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## Agenda

### SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE MEETING

December 12, 2018

10:00 a.m.

James R. Mills Building  
Board Meeting Room, 10<sup>th</sup> Floor  
1255 Imperial Avenue, San Diego, 92101

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Clerk of the Board at least two working days prior to the meeting. Assistive Listening Devices (ALDs) are available from the Clerk of the Committee prior to the meeting and are to be returned at the end of the meeting.

#### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes – June 13, 2018 and September 13, 2018
3. Non-Agenda Public Comment

Approve

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 from the Clerk of the Committee.

4. Management and Committee Member Communications

Informational

Taxicab Administration Manager Kenneth Nelson, (verbal report)

- a) MTS Taxicab Administration 2018 Vehicle Inspection Round Results (attached)
- b) MTS Taxicab Administration 2019 Administrative Fee Schedule proposed revisions (attached)
- c) City of San Diego bicycle lane proposal for Sixth Avenue and relocation of taxicab stands.



5. Time Periods and Extensions relating to Permanent Replacement and Retirement of For Hire Vehicles

Approve

Action would forward a recommendation to the MTS Board of Directors to revise MTS Ordinance No. 11 accordingly to implement proposed changes to permanent replacement and retirement of for hire vehicles.

6. Next Meeting: TBD

7. Adjournment

San Diego Metropolitan Transit System  
Taxicab Advisory Committee Meeting

June 21, 2018

10:00 a.m.

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

**DRAFT MINUTES**

1. Roll Call

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

2. Approval of Meeting Minutes – March 14, 2018

Tony Hueso moved for approval of the minutes of the March 14, 2018 Taxicab Advisory Committee meeting. Margo Tanguay seconded the motion, and the vote was 9 to 0 in favor with Mr. Nichols, Mr. Chasteen, Mr. Majid, Mr. Mayekawa, Ms. Mercer, Mr. Terzi and Mr. Weldegiorgis absent, 1 Taxicab Lease Driver seat vacant and no one abstaining.

3. Non-Agenda Public Comment

No non-agenda public comments were made.

4. Management and Committee Member Communications

a. Taxicab Permit Figures - Kenneth Nelson, Taxicab Administration Manager

Mr. Nelson presented preliminary year to date permit status figures for taxi, and other for hire vehicles. The memo containing current permit figures is included in the final meeting packet.

b. Approved Soft Meter technology and Devices - Kenneth Nelson

Mr. Nelson presented information on approved soft meter technology/devices per California Department of Food and Agriculture, Division of Weights and Measures. The Certificate of Conformance, diagrams and descriptions of the standard features and options for each approved device is included in the final meeting packet. He stated that although there are other companies who are working to get their software approved, no other software is currently accepted.

c. Revisions to Radio Service Dispatch Instructions and Form 570.50 - Kenneth Nelson

Mr. Nelson presented, and reviewed, changes to the existing procedure for a Radio Service Organization change as well as to the Radio Dispatch Service Organization Form 570.50. The revised Radio Service Instructions and updated Form 570.50 are included in the final packet. Mr. Nelson explained that the procedure and form has been updated to address any perceived bias, or more favorable treatment, from MTS towards either Radio Service Organizations, or Permit Holders. This change was also implemented to help address the issue of dispatch equipment not being returned to the Radio Service Provider before a Permit Holder switches to another Radio Service. Additionally, the change was made to allow Permit Holders to change companies should the present Radio Service Provider refuse to provide sign off for such service change. The implementation of a 30-day wait period for Radio Service change, where the current provider has yet to "sign off" on the change, will allow both parties time to settle any outstanding equipment, or account issues. He clarified that if the permit holder obtains signature for change from the current Radio Service Organization, then the permit holder may switch radio service effective immediately upon completion of all other outlined Taxi Administration policy requirements noted on updated Form 570.50. Mr. Tasem requested further clarification using the example of a Permit Holder wanting to leave Company "A", to switch to Company "B" while still owing \$10,000 to Company "A". Mr. Tasem asked what will happen in the event of outstanding financial disputes at the end of the 30 days. Mr. Nelson explained that at the end of that 30 day period, the permit holder would still be allowed to switch Radio Service Organizations regardless of "sign off". Mr. Tasem asked should there be a dispute, and the current Radio Service Company would not "sign off" on the transfer, would the permit holder still be able to work during the 30 day waiting period. Mr. Nelson explained that the permit holder would be allowed to work as long as they still have Radio Service. Mr. Nelson said that the 30 day wait period is only intended to allow time for both party's to mediate if needed; should there still be outstanding issues between the parties at the end of this time period, then the same legal recourse that is afforded to any other business may be pursued. Ms. Tanguay shared that this has been a problem for many years in the past and wanted to know if the driver would still be able to use existing equipment and service during the 30 day wait period. Mr. Nelson reiterated that, per MTS Legal Department, the Taxicab Administration's position is as a Regulatory Agency, not one of legal enforcement, to settle civil disputes, nor to provide mediation between the two parties. Ms. Tanguay stated she agrees with the procedures but believes if the radio service discontinues radio service before the 30 days the permit holders and drivers may be left without any radio service for that time period and not able to work. Mr. Banks asked if MTS could enforce the return of equipment to the Radio Service Organization; Mr. Nelson reiterated that, MTS will not be getting involved in civil disputes between the Radio Service and Permit Holder. For clarity, Mr. Palmeri summarized the new procedure and Mr. Nelson confirmed that his understanding is correct.

d. Taxicab Committee Advisory Board Driver Representative Vacancy - Kenneth Nelson

Mr. Nelson discussed the current TAC Advisory Board vacancy and presented possible options to fill the seat. He reviewed the previous recommendation to appoint a Lease Driver Representative at the April 4, 2018 Workshop on Regulatory Meetings (WORM).

Due to lack of quorum at April 4, 2018 meeting, no appointment was made. As lack of quorum at WORM has occurred for the last three meetings, Mr. Nelson suggested that the committee either try again to make an appointment at the next WORM, or to leave current seat vacant until 2019 elections. Chairperson Zapf asked the committee members for feedback; Mr. Tasem and Mr. Hueso suggested leaving the seat open until 2019 elections, and all committee members were in agreeance. As this item was only informational, no motion was required.

e. MTS Driver Safety Training - Kenneth Nelson

Mr. Nelson gave a verbal report on the MTS Driver Safety Training and reviewed Driver Representative recommendations. Committee member George Banks provided a handout detailing his recommendations, the handout is included in the final packet.

Mr. Palmeri said he disagreed with some of the speakers comments. He noted that with the help of TAC Board members there have been many beneficial changes, such as the insurance mandatory coverage limits being reduced. He said that he thinks training every two years is needed for a few reasons. He shared that for companies that may bid for contracts, being able to say that your drivers complete the MTS Safety Training every two years is a benefit. He said that due to employment regulations they, as Owners or Contractors, are not able to require drivers to come in for training but MTS is able to perform the training. Mr. Palmeri suggested that content, or curricula, could be reviewed and discussed at WORM but feels that to do away with the training all together would not be good for the industry.

Mr. Seifu spoke of a driver petition to remove the MTS Safety Training as it is not helping the drivers, or the industry. He said that TMC's have been taking over a lot of business and they only require a video to be watched. He said most drivers have been driving for five, ten or more years and that he thinks it is a waste of time for experienced drivers to review items such as how to read a map, blue code lights and how to use a meter. He said most drivers are fed up with this issue and do not like that they have to sign up, go to a class and pay money. Mr. Seifu said he spoke to a driver who just attended the training and asked what he learned, the driver told him he didn't even remember, and he just took the training because that is what is required to renew his Sherriff's License. Mr. Seifu would like some thought to be given as to why the training is really required, not just because of MTS politics. Mr. Seifu said that this also may be an opportunity to further empower the Radio Service Organizations by allowing them to provide the training to drivers.

Mr. Banks said that he has talked to new drivers at the Airport who have inquired as to where MTS office is as they want to know about Ordinance 11. He stated that he tells drivers this is not something they can learn in just a few minutes and for this reason he thinks the class is very important. He said that he also thinks the class is not only very important for new drivers, but for experienced drivers to attend every two years as well. He said that the biggest complaint he has heard from drivers is about the expense and he suggests that the fee be lowered to 10.00. He said that it is very important that the drivers know the rules to help avoid penalties, possible ticketing and just to learn about the industry in general. Mr. Banks talked about his attendance at the training the day prior to the TAC Meeting and thinks that many people do not understand the information

that can be obtained by attending the training. He said new drivers would have no way of knowing many things, such as what to do in the event of a safety matter or danger, without going to the training. He would also like to see some additional information regarding airport issues, such as fare refusal and GPS navigation. He said that he found the class to be very helpful and feels it should remain.

Mr. Tasem shared that approximately a year ago Mr. Fewell, Interim Taxicab Administration Manager, asked for help with the drivers training program. Mr. Tasem said he provided an outline, training program, classroom layout and volunteered to run the class. He said that the training that is given now is the same training that was given at Foundation College, with the exception of there being 40 questions instead of 10 or 20. Mr. Tasem states that the training being given has been the same for 20 years and he was under the impression that the MTS training would be different from the prior training. He states that the training he prepared had information regarding three aspects of taxi driving service: customer service, locations, and dispatch communications. The prior training was 5.00, and now costs 30.00. He said that he does understand that there are expenses involved but he thinks the training needs to change from the existing format. Mr. Tasem said that he thinks the current training needs to include more on customer service and things that happen in the field. He said that the drivers do need to learn how to provide much better customer service and this can only come through additional training.

Ms. Tanguay spoke of experience as a Continuing Education Committee Chair and about the many different of industries that require routine continuing education. She shared that the original trainings were started to inform drivers, and that the safety trainings were started due to drivers being killed. Ms. Tanguay feels that one problem is that new drivers are not coming in, and as professionals, owners and drivers need to educate themselves on basic laws, new amendments, regulation updates and vehicle changes. She agreed with prior speakers that \$30.00 may be high, but realizes there are costs; she noted that Sherriff's renewals did go down this year. She noted the importance of communication and continued education for the professional taxi industry. She said she does feel that some aspects of the class could be modified but it is very important to keep. Ms. Tanguay asked if the training could include more information regarding the some of the airport issues so drivers can be more informed of Airport Regulations. Ms. Tanguay said that she thinks there has been an increase in reckless driving, possibly due to increased marijuana usage. This is one reason she believes that the training continues to be very important and asked that all members bring their ideas together at the next WORM.

Mr. Hueso made the point that guiding principles are important in every industry. He said that one programs value is the engagement with drivers. He said in prior times there has not been open lines of communication between regulators and drivers, and he feels this has changed and is very important. He also noted that the prior training was a video and didn't allow for any kind of continued dialogue. He thinks that the current training requirement, with consideration to cost and time, is very little in comparison to what is being gained. He said the current training allows the drivers more information and better industry engagement, which then allows for better public service. Mr. Hueso noted that he did attend the training and was able to directly observe the engagement aspect of the

training between the drivers and trainers. He also acknowledged that both Mr. Nelson and Mr. Fewell have supported making changes and updates to the training as needed.

Mr. Abraham shared that he has been talking to many drivers over the past week and doesn't feel the current class adds anything. Previously it was easy to attend the class and now drivers have to sign up and if their Sheriff's ID's is already expired they are losing the opportunity to make money. He said that he has taken the class every two years and doesn't feel that it has helped him at all. Mr. Abraham said that Permit Owners and Radio Services are engaged with the drivers and providing training to them in customer service and other areas, on a daily basis. He would like to see the training made easier to attend in both time and money.

Mr. Nelson talked about some purposes of the class, including Board Regulation requirements, as well as possible expense impact with items such as insurance costs. He shared his personal experience of his two cab rides the week before. There were no issues with the ride, or driver, on the first trip; however, there were several issues with the second ride. Although Mr. Nelson stated the driver was very courteous, he said he did have the expectation that the driver would have noted his destination of the Taxicab Administration Office and would be on his best behavior. He said in the short ride this very experienced driver conducted an appalling number of vehicle code violations. Mr. Nelson said this shows that the training is still needed as there are continued complaints on very basic issues, such as driving and customer service. Mr. Nelson also shared that he recently witnessed a taxi driver, with passengers in the cab, make a dangerous, illegal U turn in front of the vehicle that he and Mr. Fewell were riding in. This driver was reported to the company. He noted that these are the types of issues continuing to happen with "experienced" drivers. Mr. Nelson said that if the Driver Training can be improved he is open to suggestions, including reviewing the information Mr. Tasem provided to Mr. Fewell. He explained that the prior training was provided by a third party contractor at the cost of \$65,000 per year, and when MTS provides training, it is on a full cost recovery basis. The training fee charged covers such items as classroom and technology fees, MTS staff salary and other expenses. Any overages that are collected from the training go into the MTS reserve fund; these funds may be used to try and help offset other potential increases, such as regulatory fees. A large portion of the reserve funds were used to offset regulatory fees for one year, and this directly impacted the ability to offset other industry costs. Mr. Nelson noted that the current class is approximately fifty minutes of lecture in addition to the time needed to complete the test; he doesn't feel this is an exorbitant amount of time spent for training every other year. Mr. Nelson related that he often hears comparison to what Lyft and Uber are required to do; he explained that the goal of Taxi is to make themselves better than Lyft or Uber. He stated that this can be attained by better customer service, safer driving and continued training. Mr. Nelson reminded committee members that the WORM is the place to review such issues as improving the existing training class and encouraged all to attend.

Chairperson Zapf acknowledged the frustration of ongoing training as she frequently is required to complete continued trainings. She said her experience is that occasionally she may get answers incorrect and related this to the necessity, and importance, of continued training in order to keep abreast of different changes in laws, rules and regulations.



Public Comment

*Abebe Antallo* – Mr. Antallo, a representative of United Taxi Workers of San Diego, first expressed his appreciation Mr. Nelson's work on behalf of taxi drivers. He stated that MTS is now a friendly institution to drivers. Mr. Antallo would like to see more equal representation of Lease Drivers on the TAC. He shared that he has talked to a lot of drivers who are complaining about the MTS Drivers Training. The majority of drivers who are attending this training are veterans of the taxi business who have been driving for an average of 10 to 15 years and they are not gaining any additional knowledge. Mr. Antallo said that most drivers are already struggling due to Uber and less business and they do not have the time or money to spend at training. He would like to see the training for established drivers disregarded. He does agree that the training is acceptable for new drivers who do not yet have the field experience.

*Barkzai Najibullah* – Mr. Najibullah said that he has been a taxi driver throughout San Diego and at the San Diego Airport since 1977. He stated that in the past they would take the safety training but he has not seen anything new, or any changes, in the past 12 years. He has worked for many different corporations and locations and learned about one regulatory change in the first five years only. Mr. Najibullah stated that he does not understand why time is being wasted on safety classes when nothing changes from each year they have training. He stated that drivers are really struggling and have lost so much business to Uber and they have very little regulation, or training, in comparison to taxi drivers. He shared that as a Taxi driver there is already a lot of burden and business expense and he would like to see change in the Safety Training requirements for this reason. He said he does agree that first, and second, year drivers should continue take it more frequently.

5. Adoption of Taxicab Rates of Fare-Airport/Cities - Kenneth Nelson

Mr. Nelson said a study was conducted on rates of fare to determine both the maximum and minimum rates of fare. The maximum rate remained the same but there was a change in the minimum rate. Ms. Tanguay said that are a lot of drivers who want to lower the rates. She has seen both very low rates for Uber/Lyft and high rates for the same fare from taxis-as well as low rates for taxi and higher for Uber/Lyft. She said there big problems with the rates. Due to the competitive nature of the rates, she has tried to cut her rates down from the meter when possible and would like to see Airport Drivers and other drivers to do the same.

Action Taken

Mr. Tasem moved to keep the current rates until January 1, 2019 when AB 1069 goes into effect. Mr. Palmeri seconded the motion, and the vote was 9 to 0 in favor with Mr. Nichols, Mr. Chasteen, Mr. Majid, Mr. Mayekawa, Ms. Mercer, Mr. Terzi and Mr. Weldegiorgis absent, 1 Taxicab Lease Driver seat vacant and no one abstaining. Action would forward a recommendation to the MTS Board of Directors to maintain the current 2017 rates of fare for both Airport Originated Trips and Non-Airport Originated Trips for the remainder of 2018.

6. Next Meeting – September 13, 2018 at 10:00 a.m.



7. Adjournment

Chairperson Zapf wished everyone a lucrative summer during Pride Week, ComicCon and other large San Diego Events and the meeting was adjourned at 11:04 a.m.

Accepted:

Filed by:

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Lorie Zapf  
Chair of Taxicab Advisory Committee

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Jamila L. Larkins, Clerk of the Committee  
MTS Taxicab Administration

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TAXICAB ADVISORY COMMITTEE (TAC) MEETING  
ROLL CALL

MEETING OF: June 21, 2018

CALL TO ORDER (TIME): 10:05 a.m.

ADJOURN: 11:04 a.m.

COMMITTEE MEMBER (Alternate)	ORGANIZATION	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Lorie Zapf (Chair) <input checked="" type="checkbox"/>	MTS Board of Directors/SD City Council	10:00 am	11:04 am
George Abraham <input checked="" type="checkbox"/>	Taxicab Owner/Eritrean Cab Co.	10:00 am	11:04 am
Alfred Banks <input checked="" type="checkbox"/>	Taxicab Lease Driver	10:00 am	11:04 am
Marc Nichols <input type="checkbox"/> Michael Anderson <input type="checkbox"/>	San Diego County Regional Airport Authority		
Ryan Chasteen <input type="checkbox"/>	Hotel Industry		
Tony Hueso <input checked="" type="checkbox"/> Alfredo Hueso <input type="checkbox"/>	Taxicab Owner/USA Cab, LTD	10:00 am	11:04 am
Akbar Majid <input type="checkbox"/>	Taxicab Owner/SDYC Holdings, LLC		
Daryl Mayekawa <input type="checkbox"/> Josh Layne <input type="checkbox"/>	San Diego Convention Center		
Namara Mercer <input type="checkbox"/>	Hotel Industry		
Tony Palmeri <input checked="" type="checkbox"/> Michel Anderson <input type="checkbox"/>	San Diego Travelers Aid Society	10:00 am	11:04 am
Able Seifu <input checked="" type="checkbox"/>	Taxicab Lease Driver	10:00 am	11:04 am
Margo Tanguay <input checked="" type="checkbox"/>	Taxicab Lease Driver	10:00 am	11:04 am
David Tasem <input checked="" type="checkbox"/>	Taxicab Lease Driver	10:00 am	11:04 am
VACANT <input type="checkbox"/>	Taxicab Lease Driver		
Nasser Tehrani <input checked="" type="checkbox"/> Houshang Nahavandian <input type="checkbox"/>	Taxicab Owner/N.A.T. Cab Co.	10:00 am	11:04 am
Joe Terzi <input type="checkbox"/> Brian Hilemon <input type="checkbox"/>	San Diego Tourism Authority		
Medhanie Weldegiorgis <input type="checkbox"/>	Taxicab Owner/"A" Transportation, LLC		
Marco Mares <input type="checkbox"/> non-voting Cynthia Davis <input checked="" type="checkbox"/>	San Diego County Department of Agriculture, Weights and Measures	10:00 am	11:04 am
Edna Rains <input checked="" type="checkbox"/> non-voting	San Diego County Sheriff's Department Licensing Division	10:00 am	11:04 am
Paul Jablonski <input type="checkbox"/> non-voting	MTS Chief Executive Officer		
Sharon Cooney <input type="checkbox"/> non-voting	MTS Chief of Staff		
Kenneth Nelson <input checked="" type="checkbox"/> non-voting	MTS Taxicab Administration Manager	10:00 am	11:04 am
Samantha Leslie <input checked="" type="checkbox"/> non-voting	MTS Staff Attorney/Regulatory Compliance	10:00 am	11:04 am
Leonardo Fewell <input checked="" type="checkbox"/> non-voting	MTS Taxicab Regulatory Specialist	10:00 am	11:04 am

CLERK OF THE TAC: 

TAXICAB ADMINISTRATION MANAGER: 

San Diego Metropolitan Transit System  
Taxicab Advisory Committee Meeting

September 13, 2018

10:00 a.m.

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

1. Roll Call

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

2. Approval of Meeting Minutes – June 21, 2018

Due to lack of quorum June 21, 2018 were not approved and will be moved to next scheduled TAC for approval.

3. Non-Agenda Public Comment

No non-agenda public comments were made.

4. Management and Committee Member Communications

- a. MTS Ordinance No. 11 revisions to comply with AB 1069 requirements - Kenneth Nelson, Taxicab Administration Manager

Mr. Nelson stated that some changes need to be made to the current MTS Ordinance No. 11 in order to comply with AB 1069 and will forward those needed changes to the MTS Board and Legal Department for review and/or revision.

- b. Ad-hoc committees recommendations/enhancements to MTS Driver Training and Customer Service/Feedback Protocols - Kenneth Nelson

Mr. Nelson stated that two Ad-hoc committees would be developed; one to review the existing MTS Safety Training and a second committee to discuss devising a more formal policy and procedure for customer feedback.

5. Next Meeting – December 12, 2018 at 10:00 a.m.

6. Adjournment

The meeting was adjourned at 10:13 a.m.

Accepted:

Filed by:

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Lorie Zapf  
Chair of Taxicab Advisory Committee

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Jamila L. Larkins, Clerk of the Committee  
MTS Taxicab Administration

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TAXICAB ADVISORY COMMITTEE (TAC) MEETING  
ROLL CALL

MEETING OF: September 13, 2018

CALL TO ORDER (TIME): 10:10 a.m.

ADJOURN: 10:13 a.m.

COMMITTEE MEMBER (Alternate)	ORGANIZATION	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Lorie Zapf (Chair) <input checked="" type="checkbox"/>	MTS Board of Directors/SD City Council	10:00 am	10:13 am
George Abraham <input type="checkbox"/>	Taxicab Owner/Eritrean Cab Co.		
Alfred Banks <input type="checkbox"/>	Taxicab Lease Driver		
Marc Nichols <input type="checkbox"/> Michael Anderson <input type="checkbox"/>	San Diego County Regional Airport Authority		
Ryan Chasteen <input type="checkbox"/>	Hotel Industry		
Tony Hueso <input type="checkbox"/> Alfredo Hueso <input type="checkbox"/>	Taxicab Owner/USA Cab, LTD		
Akbar Majid <input checked="" type="checkbox"/>	Taxicab Owner/SDYC Holdings, LLC	10:00 am	10:13 am
Daryl Mayekawa <input checked="" type="checkbox"/> Josh Layne <input type="checkbox"/>	San Diego Convention Center	10:00 am	10:13 am
Namara Mercer <input type="checkbox"/>	Hotel Industry		
Tony Palmeri <input type="checkbox"/> Michel Anderson <input type="checkbox"/>	San Diego Travelers Aid Society		
Able Seifu <input type="checkbox"/>	Taxicab Lease Driver		
Margo Tanguay <input checked="" type="checkbox"/>	Taxicab Lease Driver	10:00 am	10:13 am
David Tasem <input checked="" type="checkbox"/>	Taxicab Lease Driver	10:00 am	10:13 am
VACANT <input type="checkbox"/>	Taxicab Lease Driver		
Nasser Tehrani <input type="checkbox"/> Houshang Nahavandian <input type="checkbox"/>	Taxicab Owner/N.A.T. Cab Co.		
Joe Terzi <input type="checkbox"/> Brian Hilemon <input type="checkbox"/>	San Diego Tourism Authority		
Medhanie Weldegiorgis <input type="checkbox"/>	Taxicab Owner/"A" Transportation, LLC		
Marco Mares <input type="checkbox"/> non-voting Cynthia Davis <input checked="" type="checkbox"/>	San Diego County Department of Agriculture, Weights and Measures		
Edna Rains <input type="checkbox"/> non-voting	San Diego County Sheriff's Department Licensing Division		
Paul Jablonski <input type="checkbox"/> non-voting	MTS Chief Executive Officer		
Sharon Cooney <input type="checkbox"/> non-voting	MTS Chief of Staff		
Kenneth Nelson <input checked="" type="checkbox"/> non-voting	MTS Taxicab Administration Manager	10:00 am	10:13 am
Samantha Leslie <input type="checkbox"/> non-voting	MTS Staff Attorney/Regulatory Compliance		
Leonardo Fewell <input checked="" type="checkbox"/> non-voting	MTS Taxicab Regulatory Specialist	10:00 am	10:13 am

CLERK OF THE TAC: 

L.Fewell for:  
TAXICAB ADMINISTRATION MANAGER: 



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## Agenda Item No. 4

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

DECEMBER 12, 2018

#### SUBJECT:

MANAGEMENT AND COMMITTEE MEMBER COMMUNICATIONS

#### INFORMATIONAL ONLY:

##### Budget Impact

None.

#### DISCUSSION:

Management and Committee member communications will include:

Taxicab Administration Manager Kenneth Nelson, (verbal report)

- a) MTS Taxicab Administration 2018 Vehicle Inspection Round Results (attached)
- b) MTS Taxicab Administration 2019 Administrative Fee Schedule proposed revisions (attached)
- c) City of San Diego bicycle lane proposal for Sixth Avenue and relocation of taxicab stands.



Kenneth E. Nelson  
Taxicab Administration Manager

Key Staff Contact: Kenneth E. Nelson, 619.595.7034, [Kenneth.Nelson@sdmts.com](mailto:Kenneth.Nelson@sdmts.com)

Attachment: A. 2018 Vehicle Inspection Round results  
B. 2019 Administrative Fee Schedule proposed revisions





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## Memorandum

DATE: November 30, 2018

TO: Kenneth Nelson, Taxicab Administration Manager

FROM: Leonardo Fewell, Regulatory Enforcement Supervisor

SUBJECT: 2018 Vehicle Inspection Round Results

The following are the vehicle inspection round results from January 22 to October 31, 2018. A total of 1,502 scheduled, permit issuance, replacement, return to service and field report vehicle inspections were performed.

The following are the scheduled vehicle inspection results for 2018:

### **Taxicabs:**

Passed: 805

Failed: 9

Total: 814      **99% Pass Rate**

### **Nonemergency Medical Vehicles (NEM's):**

Passed: 224

Failed: 0

Total: 224      **100% Pass Rate**

### **Charter Vehicles:**

Passed: 18

Failed: 1

Total: 19      **95% Pass Rate**

### **Jitneys:**

Passed: 7

Failed: 0

Total: 7      **100% Pass Rate**

### **Low-Speed Vehicles (LSV):**

Passed: 6

Failed: 0

Total: 6      **100% Pass Rate**



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

TAXI 510.7

### \*PROPOSED\* ~~2018~~2019 FEE SCHEDULE

#### TAXICAB AND OTHER FOR-HIRE VEHICLES AND DRIVERS

##### FEE AMOUNTS

1. **Annual Regulatory Fee per Vehicle** \$ 600  
If not paid by 12:00 noon, ~~Thursday~~Friday, May 10, ~~2018~~2019, the permit(s) is not renewed.
  
2. **Permit Application**
  - 2.1 Permit application, all except one-year transferable taxicab \$ 1,500
    - 2.1.1 Plus each permit in excess of one \$ 200
    - 2.1.2 Plus additional charge if applicant is a corporation \$ 300
    - 2.1.3 Initial permit issuance per vehicle regulatory fee  
(in lieu of Item No. 1)
    - 2.1.4 If proprietor or executive officer has less than two  
years as MTS/city permit holder 100% of Item No. 1 prorated
    - 2.1.5 If more than two years' experience 100% of Item No. 1 prorated
  - 2.2 Permit application, one-year transferable taxicab \$ 875
    - 2.2.1 Plus each permit in excess of one \$ 200
    - 2.2.2 Plus additional charge if applicant is a corporation \$ 200
    - 2.2.3 Initial permit issuance per vehicle regulatory fee  
(in lieu of Item No. 1): See below
    - 2.2.4 If proprietor or executive officer has less than two  
years as MTS/city permit holder 100% of Item No. 1 prorated
    - 2.2.5 If more than two years' experience 100% of Item No. 1 prorated
  
3. **Driver Training Class** Class/Test Fee \$30

**\*PROPOSED\* ~~2018-2019~~ FEE SCHEDULE**  
**Taxicab and Other For-Hire Vehicles and Drivers**

**4. *Operational Requests***

4.1	Transfer clearance	
4.1.1	Transfer clearance (one-year transferable taxicab permit)	\$ 200
4.1.2	Transfer clearance (five-year transferable taxicab permit)	\$ 250
4.2	Jitney route change or additional route request	\$ 250
4.3	Taxicab stand request or jitney zone, if installed	\$ 250
4.4	Fictitious name change	\$ 100
	Plus per-vehicle fee	\$ 10
4.5	Color scheme and radio service change	\$ 100
	Plus per-vehicle fee	\$ 10
4.6	Rate of fare filing per company	\$ 100
	Plus per-vehicle fee	\$ 10
4.7	Replacement vehicle (more than one per permit per year)	\$ 50
4.8	Add corporation officer (each)	\$ 100
4.9	Addition, deletion, or change of stockholder (each)	\$ 250

**5. *Vehicle Inspection***

5.1	As a result of failing scheduled inspection	\$ 100
5.2	Reschedule inspection appointment with less than 24-hour notice	\$ 50
5.3	No-show for inspection appointment	\$ 100
5.4	Supplemental scheduled inspection (Out of Service)	\$ <del>100</del> <u>50</u>
5.5	Re-inspection pursuant to a 72-hour notice	\$ <del>50</del> <u>25</u>
5.6	MTS Regulated Vehicle Reflective Decals	\$ 10

**6. *~~Radio-Dispatch~~ Services***

6.1	Initial review of new <del>radio-dispatch</del> service organization	\$ 150
6.2	Name change	\$ 50

**\*PROPOSED\* 2018-2019 FEE SCHEDULE**  
Taxicab and Other For-Hire Vehicles and Drivers

**7. Medallion and Permit Reassignment (same permit holder)**

- 7.1 Reassigning a permit from one existing vehicle to a different existing vehicle in the same company (doing business as {DBA}), or to a different \$ 250 existing company of the same permit holder, or permit type reassignment between existing or new vehicles in the same company (includes vehicle inspection). ~~\$ -50~~

This does not apply to the replacement of an existing vehicle; i.e. when all permits are reassigned from an existing vehicle to a new vehicle. Replacement vehicle fees remain as stated in Item No. 4.7.

- 7.2 Permit transfer request from one person to a different person: same as fee schedule Item No. 4.1. \$ 200

In addition, transferee pays fee schedule Item No. 2 (application fee) and Item No. 1 (initial regulatory fee) based on number of vehicles.

**PAYMENT**

- The 2018-2019 annual vehicle fee is due for each permit held as of January 1, 2018-2019, irrespective of whether the permit is later transferred, abandoned, or revoked. The permit is considered not renewed if the fee is not paid by 12:00 noon on May 10, 2018-2019.
- For permits issued after January 1, 2018-2019, the initial regulatory fee is payable in full when the permit is issued.
- Other fees are due when the request is made.

**BASIS FOR FEES**

- These fees have been calculated to recover MTS's expenses for the administration and enforcement of taxicab and for-hire vehicle permit requirements and the processing of permit applications.

**REFERENCES**

- California Public Utilities Commission Section 120266
- ~~MTS Ordinance No. 11, Sections 1.3(b), 1.4(ba) and, 1.5(d), and 1.12(k)~~
- MTS Policy No. 34, Section 6

\_\_\_\_\_  
Paul C. Jablonski

\_\_\_\_\_  
Date

F.\*PROPOSED\* 2018-2019 FEE SCHED



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## Agenda Item No. 5

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

DECEMBER 12, 2018

#### SUBJECT:

TIME PERIODS AND EXTENSIONS RELATING TO PERMANENT REPLACEMENT,  
RETIREMENT OF FOR HIRE VEHICLES

#### RECOMMENDATION:

Action would forward a recommendation to the MTS Board of Directors to revise MTS Ordinance No. 11 accordingly to implement proposed changes to permanent replacement and retirement of for hire vehicles.

#### Budget Impact

None with this action.

#### DISCUSSION:

MTS vehicle permit holders have expressed interest in removing time period restrictions associated with the permanent replacement or retirement of for hire vehicles, as well as for the suspension or revocation of a permit in the event the time period deadlines are not observed (See MTS Ordinance No. 11, Sections 1.11(b), 1.11(d), and 1.13(a)(4)).

MTS Taxicab Administration proposes to instead allow the operating permit associated with the vehicle to remain valid so long as there are no lapses in the yearly payment of regulatory fees and the permit remains in good standing. This change would allow permit holders to, at their discretion, replace, retire, or place a vehicle back into service at any time. This change will further allow permit holders to develop their own operational business plans based on seasonal transportation needs, associated costs savings or personal preferences.

Additionally, permit holders who request to place an operating permit under replacement or retirement, must meet the following administrative requirements:




1. Annual regulatory fees are paid in full by the deadline each year and file an annual statement
2. To surrender a permit, a request must first be submitted
3. Before the vehicle can return to service, the permit holder must submit a written notice of intent to place the vehicle back into service, provide proof of new insurance/registration, a new dispatch subscription and then pass inspection
4. Permits voided as of January 1, 2018, or permits currently surrendered are eligible
5. Permit holders that had permits voided in 2018, must notify MTS no later than the close of business on March 15, 2019, if they wish to take advantage of this opportunity

Please be aware that a permit may be permanently revoked if the annual regulatory fee is not paid by the yearly deadline and/or the vehicle is operating without a medallion.

This regulation change would not apply to new permit issuances under MTS Ordinance No. 11, Section 13(a)(8) which states: "The permit holder fails to begin operating the for-hire vehicle for which the permit is first approved within ninety (90) days after the approval date"

On November 14, 2018, the Workshop on Regulatory Matters (WORM) Subcommittee discussed and supported the aforementioned revisions, pending final review from MTS legal staff.

MTS Ordinance No. 11 will be revised as necessary and appropriate to incorporate these changes. Changes to MTS Ordinance No.11 will likely be proposed to the MTS Board of Directors at the January 17, 2019 meeting.



Kenneth E. Nelson  
Taxicab Administration Manager

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