



AGENDA REPORT

Meeting Date: April 22, 2010

Item Number: E-1

To: Honorable Mayor & City Council

From: Chad Lynn, Director of Parking Operations

Subject:

- A.) AN URGENCY ORDINANCE OF THE CITY OF BEVERLY HILLS RELATED TO METERED TAXICAB RATES AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE
- B.) AN ORDINANCE OF THE CITY OF BEVERLY HILLS RELATED TO METERED TAXICAB RATES AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE

Attachments:

1. Urgency Ordinance Amending Section 7-4-215 of the Beverly Hills Municipal Code
2. Ordinance Amending Section 7-4-215 of the Beverly Hills Municipal Code
3. Section 5.54 of the NIST Handbook 44
4. 2005 Ordinance Establishing Metered Taxicab Rates
5. 2007 Ordinance Establishing Metered Taxicab Rates

RECOMMENDATION

It is recommended that the City Council: (i) adopt the urgency ordinance by a 4/5ths vote; and (ii) waive full reading and introduce and read by title only the non-urgency ordinance.

INTRODUCTION

This proposed amendment to the Beverly Hills Municipal Code will allow staff to enforce violations of the Beverly Hills Municipal Code, both criminally and through administrative actions, related to unapproved taxi meter rates being charged within the City of Beverly Hills.

Historically, in an effort to maintain competitive rates for taxi service within the Los Angeles region, the City of Beverly Hills has based its metered taxicab rates for the initial drop, for incremental mileage and for wait time on the rates established by the City of Los Angeles. The following was the Los Angeles City Ordinance in effect in 2007, with the rates as intended for adoption by the City of Beverly Hills.

- (a) **DROP CHARGE** - \$2.45 first 1/7th mile, or 47.5 seconds, or fraction.
- (b) **DISTANCE CHARGE** - \$0.35 for each additional 1/7th mile or part (\$2.45 per mile).
- (c) **WAITING/TIME DELAY CHARGE** - \$0.35 for each 47.5 seconds waiting time and/or traffic delay (\$26.53 per hour).

In October 2007, the current metered taxicab rates became effective, with the intent of matching the rates from the City of Los Angeles as listed above. However, that did not occur. The rates adopted and codified in the Municipal Code did not match the rates adopted by City of Los Angeles as was the intent of City Staff. In April 2010, it was discovered that the rates as adopted by the ordinance in 2007 did not comply with the programming standards for taxicab meters as set forth by the National Institute of Standards and Technology (NIST) and are therefore currently unenforceable.

DISCUSSION

In March 2010, in response to major concerns related to the declining level of service provided by taxicabs throughout Beverly Hills, the City redeployed enforcement staff with a greater focus on taxi service. Review of taxi enforcement indicates 12 cases of taxi meter misuse dating back to October 2009. In such cases, the taxi drivers will use a higher rate established for another jurisdiction in place of the rates certified for use in the City of Beverly Hills. As staff began preparing the notices required by the Beverly Hills Municipal Code in order to take criminal and administrative action related to the operator and/or vehicle permits, the inconsistency between the rates certified on the taxicab meters and the non-conforming rates established in the Beverly Hills Municipal Code became apparent. Staff has continued to issue warnings to establish a case history for the operators and vehicles, and drivers will restart the meter using the certified rate when confronted by officers; however, the proposed amendment to the Municipal Code is required to take criminal and/or administrative action, including revocation of the operators and/or vehicle permits.

The following table illustrates the current and historical rates as adopted by the City of Beverly Hills in comparison to the City of Los Angeles and highlights the errors in the adopted 2007 ordinance.

City	Flag Drop/ Initial Dist	Rate Per Mile/ Incremental	Waiting Per Hr/ Incremental
2005 Los Angeles	\$2.20 1/11 mile or 30 sec	\$2.20 \$0.20 per 1/11	\$24.00 per Hr \$0.20 per 30 Sec
2005 Beverly Hills	\$2.20 1/11 mile or 30 sec	\$2.20 \$0.20 per 1/11	\$24.00 per Hr \$0.20 per 30 Sec
2007 Adopted Beverly Hills	\$2.45 1/7 mile or 30 sec	\$1.40 \$0.20 per 1/7	\$15.15 per Hr \$0.20 per 47.5 Sec
2007 Los Angeles	\$2.45 1/7 mile or 47.5 sec	\$2.45 \$0.35 per 1/7	\$26.53 per Hr \$0.35 per 47.5 Sec
Current Los Angeles	2.65* 1/9 mile or 37 sec	\$2.70 \$0.30 per 1/9	\$29.19 per Hr \$0.30 per 37 Sec

* rate does not include LA City "extras" or surcharges

A taxicab meter is a device that accurately determines distance traveled by the vehicle or elapsed time and generates fare information and statistics. The performance standards of taxicab meters are regulated by the federal government and set forth by the National Institute of Standards and Technology ("NIST"). As a requirement to operate a taxicab in the City of Beverly Hills, a taxicab operator is required to have its taxicab meter certified by the Los Angeles County Department of Weights and Measures ("Weights and Measures"). Weights and Measures in turn ensures compliance with the NIST standards.

The adopted time increment in the initial drop charge does not conform to section 5.54 of NIST Handbook 44, the federal governing authority on the performance of taxicab meters, nor does the ratio established by the initial distance and time increment to the subsequent distance and time increment, thereby rendering the existing metered taxicab rate unenforceable because the municipal code rate cannot be certified by Weights and Measures.

The City's rules and regulations for taxicab operations, however, included the taxicab meter rate as it was intended to be adopted in 2007, which is consistent with the NIST standards. Accordingly, Weights and Measures was able to certify the taxicab meters and the meters were able to pass inspection and provide uninterrupted service based on the rates intended for implementation and set forth in the City's rules and regulations for taxicab operators. The rates in the Municipal Code, however, do not match the rates for which the taxicab operators were certified to operate.

Accordingly, Staff proposes adoption of the following metered taxicab rates to match the rates intended for implementation in 2007. Such rates are able to be programmed into the taxicab meters and thus conform to the federal standards established by the NIST:

- Drop Charge
 - \$2.45 for the first 1/7 of a mile or fraction thereof or the first 47.5 seconds or fraction thereof
- Distance Charge
 - \$0.35 for each additional 1/7 or fraction thereof (\$2.45 per mile); or
- Waiting/Delay Time Charge
 - \$0.35 for each additional 47.5 seconds waiting time or traffic delay or portion thereof (\$26.53 per hour)

Staff believes that an urgency ordinance is necessary for the immediate preservation of the public peace, health and safety. Enforceable taxicab meter regulations are critical to the public health and safety because fairly priced taxicab service is essential to seniors, disabled and others who cannot drive and who rely on taxicab service to access medical care and other essential services. For the reasons described above, new meter rates are necessary to allow enforcement of the City's laws that are designed to ensure fairly priced taxicab service. Thus, there is an immediate threat to the public peace, health and safety unless the City immediately adopts enforceable and fair taxicab rates for metered service.

It should be noted that staff is requesting that the ordinance adopt the rates that should have been adopted in 2007. The current established rates in Los Angeles, West Hollywood, Santa Monica, Culver City and unincorporated areas of Los Angeles County, which are all based on the rates established by the current rates for the City of Los Angeles, are set forth below

Rate Type	Proposed Beverly Hills	Current Los Angeles Region*
Flag Drop/ Initial Distance	\$2.45 1/7 mile or 47.5 sec	2.65 1/9 mile or 37 sec
Rate Per Mile/ Incremental Rate	\$2.45 \$0.35 per 1/7	\$2.70 \$0.30 per 1/9
Waiting Per Hr/ Incremental	\$26.53 per Hr \$0.35 per 47.5 Sec	\$29.19 per Hr \$0.30 per 37 Sec
Average 5 Mile Trip	\$14.35	\$15.85

* rate does not include LA City "extras" or surcharges

FISCAL IMPACT

Staff does not estimate any additional costs or fiscal impacts to the City.

There is no fiscal impact to the taxi customer, as the metered taxicab rates proposed herein are currently the rates certified by Weights and Measures and in use in taxicabs serving Beverly Hills.


for David Gustavson

Approved By

ORDINANCE NO. 10-O-

AN URGENCY ORDINANCE OF THE CITY OF
BEVERLY HILLS RELATED TO METERED TAXICAB
RATES AND AMENDING THE BEVERLY HILLS
MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS HEREBY
ORDAINS AS FOLLOWS:

Section 1. The City Council finds that it is necessary for the immediate preservation of the public peace, health and safety that this Ordinance take effect immediately. In response to concerns related to the declining level of service provided by taxicab operators throughout the City of Beverly Hills, the City has deployed additional enforcement staff to ensure that taxicab operators are complying with the provisions of the Beverly Hills Municipal Code. This enforcement effort led to the discovery that taxicab operators are charging taxicab rates that are inconsistent with the rates permitted by the City. In investigating this matter further, City Staff determined that the meter rates adopted in 2007 and set forth in the Beverly Hills Municipal Code are unable to be programmed into taxi meters in a manner that is compliant with the National Institute of Standards and Technology (“NIST”). Accordingly, the rates adopted by the City are currently unenforceable. Enforceable taxicab meter regulations are critical to the public health and safety because fairly priced taxicab service is essential to seniors, disabled and others who cannot drive and who rely on taxicab service to access medical care and other essential services. For the reasons described above, new meter rates are necessary to allow enforcement of the City’s laws and thus are necessary for the immediate preservation of the public peace. Thus, there is an immediate threat to

the public peace, health and safety unless the City immediately adopts enforceable and fair taxicab rates for metered service. The City Council therefore finds that it is necessary that this Ordinance take effect immediately and its urgency is hereby declared.

Section 2. Section 7-4.215 of Article 2 of Chapter 4 of Title 7 of the Beverly Hills Municipal Code is amended to read as follows:

"Sec. 7-4.215. Metered taxicab rates.

A. The taxicab rates for any taxicab operating over any street in the City shall be as follows:

1. Drop Charge. Two Dollars and Forty-Five cents (\$2.45) for the first 1/7th mile or 47.5 seconds, or fraction thereof.

2. Other Charge.

a. Distance Charge. Thirty-five cents (\$0.35) for each additional 1/7th mile, or fraction thereof (\$2.45 per mile); or

b. Waiting/Delay Charge. Thirty-five cents (\$0.35) for each 47.5 seconds waiting time and/or traffic delay, or fraction thereof (\$26.53 per hour).

B. The taxicab rate for any taxicab operating over any street in the City that provides taxicab trips to the Los Angeles International Airport shall be thirty-eight dollars (\$38.00) flat rate per trip.

C. The rates and fares set forth in subsections A and B of this Section shall be collected only to the extent shown on the taxicab meter, regardless of the number of persons occupying the taxicab. No rate or charge other than that specified in this Section shall be placed in effect, charged, demanded, or collected for taxicab service originating in the City, regardless of whether the destination of such service is within or beyond the corporate boundaries of the City.

D. Each taxicab operating within the City shall be subject to and comply with all provisions of the City's taxi coupon program as adopted by the City Council, and shall accept taxi coupons as provided therein."

Section 3. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remainder of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each and every section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

Section 4. Effective Date. This Ordinance, being an Urgency Ordinance adopted for the immediate protection of the public safety and health, containing a declaration of the facts constituting the urgency, and passed by a minimum four-fifths (4/5) vote of the City Council, shall take effect immediately upon its adoption.

PASSED, APPROVED and ADOPTED this ___ day of _____, 2010.

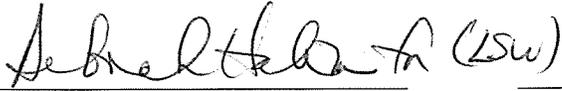
JIMMY DELSHAD
Mayor of the City of
Beverly Hills, California

ATTEST:

(SEAL)
BYRON POPE
City Clerk

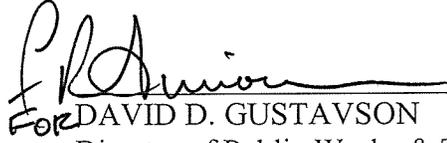
APPROVED AS TO FORM:

APPROVED AS TO CONTENT:



LAURENCE S. WIENER
City Attorney

JEFFREY KOLIN
City Manager



For DAVID D. GUSTAVSON
Director of Public Works & Transportation

ORDINANCE NO. 10-O-

AN ORDINANCE OF THE CITY OF BEVERLY HILLS
RELATED TO METERED TAXICAB RATES AND
AMENDING THE BEVERLY HILLS MUNICIPAL
CODE

THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS HEREBY
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additional 1/7th mile, or fraction thereof (\$2.45 per mile); or

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C. The rates and fares set forth in subsections A and B of this Section shall be
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persons occupying the taxicab. No rate or charge other than that specified in this Section
shall be placed in effect, charged, demanded, or collected for taxicab service originating
in the City, regardless of whether the destination of such service is within or beyond the
corporate boundaries of the City.

D. Each taxicab operating within the City shall be subject to and comply with all provisions of the City's taxi coupon program as adopted by the City Council, and shall accept taxi coupons as provided therein.”

Section 2. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remainder of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each and every section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

Section 3. This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the thirty-first (31st) day after its passage.

PASSED, APPROVED and ADOPTED this ___ day of _____, 2010.

JIMMY DELSHAD
Mayor of the City of
Beverly Hills, California

ATTEST:

_____ (SEAL)
BYRON POPE
City Clerk

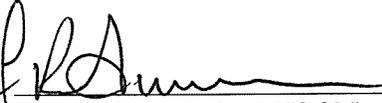
APPROVED AS TO FORM:

APPROVED AS TO CONTENT:



LAURENCE S. WIENER
City Attorney

JEFFREY KOLIN
City Manager

FOR 
DAVID D. GUSTAVSON
Director of Public Works & Transportation

Sec. 5.54. Taximeters

A. Application

A.1. This code applies to taximeters; that is, to devices that automatically calculate at a predetermined rate or rates and indicate the charge for hire of a vehicle.

A.2. This code does not apply to odometers on vehicles that are rented on a distance basis (for which see Sec. 5.53 Code for Odometers). (Amended 1977)

A.3. See also Sec. 1.10; General Code requirements.

S. Specifications

S.1. Design of Indicating and Recording Elements.

S.1.1. General. - A taximeter shall be equipped with a primary indicating element and may be equipped with a recording element. (Amended 1988)

S.1.2. Advancement of Indicating Elements. - Except when a taximeter is being cleared, the primary indicating and recording elements shall be susceptible of advancement only by the movement of the vehicle or by the time mechanism. (Amended 1988)

S.1.3. Visibility of Indications. - The indications of fare, including extras, and the mode of operation, such as "time" or "hired," shall be constantly displayed whenever the meter is in operation. All indications of passenger interest shall be easily read from a distance of 1.2 m (4 ft) under any condition of normal operation. (Amended 1986, 1977, and 1988)

S.1.3.1. Minimum Height of Figures, Words, and Symbols. - The minimum height of the figures used to indicate the fare shall be 10 mm and for extras, 8 mm. The minimum height of the figures, words, or symbols used for other indications, including those used to identify or define, shall be 3.5 mm. (Added 1986)

S.1.3.2. Lighting of Indications. *Integral lighting shall be provided to illuminate the fare, extras, the*

rate or rate code, and the taximeter status (i.e., vacant, hired, and time off).

[Nonretroactive as of January 1, 1989.]

(Added 1988)(Amended 1990)

S.1.4. Actuation of Fare-Indicating Mechanism. - When a taximeter designed to calculate fares upon the basis of a combination of distance traveled and time elapsed is operative with respect to fare indication, the fare-indicating mechanism shall be actuated by the distance mechanism whenever the vehicle is in motion at such a speed that the rate of distance revenue equals or exceeds the time rate, and may be actuated by the time mechanism whenever the vehicle speed is less than this and when the vehicle is not in motion. Means shall be provided for the vehicle operator to render the time mechanism either operative or inoperative with respect to the fare-indicating mechanism. (Amended 1977)

S.1.5. Operating Condition.

S.1.5.1. General. - When a taximeter is cleared, the indication "Not Registering," "Vacant," or an equivalent expression shall be shown. Whenever a taximeter is set to register charges, it shall indicate "Registering," "Hired," or an equivalent expression and the rate at which it is set shall be automatically indicated (Rate 1 or Rate A, for example). (Amended 1988)

S.1.5.2. Time not Recording. - When a taximeter is set for fare registration with the time mechanism inoperative, it shall indicate "Time Not Recording" or an equivalent expression. (Amended 1988)

S.1.6. Fare Identification. - Fare indications shall be identified by the word "Fare" or by an equivalent expression. Values shall be defined by suitable words or monetary signs.

S.1.7. Extras. - Extras shall be indicated as a separate item and shall not be included in the fare indication. They shall be identified by the word "Extras" or by an equivalent expression. Values shall be defined by suitable words or monetary signs. Means may be provided to totalize the fare and extras if the totalized

amount returns to separate indications of fare and extras within 5 seconds or less.

(Amended 1988)

S.1.7.1. Nonuse of Extras. - If and when taximeter extras are prohibited by legal authority or are discontinued by a vehicle operator, the extras mechanisms shall be rendered inoperable or the extras indications shall be effectively obscured by permanent means.

S.1.8. Protection of Indications. - Indications of fare and extras shall be displayed through and entirely protected by glass or other suitable transparent material securely attached to the housing of the taximeter.

S.1.9. Recorded Representation. - A printed receipt issued from a taximeter, whether through an integral or separate recording element, shall include the following:

- (a) date
- (b) unique vehicle identification number, such as the medallion number, taxi number, vehicle identification number (VIN) or permit number*
- (c) start and end time of trip*
- (d) distance traveled, maximum increment of 0.1 kilometer (0.1 mile)*
- (e) fare in \$
- (f) for multi-rate taximeters, each rate at which fare was computed and the associated fare at that rate*
- (g) additional charges where permitted such as extras, surcharge, telephone use, tip and tax shall be identified and itemized*
- (h) total fare in \$ (total charge)*

[Nonretroactive as of January 1, 1989.]

*[Nonretroactive as of January 1, 2000]

(Added 1988)(Amended 1999)

S.1.9.1. Multiple Recorded Representations.

S.1.9.1.1. Duplicate Receipts. - A recording element may produce a duplicate receipt for the previous transaction provided the information printed is identical to the original with the exception of time issued. The duplicate receipt shall include the words "duplicate" or "copy." The feature to print a

duplicate receipt shall be deactivated at the time the meter is hired for the next fare.

[Nonretroactive as of January 1, 2000]

(Added 1999)

S.2. Basis of Fare Calculations. - A taximeter shall calculate fares only upon the basis of:

- (a) distance traveled,
 - (b) time elapsed, or
 - (c) a combination of distance traveled and time elapsed.
- (Amended 1977)

S.2.1. Initial Time and Distance Intervals. - The time and distance intervals of a taximeter shall be directly proportional as expressed in the following formula:

$$\frac{\text{Seconds of Initial Time Interval}}{\text{Seconds per Non-Initial Time Interval}} =$$

$$\frac{\text{Distance of Initial Mileage Interval}}{\text{Distance per Non-Initial Mileage Interval}}$$

(Added 1990)

S.3. Design of Operating Control.

S.3.1. Positions of Control. The several positions of the operating controls shall be clearly defined and shall be so constructed that accidental or inadvertent changing of the operating condition of the taximeter is improbable. Movement of the operating controls to an operating position immediately following movement to the cleared position shall be delayed enough to permit the taximeter to come to a complete rest in the cleared position.

(Amended 1988)

S.3.2. Flag. - If the control for the operating condition is a lever-arm and flag, the flag shall be at its highest position when the taximeter is cleared, and in this position the whole of the flag shall be above the level of the taximeter housing.

S.3.3. Control for Extras Mechanism. - The knob, handle, or other means provided to actuate the extras mechanism shall be inoperable whenever the taximeter is cleared.

S.4. Interference. - The design of a taximeter shall be such that there will be no interference between the time and the distance portions of the mechanism device at any speed of operation.

(Amended 1977 and 1988)

S.5. Provision for Security Seals. - Adequate provision shall be made for affixing security seals to a taximeter and to other parts required for service operation of a complete installation on a vehicle, so that no adjustments, alterations, or replacements affecting accuracy or indications of the device or the assembly can be made without mutilating the seal or seals. The sealing means shall be such that it is not necessary to disassemble or remove any part of the device or of the vehicle to apply or inspect the seals.
(Amended 1988)

S.6. Power Interruption, Electronic Taximeters.

- (a) *After a power interruption of 3 seconds or less, the fare and extras indications shall return to the previously displayed indications and may be susceptible to advancement without the taximeter being cleared.*
- (b) *After a power interruption exceeding 3 seconds, the fare and extras indications shall return to the previously displayed indications and shall not be susceptible to advancement until the taximeter is cleared.*

[Effective and nonretroactive as of January 1, 1994. Retroactive after January 1, 1999.]

(Added 1988)(Amended 1989 and 1990)

N. Notes

N.1. Distance Tests.

N.1.1. Test Methods. - To determine compliance with distance tolerances, a distance test of a taximeter shall be conducted utilizing one or more of the following test methods:

- (a) **Road Test.** - A road test consists of driving the vehicle over a precisely measured road course.
- (b) **Fifth-Wheel Test.** - A fifth-wheel test consists of driving the vehicle over any reasonable road course and determining the distance actually traveled through the use of a mechanism known as a "fifth wheel" that is attached to the vehicle and that independently measures and indicates the distance.
- (c) **Simulated-Road Test.** - A simulated road test consists of determining the distance traveled by use of a roller device, or by computation from rolling circumference and wheel-turn data.

(Amended 1977)

N.1.2. Test Procedures. - The distance test of a taximeter, whether a road test, a simulated-road test, or a fifth-wheel test, shall include at least duplicate runs of sufficient length to cover at least the third money drop or 1 mile, whichever is greater, and shall be at a speed approximating the average speed traveled by the vehicle in normal service. In the case of metric-calibrated taximeters, the test should cover at least the third money drop or 2 km, whichever is greater.

(Amended 1977)

N.1.3. Test Conditions.

N.1.3.1. Vehicle Lading. - During the distance test of a taximeter, the vehicle shall carry two persons, or in the case of a simulated-road test, 70 kg or 150 lb of test weights may be substituted in lieu of the second person.

N.1.3.2. Tire Pressure. - At the completion of test run or runs, the tires of the vehicle under test shall be checked to determine that the tire pressure is that operating tire pressure posted in the vehicle. If not, the tire pressure should be adjusted to the posted tire pressure and further tests may be conducted to determine the operating characteristics of the odometer.

(Amended 1977)

N.2. Time Test. - If a taximeter is equipped with a timing device through which charges are made for time intervals, the timer shall be tested at the initial interval, four separate subsequent intervals, and an average time test of at least four consecutive subsequent time intervals.

(Amended 1988)

N.3. Interference Test. - If a taximeter is equipped with a timing device through which charges are made for time intervals, a test shall be conducted to determine whether there is interference between the time and distance elements. During the interference test, the vehicle's operating speed shall be 3 km/h or 4 km/h, or 2 mi/h or 3 mi/h faster than the speed at which the basic distance rate equals the basic time rate. The basic rate per hour divided by the basic rate per mile is the speed (km/h or mi/h) at which the basic time rate and basic distance rate are equal.

(Amended 1988)

T. Tolerances

T.1. Tolerance Values.

T.1.1. On Distance Tests. - Maintenance and acceptance tolerances for taximeters shall be as follows:

- (a) On Overregistration: 1 percent of the interval under test.
- (b) On Underregistration: 4 percent of the interval under test, with an added tolerance of 30 m or 100 ft whenever the initial interval is included in the interval under test.

T.1.2. On Time Tests.

T.1.2.1. On Individual Time Intervals. - Maintenance and acceptance tolerances on individual time intervals shall be as follows:

- (a) On Overregistration: 3 seconds per minute (5 percent).
- (b) On Underregistration: 9 seconds per minute (15 percent) on the initial interval, and 6 seconds per minute (10 percent) on subsequent intervals.

T.1.2.2. On Average Time Interval Computed After the Initial Interval. - Except for the initial interval, maintenance and acceptance tolerances on the average time interval shall be as follows:

- (a) On Overregistration: 0.2 second per minute (0.33 percent).
 - (b) On Underregistration: 3 seconds per minute (5 percent).
- (Amended 1991)

T.1.3. On Interference Tests.

T.1.3.1. The registration of a taximeter in the "time on" position shall agree within one percent of its performance in the "time off" position.
(Added 1988)

UR. User Requirements

UR.1. Inflation of Vehicle Tires. - The operational tire pressure of passenger vehicles and truck tires shall be posted in the vehicle and shall be maintained at the posted pressure.
(Amended 1977)

UR.2. Position and Illumination of Taximeter. - A taximeter shall be so positioned and illuminated that its indications, operational markings, and controls of passenger interest can be conveniently read by a passenger seated in the back seat of the vehicle.
(Amended 1985 and 1986)

UR.3. Statement of Rates. - The distance and time rates for which a taximeter is set, including the initial distance interval and the initial time interval, the local tax rate, and the schedule of extras when an extras indication is provided, shall be conspicuously displayed inside the front and rear passenger compartments. The words "Rate," "Rates," or "Rates of Fare" shall precede the rate statement. The rate statement shall be fully informative, self-explanatory, and readily understandable by the ordinary passenger, and shall either be of a permanent character or be protected by glass or other suitable transparent material.
(Amended 1977, 1988, 1990, and 1999)

ORDINANCE NO. 05-0-2490

AN ORDINANCE OF THE CITY OF BEVERLY HILLS
RELATED TO INCREASE OF METERED TAXICAB RATES
AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS HEREBY
ORDAINS AS FOLLOWS:

Section 1. Section 7-4.215 of Article 2 of Chapter 4 of Title 7 of the Beverly Hills
Municipal Code is amended to read as follows:

"Sec. 7-4.215. Metered taxicab rates.

(a) Taxicab rates for any taxicab operating over any street in the City shall
be fixed as follows:

(1) Two Dollars and twenty cents (\$2.20) for the first one-eleventh
(1/11) mile or fraction thereof, or thirty (30) seconds of waiting time or fraction thereof;

(2) Twenty (20) cents for each additional one-eleventh (1/11) mile or
fraction thereof, or thirty (30) seconds waiting time or fraction thereof.

(3) Thirty-five dollar (\$35.00) flat rate to the Los Angeles Airport
(LAX).

(b) The rates and fares set forth in subsection (a) of this Section shall be
collected only to the extent shown on the taxicab meter, plus any surcharge applicable, regardless
of the number of persons occupying the taxicab. No rate other than that specified in this Section
shall be placed in effect, charged, demanded, or collected for taxicab service originating in the City,
regardless of whether the destination of such service is within or beyond the corporate boundaries
of the City."

Section 2. The City Clerk shall cause this ordinance to be published at least once in
a newspaper of general circulation published and circulated in the City within fifteen (15) days after
its passage, in accordance with Section 36933 of the Government Code, shall certify to the adoption
of this ordinance, and shall cause this ordinance and his certification, together with proof of
publication, to be entered in the Book of Ordinances of the Council of this City.

Section 3. This ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the thirty-first (31st) day after its passage.

Adopted: December 6, 2005
Effective: January 6, 2005



LINDA J. BRISKMAN
Mayor of the City of
Beverly Hills, California

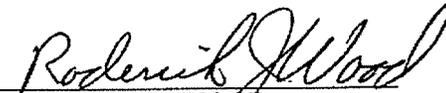
ATTEST:

 (SEAL)
BYRON POPE
Acting City Clerk

APPROVED AS TO FORM


LAURENCE S. WIENER
City Attorney

APPROVED AS TO CONTENT:


RODERICK J. WOOD
City Manager


DAVID D. GUSTAVSON
Director of Public Works &
Transportation

ORDINANCE NO. 07-0- 2527

AN ORDINANCE OF THE CITY OF BEVERLY HILLS
RELATED TO INCREASE OF METERED TAXICAB RATES
AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS HEREBY ORDAINS AS
FOLLOWS:

Section 1. Section 7-4.215 of Article 2 of Chapter 4 of Title 7 of the Beverly Hills
Municipal Code is amended to read as follows:

"Sec. 7-4.215. Metered taxicab rates.

(a) Taxicab rates for any taxicab operating over any street in the City shall
be fixed as follows:

(1) Two Dollars and Forty-Five cents (\$2.45) for the first one-seventh
(1/7) mile or fraction thereof, or thirty (30) seconds of waiting time or fraction thereof;

(2) Twenty (20) cents for each additional one-seventh (1/7) mile or
fraction thereof, or forty-seven & half (47.5) seconds waiting time or fraction thereof.

(3) Thirty-eight dollar (\$38.00) flat rate to the Los Angeles Airport
(LAX).

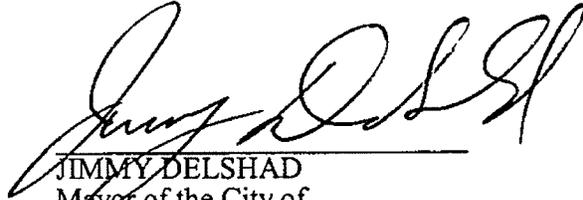
(b) The rates and fares set forth in subsection (a) of this Section shall be
collected only to the extent shown on the taxicab meter, plus any surcharge applicable, regardless
of the number of persons occupying the taxicab. No rate other than that specified in this Section
shall be placed in effect, charged, demanded, or collected for taxicab service originating in the City,
regardless of whether the destination of such service is within or beyond the corporate boundaries
of the City.

(c) Each taxicab operating within the city shall be subject to and comply with
all provisions of the city's taxi coupon program as adopted by the council, and shall accept taxi
coupons as provided therein."

Section 2. The City Clerk shall cause this ordinance to be published at least once in
a newspaper of general circulation published and circulated in the City within fifteen (15) days after
its passage, in accordance with Section 36933 of the Government Code, shall certify to the adoption
of this ordinance, and shall cause this ordinance and his certification, together with proof of
publication, to be entered in the Book of Ordinances of the Council of this City.

Section 3. This ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the thirty-first (31st) day after its passage.

Adopted: September 4, 2007
Effective: October 5, 2007



JIMMY DELSHAD
Mayor of the City of
Beverly Hills, California

ATTEST:



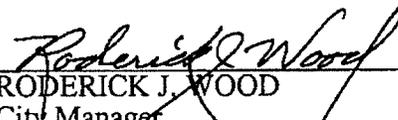
(SEAL)
BYRON FOPE
City Clerk

APPROVED AS TO FORM



LAURENCE S. WIENER
City Attorney

APPROVED AS TO CONTENT:



RODERICK J. WOOD
City Manager



DAVID D. GUSTAVSON
Director of Public Works & Transportation