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MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADVISORY COMMITTEE

January 27, 2021

10:00 a.m.

Meeting will be held via webinar

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Taxicab Advisory Committee Clerk at least two working days prior to the meeting. Meeting webinar/teleconference instructions can be accessed at the following link:

<https://www.sdmts.com/about-mts-meetings-and-agendas/other-committee>.

		ACTION RECOMMENDED
1.	<u>Roll Call</u>	
2.	<u>Approval of Minutes</u> – October 14, 2020	Approve
3.	<u>Non-Agenda Public Comment</u> The public may address the Committee regarding a matter <u>not</u> on the agenda. Each speaker has three minutes to speak. If you have a report to present, please submit copies to the Clerk of Taxicab Advisory Committee.	
4.	<u>MTS For-Hire Vehicle Administration (FHVA): Fiscal Year (FY) 2021 Amended Budget Updated Forecast (Gordon Meyer)</u>	Informational
5.	<u>For-Hire Vehicle Administration Legislative Proposal Update (Julia Tuer)</u>	Informational
6.	<u>2021 Fee Schedule and Summary of Changes to For-Hire Vehicle Administration (FHVA) Processes (Leonardo Fewell)</u>	Informational
7.	<u>2021 Taxicab Maximum Rates of Fare (Leonardo Fewell)</u>	Informational
8.	<u>Development of Accessible Taxicab Vehicle Permitting Policy (Leonardo Fewell)</u>	Informational
9.	<u>Committee Member Communications</u> Brief comment on any taxicab related item not included in the Agenda.	Informational
10.	<u>Next Meeting Date: April 28, 2021</u>	
11.	<u>Adjournment</u>	



MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADVISORY COMMITTEE
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

MINUTES

October 14, 2020

[Clerk's note: Except where noted, public, staff and committee member comments are paraphrased. Meeting conducted via webinar to comply with public health orders].

1. Roll Call

Chris Ward, Chair of the Committee, called the Taxicab Advisory Committee (TAC) meeting to order at 10:08 am. A roll call sheet listing the Taxicab Advisory Committee member attendance is attached.

2. Approval of Meeting Minutes – January 3, 2020 and July 15, 2020.

Mr. Hueso moved for approval of the meeting minutes of the January 3, 2020 and July 15, 2020 TAC Meeting, with a second by Mr. Hussein. The vote was 12 to 0 in favor with Mr. Abraham, Mr. Morquecho and Mr. Nahavandian absent.

3. Non-Agenda Public Comment

There were no non-agenda public comments.

Mr. Fewell introduced Ms. Nancy Gudino from Cross Border X-Press and Mr. Michael Trimble from the San Diego Gaslamp Quarter Association.

4. Fiscal Year (FY) 2021 Amended Budget Forecast

Gordon Meyer, MTS Operating Budget Supervisor, conducted a presentation on preliminary budget reports for the Fiscal Year (FY) 2021 amended budget for the For-Hire Vehicle (FHV) Administration. Based on the current forecast, significant declines in operating revenue suggest that reserves could be depleted as early as FY21, and likely by end of FY22, without significant decreases to expenditures or increases to revenues. MTS is currently evaluating options and possible strategies to reduce the projected operating deficit and maintain contingency reserves at current levels. Currently, total operating expenses are projected to be \$887,000, with operating revenue projected at \$757,000 and a resulting projected net operating deficit of \$130,000 for FY21. Mr. Meyer said staff was evaluating cost saving alternatives that included personnel reductions, vacating the vehicle inspection facility and fee increases. Both summary and detailed reports of the FY21 Budget and the Contingency Reserve Balance report was provided with the original meeting packet.

Committee Member Comment

Mr. Ward said there was awareness of the adverse impact COVID-19 has had on the Taxicab industry. He was interested in the increase in fees suggestion and expressed interest in attaining more information on how to stabilize the budget for future fiscal years.

Mr. Hueso said the road to recovery will be long and suggested MTS prepares for future budget adjustments if needed. He is looking forward to discussing them at the next January TAC meeting.

Ms. Tanguay said the issue is that many medallions were voided. She agreed with Mr. Hueso's comment that further discussions are needed for budget adjustments.

Mr. Hussein said he agreed with Mr. Hueso and expressed concerns that many taxicab drivers are not working and would struggle to pay the regulatory fee. He said TAC needs to figure out a way to waive the regulatory fee for next year and incentivize drivers to keep their permits.

Mr. Ward asked Mr. Fewell to cover this issue once again at the next January TAC meeting.

Action Taken

No action taken. Informational item only.

5. Active and Surrendered Permits Report

Mr. Fewell provided a status report on the current number of active and surrendered vehicles. In 2020, 1,433 operating permits were billed. As of October 8, 2020, 22% of permits, a total of 318 permits across permit types, were voided for non-payment. The current number of active permits, across all permit types, stands at 1,127 with 33% of valid permits on "surrender" status. Mr. Fewell stated MTS continues to assist permit holders by allowing them to bring their vehicles back in to service at no charge.

Committee Member Comment

Mr. Ward said it was discouraging to see the permit loss numbers and supported the permit reinstatement procedures.

Mr. Hussein thanked Mr. Fewell and staff for communicating this information to the industry.

Action Taken

No action taken. Informational item only.

6. Permit Reinstatement and Department Name Change

Mr. Fewell spoke on the approval of a permit reinstatement fee of \$100 allowing permit holders to reinstate all permits that were voided or unable to pay the 2020 regulatory fee, so long as the regulatory fee for 2020 is also paid in full. He said that as of October 8, 2020, a total of eight permits had been reinstated.

Additionally, he announced that MTS Taxicab Administration has changed its business name to MTS For-Hire Vehicle Administration. As the regulatory agency for taxicab, non-emergency, charter, sightseeing, jitney and low-speed vehicles, this name change will better reflect the different types of MTS regulated for-hire vehicles. He did note that the department name change has no business impact between MTS and current permit holders.

Committee Member Comment

Mr. Hussein requested for the December 1, 2020 permit re-instatement deadline to be pushed out to future months, allowing permit holders to keep their permits.

Mr. Hueso asked for clarification on the permit reinstatement conditions and asked about the Airport's procedure for reinstating ground transportation permits, and if MTS had communicated the procedures to the Airport. Mr. Fewell stated MTS had communicated the procedures to the Airport.

Mr. Nichols intervened and spoke on the Airport's permit renewal procedures and stated Airport's staff is working full time to assist all permit holders who wish to renew their Airport Ground Transportation permits.

Mr. Banks asked if permit status with MTS will impact the ability to work at the airport. Mr. Fewell said that as long as the MTS permit is paid and valid, even if the vehicle is temporarily surrendered, they are still eligible to apply for an airport permit.

Action Taken

No action taken. Informational item only.

7. Taxicab Advisory Committee (TAC) Proposed 2021 Meeting Schedule

Mr. Fewell presented the proposed 2021 Taxicab Advisory Committee Meeting Schedule as:

Wednesday, January 27, 2021, 10:00am

Wednesday, April 28, 2021 10:00 am

Wednesday, July 7, 2021 10:00 am

Wednesday October 27, 2021 10:00 am

Action Taken

No action taken. Informational item only.

8. Nominations for Workshop on Regulatory Matters (WORM) Subcommittee Membership

Mr. Fewell explained the Workshop of Regulatory Matters (WORM) is a standing subcommittee for TAC and is subject to the Brown Act. It has been over three years since nominations were received for WORM. WORM is currently comprised of 13 voting members and four nonvoting members. There are currently two vacant seats for the voting member category. To ensure a quorum is attained at WORM meetings, staff is requesting nominations to establish a five to seven member WORM subcommittee for the remainder of the TAC term (current members of TAC are set to expire on July 1, 2021). Staff recommends members from each permit holder, lease driver, and organization categories be nominated.

Committee Member Comment

Mr. Ward asked for clarification on the number of nominations requested to comprise a WORM subcommittee and when TAC would like to receive the nominations. Mr. Fewell said the nomination could be immediately taken.

Mr. Majid expressed interest in participating and self-nominated himself as well as Mr. Hussein, who invited the representative from Cross Border X-Press (CBX) to join the WORM.

Ms. Gudino from CBX accepted and volunteered to join.

Mr. Hueso and Ms. Tanguay also self-nominated and requested to join.

Mr. Fewell stated these nominations established equal representation from organizational, driver, and permit holder categories.

Mr. Tasem made a last-minute request to participate in the WORM.

Mr. Hussein then nominated permit holder Abebe Anatallo to be the seventh WORM member.

Mr. Fewell said the higher the membership number for WORM, the higher the required quorum, and requested all participants to commit to their attendance.

Action Taken

Mr. Ward moved for approval of the Nominations for the WORM subcommittee, with a second by Mr. Hueso. The vote was 12 to 0 in favor with Mr. Abraham, Mr. Morquecho and Mr. Nahavandian absent.

9. Proposed Ordinance No. 11 Revisions

Mr. Fewell presented proposed changes to various sections of Ordinance No. 11. The proposed revisions, if approved by City of San Diego City Council, include policy 500-02, 6 month driving experience removal, removal of physical duty/presence of 24 hour dispatch, allowance of Dispatch company or PO Box for business address, removal of off street parking restriction for taxicabs updated to reliance on City parking regulation, cell phone utilization for Global Positioning System (GPS), removal of model age and vehicle title restriction, removal of wheelchair accessible vehicle requirements for permit holders with two or more vehicles, and removal of customer service plan requirement. The proposed changes also include pull-notice program participation by Corporation, LLC's, multi-vehicle owners, employer/contractor of lease drivers and/or multi-driver vehicles. Also proposed is jitney route revision of guidelines to allow jitneys to operate flexible routes within specific boundaries and timeframes, and the requirement to provide this information to the public. Lastly, permit holder notification of changes to the MTS Fee schedule will occur electronically rather than via mail. All other proposed revisions to MTS Ordinance No. 11 that are not described here are minor and not substantive.

Committee Member Comment

Mr. Ward said he would sponsor the City Council 500-02 policy revisions on the October 27, 2020 City Council meeting.

Mr. Majid asked what prompted the requirement to enroll drivers on pull notices. Mr. Fewell said it was required by AB 1069.

Mr. Tasem asked if MTS had e-mail addresses for every permit holder. Mr. Fewell stated MTS does have e-mails for permit holders as they are required to provide them in their annual statement.

Mr. Banks requested MTS to ask the city for permission for Taxis to park in yellow marked commercial space curb. Mr. Fewell explained how Taxicabs, although commercially registered, should not park in commercial parking spaces, but should rather park in authorized taxicab stands. Mr. Banks made a late request to be part of the WORM committee. Mr. Fewell said the maximum number of WORM nominations had been received and denied Mr. Banks' request. Samantha Leslie, MTS Staff Attorney, reminded Mr. Banks he is welcome to participate at the WORM via public comment.

Mr. Hueso asked if the October 27, 2020 City Council meeting was for the purpose of continuing discussions for the proposed policy revisions or for a vote of approval. Mr. Ward stated a vote would take place at the meeting. Mr. Ward said information and instructions on how to participate at the upcoming meeting will be sent in the following days.

Mr. Hussein said that the United Taxi Workers of San Diego (UTWSD) as a transportation advocate will remain vigilant for driver interests and invited MTS to do the same. Mr. Fewell said MTS valued the UTWSD participation in the committee.

Ms. Tanguay stated the light pole in front of the Greyhound bus stop needs repair and requested for MTS to install a taxicab stand pole. Mr. Fewell said all other taxicab stands in need of repair are being evaluated.

Mr. Ward stated this would be his last term as Chair of the TAC. He said he would continue to support the Taxicab Industry at the state level if he is elected to the Assembly.

Action Taken

No action taken. Informational item only.

10. Committee Member Communications

No additional committee member communications were received.

11. Next Meeting: January 27, 2021 at 10:00 am.

12. The meeting was adjourned at 11:18 am.

Accepted:

Filed by:

/S/ Sean Elo-Rivera

Sean Elo-Rivera

Chair of Taxicab Advisory Committee

/S/ Dalia Gonzalez

Dalia Gonzalez, Clerk of the Committee

Taxicab Advisory Committee

Attachment: Roll Call Sheet

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

MEETING OF (DATE): October 14, 2020

CALL TO ORDER (TIME): 10:00 am

ADJOURN: 11:18 am

COMMITTEE MEMBER		(Alternate)		ORGANIZATION	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Christopher Ward	<input checked="" type="checkbox"/>			MTS Board of Directors/SD City Council	10:00 am	11:18 am
George Abraham	<input type="checkbox"/>			Taxicab Owner/Eritrean Cab Co.		
Alfred Banks	<input checked="" type="checkbox"/>			Taxicab Lease Driver	10:25 am	11:18 am
Nancy Gudiño	<input checked="" type="checkbox"/>			Cross Border Xpress	10:00 am	11:18 am
Brian Hilemon	<input type="checkbox"/>			San Diego Tourism Authority		
Antonio Hueso	<input checked="" type="checkbox"/>	Alfredo Hueso	<input type="checkbox"/>	USA Cab, LTD	10:12 am	11:18 am
Mikail Hussein	<input checked="" type="checkbox"/>	Peter Zschiesche	<input type="checkbox"/>	United Taxi Workers Federation San Diego	10:00 am	11:18 am
Daryl Mayekawa	<input checked="" type="checkbox"/>	Todd Temple	<input type="checkbox"/>	San Diego Convention Center	10:00 am	11:18 am
Akbar Majid	<input checked="" type="checkbox"/>			Taxicab Owner/SDYC Holdings, LLC	10:00 am	11:18 am
Guillermo Morquecho	<input type="checkbox"/>			Taxicab Lease Driver		
Houshang Nahavandian	<input type="checkbox"/>			Taxicab Owner/ESM Corporation		
Marc Nichols	<input checked="" type="checkbox"/>	Michael Anderson	<input type="checkbox"/>	San Diego County Regional Airport Authority	10:03 am	11:02 am
Margo Tanguay	<input checked="" type="checkbox"/>			Taxicab Lease Driver	10:12 am	11:18 am
David Tasem	<input checked="" type="checkbox"/>			Taxicab Lease Driver	10:07 am	11:18 am
Nasser Tehrani	<input checked="" type="checkbox"/>			Taxicab Owner/N.A.T. Cab Co.	10:00 am	11:18 am
Michael Trimble	<input checked="" type="checkbox"/>			Gaslamp Quarter Association	10:14 am	11:18 am
Garret Cooper non-voting	<input type="checkbox"/>			San Diego Department of Agriculture, Weights and Measures		
Edna Rains non-voting	<input type="checkbox"/>			San Diego County Sheriff's Department Licensing Division		
Sharon Cooney non-voting	<input checked="" type="checkbox"/>			MTS Chief Executive Officer	10:00 am	11:18 am
Leonardo Fewell non-voting	<input checked="" type="checkbox"/>			MTS Taxicab Administration Manager	10:00 am	11:18 am
Samantha Leslie non-voting	<input checked="" type="checkbox"/>			MTS Staff Attorney/Regulatory Compliance	10:00 am	11:18 am

CLERK OF THE TAC

FOR-HIRE VEHICLE ADMINISTRATION MANAGER



1255 Imperial Avenue, Suite 1000
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(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

January 27, 2021

SUBJECT:

MTS FOR-HIRE VEHICLE ADMINISTRATION (FHVA): FISCAL YEAR (FY) 2021
AMENDED BUDGET UPDATED FORECAST (GORDON MEYER)

INFORMATIONAL ITEM

Budget Impact

MTS staff provided a preliminary forecast of the FY21 amended budget for the FHVA at the October 14, 2020 Taxicab Advisory Committee. The preliminary forecast included expense and revenue assumptions resulting in a projected deficit of \$130,000. The \$130,000 projected deficit would have been funded by the contingency reserve balance, nearly depleting all of the \$145,000 remaining balance by the end of FY21.

In order to maintain the contingency reserve balance at current levels, staff proposed, evaluated, and implemented cost savings and revenue increasing initiatives. These initiatives include vacating the first floor of the administration building and inspection facility, reducing current staffing levels by two positions, and increasing regulatory fees for all permit holders. With these initiatives implemented, staff are forecasting a balanced FY21 amended budget. The current forecast includes zero usage of contingency reserves in FY21, resulting in a projected contingency reserve balance of \$145,000 at the end of FY21.

DISCUSSION:

Budget Balancing Initiatives

In order to address the forecasted budget deficit, staff implemented a variety of cost savings and revenue increasing initiatives.

In efforts to reduce expenses, staff decided to vacate the first floor of the administration building, vacate the inspection facility, and reduce current staffing levels by two full-time



positions. Vacating the facilities will reduce costs by an estimated \$18,000 in FY21 due to reduced facility lease, janitorial, and trash removal costs. The reduction of one Regulatory Inspector and one Administrative Assistant is projected to decrease costs by \$101,000 in FY21 as a result of reduced wages, benefits, and overhead costs. These initiatives are projected to provide approximately \$119,000 in total for FY21 versus the prior forecast.

After accounting for reduced expenses, staff updated the projected active permit volume for FY21. The prior forecast had assumed 1,115 active permits for FY21. However, the former forecast only looked at the prior year final permit data and did not reflect the most recent permit data. Based on the current FY21 active permit data, staff revised the projected permit volume downward to 850 permits in total for FY21. After accounting for the reduced expenses, reduced permit levels, and further reductions to projected application revenue, there were \$668,000 in net expenses which needed to be covered by the regulatory fee. With the regulatory fee unchanged at \$600, this would have resulted in an approximate deficit of \$153,000. Therefore, staff determined that a regulatory fee was necessary to address the forecasted deficit.

Regulatory fees were increased for all permit types, at varying levels depending on permit type. Regulatory fees for Non-Emergency Medical (NEM) and Charter vehicles were increased from \$600 to \$875 and from \$600 to \$700 for Taxicab, Low-Speed, Jitney, and Sight-seeing vehicles.

Regulatory Fee Increase Calculation Methodology

Regulatory fees for NEMs and Charters increased by \$175 while regulatory fees for Taxis, Jitneys, Low-Speed, and Sight-Seeing vehicles increased by \$100. The difference in regulatory fees for different permit types was due to the difference in resources dedicated to regulating each permit type.

NEMs and Charters require a higher level of effort and resources to regulate compared to the other permit types. Specifically, mechanical inspections for NEMs require additional time versus other vehicle types due to the requirement of inspecting Americans with Disabilities Act (ADA) equipment. In addition, the Regulatory Inspectors are currently allocating approximately 65% of their field enforcement time to regulating NEMs and Charters versus the other vehicle categories. The higher level of field enforcement activities for NEMs and Charters are due to the growing demand for these vehicles as well a lack of compliance with the regulatory scheme required by FHVA and Medical Care Providers. As a result, a higher share of Regulatory Inspector costs were allocated to NEM and Charter regulatory fees.

In order to determine the regulatory fee for each permit type, staff projected the total expenses for each permit type, reflective of the higher personnel costs associated with NEM and Charters. Staff then used the updated permit forecast figures for each permit type to determine what the regulatory fee would need to be to balance the budget without any contingency reserves. The resulting calculations were the new regulatory fees included in the updated fee schedule.

FY 2021 Amended Budget Forecast

Revenues. Taxicab Administration receives operating revenue from annual regulatory fees and other processing fees. The revised forecast for operating revenue for FY21 is \$768,173, an increase of \$11,000 from the prior forecast. The increase in operating revenue is due to increased regulatory fees. The prior forecast assumed 1,115 active permits at \$600 each. Staff revised the permit volume forecast from 1,115 to 850 based on recent active permit data. The increase in regulatory fees from \$600 to \$875 for NEMs and Charters combined with the increase from \$600 to \$700 for Taxicabs and other permit types resulted in a net increase to operating revenues.

Expenses. Total operating expenses are projected to be \$768,000, a decrease of \$119,000 from the prior forecast.

Personnel Costs are projected to be \$549,000, a decrease of \$89,000 from the prior forecast. This reduction is due to the elimination of two positions within the department.

Outside Services are projected to decrease by \$7,000, primarily due to vacating the first floor of the administration building and the inspection facility. Vacating these facilities will result in lower janitorial service and trash removal expenses.

Materials and Supplies costs are projected to be \$1,000, unchanged from the prior forecast.

Energy costs are projected to remain at \$17,000, unchanged from the prior forecast.

Risk Management costs are expected to remain at \$9,000, unchanged from the prior forecast.

General and Administrative costs are decreasing \$11,000 as a result of reduced facility lease costs from vacating the first floor of the administration building and inspection facility.

Vehicle Lease costs are projected to remain at the original forecast level of \$26,000.

Overhead allocation charges are projected to decrease by \$12,000 from the prior forecast. The overhead allocation is an allocation of MTS administrative department costs to the operating divisions based on headcount. Overhead costs are expected to decrease as a result of reducing department staffing by two positions.

Net Revenues less Expenses. Total operating expenses are projected to be \$768,000, and total operating revenues are projected to be \$768,000, resulting in a balanced budget in FY21.

Contingency Reserves. The FHVA is a self-funded entity, meaning all expenses must be covered by FHVA revenues. If expenses exceed revenues, the deficit must be funded by the FHVA contingency reserve. The audited FY20 year-end contingency reserve balance was \$145,000. The current forecast of the FY21 amended budget results in a balanced budget, meaning zero contingency reserves would need to be utilized in order

to balance revenues and expenses in FY21. This results in a projected contingency reserve balance of \$145,000 at the end of FY21.

/S/ Leonardo Fewell
Leonardo Fewell
For-Hire Vehicle Administration Manager

Key Staff Contact: Leonardo Fewell, 619.235.2643, Leonardo.Fewell@sdmts.com

Attachments: A. Summary report of the FY 2021 budget
B. Detailed report of the FY 2021 budget
C. Contingency reserve balance report

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FOR HIRE VEHICLE (FHV) ADMINISTRATION (761)**

OPERATING BUDGET - CONSOLIDATED Att. A, AI 4, 01/27/2021
FISCAL YEAR 2021

	ACTUAL FY20	PRIOR FORECAST FY21	AMENDED BUDGET FY21	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	856,152	756,800	768,173	11,373	1.5%
TOTAL OPERATING REVENUES	856,152	756,800	768,173	11,373	1.5%
NON OPERATING REVENUE					
SUBSIDY REVENUE	-	-	-	-	-
RESERVE REVENUE	88,825	129,898	-	(129,898)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	88,825	129,898	-	(129,898)	-100.0%
TOTAL COMBINED REVENUES	944,977	886,698	768,173	(118,526)	-13.4%
OPERATING EXPENSES					
LABOR EXPENSES	478,316	411,000	351,000	(60,000)	-14.6%
FRINGE EXPENSES	223,542	226,403	197,778	(28,626)	-12.6%
TOTAL PERSONNEL EXPENSES	701,857	637,403	548,778	(88,626)	-13.9%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	7,263	5,000	5,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	38,831	69,768	63,118	(6,650)	-9.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	46,094	74,768	68,118	(6,650)	-8.9%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,045	1,000	1,000	-	0.0%
TOTAL MATERIALS AND SUPPLIES	5,045	1,000	1,000	-	0.0%
DIESEL FUEL/GASOLINE	4,332	6,000	6,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	8,689	11,000	11,000	-	0.0%
TOTAL ENERGY	13,022	17,000	17,000	-	0.0%
RISK MANAGEMENT	8,471	9,067	9,067	-	0.0%
GENERAL AND ADMINISTRATIVE	101,853	56,710	45,460	(11,250)	-19.8%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	23,071	25,750	25,750	-	0.0%
TOTAL OPERATING EXPENSES	899,413	821,698	715,173	(106,526)	-13.0%
NET OPERATING SUBSIDY	(43,261)	(64,898)	53,000	117,898	181.7%
OVERHEAD ALLOCATION	(45,564)	(65,000)	(53,000)	12,000	-18.5%
ADJUSTED NET OPERATING SUBSIDY	(88,825)	(129,898)	-	129,898	100.0%
TOTAL REVENUES LESS TOTAL EXPENSES	0	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FOR HIRE VEHICLE (FHV) ADMINISTRATION (761)
OPERATING BUDGET - DETAIL
FISCAL YEAR 2021**

Att. B, AI 4, 01/27/2021

	ACTUAL FY20	PRIOR FORECAST FY21	AMENDED BUDGET FY21	\$ CHANGE AMENDED/ ORIGINAL	\$ CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
OTHER INCOME					
425100 TAXI VEHICLE ANNUAL REGULATORY FEES	851,400	636,800	668,325	31,525	5.0%
425160 TAXI REGULATORY FEE WRITE-OFF	(142,200)	-	-	-	-
425200 TAXI PROCESSING FEES	127,264	100,000	79,848	(20,153)	-20.2%
425900 OTHER INCOME	19,688	20,000	20,000	-	0.0%
TOTAL OTHER INCOME	856,152	756,800	768,173	11,373	1.5%
TOTAL OPERATING REVENUES	856,152	756,800	768,173	11,373	1.5%
NON OPERATING REVENUE					
491100 CONTINGENCY RESERVES	88,825	129,898	-	(129,898)	-100.0%
TOTAL NON OPERATING REVENUE	88,825	129,898	-	(129,898)	-100.0%
TOTAL COMBINED REVENUES	944,977	886,698	768,173	(118,526)	(0)
OPERATING EXPENSES					
LABOR EXPENSES					
502010 ADMINISTRATIVE WAGES REGULAR	478,316	410,000	350,000	(60,000)	-14.6%
502020 ADMINISTRATIVE WAGES OVERTIME	-	1,000	1,000	-	0.0%
507010 TEMP HELP	-	-	-	-	-
TOTAL LABOR EXPENSES	478,316	411,000	351,000	(60,000)	-14.6%
FRINGE EXPENSES					
521100 FICA	41,200	36,000	30,983	(5,018)	-13.9%
523100 HEALTH & WELFARE - MGMT	105,513	136,000	110,000	(26,000)	-19.1%
523120 HEALTH & WELFARE - MGMT DEDUCTIONS	(21,504)	(21,000)	(17,000)	4,000	-19.0%
524200 VACATION - REGULAR CASH BASIS	46,470	35,000	35,000	-	0.0%
524220 VACATION PAYOFF	15,170	10,000	10,000	-	0.0%
524300 HOLIDAY	25,042	20,000	20,000	-	0.0%
524900 OTHER PAID ABSENCE	-	-	-	-	-
525100 WORKERS COMP - DISABILITY PAYMENTS	-	-	-	-	-
525150 WORKERS COMP - MEDICAL PAYMENTS	-	-	-	-	-
525250 WORKERS COMP - APPLICANT LEGAL	-	-	-	-	-
525300 WORKER COMP - RECOVERIES	-	-	-	-	-
525500 WORKERS COMP - LEGAL FEES	-	-	-	-	-
525600 WORKERS COMP OUTSIDE SERVICES	-	-	-	-	-
526100 CLOTHING ALLOWANCE	2,100	3,708	2,100	(1,608)	-43.4%
526300 OTHER FRINGE BENEFITS	9,551	6,695	6,695	-	0.0%
TOTAL FRINGE EXPENSES	223,542	226,403	197,778	(28,626)	-12.6%
TOTAL PERSONNEL EXPENSES	701,857	637,403	548,778	(88,626)	-13.9%
OUTSIDE SERVICES EXPENSES					
REPAIR/MAINTENANCE SERVICES					
536200 NON REV VEHICLE MAINTENANCE SERVICES	4,056	3,000	3,000	-	0.0%
536300 FACILITY MAINTENANCE REPAIR SVC	-	-	-	-	-
536500 EQUIP MAINTENANCE REPAIR SVC	3,207	2,000	2,000	-	0.0%
TOTAL REPAIR/MAINTENANCE SERVICES	7,263	5,000	5,000	-	0.0%
OTHER OUTSIDE SERVICES					
571110 GENERAL LEGAL EXPENSES	-	10,000	10,000	-	0.0%
571142 CONSTRUCTION SERVICES	1,570	3,768	-	(3,768)	-100.0%
571180 MANAGEMENT TRAINING	-	500	500	-	0.0%
571190 MAINTENANCE TRAINING	-	-	-	-	-
571200 OPERATOR TRAINING	-	15,000	15,000	-	0.0%
571210 GENERAL SERVICE AGREEMENTS	2,198	-	2,668	2,668	-
571230 PUBLIC NOTICES	-	-	-	-	-
571240 OTHER PRINTING SERVICES	2,669	3,500	3,500	-	0.0%
571250 GENERAL OUTSIDE SERVICES	32,010	36,000	30,450	(5,550)	-15.4%
571280 UNIFORM PURCHASES	385	1,000	1,000	-	0.0%
TOTAL OTHER OUTSIDE SERVICES	38,831	69,768	63,118	(6,650)	-9.5%
TOTAL OUTSIDE SERVICES	46,094	74,768	68,118	(6,650)	-8.9%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FOR HIRE VEHICLE (FHV) ADMINISTRATION (761)
OPERATING BUDGET - DETAIL
FISCAL YEAR 2021**

Att. B, AI 4, 01/27/2021 Attachment B

	ACTUAL FY20	PRIOR FORECAST FY21	AMENDED BUDGET FY21	\$ CHANGE AMENDED/ ORIGINAL	\$ CHANGE AMENDED/ ORIGINAL
MATERIALS AND SUPPLIES					
OTHER MATERIALS AND SUPPLIES					
545300 MAINTENANCE SUPPLIES (NON REV VEHICLES)	-	1,000	1,000	-	0.0%
545400 MAINTENANCE SUPPLIES (FACILITIES)	632	-	-	-	-
545500 EQUIPMENT MAINTENANCE SUPPLIES	4,413	-	-	-	-
545700 SAFETY AND MAINTENANCE SUPPLIES	-	-	-	-	-
TOTAL OTHER MATERIALS AND SUPPLIES	5,045	1,000	1,000	-	0.0%
TOTAL MATERIALS AND SUPPLIES	5,045	1,000	1,000	-	0.0%
ENERGY					
DIESEL FUEL					
541100 DIESEL FUEL	-	-	-	-	-
541200 GASOLINE	4,332	6,000	6,000	-	0.0%
541300 FUEL TAXES	-	-	-	-	-
TOTAL DIESEL FUEL	4,332	6,000	6,000	-	0.0%
UTILITIES					
552100 FACILITY ELECTRIC	8,086	11,000	11,000	-	0.0%
553100 GAS	-	-	-	-	-
554100 WATER	-	-	-	-	-
555100 TELEPHONE	603	-	-	-	-
TOTAL UTILITIES	8,689	11,000	11,000	-	0.0%
TOTAL ENERGY	13,022	17,000	17,000	-	0.0%
RISK MANAGEMENT					
562210 PREMIUM WORKMAN'S COMP EXCESS	8,471	9,067	9,067	-	0.0%
TOTAL RISK MANAGEMENT	8,471	9,067	9,067	-	0.0%
GENERAL AND ADMINISTRATIVE					
575120 RENT	94,420	47,210	35,960	(11,250)	-23.8%
575130 OFFICE SUPPLIES	965	3,000	3,000	-	0.0%
575150 NON CAPITAL FURNITURE/OFFICE EQUIPMENT	-	-	-	-	-
575170 NON MAINTENANCE GENERAL SUPPLIES	-	-	-	-	-
575180 LICENSES AND PERMITS	-	-	-	-	-
575220 DUES AND SUBSCRIPTIONS.	-	1,000	1,000	-	0.0%
575230 TRAVEL AND MEETINGS	1,590	3,000	3,000	-	0.0%
575270 POSTAGE	1,344	2,000	2,000	-	0.0%
579900 OTHER MISC.	3,535	500	500	-	0.0%
TOTAL GENERAL AND ADMINISTRATIVE	101,853	56,710	45,460	(11,250)	-19.8%
VEHICLE / FACILITY LEASE					
596150 NON REVENUE VEHICLE LEASE COSTS	23,071	25,750	25,750	-	0.0%
TOTAL VEHICLE / FACILITY LEASE	23,071	25,750	25,750	-	0.0%
TOTAL OPERATING EXPENSES	899,413	821,698	715,173	(106,526)	-13.0%
NET OPERATING SUBSIDY	(43,261)	(64,898)	53,000	117,898	-181.7%
OVERHEAD ALLOCATION					
597151 OVERHEAD ALLOCATION	(45,564)	(65,000)	(53,000)	12,000	-18.5%
TOTAL OVERHEAD ALLOCATION	(45,564)	(65,000)	(53,000)	12,000	-18.5%
ADJUSTED NET OPERATING SUBSIDY	(88,825)	(129,898)	-	129,898	-100.0%
TOTAL REVENUES LESS TOTAL EXPENSES	0	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FOR HIRE VEHICLE (FHV) ADMINISTRATION
RESERVES ANALYSIS**

Fiscal Year 2019 (Audited)	
Contributions / (Usage)	(77,952)
Contingency Balance - FY 2019 (Audited)	229,298
Fiscal Year 2020 (Audited)	
Contributions / (Usage)	(84,621)
Contingency Balance - FY 2020 (Audited)	144,677
Fiscal Year 2021 (Projected)	
Contributions / (Usage)	-
Contingency Balance - FY 2021 (Projected)	144,677



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Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

January 27, 2021

SUBJECT:

FOR-HIRE VEHICLE ADMINISTRATION LEGISLATIVE PROPOSAL UPDATE (JULIA TUER)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

On November 12, 2020, the San Diego Metropolitan Transit System (MTS) Board of Directors approved the 2021 State and Federal Legislative Program. The purpose of the program is to help guide and define the MTS legislative advocacy efforts in calendar year 2021. The 2021 program includes a legislative proposal to seek changes to MTS enabling statutes that would allow MTS to regulate for-hire vehicle transportation services for the County of San Diego or any City within the County of San Diego. Staff will provide an update related to this legislative proposal.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

Key Staff Contact: Leonardo Fewell, 619.235.2643, Leonardo.Fewell@sdmts.com





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Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

January 27, 2021

SUBJECT:

2021 FEE SCHEDULE AND SUMMARY OF CHANGES TO FOR-HIRE VEHICLE
ADMINISTRATION (FHVA) PROCESSES (LEONARDO FEWELL)

INFORMATIONAL ITEM

Budget Impact

None with this item.

DISCUSSION:

The COVID-19 pandemic has caused unprecedented hardship on the for-hire vehicle transportation industry. To assist the industry during these difficult times this year, the San Diego Metropolitan Transit System (MTS) FHVA implemented several measures, which included: extending the regulatory fee deadline; accepting partial payment of the regulatory fee; accepting credit card payments; reducing insurance rating requirements; continuing the policy of allowing vehicles to be placed under voluntary surrender; allowing voided permits to be reinstated by paying a \$100 fee; and reducing and removing certain regulations placed on taxicabs under City of San Diego City Council Policy 500-02.

Even with these measures, a substantial number of permit holders for taxicabs, jitneys, low-speed vehicles, charters and non-emergency medical vehicles voided their permits and/or placed their vehicles in temporary surrender status, due to the decline in travel and tourism and increased competition from Transportation Network Companies.

In order to maintain a balanced budget, FHVA will be increasing the annual regulatory fees as well as implementing several budget cost-saving measures, which are further described below.



I. 2021 Fee Schedule

a. Regulatory Fee

FHVA annually adopts a Fee Schedule to recover FHVA's expenses for the administration and enforcement of for-hire vehicle permit requirements and processing permit applications and transfers. Enclosed is the 2021 Fee Schedule. It is also available for review on FHVA's website (<https://www.sdmts.com/about-mts/for-hire-vehicle-administration>). The following is the 2021 Annual Regulatory Fee, which is due on May 10, 2021 by the close of business.

Permit Type	2021 Regulatory Fee
Non-Emergency Medical / Charter	\$ 875
Taxicab / Jitney / Low-Speed Vehicle / Sightseeing	\$700

b. Permit Reinstatement Fee

As an additional COVID-19 relief measure, the Chief Executive Officer (CEO) has approved extending the Permit Reinstatement Fee up until May 10, 2021. Permits voided on or after September 1, 2020 for failure to pay the full Calendar Year (CY) 2020 Regulatory Fee, may reinstate their permits by paying the full CY 2021 Regulatory Fee, per vehicle. In addition, a \$100 Permit Reinstatement Fee, per Permit Holder, must be paid.

The \$100 Permit Reinstatement Fee covers staff time and labor, associated with updating MTS's files, databases, insurance verification, and other related procedures needed to reinstate an operating permit. By paying the \$100 Permit Reinstatement Fee, Permit Holders avoid having to pay the \$1,500 Permit Application Fee in order to recover a voided permit.

c. Other Changes Made to Fee Schedule

In an effort to continue to remove any unnecessary FHVA requirements that do not meet FHVA's main goals of ensuring public safety and consumer protections, the prohibition of transferring non-taxicab permits has been removed (i.e. Non-Emergency Medical Vehicles permits are now transferable). In addition, all taxicab permits are now transferable, regardless of when the taxicab permit was acquired.

II. Budget Cost Saving Measures and Other Changes to FHVA Processes

a. Staff Reduction

After reviewing staff reduction options that would minimize negative impacts on customer service and department operations, two (2) staff positions were eliminated, saving money as it relates to staff salaries and fringe benefits. FHVA staff is now comprised of one (1) Manager, two (2) Regulatory Analysts, and three (3) Regulatory Inspectors.

b. Closure of Vehicle Inspection Facility

Effective December 1, 2020, the Vehicle Inspection Facility located at 1601 Newton Avenue will cease operations. Closure of the Vehicle Inspection Facility saves money as it relates to rental lease costs and other facility preventative maintenance costs.

c. Requiring Mechanical Vehicle Inspections to be Performed at Certified Mechanical Facilities

Mechanical vehicle inspections will now be conducted by a vehicle repair facility, certified by the National Institute for Automotive Service Excellence (ASE) or a facility registered with the Bureau of Automotive Repair (BAR). Permit holders may choose which certified vehicle repair facility to use. The cost of the mechanical inspection will be paid by Permit Holders directly to the vehicle repair facility. Permit Holders will provide a FHVA Vehicle Inspection Form to the certified vehicle repair facility to be completed by a certified mechanic. The Vehicle Inspection Form will be available for download from the FHVA website in the coming weeks.

As a condition for permit renewal, permit holders of all vehicle types will have a 90-day window prior to the regulatory fee payment deadline to obtain a completed Vehicle Inspection Form. Failure to produce a passing Vehicle Inspection Form by a certified vehicle repair facility will result in a denial for permit renewal.

In addition, if a Non-Emergency Medical vehicle or other vehicle equipped with wheelchair or other accessibility equipment, the vehicle will also be subject to annual, non-mechanical item inspections by Regulatory Inspectors. This is also a supplemental reason why there is a higher regulatory fee for Non-Emergency Medical vehicles, as Regulatory Inspectors will be required to spend additional time conducting non-mechanical inspections for Non-Emergency Medical Vehicles, and not for other permit types. These inspections will be scheduled in coordination with MTS staff.

d. Vacation of Ground Floor of Administrative Office

As a result of staff reductions, and to save on facility preventative maintenance costs, FHVA has also vacated the ground floor of its office building. All administrative and field operations have been consolidated to the second floor. The business address and location for FHVA will continue to be at 1501 National Avenue in San Diego.

e. Business Meetings by Appointment Only

Due to the recent surge in COVID-19 infections, and as an ongoing effort to protect permit holders and FHVA staff, FHVA will be conducting in person business by appointment only. Permit holders are encouraged to utilize virtual and electronic resources to submit required documentation. If you still need to meet with any staff member in person, please call at least 48 hours in advance to schedule an appointment. Social distancing and protective health guidelines will be observed.

/S/ Leonardo Fewell
Leonardo Fewell
For-Hire Vehicle Administration Manager

Key Staff Contact: Leonardo Fewell, 619.235.2643, Leonardo.Fewell@sdmts.com

Attachment: A. 2021 Fee Schedule



SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)
FOR-HIRE VEHICLE ADMINISTRATION
2021 FEE SCHEDULE

FEE AMOUNTS

1. **Annual Regulatory Fee per Vehicle** (If not paid or post-marked by close of business, Monday, May 10, 2021, the permit(s) is not renewed).
 - 1.1 Non-Emergency Medical / Charter \$ 875
 - 1.2 Taxicab / Jitney / Low-Speed Vehicle / Sightseeing \$ 700
2. **Permit Application**
 - 2.1 Permit application (New Company) \$ 1,500
 - 2.1.1 Plus each permit in excess of one \$ 200
 - 2.1.2 Plus additional charge if applicant is a corporation \$ 200
 - 2.1.3 Prorated Regulatory Fee (Section 1.0; based on application approval date)
 - 2.2 Permit application (Transfer to a New or Existing Company) \$ 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 Annual Regulatory Fee (Section 1.0; paid in full upon filing of transfer application)
 - 2.3 Permit application (Existing Company / Not Transferring)
 - 2.3.1 Adding new permitted vehicle to existing company \$ 200
 - 2.3.2 Prorated Regulatory Fee (Section 1.0; based on application approval date)
3. **Driver Training Class**



3.1	Class Fee	\$ 30
3.2	Certificate Replacement	\$ 10
4.	Operational Requests	
4.1	Jitney route change or additional route request	\$ 250
4.2	Taxicab stand request or jitney zone, if installed	\$ 250
4.3	<u>Fictitious name change, Corp./LLC name change (same officers)</u>	\$ 100
4.3.1	Plus per-vehicle fee	\$ 10
4.4	<u>Dispatch Service Change</u>	\$ 50
4.4.1	Plus per-vehicle fee	\$ 10
4.5	<u>Rate of fare filing per company</u>	\$ 50
4.5.1	Plus per-vehicle fee	\$ 10
4.6	Replacement vehicle (more than one per permit per year)	\$ 50
4.7	Add corporation officer (each)	\$ 100
4.8	Addition, deletion, or change of stockholder (each)	\$ 100
5.	Vehicle Inspection (wheelchair accessible vehicles and non-mechanical items)	
5.1	As a result of failing scheduled inspection	\$ 50
5.2	Reschedule inspection appointment with less than 24-hour notice	\$ 50
5.3	No-show for inspection appointment	\$ 50
5.4	Supplemental scheduled inspection (Out of Service)	\$ 50
5.5	Re-inspection pursuant to a 72-hour notice	\$ 25

5.6 MTS Regulated Vehicle Reflective Decals \$ 10

5.7 Late Vehicle Inspection (for Permit Renewal) \$ 100

6. Dispatch Services

6.1 Initial review of new dispatch service organization \$ 150

6.2 Name change \$ 50

7. Medallion and Permit Reassignment (same permit holder)

7.1 Permit Type Reassignment under same Permit Holder (per vehicle) \$ 250

7.1.1 Annual Regulatory Fee (Section 1.0; paid upon filing of permit reassignment application) *See Section 4.6 for replacing vehicles*

PAYMENT

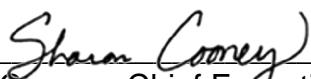
- The 2021 regulatory fee is due for each permit held as of January 1, 2021, irrespective of whether permit is later transferred, abandoned, or revoked. The permit is considered not renewed if fee is not paid or post-marked by close of business on May 10, 2021.
- For permits issued after January 1, 2021, regulatory fee is due when permit is issued.
- Other fees (i.e. non-regulatory fee) are due when the request is made.
- No refunds will be issued.

BASIS FOR FEES

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

REFERENCES

- California Public Utilities Code Section 120266; MTS Ordinance No. 11, Sections 1.3(b), 1.4(a) and 1.5(c); and MTS Board Policy No. 34, Section 4.


Sharon Cooney, Chief Executive Officer

12/03/2020
Date



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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

January 27, 2021

SUBJECT:

2021 TAXICAB MAXIMUM RATES OF FARE (LEONARDO FEWELL)

INFORMATIONAL ITEM

Budget Impact

None with this item.

DISCUSSION:

In accordance with MTS Board Policy No. 34 (For-Hire Vehicle Services), the annual change in the All Urban Western Transportation Consumer Price Index (CPI) for the San Diego region is the sole calculation method to determine the maximum rates for both city and airport originated trips. Taxicabs equipped with Point of Sale (POS) devices electronically connected to the Taximeter and printed or electronically conveyed receipt capabilities may charge 6% more than the maximum rates of Fare for Taxicabs without such devices.

Due to the decrease in transportation activity caused by the COVID-19 pandemic, there was a decrease in the 2020 CPI. As a result, the maximum rates of fare for 2021 decreased in comparison to the previous year. Since Taxicab companies may charge any rate of fare up to the authorized maximum, the Statement of Rate of Fare filing requirement applies only to taxicab companies that choose to adopt higher rates than the ones currently programmed on their Taximeter, or choose to charge a 6% increase more than the 2021 maximum rate of fare if equipped with the aforementioned electronic POS equipment requirement.



2021 Maximum Rates of Fare

	<u>2021 Maximum Rate of Fare</u>	<u>2021 Maximum Rate of Fare, Point of Sale (POS) Device Equipped Taxicabs, additional 6%</u>
Flag Drop	\$2.80 flag drop	\$3.00 flag drop
Per Mile Rate	\$3.00	\$3.20
Per Hour Waiting Time	\$24.00	\$25.00

Instructions on how to calculate rates of fare:

220.628 (Annual Consumer Price Index report value for 2020)

-121.000 (1990 Value)

99.628 (Replace "Y" with the subtracted value)

Flag Drop

Step 1 - $1.40 \times 99.628(Y) = 139.4792$ convert it into a dollar amount **\$1.394792**

Step 2 - $\$1.40 + 1.394792 = \2.794792 round up/down to the nearest .10 cent = **\$2.80 flag drop**

Per Mile

Step 1 - $\$1.50 \times 99.628(Y) = 149.442$ convert it into a dollar amount **\$1.49442**

Step 2 - $\$1.50 + 1.49442 = \2.99442 round up/down to the nearest .10 cent = **\$3.00 per mile**

Wait Time

Step 1 - $\$12.00 \times 99.628(Y) = 1195.536$ convert it into a dollar amount **\$11.95536**

Step 2 - $\$12.00 + 11.95536 = \23.95536 round up/down to the nearest \$1.00 = **\$24.00 wait time**

Fraction Calculation

Step 1 - $\$3.00$ (per mile) / .20 cent (fraction in which the meter clicks) = 15 = 1/15th fraction

The Time It Takes For Each Fraction to Click the Meter

Step 1 - $\$24.00 / .20$ cent (or 1/15th in which the meter clicks) = 120

Step 2 - 3600 (seconds per hour) / 120 = 30 seconds the meter will click 1/15th of a mile. .20 every 30 seconds waiting time.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

Key Staff Contact: Leonardo Fewell, 619.235.2643, Leonardo.Fewell@sdmts.com

Attachments: A. MTS Board Policy No.34

B. 2020 All Urban Western Transportation Consumer Price Index (CPI) for the San Diego Region

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Policies and Procedures

No. 34

Board Approval: 12/12/2019

SUBJECT:

FOR-HIRE VEHICLE SERVICES

PURPOSE:

To establish a policy with guidelines and procedures for the implementation of MTS Ordinance No. 11.

BACKGROUND:

Regulation of for-hire vehicle service is in the interest of providing the citizens and visitors to the MTS region and particularly the Cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee, with a good quality local transportation service. Toward this end, MTS finds it desirable to regulate the issuance of taxicab permits, to establish maximum rates of fare, and to provide for annual review of cost-recovery regulatory fees.

POLICY:

34.1 City of San Diego Entry Policy

New City of San Diego taxicab permits will be issued in accordance with San Diego City Council Policy No. 500-02, "Taxicab Permits".

34.2 Maximum Rates of Fare Policy

Maximum rate of fare for exclusive ride and group ride hire of taxicabs shall be made in accordance with the change in the Annual All Urban Western Transportation Consumer Price Index (CPI)/San Diego. The fare structure shall consist of the dollar amounts charged by permit holders for the flag drop, the per-mile charge, waiting-time charge, first zone, and each additional zone charge. The maximum rates of fare shall be computed annually by the Chief Executive Officer and presented at a noticed public hearing of the Taxicab Advisory Committee.



34.2.1 Maximum Rates of Fare Determination

Unless Section 34.2.2 applies, the maximum fare determination shall be adjusted annually based on the 1990 Western transportation CPI/San Diego amounts of \$1.40 flag drop, \$1.50 per mile, and \$12.00 per hour waiting. Adjustments shall be rounded up or down, as appropriate, to the nearest even \$0.10 increment.

34.2.2 Maximum Rates of Fare Determination Only for Taxicabs Equipped with Point Of Sale Devices Electronically Connected to the Taximeter and Equipped with Printed or Electronically Conveyed Receipt Capability

Taxicabs equipped with point of sale devices electronically connected to the taximeter and capable of printing or electronically conveying receipts may charge the an increase of 6% more than the Maximum Rates of Fare for Taxicabs without such devices, as determined pursuant to Section 34.2.1. Adjustments shall be rounded up or down, as appropriate, to the nearest \$0.10 increment.

34.3 Airport Taxicab Fare Policy

In addition to the applicable maximum rate of fare described in Section 34.2.1, a taxicab operator may charge an “extra” equal to the Airport Trip Fee assessed against the individual taxicab operator by the San Diego County Regional Airport Authority. The extra may not be charged on any trip that does not originate at the airport or on any trip where the taxicab operator does not pay the fee to the San Diego County Regional Airport Authority. The extra charge may only be charged to the customer by utilizing the extra button on the taxicab meter. A driver may not verbally request payment.

34.4 Regulatory Fee Review

The following procedures will be utilized for the establishment of for-hire vehicle regulatory fees.

34.4.1 In accordance with State of California Public Utilities Code Section 120266, MTS shall fully recover the cost of regulating the taxicab and other for-hire vehicle industry. Pursuant to MTS Ordinance No. 11, Sections 1.3(b), 1.4(a), 1.4(c), and 1.5(d), the Chief Executive Officer establishes a fee schedule to effect full-cost recovery and notify affected permit holders of changes in the fee schedule.

34.4.2 The procedure for establishing a regulatory fee schedule will include an annual review of the audited expenses and revenue of the previous fiscal year associated with MTS for-hire vehicle activities. The revised fee schedule will be available for review by interested parties in November each year and is subject to appeal as provided for in Ordinance No. 11, Section 1.5(d).

34.4.3 A fee schedule based on previous year expenses and revenue amounts will be put into effect each January.

POLICY.34.FOR-HIRE VEHICLE SERVICES

This policy was originally adopted on 12/8/88.

This policy was amended on 7/26/90.

This policy was amended on 5/9/91.

This policy was amended on 6/13/91.

This policy was amended on 1/28/93.

This policy was amended on 5/11/95.

This policy was amended on 10/31/02.

This policy was amended on 4/24/03.

This policy revised on 3/25/04.

This policy was amended on 4/26/07.

This policy was amended on 7/17/08.

This policy was amended on 4/19/12.

This policy was amended on 4/16/15.

This policy was amended on 12/12/2019.



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Data extracted on: January 21, 2021 (12:17:30 PM)

CPI for All Urban Consumers (CPI-U)

Series Id: CUUSS49ESAT

Not Seasonally Adjusted

Series Title: Transportation in San Diego-Carlsbad, CA, all urban consumers, not seasonally adjusted**Area:** San Diego-Carlsbad, CA**Item:** Transportation**Base Period:** 1982-84=100Download: [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2010													200.398	198.572	202.224
2011													222.685	222.913	222.457
2012													227.691	229.775	225.608
2013													225.570	227.028	224.112
2014													223.308	228.254	218.362
2015													214.442	213.587	215.297
2016													205.271	205.418	205.124
2017											216.601		213.424	213.765	213.083
2018	220.368		225.661		229.934		229.921		229.015		228.504		227.594	226.494	228.694
2019	225.073		225.313		240.940		234.757		234.106		235.748		233.299	232.005	234.592
2020	231.819		223.714		210.241		218.122		218.701		224.415		220.628	220.500	220.757

IN - MEETING PUBLIC COMMENT

Hamidi Kamran provided a live public comment for agenda item #7. Kamran's statement will be reflected in the minutes.



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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

January 27, 2021

SUBJECT:

DEVELOPMENT OF ACCESSIBLE TAXICAB VEHICLE PERMITTING POLICY
(LEONARDO FEWELL)

INFORMATIONAL ITEM

Budget Impact

None with this item.

DISCUSSION:

On October 27, 2020, the City of San Diego approved revisions to City Council Policy 500-02. Revisions included the removal of a requirement that taxicab permit holders with two or more vehicles purchase Wheelchair Accessible Vehicles (WAV's) for 50% of those vehicles. Permit holders would avoid purchasing more vehicles so as not to fall under this requirement. According to permit holders, the high price of WAV's, as well as WAV higher operational costs, were cited as main reasons for not seeking additional permits.

It is the intent of San Diego Metropolitan Transit System (MTS) For-Hire Vehicle Administration to develop a WAV policy that will incentivize the entry of Taxicab WAV's to the San Diego For-Hire Transportation market. For this purpose, MTS will begin working with Taxicab industry stakeholders, conduct peer regulatory agency reviews, analyze industry standards and policies pertaining to Taxicab WAV's, and identify key community stakeholders, such as the City of San Diego Accessibility Advisory Board, and MTS Accessible Services Advisory Committee (ASAC).

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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**Metropolitan Transit System
FHV Administration
Fiscal Year 2021 Financial Update
Agenda Item #4**

Taxicab Advisory Committee Meeting
January 27, 2021

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

FHV ADMINISTRATION

Background

- Staff presented preliminary forecast of FY21 midyear budget at October 14th TAC meeting
- Initial forecast resulted in projected deficit of \$130K
 - Primarily due to reduction in projected regulatory permit revenue, application revenue, and other revenue versus the original budget
 - \$145K reserve balance would be completely depleted in FY22
- Since last meeting, staff has proposed, evaluated, and implemented measures to decrease costs and increase revenues
 - Goal was to balance the budget, leaving reserves at their current levels
- This presentation provides a summary of budget balancing measures and a revised forecast of the FY21 amended budget inclusive of these measures

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FHV ADMINISTRATION
Summary of Cost Saving Measures

Cost Saving Measure	FY21 Savings
Vacate 1 st Floor of Admin Building and Inspection Facility	\$18,000
Reduce Staff by 2 Positions (1 Regulatory Inspector and 1 Admin Assistant)	\$101,000
TOTAL COST SAVINGS	\$119,000

- Savings from vacating facilities due to reduced rent, janitorial services, and trash removal expenses
- Personnel savings include reduced wages, benefits, and overhead costs from reduced headcount

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

FHV ADMINISTRATION

Summary of Revenue Increasing Measures

- Staff updated prior forecast with new assumptions
 - Included cost savings of \$119K
 - Reduced permit forecast from 1,115 to 850 based on current data
 - Reduced application revenue forecast by \$20K based on run rate
- Total expenses less application/other revenue resulted in \$668K net expenses to be covered by regulatory fee
- With \$600 regulatory fee, projected deficit of \$153K
 - Regulatory fee increase necessary to balance budget
- Regulatory fee was increased for all permit types

Permit Type	Original Reg Fee	New Reg Fee
NEM/Charter	\$600	\$875
Taxi/Jitney/Low-Speed/Sight-Seeing	\$600	\$700

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

FHV ADMINISTRATION

Regulatory Fee Calculation Methodology

- Regulatory fees were increased disproportionally for different permit types
- NEMs/Charters require higher level of effort to regulate than other permit types
 - ADA equipment on NEMs requires additional inspection time
 - Regulatory Inspectors spend approximately 65% of total hours regulating NEMs/Charters due to growing demand and lack of compliance even though they comprise 49% of total permit volume
 - Higher percentage of personnel costs were allocated to NEMs/Charters
- Projected expenses separately by permit type
- Projected permit volume for each permit type
- Calculated regulatory fee by dividing projected expenses by projected permit volume for each permit type

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FHV ADMINISTRATION
Total Operating Revenues (\$)

	<u>FY20 ACTUAL</u>	<u>FY21 PRIOR FORECAST</u>	<u>FY21 CURRENT FORECAST</u>	<u>\$ VARIANCE</u>	<u>% VARIANCE</u>
Annual Regulatory Fees	\$ 709,200	\$ 636,800	\$ 668,325	\$ 31,525	5.0%
Processing/Other Fees	146,952	120,000	99,848	(20,153)	-16.8%
Total Operating Revenue	\$ 856,152	\$ 756,800	\$ 768,173	\$ 11,373	1.5%

- Annual Regulatory Fees
 - Finished FY20 with 1,115 permits
 - Prior forecast included 1,115 permits based on prior year
 - Reduced to 850 permits in current forecast based on current permit data
 - Revenue increasing due to increased regulatory fees
- Processing/Other Fees
 - Reducing by \$20K from prior forecast based on current run rate

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FHV ADMINISTRATION
Total Operating Expenses (\$)

	FY20 ACTUAL	FY21 PRIOR FORECAST	FY21 CURRENT FORECAST	\$ VARIANCE	% VARIANCE
Personnel Costs	\$ 701,857	\$ 637,403	\$ 548,778	\$ (88,626)	-13.9%
Outside Services	46,094	74,768	68,118	(6,650)	-8.9%
Materials & Supplies	5,045	1,000	1,000	0	0.0%
Energy	13,022	17,000	17,000	0	0.0%
Risk	8,471	9,067	9,067	0	0.0%
General & Administration	124,924	82,460	71,210	(11,250)	-13.6%
Overhead Allocation	45,564	65,000	53,000	(12,000)	-18.5%
Total Costs	\$ 944,977	\$ 886,698	\$ 768,173	\$ (118,526)	-13.4%

- Personnel Costs – reduced staff by 2 positions
- Outside Services – reduced janitorial services and trash removal due to vacating facilities
- G&A – reduced facility rent due to vacating facilities
- Overhead Allocation – reduced based on reduction in headcount

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FHV ADMINISTRATION
Net Operating Income (\$)

	<u>FY20 ACTUAL</u>	<u>FY21 PRIOR FORECAST</u>	<u>FY21 CURRENT FORECAST</u>	<u>\$ VARIANCE</u>	<u>% VARIANCE</u>
Total Operating Revenue	\$ 856,152	\$ 756,800	\$ 768,173	\$ 11,373	\$ 0
Total Operating Costs	<u>944,977</u>	<u>886,698</u>	<u>768,173</u>	<u>(118,526)</u>	<u>-13.4%</u>
Net Operating Income	\$ (88,825)	\$ (129,898)	\$ -	\$ 129,898	-100.0%
Contingency Reserves	<u>(88,825)</u>	<u>(129,898)</u>	<u>-</u>	<u>129,898</u>	<u>-100.0%</u>
Revenues Less Expenses	\$ -	\$ -	\$ -	\$ -	

- FHV Administration is self-funded and must fund operating deficits with contingency reserves
- Prior forecast resulted in usage of \$129K in reserves for FY21
- Current forecast assumes no reserve usage due to budget balancing measures

Conclusion

- Current forecast results in balanced budget for FY21 and leaves reserves at their current levels
- Staff will continue to monitor FHV Administration budget closely

For-Hire Vehicle Administration Legislative Proposal Update Agenda Item #5

Taxicab Advisory Committee
January 27, 2021

2021 State and Federal Legislative Program

- Approved by MTS Board of Directors on November 12, 2020
- Program purpose is to guide advocacy efforts and implement legislative initiatives
- Collaborate with regional municipalities and key stakeholders on MTS-related initiatives and priorities

For-Hire Vehicle Administration Legislative Proposal

- Seek changes to MTS enabling statutes that would allow MTS to regulate for-hire vehicle transportation services for the County of San Diego or any City within the County of San Diego.

For-Hire Vehicle Administration Legislative Proposal

- Assemblymember Ward will author legislation
- Proposed bill language submitted to Legislative Counsel for review
- Bill number assignment/introduction of bill
- Referral to Assembly Committee(s)
- Bill status updates

Questions?

For-Hire Vehicle Administration 2021 Fee Schedule and Summary of Changes to For-Hire Vehicle Administration Processes

Agenda Item #6
Taxicab Advisory Committee
January 27, 2021

2021 Fee Schedule

- Changes to Regulatory Fee

Permit Type	2021 Regulatory Fee
Non-Emergency Medical / Charter	\$ 875
Taxicab / Jitney / Low-Speed Vehicle / Sightseeing	\$700

- Permit Reinstatement Fee

\$100 up to May 10, 2021. (reg fee must be paid in full

- All permits (Taxi, NEMT, Charter, LSV, Jitney) are now transferable.

Budget Costs Saving Measures and Other Changes to FHVA Processes

- Staff Reduction
 - Two staff positions eliminated
- FHVA now comprised by:
- 1 Manager
 - 2 Regulatory Analysts
 - 3 Regulatory Inspectors

Budget Costs Saving Measures and Other Changes to FHVA Processes

- Closure of Vehicle Inspection Facility
- Mechanical Vehicle Inspections to be performed at certified mechanic facilities
- Vacation of Ground Floor of Administrative Office
- Business Meetings by Appointment Only

For-Hire Vehicle Administration 2021 Taxicab Maximum Rates of Fare

Agenda Item #7
Taxicab Advisory Committee
January 27, 2021

Maximum Rates of Fare Change Comparison between 2020 and 2021

2020

	<u>2020 Maximum Rate of Fare</u>	<u>2020 Maximum Rate of Fare, Point of Sale (POS) Device Equipped Taxicabs, additional 6%</u>
Flag Drop	\$3.00 flag drop 1/10 of a mile	\$3.20 flag drop 1/10 of a mile
Per Mile Rate	\$3.20	\$3.40
Per Hour Waiting Time	\$25.00	\$27.00

2021

	<u>2021 Maximum Rate of Fare</u>	<u>2021 Maximum Rate of Fare, Point of Sale (POS) Device Equipped Taxicabs, additional 6%</u>
Flag Drop	\$2.80 flag drop	\$3.00 flag drop
Per Mile Rate	\$3.00	\$3.20
Per Hour Waiting Time	\$24.00	\$25.00

For-Hire Vehicle Administration Development of Accessible Taxicab Vehicle Permitting Policy

Agenda Item # 8
Taxicab Advisory Committee
January 27, 2021

Background:

- Removal of City Policy Requirement that permit holders with 2 or more vehicles purchase Wheelchair Accessible Vehicles (WAV's)
- Method Proved Ineffective, (only 3 Taxicab WAV's remain in operation)

Goals

- Determine reasons for the lack of WAV's
- Determine Passenger Demand for WAV's
- Develop Recommendations that lead to future WAV's entry policies

Development of Taxicab Accessible Vehicle Policy

- Identify Permit Holder and Lease driver concerns on operating WAV's (Via Survey)
- Request Data from SANDAG, San Diego Airport and MTS Authorized dispatch services
- Present to disability and transportation accessibility committees to request feedback on needs and demands for WAV's
- Identifying Industry and Community Stake Holders
- Regulatory Agency Peer Review