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05-23-17 A09:48 IN

TAXI 585.3 (WORM)

Agenda

TAXICAB ADVISORY COMMITTEE WORKSHOP ON REGULATORY MATTERS

Friday, May 26, 2017

10:00 a.m.

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

**ACTION
RECOMMENDED**
Approve

1. Approval of Minutes – July 21, 2016

2. Public Comment

The public may address the Committee regarding a matter not on the agenda.
Each speaker has three minutes to speak.

3. MTS Approved Driver Training Course Provider Contract Expiration

Possible Action

That the Workshop on Regulatory Matters Subcommittee hold an open discussion and make recommendations to the Taxicab Advisory Committee concerning options, for future means of implementation of an MTS approved training course per Ord#11 Section 1.12(e).

4. MTS Approved Driver Training Course Content Update/Revision

Possible Action

That the Workshop on Regulatory Matters Subcommittee hold an open discussion and make recommendations to the Taxicab Advisory Committee concerning updating and revising the content, subject matter and or topics of the MTS approved driver training course.

5. 2017 Rates of Fare-Airport/Cities calculation results

Possible Action

That the WORM Subcommittee:

1. discuss San Diego International Airport rates of fare and maximum allowable City rates of fare calculations; and
2. forward a recommendation to the Taxicab Advisory Committee on June 14, 2017.

6. Member/Staff Communications

Information

- Agreement for Administration of Taxicab and for-hire vehicles between MTS and the City of National City
- 2017 Reconciliation of Fees Statement
- MTS Taxicab Administration Staffing update
- USA, Silver/Chase Radio Services share of resources, business location
- Port of San Diego intention on removing taxicab stand located at Kettner Av (Grand Manchester Hyatt due to Taxi driver noncompliance with traffic rules.

7. Next Meeting TBD

8. Adjournment

San Diego Metropolitan Transit System
Taxicab Advisory Committee
Workshop On Regulatory Matters

TAXI 585.3

July 21, 2016

10:00 a.m.

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

DRAFT MINUTES

1. Roll Call

Bill Kellerman, Taxi Administration Manager, called the Workshop On Regulatory Matters (WORM) Subcommittee meeting to order at 10:15 a.m. A roll call sheet listing WORM Subcommittee member attendance is attached.

2. Non-agenda Public Comment

Kidane Weldemichael – Mr. Weldemichael is the Permit Holder of Loop Cab. Mr. Weldemichael stated that Transportation Network Companies (TNC's) like Uber and Lyft have done everything in their power to avoid regulation. He feels taxicab drivers are burdened by regulations and heavy handed enforcement. Mr. Weldemichael believes this is business discrimination. He mentioned taxicab drivers are getting tickets and Uber and Lyft are not for the same infractions. Mr. Weldemichael received a \$235.00 ticket when a passenger got out of his vehicle in the middle of the street. He asked the San Diego Metropolitan Transit System (MTS) to regulate Uber and Lyft for public safety and believes that there is an unfair business practice going on.

William Johnson – Mr. Johnson represents the United Taxi Workers of San Diego (UTWSD). His concern is the taxicab driver's access to taxicab stands during Comic Con. He stated the drivers are being denied access to downtown and are being shut out. Mr. Kellerman inquired where and how they are being shut out. Mr. Johnson said he would have to get that information. The other issue is the wildcatters at the border. The drivers are requesting more enforcement on wildcatters.

Kamran Hamidi – Mr. Hamidi asked if there was a staff presentation on the proposed Ordinance No. 11 revisions. Mr. Kellerman stated the proposed revisions did not come from San Diego Metropolitan Transit System (MTS) but from members of the Taxicab Advisory Committee (TAC). Mr. Hamidi wanted to know the source of the proposed revisions. He stated he is concerned MTS just wants to cut costs. Mr. Hamidi suggested lowering the annual fee, insurance requirements and reducing penalties on failed inspections to help the taxicab industry. Mr. Hamidi is also apprehensive that MTS partnered with Uber and feels this is a conflict of interest.

Gemechu Gutema – Mr. Gutema inquired about MTS partnering with Uber.

Abdi Abdul – Mr. Abdul representing the United Taxi Workers of San Diego (UTWSD) questioned the Ordinance No. 11 proposed revisions and wanted to know why MTS is proposing to support this agenda item. He believes San Diego Metropolitan Transit System (MTS) should regulate Uber to make it fair. He stated the revised proposals would turn the taxicab industry into an Uber and Lyft operation.

Ray Seyed Salehi – Mr. Salehi representing Royal Jr, LLC stated he is concerned about MTS partnering with Uber.

Mr. Kellerman addressed the concerns to alleviate any confusion on these items. Mr. Kellerman stated the redline version of Ordinance No. 11 did not come from anyone at San Diego Metropolitan Transit System (MTS). There was a discussion at the last Taxicab Advisory Committee (TAC) meeting and a recommendation was made to have a workshop to review the Ordinance No. 11 language and requirements and to address regulations on Transportation Network Companies (TNC's). This workshop will only address the Ordinance No. 11 proposed revisions. A recommendation was made to have a separate meeting for TNC regulation. Mr. Kellerman reiterated MTS does not regulate Uber and Lyft, so MTS cannot impose any regulations on those vehicles. MTS can only take enforcement action if they are violating the MTS ordinance. Mr. Kellerman then addressed the Uber partnership, he stated the voucher was a MTS marketing partnership and was a surprise to the Taxicab Administration. The Taxicab Administration was not consulted and did not have any input. Mr. Afifi asked how much money was generated and suggested getting the marketing department into this meeting for explanation. Mr. Kellerman advised that anyone who wants to partner with MTS has that option. It was also suggested that attending the MTS Board meetings would allow individuals the opportunity to address the board with the Uber concerns. Mr. Palmeri asked that the meeting get back on topic and noted the reason for the revisions is to reduce costs and the ability to survive in the industry. The proposed revisions are just something to think about and discuss.

3. Proposed Revisions to MTS Ordinance 11

Mr. Kellerman provided the Workshop On Regulatory Matters (WORM) Subcommittee and the members of the public a copy of Ordinance No. 11 red lined by TAC committee members dated September 17, 2015, and a copy of the current Ordinance No. 11 dated May 12, 2016 for reference. The WORM subcommittee discussed each proposed red line item.

The subcommittee discussed at length Section 1.8 (e) Any MTS inspector or peace officer, after displaying proper identification, may make reasonable and periodic inspections of any for-hire vehicle operating under an MTS permit for the purpose of determining whether the vehicle is in compliance with the provisions of this Ordinance. Mr. Kellerman stated although staff will not support the removal of this language, a vote was taken to bring this item to the Taxicab Advisory Committee (TAC).

Action Taken

Mr. Afifi moved to approve the removal of the text "under an MTS permit." Mr. Seifu seconded the motion and the vote was 6 to 1 in favor with Messrs. Palmeri and Majid absent and Mr. Abraham abstaining.

After discussing Section 1.8 (h) (3) the subcommittee suggested consolidating colors and to unify certain radio services. Mr. Kellerman asked the subcommittee members to give proposals to modify paint requirements. Mr. Hueso suggested removing the unified color on door jams.

Reviewing Section 1.8 (h) (8) Ms. Tanguay believes keeping the engine compartment reasonably clean and free of uncontained combustible materials is still a valid requirement. Mr. Hueso also suggested not having to steam clean the engines but make sure the engines are free from leaks. It was decided to keep Section 1.8 (h) (8) as is.

Section 1.8 (l) 1 – 5 describes the card display requirements. Ms. Tanguay doubts the passengers read or pay attention to the card. Mr. Hueso explained the Sheriff's License on the dash past and present. The card was 4 by 5 and now it is 6 by 9. He is trying to create a smaller display holder for the Sheriff's identification card, rates of fare and airport trip fee. Mr. Hueso would like to start a dialogue with the Sheriff's Licensing Department to have the size modified, while still having the applicable information available for the consumer. Mr. Kellerman stated staff is limited in taking action on some of these items, like the County Weights and Measures requirements. Mr. Kellerman suggested having a discussion at the next TAC meeting when the Sheriff's Licensing Department and San Diego County Weights and Measures are represented. Mr. Hueso is recommending a conversation on more or less signage, color scheme, and design all to be more attractive and appealing; not to become Uber as suggested earlier in the meeting. Mr. Kellerman will bring these ideas to the TAC for consideration.

Mr. Kellerman will recommend Section 1.8 (m) requiring a map of the City be available to a passenger upon request to be removed from Ordinance No. 11.

Mr. Kellerman explained the intent of Section 1.8 (v) regarding compensation to a business from a driver or permit owner. Mr. Afifi wants the word compensation removed. The subcommittee decided to leave Section 1.8 (v) as is with no modifications.

Section 1.8 (w) the driver of a for hire vehicle shall wear, in a manner clearly visible on their person, an identification card was discussed and in conclusion Mr. Kellerman stated that this is a Sheriff's requirement and it will not be removed.

The subcommittee reviewed and decided to leave Section 1.8 (y) the color scheme of a for-hire vehicle may not be changed without the prior written permission of the Chief Executive Officer, as is.

Section 1.11 (b) A replacement vehicle must be placed in service within sixty (60) days of the date the original vehicle is removed from service unless prior written permission has been obtained from the Chief Executive Officer and Section 1.11 (d) When a permit holder retires any for-hire vehicle or vehicles from service and does not replace them within sixty (60) days, the permit for each such retired for-hire vehicle shall be considered abandoned and will be void were examined. Mr. Kellerman will support the subcommittees proposed ninety (90) day for Section 1.11 (b) and Section 1.11 (d) but not one hundred-twenty (120) days as initially proposed.

Regarding Section 1.13 (a) (3) Mr. Kellerman stated as the regulator, the Taxicab Administration holds the permit holder responsible for the driver's actions; owner operator or lease driver. If a driver is continually violating the ordinance, the regulator will address the violations with the permit holder to get corrective behavior. Sergeant Fewell reviewed reasons why this would affect the permit holder. The most prevalent action would be taking a vehicle out of service if a driver does not have a Sheriff's identification card. The permit holder would have to pay the administrative fee to put the vehicle back in service. Sergeant Fewell also explained drivers are responsible for the safety of the vehicle as well as the permit holder. It was decided to keep Section 1.13 (a) (3) with no modification. Mr. Afifi opposed leaving the section as is.

Section 1.13 (a) (4) The following guidelines are to be used in granting permission for a permit holder to cease operating a for-hire vehicle for a period longer than sixty (60) days. Mr. Kellerman would support a proposed ninety (90) day for Section 1.13 (a) (4) but not one hundred-twenty (120) days as initially proposed.

Section 1.13 (a) (6) prevents a driver from over-charging. The subcommittee decided to move on and leave the section as is.

Section 2.2 (e) 5 and Section 2.2 (e) (6) is a County Weights and Measures requirement and the subcommittee cannot change.

Mr. Kellerman stated he was comfortable with eliminating Section 2.3 (f) in regards to radio scanners. Mr. Kellerman reviewed the reason why drivers would have a scanner.

The subcommittee would like Section 2.4 (e) removed. Sergeant Fewell mentioned this is in place to eliminate cars from stacking up outside of the taxicab stands. Mr. Kellerman said staff would not support the removal of this section. The subcommittee consensus was to remove Section 2.4 (e) from the ordinance.

Mr. Kellerman explained the administration requires an out of service sign to be displayed, for example if the driver is using the car for personal use. He would not support the removal of Section 2.4 (i). Mr. Afifi would like this section removed. Sergeant Fewell stated the sign proves to law enforcement that a taxicab is truly out of service. This section is for the benefit of the driver. Mr. Boenitz gave the example that the sign indicates to enforcement that a taxicab is not picking up passengers illegally when in the airport parking lot. The subcommittee eventually agreed to leave Section 2.4 (i) unmodified.

In regards to Section 2.6 Mr. Hueso would like to streamline equipment instead of making a five year commitment to Verifone. Mr. Kellerman proposed that a draft ordinance be provided to the Taxicab Advisory Committee (TAC) proposing alternative communications to communicate with a dispatcher. It was mentioned that if there is no two-way radio requirement there will be no need for a 10-code and those items may be removed from the current ordinance.

In Section 2.7 (b) Sergeant Fewell stated if the vehicle has factory window tint and it is reasonable, the vehicle will pass inspection and will be put into service. Mr. Kellerman said the reasoning behind this section is enforcement needs to see if there is a passenger in the taxicab. Mr. Hueso is concerned that certain factory window tints appear darker or lighter

depending on sunlight. He has personally had a car that did not pass inspection because of the factory window tint. Mr. Kellerman said they will take it on a case by case basis. The committee asked that Mr. Kellerman add language to the ordinance allowing factory privacy glass.

Mr. Hueso is concerned he is unable to close his office due to Section 2.6 (b) requiring 24 hours a day dispatch staff and would like to modify the section. Mr. Kellerman reiterated Section 2.6 (b) is a safety issue for drivers and passengers. There must be someone available and a device to activate with the ability to respond to a call for help. Mr. Kellerman believes staff would not support eliminating Section 2.6 (b) and suggested Mr. Hueso put a proposal in writing to present at the next Taxicab Advisory Committee (TAC) meeting for the committee to consider. A suggestion was made to unify radio services as a possible solution. Mr. Afifi believes it is important to have multiple radio services in case a driver has a conflict with one radio service they have another radio service to go to and so it does not create a monopoly.

Mr. Kellerman will provide a draft revised Ordinance No. 11 before the next Taxicab Advisory Committee (TAC) meeting capturing the changes the subcommittee agreed to today. He asked the members to read and review the draft revised ordinance before the TAC meeting. Mr. Hueso reminded the new committee members that this is a long process and changes do not take effect immediately. The Taxicab Advisory Committee (TAC) may make recommendations and motions may be made, but then the revisions will go to the MTS Board for approval.

4. Adjournment

The meeting was adjourned at 12:23 p.m.

Accepted:

Filed by:

Bill Kellerman, Manager
MTS Taxicab Administration

Kristen Foster, Clerk of the Committee
MTS Taxicab Administration

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADVISORY COMMITTEE (TAC)
WORKSHOP ON REGULATORY MATTERS (WORM) MEETING
ROLL CALL

MEETING OF (DATE): July 21, 2016

CALL TO ORDER (TIME): 10:15 a.m. ADJOURN: 12:23 p.m.

COMMITTEE MEMBER (Alternate)	ORGANIZATION	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
George Abraham ☒	Taxicab Owner/Eritrean Cab Co.	10:15 a.m.	12:23 p.m.
Tarek Afifi ☒ ☐	Taxicab Lease Driver	10:15 a.m.	12:23 p.m.
Alfred Banks ☒ ☐	Taxicab Lease Driver	10:15 a.m.	12:23 p.m.
David Boenitz ☒ Marc Nichols ☐	San Diego County Regional Airport Authority	10:15 a.m.	12:23 p.m.
Tony Hueso ☒ Alfredo Hueso ☐	Taxicab Owner/USA Cab, LTD	10:15 a.m.	12:23 p.m.
Akbar Majid ☒ ☐	Taxicab Owner/SDYC Holdings, LLC	10:15 a.m.	10:28 a.m.
Tony Palmeri ☒ Michel Anderson ☐	San Diego Travelers Aid Society	10:15 a.m.	10:28 a.m.
Able Seifu ☒ ☐	Taxicab Lease Driver	10:15 a.m.	12:23 p.m.
Margo Tanguay ☒ ☐	Taxicab Lease Driver	10:15 a.m.	12:23 p.m.
Medhanie Weldegiorgis ☒ ☐	Taxicab Owner/"A" Transportation, LLC	10:15 a.m.	12:23 p.m.
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☐ ☐			
Sharon Cooney ☐ non-voting	MTS Chief of Staff		
Bill Kellerman ☒ non-voting	MTS Taxicab Administration Manager		
Samantha Leslie ☐ non-voting	MTS Staff Attorney/Regulatory Compliance		

CLERK OF THE TAC: Truster Foster TAXICAB ADMINISTRATION MANAGER: Bill Kellerman



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TAXI 585.3

Agenda Item No. 3

Taxicab Advisory Committee Workshop on Regulatory Matters

May 26, 2017

SUBJECT:

MTS APPROVED DRIVER TRAINING COURSE PROVIDER CONTRACT EXPIRATION

RECOMMENDATION:

That the Workshop on Regulatory Matters Subcommittee hold an open discussion and make recommendations to the Taxicab Advisory Committee concerning options, for future means of implementation of an MTS approved training course per Ord#11 Section 1.12(e).

Budget Impact:

None

DISCUSSION:

On November 22, 2012, MTS and Foundation Community Services (FCS) entered into a five-year contractual agreement to provide private hire driver and radio service dispatcher training program services, for Taxicab Drivers and Radio Service Dispatchers. The contract is due to expire on November 21, 2017. In lieu of continuing with the same contractual means of providing the MTS Approved Driver Training Course, alternatives for the provision and implementation of the aforementioned Driver Training Course will be discussed. Recommendations will be presented at the Taxicab Advisory Committee meeting on June 14, 2017.

Leonardo Fewell
Taxicab Administration Interim Manager

Key Staff Contact: Leonardo Fewell, 619.235.2643, leonardo.fewell@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 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.



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TAXI 585.3

Agenda Item No. 4

Taxicab Advisory Committee Workshop on Regulatory Matters

May 26, 2017

SUBJECT:

MTS APPROVED DRIVER TRAINING COURSE CONTENT UPDATE / REVISION

RECOMMENDATION:

That the Workshop on Regulatory Matters Subcommittee hold an open discussion and make recommendations to the Taxicab Advisory Committee concerning updating and revising the content, subject matter and or topics of the MTS approved driver training course.

Budget Impact:

None

DISCUSSION:

On November 22, 2012, MTS and Foundation Community Services (FCS) entered into a contractual agreement to provide private hire driver and radio service dispatcher training program services. The scope of work covers training on the following topics: Operating Regulations; Equipment Specifications; Permit Holder Responsibility; Driver Requirements and Licensing; Vehicle Maintenance Standards; Crime Prevention for Drivers and Radio Service Dispatchers; Customer Service and Professionalism; and Map Reading Techniques. Due to changes in technology and operational dynamic of the Industry due to the proliferation of Transportation Network Companies (TNC's), stakeholders have expressed a need to update and revise the current MTS approved driver training course. With the purpose of providing drivers with the latest training information and minimizing customer service complaints.

A handwritten signature in dark ink, appearing to read 'Leonardo Fewell', is written over a horizontal line.

Leonardo Fewell
Taxicab Administration Interim Manager

Key Staff Contact: Leonardo Fewell, 619.235.2643, leonardo.fewell@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 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.

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TAXI 585.3 (PC 50761)

Agenda Item No. 5

Taxicab Advisory Committee Workshop on Regulatory Matters (WORM) Subcommittee

May 26, 2017

SUBJECT:

2017 RATES OF FARE, SAN DIEGO INTERNATIONAL AIRPORT, MAXIMUM
ALLOWABLE CITY RATES

RECOMMENDATION:

That the WORM Subcommittee:

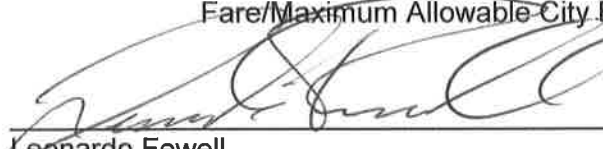
1. discuss San Diego International Airport rates of fare and maximum allowable City rates of fare calculations; and
2. forward a recommendation to the Taxicab Advisory Committee on June 14, 2017.

Budget Impact:

None.

DISCUSSION:

On May 2017, the Metropolitan Transit System Taxicab Administration staff calculated the Rates of Fare for the San Diego International Airport and the Maximum Allowable City Rates. Please refer to Attachment A. "2017 San Diego Airport Rates of Fare/Maximum Allowable City Rates" for a comparison with 2016 calculation results.



Leonardo Fewell
Taxicab Administration Interim Manager

Key Staff Contact: Leonardo Fewell 619.235-2643, leonardo.fewell@sdmts.com

Attachments: A, AI 5, 5/26/2017 - 2017 San Diego Airport Rates of Fare/Maximum Allowable City Rates



2017 San Diego Airport Rates of Fare Calculation

Instructions on how to get the rates of fare:

$$\begin{aligned}
 &205.271 \text{ (Annual Consumer Price Index report value for 2016)} \\
 &\text{- } 121.000 \text{ (1990 Value)} \\
 &84.271 \text{ (Replace "Y" with the subtracted value)}
 \end{aligned}$$

Flag Drop

$$\begin{aligned}
 \text{Step 1 - } &\$1.40 \times 84.271(Y) = 117.9794 \text{ convert it into a dollar amount } \$1.179794 \\
 \text{Step 2 - } &\$1.40 + 1.179794 = \$2.579794 \text{ round up/down to the nearest .10 cent} = \underline{\$2.60} \text{ flag drop}
 \end{aligned}$$

Per Mile

$$\begin{aligned}
 \text{Step 1 - } &\$1.50 \times 84.271(Y) = 126.4065 \text{ convert it into a dollar amount } \$1.264065 \\
 \text{Step 2 - } &\$1.50 + 1.264065 = \$2.764065 \text{ round up/down to the nearest .10 cent} = \underline{\$2.80} \text{ per mile}
 \end{aligned}$$

Wait Time

$$\begin{aligned}
 \text{Step 1 - } &\$12.00 \times 84.271(Y) = 1011.252 \text{ convert it into a dollar amount } \$10.11252 \\
 \text{Step 2 - } &\$12.00 + 10.11252 = \$22.11252 \text{ round up/down to the nearest \$1.00} = \underline{\$22.00} \text{ wait time}
 \end{aligned}$$

Fraction Calculation

$$\text{Step 1 - } \underline{\$2.80} \text{ (per mile)} / .10 \text{ cent (fraction in which the meter clicks)} = 28 = \underline{1/28^{\text{th}}} \text{ fraction}$$

The Time It Takes For Each Fraction To Click The Meter

$$\begin{aligned}
 \text{Step 1 - } &\underline{\$22.00} \text{ (wait time)} / .10 \text{ cent (or } 1/10^{\text{th}} \text{ in which the meter clicks)} = 220 \\
 \text{Step 2 - } &3600 \text{ (seconds per hour)} / 220 = 16.36363636363636 \text{ seconds (the meter will click } 1/10^{\text{th}} \text{ of a mile} \\
 &\text{every } 16.36363636363636 \text{ seconds the taxicab moves)}
 \end{aligned}$$

2017 City of San Diego Rates of Fare

	Maximum allowed
Flag drop	\$3.40
Per mile rate	\$3.60
Wait rate	\$29.00

2016 San Diego Airport Rates of Fare Calculation

Instructions on how to get the rates of fare:

$$\begin{aligned} &214.442 \text{ (Annual Consumer Price Index report value for 2015)} \\ &- 121.000 \text{ (1990 Value)} \\ &93.442 \text{ (Replace "Y" with the subtracted value)} \end{aligned}$$

Flag Drop

Step 1 - $\$1.40 \times 93.442(Y) = 130.8188$ convert it into a dollar amount $\$1.308188$

Step 2 - $\$1.40 + 1.308188 = \2.708188 round up/down to the nearest .10 cent = **\$2.70** flag drop

Per Mile

Step 1 - $\$1.50 \times 93.442(Y) = 140.163$ convert it into a dollar amount $\$1.40163$

Step 2 - $\$1.50 + 1.40163 = \2.90163 round up/down to the nearest .10 cent = **\$2.90** per mile

Wait Time

Step 1 - $\$12.00 \times 93.442(Y) = 1121.304$ convert it into a dollar amount $\$11.21304$

Step 2 - $\$12.00 + 11.21304 = \23.21304 round up/down to the nearest \$1.00 = **\$23.00** wait time

Fraction Calculation

Step 1 - $\$2.90 \text{ (per mile)} / .10 \text{ cent (fraction in which the meter clicks)} = 29 = \mathbf{1/29^{\text{th}}}$ fraction

The Time It Takes For Each Fraction To Click The Meter

Step 1 - **\$23.00 (wait time)** / .10 cent (or $1/10^{\text{th}}$ in which the meter clicks) = 230

Step 2 - $3600 \text{ (seconds per hour)} / 230 = 15.65217391304348$ seconds (the meter will click $1/10^{\text{th}}$ of a mile every 15.65217391304348 seconds the taxicab moves)

2016 City of San Diego Rates of Fare Instructions

	Maximum allowed
Flag drop	\$3.40
Per mile rate	\$3.60
Wait time	\$29.00