit holders would get pro-rated fees returned if the City took over administration. Ms. Cooney explained that the transition process had just begun, and it would need to be looked at from a legal perspective before any decision would be made in that regard. Mr. Palmeri commented further, but his microphone was off and he could not be heard on the recording.

Ms. Zapf added that the climate of uncertainty was difficult and stressful for everyone, but as the City moved quite slowly, and since the issue of the City taking over taxicab administration was very complex and took in much more than most people realized, she felt Mr. Palmeri was pretty safe in having paid his yearly fees.

Mr. Hueso asked about the rent that is charged to Taxicab Administration by MTS for the building it occupied. Mr. Thompson said that rent was set by market rate by the land management department, and increased yearly. Mr. Hueso wondered if MTS owned the property and Ms. Cooney replied that it did, and stated that MTS was a corporation and could make a profit. She said MTS viewed its real estate as an asset of the company, and as such could lease the property to someone else at market rate. Taxicab Administration must be full cost recovery, and the cost of administering taxicabs included the fact that the building could not be leased to someone else. She said the 9th floor of the MTS building was being renovated because more space was required, and if not for the administration of taxicabs, the Newton Avenue site could be used.

Motion:

A motion was made by Mr. Akbar Majid to approve the FY 2014 budget as recommended by the Finance Subcommittee. The Motion was seconded by Ms. Margo Tanguay.

Vote:

The motion passed unanimously.

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

Mr. Kellerman stated that this item had been tabled at the last TAC meeting, going before the Workshop on Regulatory Matters (WORM) Subcommittee for further discussion. On June 3, the recommendation from the WORM was not to increase the rates. One of the reasons cited was because of competition by the PUC-regulated vehicles, and other, newer, ride-sharing companies. He stated there were only two radio services that were currently charging the maximum rates, which represented only 130 permits.

Discussion:

Mr. Hueso requested that Mr. Clarke Galvin address the matter of the increase in the trip fee at the airport. Mr. Galvin replied that the trip fee, which has increased over the past four years by \$0.50 per year, would increase on July 1 from \$1.50 to \$2.00. Mr. Hamidi inquired as to how much revenue that fee generated, and Mr. Galvin replied that he did not know, but would find out and advise the Committee at the next meeting.

Motion:

A motion was made by Mr. Palmeri to make a recommendation to the MTS Board of Directors to stabilize the 2012 City maximum allowable and airport taxicab rates of fare for the year 2013. The motion was seconded by Mr. Hueso.

Vote:

The motion passed unanimously.

8. Taxicab Advisory Committee Election

This item was tabled at the last TAC meeting and was sent to the WORM on June 3 for further discussion, at which time the Subcommittee agreed to recommend postponing the election. Mr. Kellerman explained that the reason for postponing the next TAC election was because of the possible transition of administering of taxicab to the City. He said that it was hoped that the current members of the Committee would remain through at least 2014, stating that the greatest impact would be to the driver representatives, but that the driver representatives on the WORM supported the decision.

Mr. Hueso said he was asked what MTS did that was positive with regard to regulating the industry, and he felt that it would be good for staff and the TAC to present the level of steps that the agency had taken to direct the industry toward a beneficial, mutual agreement between the industry and the public, and some of the accomplishments that had been made. He felt the Committee should work toward informing the next regulatory agency as to the accomplishments and goals of the industry.

Ms. Zapf said it appeared everyone on the Committee was willing to continue to serve.

Motion:

A motion was made by Mr. Hueso and seconded by Mr. Nahavandian to forward a recommendation to the MTS Board to postpone the election and retain the current members of the TAC into 2014, pending a decision by TAC as to when to hold the next election.

Vote:

The motion passed unanimously, with Mr. Palmeri abstaining, and Mr. Alexander Gebreselassie, Ms. Namara Mercer, Mr. Hussein Nuur, Mr. Darren Pudgil, and Mr. Mike Staples absent.

Member/Management Communications (continued):

Mr. Hamidi reminded the Committee that Mr. Palmeri had offered to fly to Sacramento with former chair of the TAC, Ms. Marti Emerald and a member of the public, to petition the legislature regarding installing cameras in vehicles. He stated he would be bringing this issue up at each meeting until the cameras were approved, and said he wished the drivers would show as much passion for cameras in vehicles as they did regarding permits. He advised that he was in L.A. not long ago, and they had cameras in the cabs there.

Ms. Zapf said perhaps it could be a standing update at each meeting. She stated that the City Council had already passed a unanimous resolution supporting the cameras. Ms. Cooney stated it was her understanding that it would not be address in the legislature at least during 2014.

Mr. Palmeri advised that when Ms. Emerald was Chair of the TAC, she also said she was going to find funding so the cost would not be absorbed by the owners, who in turn would need to pass it along to the drivers. He also said the day before the last bill was due Ms. Emerald spoke with Tony Atkins, who said she could not do anything with a one-day notice.

Mr. Palmeri said he was confused as to why the auctioning of permits in the City could not be done, since it was done in other cities. The former MTS General Counsel had determined it could not be done (**Note: this was backed up by the San Diego City Attorney's office**). He also noted that other cities in California had cameras in the vehicles.

Ms. Zapf said it was a good point and wondered why San Diego needed to wait for state legislation, but other cities did not. She said she would like to know more about that as well, and that perhaps someone on the taskforce could get an answer to that question.

Ms. Cooney advised the members that San Francisco was currently in litigation regarding the cameras, and that they were also full cost recovery; therefore, the cost of the litigation would be passed along to the permit holders.

Mr. Palmeri said there was a problem regarding other new transportation providers such as Uber, Sidecar, and Lyft. The PUC told Mr. Palmeri that they controlled black cars and limos, and MTS controlled taxicabs, and nonemergency vehicles. It was suggested that the regulatory body in the City make the recommendations and put keeping these types of vehicles out of the City into law. He explained that Uber, Uber X, and Sidecar are private cars, and that UberX had been giving free rides during a recent event. He said it was a private car, private insurance, and private owners and said if the insurance company found out, they would not be covered in the event of an incident. He said while taxicab companies were mandated to keep records, these companies were not. He wanted this issue on the agenda for the next meeting.

Mr. Kellerman said he was concerned about this from a public safety standpoint, but if it was truly operating on donations on a pre-arranged basis, under Ordinance No. 11, MTS had no enforcement authority. If there was a vehicle picking up street hails, MTS could then provide enforcement.

Ms. Cooney said that it would go to the WORM and the TAC for the next meeting. Ms. Zapf said if anyone wanted to have anything placed on the agenda for future meetings to

contact her office at 236.6616 and either Peter Kanelos or she would make sure it was added.

9. Next Meeting – September 20, 2013, 10:00 a.m.

10. Adjournment

The meeting was adjourned at 11:05 a.m.

Accepted:

Filed by:

Lorie Zapf, Chair
MTS Taxicab Advisory Committee

Office of the Clerk
MTS Taxicab Administration

DSUNDH/Taxicab/Taxicab Committee
MIN-13-JUN14



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TAXI 585.3

Agenda

Item No. 5

Taxicab Committee Meeting

September 20, 2013

Subject:

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

RECOMMENDATION:

Action would approve the appointment of Brian Hilemon, replacing Darren Pudgil.

Budget Impact:

None.

DISCUSSION:

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

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

Bill Kellerman
Taxicab Administration Manager

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

Attachment: San Diego Tourism Authority appointment letter dated August 5, 2013

DSUNDH/Taxicab
13-SEPT20.A15-TOURISM AUTH. APPT-B.HILEMON



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.

August 5, 2013

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

Dear Bill,

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

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

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

Best regards,



Joe Terzi
President & CEO

RECEIVED

AUG -8 2013

**MTS TAXICAB
ADMINISTRATION**



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

TAXI 585.3

Agenda

Item No. 6

Taxicab Committee Meeting

September 20, 2013

Subject:

MTS TAXICAB ADVISORY COMMITTEE REPRESENTATIVE APPOINTMENT – SAN
DIEGO COUNTY REGIONAL AIRPORT AUTHORITY (SDCRAA)

RECOMMENDATION:

Action would approve the appointment of David Boenitz, replacing Clarke Galvin.

Budget Impact:

None.

DISCUSSION:

The SDCRAA has requested that the Taxicab Advisory Committee accept Mr. David Boenitz as its representative on the Committee (Attachment A). Mr. Boenitz would fill the seat formerly held by Mr. Clarke Galvin.

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

Bill Kellerman
Taxicab Administration Manager

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

Attachment: David Boenitz email dated August 7, 2013

DSUNDH/Taxicab
13-SEPT20.A14-AIRPORT AUTH. APPT-D.BOENITZ



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.

Diane Sundholm

Subject: FW: SAN TAC Representative

From: Boenitz David [<mailto:dboenitz@san.org>]
Sent: Wednesday, August 07, 2013 12:53 PM
To: Bill Kellerman
Subject: RE: SAN TAC Representative

Bill,

I have been named as the permanent Director of Ground Transportation and as such, will be the airport's new representative on the MTS Taxicab Advisory Committee. Looking forward to working with you.

Regards,

David

David J. Boenitz
Director, Ground Transportation
San Diego County Regional Airport Authority
Office phone: (619) 400- 2690
Cell phone: (619) 823-7981
dboenitz@san.org

From: Bill Kellerman [<mailto:Bill.Kellerman@sdmts.com>]
Sent: Wednesday, August 07, 2013 8:23 AM
To: Boenitz David
Subject: SAN TAC Representative

Hi David,

I've heard that there has been a new Director of Ground Transportation named. If so can you provide me with his name? Also, will that person become the airport's new representative to the MTS Taxicab Advisory Committee?

Bill Kellerman
Taxicab Administration Manager
San Diego Metropolitan Transit System
1255 Imperial Ave. Suite 1000
San Diego, CA 92101
(619) 595-7034





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TAXI 585.3

Agenda

Item No. 7

Taxicab Advisory Committee

September 20, 2013

Subject:

PASSENGER BILL OF RIGHTS

RECOMMENDATION:

That the Taxicab Advisory Committee review, discuss, and approve implementation of a proposed *Passenger Bill of Rights*.

Budget Impact:

None at this time.

DISCUSSION:

At the meeting on June 14, 2013, the TAC recommended that the *Passenger Bill of Rights* proposed at the meeting be discussed further at a meeting of the WORM Subcommittee. Staff requested that Subcommittee members provide examples of what they felt would be appropriate additions/omissions so that a comprehensive document could be implemented and placed in all taxicab vehicles.

On Friday, September 6, the Workshop on Regulatory Matters Subcommittee approved the proposed document, crafted in conjunction with the San Diego Airport Authority, which is offered for consideration (Attachment A). Subcommittee members agreed that a contrasting background with dark lettering would be more legible than the current decal utilized at the airport.

Bill Kellerman

Taxicab Administration Manager

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

Attachments: A. Draft San Diego Taxicab Passenger Bill of Rights

DSUNDH/Taxicab

13-SEPT20.A17. PASSENGER BILL 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.

PASSENGER BILL OF RIGHTS TAXICAB AND FOR-HIRE VEHICLE PASSENGERS

THIS IS VEHICLE NO. _____

As a passenger in a taxicab, shuttle, or other for-hire vehicle, either at the San Diego International Airport, or within the MTS areas of jurisdiction, you are entitled to:

- A driver who is courteous, English-speaking, who uses the most direct route to your destination and obeys all traffic laws;
- The use of the heater or air conditioner upon request, when available;
- A clean passenger seating area and luggage compartment;
- A smoke-free vehicle;
- A radio-free (silent) trip, unless music is requested by the passenger;
- A driver who will not use a cellular phone while driving;
- View the driver's identification card, company name, and vehicle number displayed in the driver compartment of the vehicle;
- Pay only the rate of fare posted in the vehicle for your destination;
- Pay with cash or a credit card;
- Receive a receipt for your trip;
- Receive assistance with luggage.

For questions or comments regarding service, or for lost items, please call:
(619) 400-2685 (airport-originated trips) ~or~ (619) 235-2650 (MTS)

**PLEASE MAKE CERTAIN YOU HAVE ALL OF YOUR BELONGINGS
BEFORE LEAVING THE VEHICLE**



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TAXI 585.3

Agenda

Item No. 8

Taxicab Advisory Committee

September 20, 2013

Subject:

INSURANCE REQUIREMENTS

RECOMMENDATION:

That the Taxicab Advisory Committee discuss and recommend a reduction in the required amount of Combined Single Limit insurance coverage for taxicabs.

Budget Impact:

None.

DISCUSSION:

At the Workshop on Regulatory Matters (WORM) meeting on September 6, 2013, the members approved a recommendation to the TAC that the current minimum requirement of \$1,000,000 Combined Single Limit (CSL) coverage (Attachment A) be reduced to \$500,000. The current requirement for CSL was increased from \$300,000 to \$1,000,000 for vehicles carrying 9 passengers or less, effective 2010.

Bill Kellerman
Taxicab Administration Manager

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

Attachment: A. MTS Taxicab and For-Hire Vehicle Insurance Requirements form

DSUNDH/Taxicab
13-SEPT20.A18-INS. REQ.



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.

MTS TAXICAB ADMINISTRATION
MTS Taxicab and For-Hire Vehicle Insurance Requirements

Att. A, A18, TAC, 9/20/13

Metropolitan Transit System (MTS), a California Public Agency, has the following taxicab and for-hire vehicle insurance requirements:

1. MINIMUM REQUIRED PUBLIC LIABILITY INSURANCE LIMITS

	Vehicle Seating Capacity (Including Driver)	Combined Single Limit
1.1	9 passengers or less	\$1,000,000
1.2	10-15 passengers	2,000,000
1.3	16 passengers or more	5,000,000

2. SPECIFIC INFORMATION REQUIRED FOR ACORD CERTIFICATE OF LIABILITY INSURANCE (OTHER THAN ASSIGNED RISK)

- 2.1 Full name of insurance company (insurer), which must be pre-approved by MTS Taxicab Administration, and must meet the minimum standards in Section 4 (see Section 3 for assigned risk requirements).
- 2.2 Name and current address of insured, who must be the permit holder, including company name (DBA) (PO boxes not acceptable).
- 2.3 Insurance policy number with effective and expiration dates.
- 2.4 Type(s) and limit(s) of liability coverage.
- 2.5 Vehicle description (make/year), vehicle identification number (VIN) and medallion number of each insured vehicle.
- 2.6 Certificate issue date and NAIC#.
- 2.7 Statement that insurer shall notify MTS Taxicab Administration, in writing by registered mail to the address on the letterhead at least 30 days prior to cancellation or termination of coverage. Statements to the effect that issuing company will "Endeavor to Mail Notice" or "Intends to Notify" are not acceptable.
- 2.8 Original (wet) signature of an agent who has been authorized by the insurer.
- 2.9 Certificate of insurance shall name San Diego Metropolitan Transit System (MTS) as certificate holder. Certificate must be an original with no alterations, typeovers, or whiteouts.

3. SPECIFIC INFORMATION REQUIRED FOR ASSIGNED RISK INSURANCE (PRE-APPROVAL REQUIRED)

- 3.1 Complete copy of the application for insurance. Must contain the same information as is required by Items 2.2 through 2.9.
- 3.2 Proof of payment by copy of the agent's check, or copy of insured's cashier's check or money order, for a minimum of 25 percent of the annual premium.
- 3.3 Proof of policy issuance from the assigned insurer must be received by MTS Taxicab Administration within 30 days from the date on the assigned risk application. Evidence of insurance must contain all items listed in Section 2.
- 3.4 Evidence of insurance must be an original with no alterations, typeovers, or whiteouts.

4. INSURANCE COMPANY MINIMUM STANDARDS

Insurer must be admitted in California by the California Department of Insurance, must have a minimum *A. M. Best* rating of A-minus (A-) or above, and a financial size category of not less than VII (seven), or a similar *Standard and Poor's* rating. Companies providing Assigned Risk Insurance Policies will be evaluated on an individual basis and may be considered if they have a financial size category of not less than VI (six), or a similar *Standard and Poor's* rating. Contact MTS Taxicab Administration for additional information.

5. POLICY PROVISIONS

Policies must comply with MTS Ordinance No. 11, Section 1.9. Unacceptable policy provisions include, but are not limited to, the following:

- 5.1 Self-insured retentions (unless the insured is a state-certified self-insurer under the California Vehicle Code)
- 5.2 Nonstandard deductible endorsements
- 5.3 Territorial restrictions
- 5.4 Named driver/operator policies
- 5.5 Aggregate limits
- 5.6 "Indemnity only" contracts



Metropolitan Transit System

TAXI 530.1 (PC 50761)

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INSURER'S VERIFICATION OF COMPLIANCE

Metropolitan Transit System (MTS), a California Public Agency, requires the following verification of insurance be submitted along with the Acord Certificate of Liability Insurance.

Insurer must sign below, which warrants the insurance policy provides coverage that meets or exceeds state and local laws and ordinances governing financial responsibility for ownership, use, maintenance, and operation of covered vehicles, specifically:

- **MTS Ordinance No. 11, Section 1.9 – Public Liability**

(a) It shall be unlawful to operate a for-hire vehicle unless the permit holder establishes and maintains in effect one of the forms of financial responsibility specified in this section.

(1) This requirement may be met by maintaining a valid policy of insurance executed and delivered by a company authorized to carry on an insurance business in the State of California, the financial responsibility of which company has been approved by the Chief Executive Officer. The terms of the policy shall provide that the insurance company assumes financial responsibility for injuries to persons or property caused by the operation of the for-hire vehicle in an amount determined by the Chief Executive Officer.

(2) The permit holder may also meet this requirement by obtaining a certificate of self-insurance for a specified amount approved by the Board and pursuant to the applicable provisions of the California Vehicle Code.

"Insurance Requirements" as listed on the other side of this form.

- **California's Financial Responsibility Law, California Vehicle Code Sections 16000 through 16560, inclusive (does not apply to nonmotorized vehicles).**

Insurer further warrants that any modification to the policy will not reduce coverage such that it fails to meet the requirements of applicable state and local laws and ordinances.

Insured (MTS vehicle permit holder): _____

Vehicles: Refer to the current Acord Certificate of Liability Insurance for description of the covered automobiles.

Insurer: _____

Policy No.: _____ Policy Term: _____ to _____

Limits: _____

Name: _____ Telephone Number: _____

Title: _____

Address: _____

Signature

Date

Note: Signature of the agent or broker will not be accepted. Signatory must be a current officer or employee of the insurance company who is duly authorized to sign on its behalf. The signature must be an original. Signature stamps are unacceptable.

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, San Marcos, and the County of San Diego.

