

## **TAC Highlights August 23, 2011 MEETING**

### **CONTINUE DISCUSSION ON “LONG-DISTANCE DEADHEAD” AND WEEKEND SPECIAL FARE PROPOSALS**

The TAC discussed the definition of Long-Distance Deadhead fares, and the consensus was that any fare that required a long drive time to pick up a passenger (such as traveling from Monterey to Prunedale) but which resulted in dropping off a passenger only a few miles from pick-up location, resulted in a fare that did not cover the costs of fuel and travel time and constituted a long-distance deadhead fare. It was also a consensus among members that often a passenger will call multiple taxi companies and will take the taxi that arrives first, resulting in a lost fare entirely.

There was no consensus on how to establish a surcharge or extra fare to fairly compensate the taxi driver and fairly charge the public. Possibilities considered included allowing companies to negotiate a rate on a per call basis; using the currently established wait time fare for travel to pick-up location; using the Senior Voucher model; and simply not dealing with the issue at all.

It was recommended that the discussion be continued until the next TAC meeting and staff was asked to return with information including the RTA jurisdiction map, geographic distances between jurisdictions and zip codes, and options for establishing a surcharge.

The TAC discussed establishing special weekend fares and the consensus was to not establish higher fares for weekends.

### **CONTINUE DISCUSSION ON THE MONTEREY COUNTY REGIONAL TAXI AUTHORITY EQUIPMENT, SAFETY, SECURITY, AND OPERATIONAL POLICY (ESSOP)**

The TAC reviewed the Draft ESSOP and made the following recommendations:

- Item 2k: Change language to “vehicle does not have either operable left side and rear view mirrors or both left and right side mirrors.
- Item 3m: Change the last sentence to “The upholstery shall be in relatively good repair.”
- Item 3p: Add “as defined by the California Vehicle Code” to the end of the last sentence.
- Item 4a: Change “business” to “company.”
- Item 4b: Add “in compliance with County Weights and Measures regulations” to the end of the sentence.
- Item 5a: Strike “each passenger” and “the permit number.”
- Item 5b: Change the first sentence to read “All immediate disputes to fare shall be determined by a peace officer; anyone reporting after the fact shall be referred to an RTA staff member.”
- Item 5e and 5d: Combine items.
- Item 5g: Change “shall” to “should” in last sentence.

## **TAC Highlights, cont'd**

There was considerable discussion and disagreement on Items 3b and 5o. Mr. Laredo, legal counsel for the RTA, suggested that three (3) options were before the TAC: 1) do not regulate the color scheme at all; 2) establish a restriction on competing color schemes from this day forward; or 3) establish guidelines to require existing companies with competing color schemes to change their taxicab color, although he was not sure this was possible. It was recommended that Item 5o be referred back to staff to provide a rationale for the item.

Disagreements arose and no recommendation was provided.

### **CONSIDER ADMINISTRATIVE FINES**

The TAC adjourned before this item could be discussed.