



## Agenda

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

February 23, 2022

10:00 a.m.

*\*Meeting will be held via webinar\**

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#### ACTION RECOMMENDED

- |                            |   |               |
|----------------------------|---|---------------|
| 1.                         | ROLL CALL   |               |
| 2.                         | <a href="#">APPROVAL OF MINUTES – December 8, 2021</a>  | Approve       |
| 3.                         | PUBLIC COMMENTS   |               |
| COMMITTEE DISCUSSION ITEMS |   |               |
| 4.                         | <a href="#">2022 Taxicab Maximum Rates of Fare (Leonardo Fewell)</a>  | Informational |
| 5.                         | <a href="#">For-Hire Vehicle Administration Operations Update (Leonardo Fewell)</a>   | Informational |
| OTHER ITEMS                |   |               |
| 6.                         | <a href="#">Topics for Next Taxicab Advisory Committee Meeting (Leonardo Fewell)</a>  | Informational |
| 7.                         | <a href="#">Committee Member Communications (Leonardo Fewell)</a><br>Brief comment on any taxicab related item not included in the Agenda | Informational |
| 8.                         | NEXT MEETING DATE: MAY 25, 2022   |               |
| 9.                         | ADJOURNMENT   |               |



# MINUTES

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

December 8, 2021

1. Roll Call

Chair Elo-Rivera called the Taxicab Advisory Committee meeting to order at 10:02 a.m. A roll call sheet listing Taxicab Advisory Committee member attendance is attached.

2. Approval of Minutes

Akbar Majid moved to approve the minutes of the October 27, 2021, MTS Taxicab Advisory Committee meeting. Margo Tanguay seconded the motion, and the vote was 12 to 0 in favor with Guillermo Morquecho, Alfred Banks, Nasser Tehrani and Michael Trimble absent.

3. Public Comments

There were no Public Comments.

### COMMITTEE DISCUSSION ITEMS

4. Fiscal Year (FY) 2022 Amended Budget (Gordon Meyer)

Gordon Meyer, MTS Operating Budget Supervisor presented on the FY 2022 Amended Budget. He outlined: For Hire Vehicle (FHV) administration background, FY 21 Actuals, reserve and analysis, FY 22 budget forecast; revenues, expenses, income, and reserves adjustment

Antonio Hueso asked about the general and administrative section of the presentation. He asked if the decrease was due to the position vacancy.

Mr. Meyer clarified that general and administrative section included facility rent costs. The reduction reflects the department's relocation.

Antonio Hueso cited a section of the materials and asked for staff to clarify if the general and administrative section only included facilities.

Mr. Meyer clarified that the general and administrative budget includes the non-revenue vehicle lease, and facility lease costs.

Antonio Hueso also asked about 916 permits and if that included both permits shelved and currently operating

Leonardo Fewell, MTS FHV Administration Manager acknowledged that the figure was a conservative estimate used for this budgetary projection based on the previous two years of non-renewed permits, along with all other permits that remain in operation in the database, including those surrendered.

David Tasem asked if the reserves target had to be met by next year or if it was required by city of San Diego guidelines.

Mr. Meyer acknowledged there was not a set target to calculate fees. He clarified that the reserve was an internal calculation created by MTS staff to achieve consistency and transparency.

Peter Zschiesche addressed the reserve concern and considered 50% a high rate. He asked if staff if they accounted for previous year trends in their projections.

Mr. Meyer agreed that the projection was high. He stated that the budget was drafted based on regulatory fees based on current market volatility. He continued to list historical data that supported the 50% calculation. He explained that due to the small nature of the budget, the agency would need to create a well enough reserve to account for flexibility.

Peter Zschiesche understood the explanation and thanked staff for the department's re-location and reduction in utility costs.

#### PUBLIC COMMENT

Chair Elo-Rivera validated the explanation of the regulatory fees to show transparency and understands the obstacles permit holders expressed.

#### PUBLIC COMMENT

Able Seifu provided a comment to the committee. Seifu was concerned about the regulatory fee and acknowledged the impact the fees burden drivers. They hoped the committee reduce the fee by at least 50%.

Henry Agoh who is a taxicab owner, ask for MTS to consider the 5% inflation rate to determine the regulatory fee and the change in the taxicab market during the pandemic and requested further reductions to regulatory fees. While Agoh understands the projection reasoning, he acknowledged that the cost is a heavy burden on permit holders

#### Action Taken

Informational item only. No action taken.

#### 5. 2022 Fee Schedule (Leonardo Fewell)

Mr. Fewell, outlined the 2022 fee schedule.

Antonio Hueso asked whether the item would be voted on by the committee.

Mr. Fewell clarified that the item was only informational.

Chair Elo-Rivera asked staff to explain procedurally, how the change is determined.

Mr. Fewell clarified that fees are calculated annually based on permits that are expected to remain valid and using two to five-year-old historical data. He clarified that permit volumes fluctuate. The current regulatory fees consist of 50% reduction compared to the previous year based on anticipated renewal permits, and the decision of the MTS CEO to apply a one-time stimulus reduction to the regulatory fee. Future budgets and regulatory fees will be calculated based on the previously presented contingency reserve, along with the number of permits slated to be renewed for that fiscal year. He clarified that voluntary surrendered permits allow staff to create the forecast.

Antonio Hueso asked about clarification on the \$10 reduction from the \$30 training fee.

Mr. Fewell clarified that both fees were separate from each other. He clarified that the \$30 driver training fee remains in the fee schedule to compensate for staff time. The \$10 fee is only applicable to drivers who wish to receive a printed copy of the electronic version certificate. These will now be sent to them at no charge.

David Tasem asked if the 50% regulatory fee discount could be applied over the course of two years, 25% for 2022 and the remaining 25% for 2023. He said that a 50% discount over the course of two years would allow future permit applications. He expressed hesitancy to use \$160,000 from the reserve pool since it could deplete the reserve.

Mr. Fewell cited the previous presentation by Gordon Meyer and clarified that the 50% reserve target would allow FHV Administration to remain solvent through 2024. Adopting any other percentage would affect the operational budget for the department. He reassured the committee that staff's best recommendation continues to be the 50% contingency rate to guarantee operations through 2024 while ensuring stable regulatory fees. He clarified that the Regulatory Fee revenue determines the regulatory fee for the following year.

David Tasem continued to be concerned about the depletion of the reserve funds and reiterated his preference to split the regulatory fee deduction over the next two years.

Mr. Fewell clarified that a 25% reduction was considered by staff however, other factors are considered, such as permit attrition and number of permits kept or added. He emphasized that a 50% rate would allow for operations to continue undisturbed.

David Tasem raised concerns to the chair that this one-time fee reduction would create an expectation for permit holders that that rate would continue to decrease and expressed concerns that the agency would lose more permit holders

Chair Elo-Rivera acknowledged the concerns and acknowledged staff's diligence in determining the regulatory fee.

Alfred Banks asked if the agency had enough funding to continue service the following year. He also asked about installment options to pay for regulatory fees if permit holders are not working. He asked if the agency would stop mandating driver training in 2022 for new permit holders.

Mr. Fewell confirmed the current budget projections allow for continued operations through 2024. He clarified that the department would not accommodate extensions as FHV Administration operates on a cost recovery basis that requires regulatory fee payments in full before the fiscal year. He acknowledged that permit late fee replaces the Permit Reinstatement Fee. He continued to explain that the intention was to provide a clear final deadline for permit holders. He clarified that driver training experienced drivers were not required to retake training. Only new drivers would need to take the mandatory training, as well as those that allow their Sheriff's ID to expire.

George Abraham asked about the license elimination for permit holders with more than one permit.

#### Action Taken

Informational item only. No action taken.

#### 6. Proposed Ordinance No. 11 Revisions (Leonardo Fewell)

Mr Fewell, presented on the proposed Ordinance 11 revisions. He provided details on: Proposed Ordinance No. 11 Revisions; "light branding" markings (front windshield, side windows), glass only decal markings (rear/front windshields), traditional marking scheme (optional), optional minimum markings scheme, and staff's recommendations.

Akbar Majid was pleased by the various marking options and acknowledged it would be easier for the taxi industry to recruit from the transportation network companies (TNC) pool with the flexibility being offered.

Antonio Hueso asked about whether the magnetic top light could be used in the new version.

Mr. Fewell noted that this option could apply so long as the top lights are functional and abide by Ordinance requirements.

Margo Tanguay was concerned that the removal of the top sign use could lead to increased flat rating. She was in favor of the marking recommendation and requested the marking be on both sides of the cab.

David Tasem was concerned about light emitting diode (LED) taxi lights in lieu of top signs. He asked that language be edited in the Ordinance to reflect yellow LED taxi signage requirements within the vehicles to comply with local law enforcement.

Mr. Fewell clarified that his remark would not be a revision to the ordinance but is part of the inspection process. He then listed the various acceptable colors.

David Tasem asked for clarification since he was unaware that red colored lights were an acceptable color.

Mr. Fewell cited the information came directly from San Diego Harbor Police and specified the appropriate placement of the LED taxi lights. He thanked David Tasem for bringing up the issue to the attention of the agency.

Alfred Banks claimed the lack of jurisdiction of San Diego Harbor Police has on taxi regulations and that former Taxicab Administrators had already approved colors for LED taxi lights.

#### Action Taken

Akbar Majid moved to forward a recommendation to the MTS Board of Directors to approve the proposed revisions to MTS Ordinance No. 11 Antonio Hueso seconded the motion, and the vote was 12 to 0 in favor with Nasser Tehrani and Guillermo Morquecho absent.

#### 7. For-Hire Vehicle Administration Operations Update (Leonardo Fewell)

Mr. Fewell, presented on For-Hire Vehicle Administration Operations Update. Mr. Fewell discussed the following topics: current insurance providers, County of San Diego non-emergency medical regulations, inspections of taxicab meters, airport flat rate feasibility research update, vehicle registration, and that the 2022 TAC meeting schedule is still to be determined.

#### PUBLIC COMMENT

Able Seifu stated airport taxicab drivers are unhappy with the amount of money they are making due to long waits at the holding lot. Seifu suggested having a flat rate fee for a trip within short distance from the airport, within a 10 mile radius, similarly to that of Uber and Lyft and cited various Cities in the country that adopted the model.

Henry Agoh supported the model for a flat rate fee for airport as it would refuse fare refusals. Agoh claimed that this proposal would alleviate driver financial concerns and explained that

many cities and airports have implemented flat rates. He also asked that 5% inflation rate be considered when determining a future flat rate.

William Palosi, supported an Airport flat rate. Palosi spoke about the driver wait time and gas price costs that hurt driver success.

Peter Zschesche thanked staff for their involvement in taxicab insurance issue.

Antonio Hueso praised staff. He cautioned the committee about the two-tier customer base of consumers and was concerned about enforcement tools for a flat rate system. Without a platform to automatically create consistency, passengers may experience inconsistent fares due to driver subjectivity. He was concerned about the decrease in ride demand with this implementation.

Akbar Majid thanked staff for their helpfulness. He noted that this change could allow the insurance underwriters to recategorize taxicabs and potentially lower premiums. He agreed that flat rate implementation would need to be thoughtful, he cited Las Vegas's methodology to have different inbound and outbound fees.

David Tasem proposed a dollar extra charge during the transition phase to begin cost recovery compensation to the driver. He cited a similar practice done in 2008 by the industry to accommodate for increased gas prices.

Marc Nichols clarified that the Airport Authority does not have jurisdiction to set rate or fares in the County of San Diego. He clarified that the Airport can charge a trip fee along with an administrative fee. He continued that all fees are set forth by MTS. On occasion, a driver may negotiate a rate with a customer so long as the meter rate is less than or equal to the meter rate. He clarified that the Airport does not allow fare refusals in their taxi line, however if MTS works with the industry for negotiated or flat rates, the Airport would accommodate the change.

Alfred Banks was concerned that the flat rate fee would become problematic because the meters do not have the setting to accommodate a flat rate option.

Margo Tanguay thanked staff for their assistance and acknowledged the longer waits at the airport. She stated some drivers are currently overcharging by charging unauthorized flat rates.

#### Action Taken

Informational item only. No action taken.

#### 8. Topics for Next Taxicab Advisory Committee Meeting (Leonardo Fewell)

Mr. Fewell presented on topics for next Taxicab Advisory Committee Meeting and feedback for additional topics requested.

Margo Tanguay noted that cab shortages cause alternative cabs to provide service which causes problems within the industry.

Chair Elo-Rivera encouraged the Committee to list future goals for the committee to allow staff to properly plan and research.

#### Action Taken

Informational item only. No action taken.

9. Committee Member Communications and Other Business

There was no Committee Member Communications and Other Business discussion.

Alfred Banks asked that maximum and minimum rate discussion be postponed after the February TAC meeting.

Mr. Fewell clarified that the CPI is published by the Department of Labor during the last week of January. Once the report is available, the maximum rate of fare will be calculated and communicated to the industry.

Alfred Banks acknowledged the difference in meter rates and asked how a minimum and maximum rate would be enforced.

Mr. Fewell clarified that only the Maximum rate of fare is to be enforced but permit holders are welcome to charge less at their discretion.

Chair Elo-Rivera acknowledged importance of having folks who are directly impacted by these decisions be part of the conversation. He thanked staff for their hard work.

10. Next Meeting Date

The next Taxicab Advisory Committee meeting is to be determined.

11. Adjournment

Chair Elo-Rivera adjourned the meeting at 12:00 p.m.

/S/ Sean Elo-Rivera

Chairperson

San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

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

MEETING OF (DATE): December 8, 2021 CALL TO ORDER (TIME): 10:02am

ADJOURN: 12:00pm

COMMITTEE MEMBER	(Alternate)		ORGANIZATION	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Voting Committee Members					
Sean Elo-Rivera (Chair)	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	MTS Board of Directors/ SD City Council	10:02am	12:00pm
Akbar Majid	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	Taxicab Owner/SDYC Holdings, LLC	10:02am	12:00pm
Alfred Banks	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	Taxicab Lease Driver	10:26am	12:00pm
Antonio Hueso	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	USA Cab, LTD	10:02am	12:00pm
Brian Hilemon	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	San Diego Tourism Authority	10:02am	10:46pm
Daryl Mayekawa	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	San Diego Convention Center	10:02am	12:00pm
David Tasem	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	Taxicab Lease Driver	10:02am	12:00pm
George Abraham	<input checked="" type="checkbox"/> Daniel Fesshaye	<input type="checkbox"/>	Taxicab Owner/Eritrean Cab Co.	10:02am	12:00pm
Guillermo Morquecho	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	Taxicab Lease Driver	11:22am	12:00pm
Hamid Amini	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	Jazzy Cab	10:02am	12:00pm
Marc Nichols	<input checked="" type="checkbox"/> Michael Anderson	<input type="checkbox"/>	San Diego County Regional Airport Authority	10:02am	12:00pm
Margo Tanguay	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	Taxicab Lease Driver	10:02am	12:00pm
Michael Trimble	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	San Diego Gaslamp Quarter Association	10:10am	12:00pm
Mikail Hussein	<input type="checkbox"/> Peter Zschiesche	<input checked="" type="checkbox"/>	United Taxi Workers Federation San Diego	10:02am	12:00pm
Nancy Gudiño	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	Cross Border X-Press	10:02am	12:00pm
Nasser Tehrani	<input type="checkbox"/> Kamran Hamidi	<input type="checkbox"/>	Taxicab Owner/N.A.T. Cab Co	-	-
Non – Voting Committee Members					
Austin Shepherd	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	San Diego Department of Agriculture, Weights and Measures	10:02am	12:00pm
Edna Rains	<input checked="" type="checkbox"/> None	<input type="checkbox"/>	San Diego County Sheriff's Department Licensing Division	10:07am	10:46am

CLERK OF THE TAC: /S/Dalia Gonzalez For-Hire Vehicle  
Administration Manager: /S/Leonardo Fewell





## Agenda Item No. 4

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

February 23, 2022

#### SUBJECT:

2022 TAXICAB MAXIMUM RATES OF FARE (LEONARDO FEWELL)

#### INFORMATIONAL ONLY

##### Budget Impact

None with this informational 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.

The gradual economic recovery from COVID-19 of the transportation and tourism sectors, combined with a rise in overall inflation have resulted in a sharp increase in the 2021 CPI. As a result, the maximum rates of fare for 2022 increased in comparison to the previous year.

So long as a taxicab permit holder charges equal to or less than the 2022 maximum rate of fare, no additional information or steps are needed to be performed with FHVA.

However, if a taxicab permit holder would like to implement a POS device in order to charge 6% more than the 2022 Maximum of Rate Fare, please contact FHVA. A Statement of Rate of Fare is required to be filed with FHVA in order to implement this change of rates. No fees will be charged by FHVA staff for this submittal change.

Please note, any change to taximeter rates must be performed by an authorized taximeter service agent.



## **2021 v. 2022 Maximum Rates of Fare Comparison**

### **2021 Maximum Rates of Fare**

	<b><u>2021 Maximum Rate of Fare</u></b>	<b><u>2021 Maximum Rate of Fare, Point of Sale (POS) Device Equipped Taxicabs, additional 6%</u></b>
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

### **2022 Maximum Rates of Fare**

	<b><u>2022 Maximum Rate of Fare</u></b>	<b><u>2022 Maximum Rate of Fare, Point of Sale (POS) Device Equipped Taxicabs, additional 6%</u></b>
Flag Drop	\$3.30 flag drop	\$3.50 flag drop
Per Mile Rate	\$3.50	\$3.70
Per Hour Waiting Time	\$28.00	\$30.00

/S/ Leonardo Fewell\_\_\_\_\_

Leonardo Fewell

For-Hire Vehicle Administration Manager

Key Staff Contact: Leonardo Fewell, 619.235.2643, [Leonardo.Fewell@sdmts.com](mailto:Leonardo.Fewell@sdmts.com)

Attachment: A. MTS Board Policy No.34  
B. 2022 Maximum Rates of Fare Calculations  
C. 2021 All Urban Western Transportation Consumer Price Index (CPI) for the San Diego Region



1255 Imperial Avenue, Suite 1000  
 San Diego, CA 92101-7490  
 (619) 231-1466 • FAX (619) 234-3407

## 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.

**2022 Maximum Rates of Fare**

	<b><u>2022 Maximum Rate of Fare</u></b>	<b><u>2022 Maximum Rate of Fare, Point of Sale (POS) Device Equipped Taxicabs, additional 6%</u></b>
Flag Drop	\$3.30 flag drop	\$3.50 flag drop
Per Mile Rate	\$3.50	\$3.70
Per Hour Waiting Time	\$28.00	\$30.00

**Instructions on how to calculate rates of fare:**

256.345 (Annual Consumer Price Index report value for 2021)

-121.000 (1990 Value)

135.345 (Replace "Y" with the subtracted value)

**Flag Drop**

Step 1 -  $1.40 \times 135.345(Y) = 189.483$  convert it into a dollar amount **\$1.89**

Step 2 -  $\$1.40 + 1.89 = \$3.29$  round up/down to the nearest .10 cent = **\$3.30 flag drop**

**Per Mile**

Step 1 -  $\$1.50 \times 135.345(Y) = 203.017$  convert it into a dollar amount **\$2.03**

Step 2 -  $\$1.50 + 2.03 = \$3.53$  round up/down to the nearest .10 cent = **\$3.50 per mile**

**Wait Time**

Step 1 -  $\$12.00 \times 135.345(Y) = 1624.14$  convert it into a dollar amount **\$16.24**

Step 2 -  $\$12.00 + 16.24 = \$28.24$  round up/down to the nearest \$1.00 = **\$28.00 wait time**

**Fraction Calculation**

Step 1 -  $\$3.50$  (per mile) / .35 cent (fraction in which the meter clicks) = 35 =  $1/10^{\text{th}}$  fraction

**The Time It Takes For Each Fraction to Click the Meter**

Step 1 -  $\$28.00 / .35 \text{ cent} = 80 \text{ clicks/hrs}$

Step 2 -  $3600$  (seconds per hour) / 80 = 45 seconds the meter will click .35 cents every  $1/10^{\text{th}}$  of a mile.



## Databases, Tables &amp; Calculators by Subject

Change Output Options: From: 2011 ▼ To: 2021 ▼ [GO](#)  
☒ include graphs ☐ include annual averages [More Formatting Options](#) ➡

Data extracted on: February 1, 2022 (9:31:22 PM)

## CPI for All Urban Consumers (CPI-U)

Series Id: CUUSS49ESAT

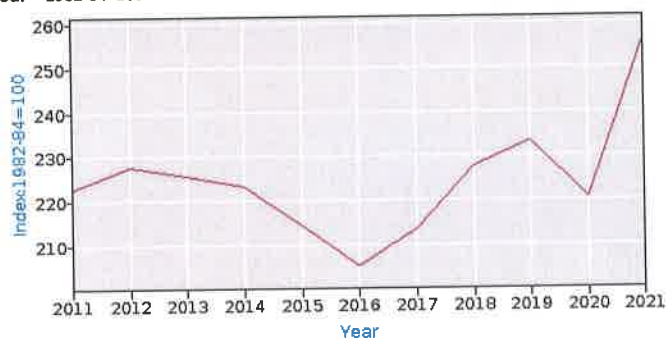
Not Seasonally Adjusted

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=100



Download: [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
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
2021	231.390		248.311		256.596		266.031		259.830		265.840		256.345	247.856	264.834

U.S. BUREAU OF LABOR STATISTICS Postal Square Building 2 Massachusetts Avenue NE Washington, DC 20212-0001

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## Agenda Item No. 5

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

February 23, 2022

#### SUBJECT:

FOR-HIRE VEHICLE ADMINISTRATION OPERATIONS UPDATE (LEONARDO FEWELL)

#### INFORMATIONAL ONLY

##### Budget Impact

None with this informational item.

#### DISCUSSION:

##### I. 2022 Regulatory Fee Payments and Taxicab Inspections

Invoices for 2022 regulatory fee payments were sent via -email to all active Taxicab, NEM, Charter, LSV and Jitney companies/permit holders. The due date for the regulatory fee payment is **Friday, April 1, 2022**, by 5 pm.

The 2022 regulatory fee for Taxicabs, LSV's and Jitneys is \$350 per vehicle/permit, and \$440 for NEM's and Charters per vehicle/permit. Acceptable forms of payment are checks and money orders. No credit cards payments are accepted at this time.

To facilitate all 2022 regulatory fee payments and non-mechanical taxicab inspections, from February 14 through April 1, 2022 every Monday, Wednesday, and Friday, from 9 am to 12 pm, FHVA Regulatory Inspectors will be at the Airport's taxicab holding lot collecting payment and conducting non-mechanical item inspections for items such as markings, taximeters, body/paint condition, cleanliness, emergency signal, and credit card acceptance devices and registration and insurance cards. Taxi owners still need to have their taxi inspected at an authorized mechanical shop for the inspection process to be complete.

##### II. Upcoming 2022 TAC Election Process

FHVA utilizes e-mail as the primary communication method with permit holders, lease drivers, TAC member organizations, and all other industry stakeholders. On May 18, 2022, FHVA will send election instructions and self-nomination forms via e-mail to all permit holders on record.





The San Diego Sheriff's Licensing division has provided a list of all permit holders and lease drivers that are licensed to drive a taxicab, but no e-mail information was collected at the time of registration. FHVA requests all permit holders who have a lease driver agreement to inform the lease driver(s) of the upcoming TAC election process and request them to provide FHVA with their e-mail contact information so they may participate in the upcoming TAC election process. There is no need for permit holders to provide their e-mail contact information as FHVA already has it as part of its records.

Lease drivers may reach out to FHVA manager Leonardo Fewell contact or log on to: <https://www.sdmts.com/about-mts/for-hire-vehicle-administration> for further instructions on how to submit their e-mail contact information. Lease driver information must be received by May 18, 2022.

III. Assembly Bill 302 Update

FHVA has reached out to the cities of Solana Beach, Encinitas, Del Mar, Vista, San Marcos, Carlsbad, Escondido, Oceanside, and the County of San Diego to provide information on AB 302 which allows MTS to enter into contractual agreements with each city and the county to provide For-hire Vehicle Regulation services.

On March 18, 2022 at 9 am, FHVA will provide the SANDAG's Transportation Committee with an overview of AB 302. FHVA will then reach out to the aforementioned cities with a formal request to begin talks that may lead to contractual agreements between MTS and those cities to provide For-Hire Vehicle regulation.

IV. Airport Taxicab "Flat Rate" Study

FHVA is in the process of compiling information from peer regulatory agencies and as of January 1<sup>st</sup>, became a member of the Airport Ground Transportation Association (AGTA). As an AGTA member, FHVA has access to over 50 Airport Ground Transportation departments and other ground transportation providers. It is the intent of FHVA to compile information on how many airports have adopted a flat rate for taxicabs and receive feedback on the development and implementation process.

FHVA will provide a report on its findings and recommendations at the next May, 25, 2022 TAC meeting.

V. Current For-Hire Vehicle Administration (FHVA) Insurance Providers

A report on companies providing for-hire vehicle insurance in San Diego is included at Attachment A. For more information, permit holders may contact these insurance companies directly or provide this list to an insurance broker of their choice.

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

Key Staff Contact: Leonardo Fewell, 619.235.2643, [Leonardo.Fewell@sdmts.com](mailto:Leonardo.Fewell@sdmts.com)

Attachment A. List of Current Insurance Providers approved by MTS

**Attachment A to AI 5**

## List of Current Insurance Providers approved by MTS

ACE AMERICAN INSURANCE COMPANY	NEW YORK MARINE AND GENERAL INSURANCE CO.
ACE PROPERTY & CASUALTY INSURANCE COMPANY	NONPROFITS' INSURANCE ALLIANCE OF CALIFORNIA
BERKSHIRE HATHAWAY HOMESTATE INSURANCE	PROGRESSIVE CASUALTY INSURANCE SERVICES
FARMERS INSURANCE EXCHANGE	REDWOOD FIRE & INSURANCE COMPANY
GATEWAY INSURANCE COMPANY	SCOTTSDALE INSURANCE COMPANY
NATIONAL CONTINENTAL INSURANCE COMPANY	SURYA INSURANCE COMPANY
NATIONAL INTERSTATE INSURANCE COMPANY	THE AMERICAN INSURANCE COMPANY
NATIONAL UNION FIRE INS. CO. OF PITTSBURG, PA	UNITED FINANCIAL CASUALTY COMPANY
NATIONWIDE INSURANCE COMPANY OF AMERICA	UNITED SPECIALTY INSURANCE COMPANY

IN - MEETING PUBLIC COMMENT

Mikail Hussein with United Taxicab Workers Federation of San Diego, provided a live public comment for agenda item #5. Hussein's statement will be reflected in the minutes.



## Agenda Item No. 6

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

February 23, 2022

#### SUBJECT:

TOPICS FOR NEXT TAXICAB ADVISORY COMMITTEE MEETING (LEONARDO FEWELL)

#### INFORMATIONAL ONLY

##### Budget Impact

None with this informational item.

#### DISCUSSION:

Feedback is requested on what topics should be addressed at the next April 21, 2022 Taxicab Advisory Committee (TAC) meeting. At this time, staff recommends the following agenda items: 2022 Taxicab Advisory Committee Election Process update, For-Hire Vehicle Administration Quarterly Report and Operations update, Taxicab Wheelchair Accessible Vehicle (WAV) policy update and Taxicab service advertisement options at the Airport.

Please contact For-Hire Vehicle Administration Manager Leonardo Fewell for additional meeting topic suggestions.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

Key Staff Contact: Leonardo Fewell, 619.235.2643, [Leonardo.Fewell@sdmts.com](mailto:Leonardo.Fewell@sdmts.com)



# San Diego Metropolitan Transit System

Taxicab Advisory Committee  
February 23, 2022 Meeting

# 2022 Taxicab Maximum Rates of Fare

Agenda Item #4

# 2022 Taxicab Maximum Rates of Fare

## 2021 v. 2022 Maximum Rates of Fare Comparison

### 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

### 2022 Maximum Rates of Fare

	<u>2022 Maximum Rate of Fare</u>	<u>2022 Maximum Rate of Fare, Point of Sale (POS) Device Equipped Taxicabs, additional 6%</u>
Flag Drop	\$3.30 flag drop	\$3.50 flag drop
Per Mile Rate	\$3.50	\$3.70
Per Hour Waiting Time	\$28.00	\$30.00

# 2022 Taxicab Maximum Rates of Fare

- Adoption of maximum rates is optional
  - No additional steps are needed if a taxicab charges equal or less than the 2022 maximum rates of fare
- If taxicab may charge 6% more if equipped with an electronic Point of Sale device
  - Contact FHVA to file a statement of rate of fare form
- Changes to taximeter rates must be performed by an authorized service agent.



# For-Hire Vehicle Administration Operations Update

Agenda Item #5

# FHVA Operations Update

- Regulatory Fee Payments and Taxicab Inspections
  - Invoices sent via e-mail on February 1, 2022
  - Taxicab, LSV's and Jitneys: \$350
  - NEMT's and Charters: \$440
  - Payment Deadline: April 1, 2022 by COB
  - Inspectors will receive payments (check/money order) and conduct non-mechanical item inspections (i.e. taximeters, body paint condition, cleanliness, emergency signals, credit card acceptance) every Monday, Wednesday and Friday from 9 am to 12 pm at the Airport Taxicab holding lot

# FHVA Operations Update

- Upcoming 2022 TAC Election Process
  - E-mail as the primary communication method between FHVA, Permit Holders and Lease Drivers
  - On May 18, 2022, FHVA will send election instructions and self-nomination forms to permit holders on record. FHVA does not have Lease Driver contact information
  - Lease Drivers interested in participating may contact FHVA at: [Leonardo.Fewell@sdmts.com](mailto:Leonardo.Fewell@sdmts.com) or log on to the below SDMTS/FHVA website for further instructions on how to register:  
<https://www.sdmts.com/about-mts/for-hire-vehicle-administration>

# FHVA Operations Update

- Assembly Bill 302 Update
  - FHVA has reached out to the cities of Solana Beach, Encinitas, Del Mar, Vista, San Marcos, Carlsbad, Escondido, Oceanside, and the County of San Diego to provide information
  - On March 18, 2022 at 9 am, FHVA will provide the SANDAG's Transportation Committee with an overview of AB 302.

# FHVA Operations Update

- Airport Taxicab “Flat Rate” Study
  - FHVA is in the process of compiling information from peer regulatory agencies and as of January 1st, became a member of the Airport Ground Transportation Association (AGTA).
  - FHVA will provide a report on its findings and recommendations at the next May, 25, 2022 TAC meeting.

# FHVA Operations Update

- Current For-Hire Vehicle Administration (FHVA) Insurance Providers

ACE AMERICAN INSURANCE COMPANY	NEW YORK MARINE AND GENERAL INSURANCE CO.
ACE PROPERTY & CASUALTY INSURANCE COMPANY	NONPROFITS' INSURANCE ALLIANCE OF CALIFORNIA
BERKSHIRE HATHAWAY HOMESTATE INSURANCE	PROGRESSIVE CASUALTY INSURANCE SERVICES
FARMERS INSURANCE EXCHANGE	REDWOOD FIRE & INSURANCE COMPANY
GATEWAY INSURANCE COMPANY	SCOTTSDALE INSURANCE COMPANY
NATIONAL CONTINENTAL INSURANCE COMPANY	SURYA INSURANCE COMPANY
NATIONAL INTERSTATE INSURANCE COMPANY	THE AMERICAN INSURANCE COMPANY
NATIONAL UNION FIRE INS. CO. OF PITTSBURG, PA	UNITED FINANCIAL CASUALTY COMPANY
NATIONWIDE INSURANCE COMPANY OF AMERICA	UNITED SPECIALTY INSURANCE COMPANY

# FHVA Operations Update

- Number of Active vs. Surrendered Permits

Number of Active vs Surrendered For-Hire Vehicle Permits (As of 01/31/2022)				
Number of Permit Holders: Taxi: 436 Low-Speed: 2 NEM/Charter: 69 Jitney: 2 TOTALS: 509				
Permit Type	Total Number of Permits	Number of Permits Surrendered	Currently Active Permits	% Loss in Active Permits
Charter	62	4	58	8%
Jitney	4	2	2	50%
Low Speed Vehicle	24	0	24	0%
NEMT	432	11	421	3%
Taxi	615	107	508	18%
<b>Total (All Types)</b>	<b>1137</b>	<b>124</b>	<b>1013</b>	<b>11%</b>

# FHVA Operations Update

- 2021 (October-December) Field Inspections

2021 OCTOBER- DECEMBER MONTHLY F.H.V.A. FIELD INSPECTIONS & STATS											
	SD	NC	CV	LM	ELC	LG	SNT	POW	IB	SY/OTAY	TOTAL
Contacts	329	121	381	56	169	41	21	26	17	214	1375
Citations											0
Parking	10									4	14
Warnings	7	1	9	1			2			4	24
Field Rep	1										1

Definitions:

Contacts: Field contacts to verify driver and vehicle compliance

Cites: Notice to Appear in Court

Parking: Parking Citation (administrative fine)

Warnings: Verbal Warning to driver to correct violation

Field Rep.: Field report requiring reinspection to ascertain violation has been corrected



# FHVA Operations Update

## Per type percentages and warnings

- Of the total contacts, breakdown per vehicle type

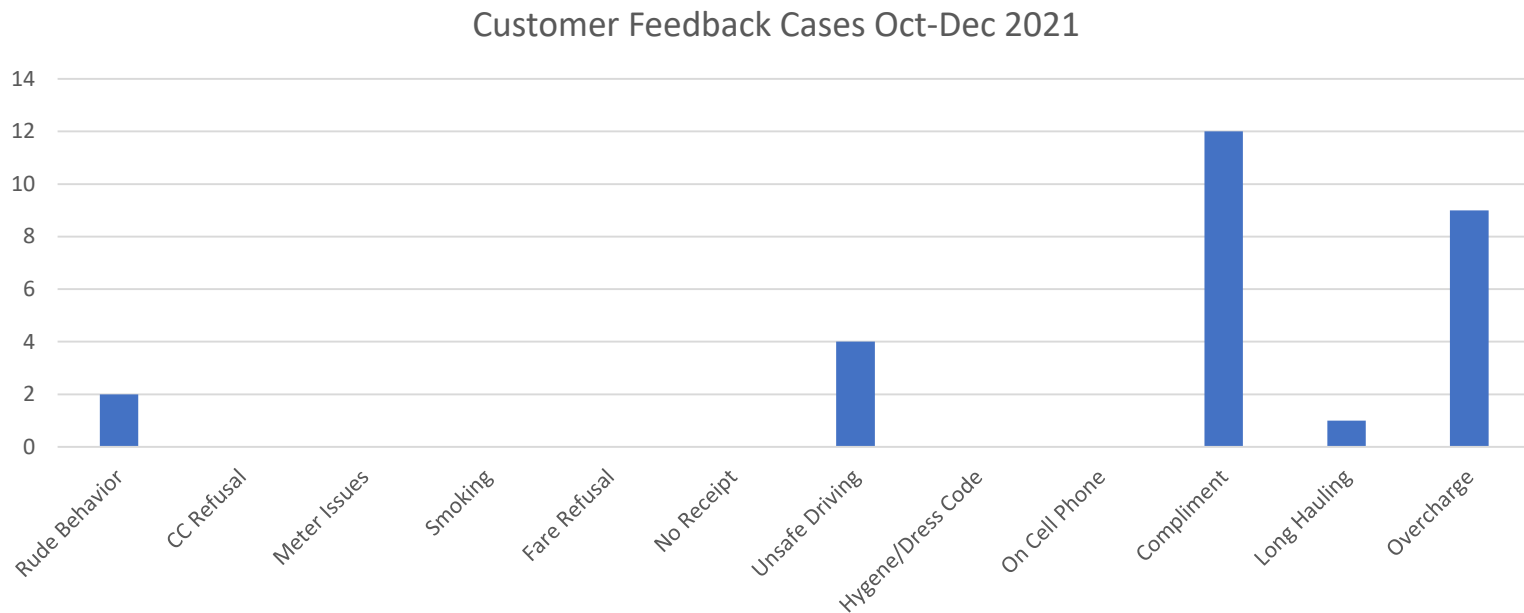
	TOTAL	PERCENT FROM TOTAL	
TAXI'S	316	22%	
NEM'S	1055	76%	
JETNEY'S		0%	
LSV'S	4	0.20%	
<b>TOTAL</b>	<b>1375</b>		

- Of the total warnings, breakdown per warning type

ISSUED WARNINGS	TOTAL
DO NOT HAVE SHERIFF ID	12
SHERIFF ID WORN/VEHICLE DISPLAY	5
TRIP LOGS - COMPLETE/NON-COMPLETE	0
MECHANICAL	0
NO OP PERMIT	1
OTHER	6

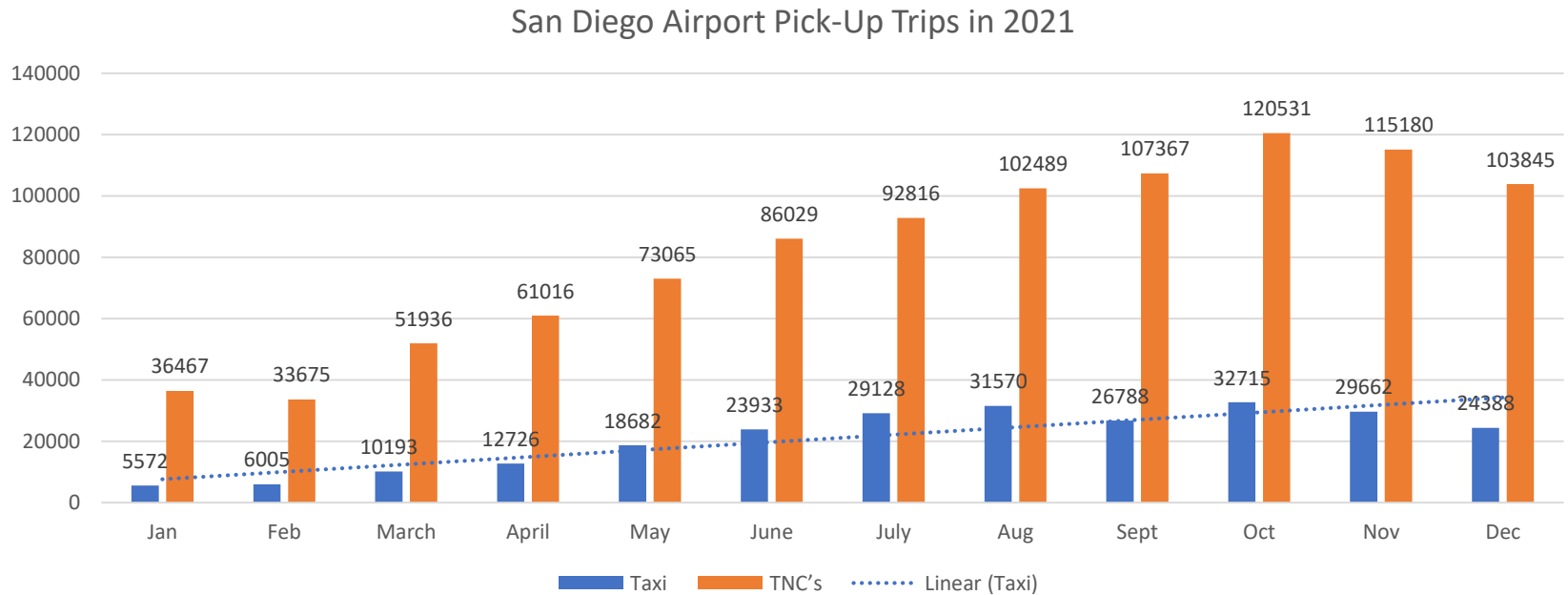
# FHVA Operations Update

- Customer Feedback Cases October-December 2021



# FHVA Operations Update

- San Diego Airport Pick-Up trips in 2021



# Topics for Next Taxicab Advisory Committee Meeting

Agenda Item #6

# Topics for Next Taxicab Advisory Committee Meeting

- 2022 TAC Election Process Update
- FHVA Quarterly Report and Operations Update
- Taxicab Wheelchair Accessible Vehicle Policy Update
- Taxicab Service Advertisement Options at the Airport

# Committee Member Communications

Brief comment on any taxicab related item  
not included in the Agenda