



**Metropolitan
Transit
System**

Agenda

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

November 16, 2022

10:00 a.m.

Meeting will be held via webinar

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<https://us02web.zoom.us/j/96643923312>

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<https://us02web.zoom.us/j/96643923312>.

	<u>ACTION RECOMMENDED</u>
1. ROLL CALL	
2. APPROVAL OF MINUTES – July 27, 2022	Approve
3. PUBLIC COMMENTS	
COMMITTEE DISCUSSION ITEMS	
4. County of San Diego Agriculture, Weights and Measures Update (John Kinkaid)	Informational
5. 2023 Fee Schedule (Leonardo Fewell)	Informational
6. Proposed Ordinance No. 11 Revisions (Leonardo Fewell) Action would forward a recommendation to the MTS board of Directors to approve the proposed revisions to Ordinance No. 11.	Approve
7. For-Hire Vehicle Administration Operations Update (Leonardo Fewell)	Informational



8. [Topics for Next Taxicab Advisory Committee Meeting \(Leonardo Fewell\)](#) Informational
9. Committee Member Communications
Brief Comment on any Taxicab Related item not Included in the Agenda

OTHER ITEMS

10. NEXT MEETING DATE: TBD
11. ADJOURNMENT

MINUTES

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

July 27, 2022

1. Roll Call

Chair Elo-Rivera called the Taxicab Advisory Committee meeting to order at 10:04 a.m. A roll call sheet listing Taxicab Advisory Committee member attendance is attached.

2. Approval of Minutes

Antonio Hueso moved to approve the minutes of the May 25, 2022, MTS Taxicab Advisory Committee meeting. Chair Elo-Rivera seconded the motion, and the vote was 10 to 0 in favor with Brian Hilemon, Louis Vasquez, Marc Nichols, Margo Tanguay and Michael Trimble absent.

3. Public Comments

There were no Public Comments.

COMMITTEE DISCUSSION ITEMS

4. Transportation Brokerage and Vehicle Sharing Program Opportunities for Taxicab and Nonemergency Medical Transportation Companies (Arun Prem, Megan Schmidt, Budd Anderson, Christian Hernandez of FACT)

Arun Prem, FACT Executive Director, provided information on FACT's mission to broker accessible transportation within San Diego County. He noted that FACT's costs have more than doubled due to the pandemic and has affected their operations. He provided details on: the number of rides FACT provides annually, ride costs for passengers, service area and eligibility requirements. He also covered FACT's transportation brokerage model that includes taxicabs, nonemergency medical, and transportation network companies (TNCs) such as Uber and Lyft, allowing passengers to get the most affordable trip price option.

Arum Prem explained how FACT purchases wheelchair accessible vehicles (WAVs) through grant funding and how interested transportation providers can apply to operate FACT WAVs for their own profit so long as they commit to providing FACT passengers with three (3) trips per day.

PUBLIC COMMENT

William Johnson– from United Taxi Workers San Diego (UTWSD) asked if the FACT WAVs have MTS decals and requested clarification on the three (3) trip minimum requirement for FACT passengers.

Lilli Irani– Professor from University of California San Diego (UCSD) asked how does FACT evaluate equity outcomes of its brokerage model for the transportation workers providing their service through FACT.

COMMITTEE COMMENT

Antonio Hueso asked if FACTs WAV vehicles are electric, natural gas (CNG) powered, or whether there are plans to acquire these types of alternative fuel vehicles.

Arun Prem stated FACT is limited to encouraging its vendors to invest in zero emission vehicles, as it is up to them to acquire those vehicles if a contract requires it.

Antonio Hueso stated he understood FACT brokerage model is supported by SANDAG and suggested that FACT make a partnership with MTS to reach out to other organizations or County groups for the purpose of securing more funding and being able to network in other cities to provide transportation services. He asked how FACT pays its vendors for their services.

Arun Prem stated the grants it receives are not only from SANDAG, but also from California Department of Transportation (CALTRANS), San Diego County, and a variety of other discretionary grants. FACT also collects revenue directly from services provided in some north county cities. As for how payments to vendors are disbursed, Prem stated vendors submit an invoice to FACT and are then paid for services rendered.

Mikhail Hussein asked if FACT is providing trips outside the north county area, particularly in the San Diego city heights area, and if so, if those trips are provided on a prearranged basis.

Arun Prem stated that FACT service covers the whole county and its interested in doing business with vendors from all areas within San Diego County.

Chair Elo-Rivera requested clarification on previous questions regarding vehicle decals trip fees and requirements for zero emission vehicles.

Arun Prem stated FACT does not require any vehicle decals but vendors can have decals as required by other regulations or contract program. He stated that FACT is flexible with the three (3) FACT trip minimum requirement. Arun Prem concluded by stating passengers will always pay the lowest available fees and FACT will manage any type of vehicle, zero or low emissions, so long as they are safe to operate but encourages vendors to purchase zero-emission vehicles. Arun Prem further acknowledged that FACT has no leverage on payment disparities between TNC and other driver types, but has found that having TNCs provide short trips has lowered overall trip refusals based on distance.

Action Taken

Informational item only. No action taken.

5. Taxicab Advisory Committee Election Results (Leonardo Fewell)

Chair Elo-Rivera welcomed all new and continuing members to the TAC and said he appreciated the feedback provided by permit holder, lease driver and organization representatives for the benefit of the taxicab industry.

Leonardo Fewell provided information in the TAC Election results. He stated that there were nine (9) self-nominations for nine (9) open lease driver and permit holder seats. Nominees were given an option to provide a headshot and short biography to be displayed on the electronic ballot, but only one (1) lease driver, Agustin Hodoyan, did so. Mr. Fewell stated how the election process was electronically held through associationvoting.com, from June 13, 2022 through June 27, 2022. He added that out of 564 eligible permit holder and lease driver voters, only 55 persons voted, resulting in a 9.8% turnout.

Mr. Fewell named the newly elected TAC members for the permit holder of one (1) taxicab permit category as follows: Able Seifu, Zewdu Girma, Agustin Hodoyan and Akbar Majid. For permit holders of two (2) or more taxicabs category, Antonio Hueso and George Abraham were

elected. For the lease driver category, Alfred Banks, Margo Tanguay and David Tasem were elected.

PUBLIC COMMENT

There was no public comment on this item.

COMMITTEE COMMENT

Alfred Banks had technical difficulties and was unable to proceed with his comment.

Mikhaill Hussein thanked MTS leadership for organizing the TAC election and promoting lease driver participation.

Chair Elo-Rivera thanked Samantha Leslie and Leonardo Fewell for their efforts in successfully organizing the TAC election.

Action Taken

Informational item only. No action taken.

6. Taxicab Advisory Committee Membership Guidelines (Leonardo Fewell)

Leonardo Fewell informed the committee of the need for lease driver, permit holder and organization representatives to attend the TAC meetings in order to reach the required quorum for each meeting. He informed the committee of the possibility of one (1) to two (2) current TAC organizations, the San Diego Tourism Authority and Cross Border Xpress (CBX), not appointing representatives for the 2022-2025 TAC term. He stated that TAC is standing by for confirmation from the San Diego Tourism Authority and CBX to ensure if they will appoint a representative and retain their TAC membership.

Mr. Fewell said he would provide more information at the November TAC meeting pertaining to membership appointment from these organizations and requested feedback on how to address the possibility of these organizations not appointing a representative and what organizations could be considered for TAC membership to replace any vacancies.

PUBLIC COMMENT

There was no public comment on this item.

COMMITTEE COMMENT

Mikhaill Hussein stated that there is a need for CBX to remain part of the TAC as there are several issues involving taxi driver business and activities with CBX and hoped that CBX confirmed their continued membership with TAC.

Chair Elo-Rivera said we wanted to make sure that all parties with a stake in the region's taxicab industry had a seat at the table and will collaborate with MTS to ensure this.

Leonardo Fewell stated that CBX became a TAC member at the request of MTS precisely for the aforementioned reasons. He said MTS will stand by for CBX response and provide an update at the next TAC meeting in November.

Zewdu Girma asked Leonardo Fewell if MTS has oversight of CBX's taxicab activities, if CBX is located within County of San Diego's property and if MTS is aware of the taxicab activities that take place at CBX.

Leonardo Fewell answered that all taxicabs that operate at CBX, as well as in all areas under MTS area of jurisdiction, must be properly permitted by MTS. He stated that CBX is a private entity and may stipulate the criteria as to who is allowed to operate within their property and their operation guidelines.

Chair Elo-Rivera provided clarification by stating that all taxicabs that operate within CBX are permitted by MTS, but not all MTS permitted taxicabs are able to operate within CBX as CBX is a private operation and is able to establish its own admittance criteria.

Zewdu Girma stated he understood this concept, but said that the taxi drivers who work at CBX are not being heard by CBX management and asked who can take the role of voicing drivers concerns to CBX management.

Leonardo Fewell stated that this has been a concern by taxi drivers but was unable to answer who would take this role as this was an internal matter between taxi drivers and CBX management. He said there are driver representatives that communicate with CBX management on a regular basis, but as a private operation, CBX manages their ground transportation as they choose. He reiterated how one of the goals to invite CBX to become a TAC member was to establish communication channels between them and taxi drivers where these types of concerns could be addressed.

Akbar Majid asked if committee members could provide specific examples of the problems that taxicab drivers face when dealing with CBX.

Mikhaill Hussein said the majority of CBX taxicab drivers that work at CBX are members of UTWSD. He said one of the biggest issues facing taxicab drivers is that CBX charge them a \$180-\$200 monthly fee to operate. Another issue is an entry waiting list that is administered by two (2) drivers who think they are in control, prioritizing friend and family over other drivers that have been waiting. He requested any drivers that experience problems with CBX to reach out to UTWSD to seek a solution.

Able Seifu said it was a good opportunity to keep working with the TAC to seek solutions to this and other challenges facing the taxicab industry. He suggested that MTS could intervene and talk to the people administering the CBX admission program in hopes that the process becomes fairer and more equitable.

Antonio Hueso stated that CBX has a limited access program similar to the one utilized by the San Diego Airport. This causes dissatisfaction amongst drivers that would like to work at CBX, and asserted that CBX is a private entity and therefore is able to operate in such manner.

Action Taken

Informational item only. No action taken.

7. Integration of Soft-Meter and Trip Information Technologies (Leonardo Fewell)

Leonardo Fewell defined soft-meters and traditional hard meters, and provided a technical explanation of how they operate. He also explained the role of the California Department of Agriculture, Weights and Measures role in certifying these meters, and how there are currently only three (3) authorized "Service Agents" in San Diego able to service and repair hard meters.

Mr. Fewell stated that soft-meter technology has become the industry standard in most cities, allowing drivers to take advantage of features like providing up-front pricing and adjusting fares based on passenger demand. He stated that currently, Yellow Cab dispatch is the only dispatch

service that utilizes soft-meter technology in San Diego. He also explained the benefits of utilizing soft-meter technologies including electronic collection of trip data, enabling drivers to receive instant text or electronic communications from dispatch services, in addition to providing up-front pricing and ability to adjust fares to better compete with Transportation Network Companies (TNCs). He finalized by explaining other soft-meter benefits such as enhanced fraud prevention, remote certification by California Department of Agriculture, Weights and Measures, and the ability to integrate with app-based dispatch services as drivers choose.

Mr. Fewell stated that MTS supports the adoption of soft-meter technologies and is exploring possible incentives including allowing taxicabs that utilize soft-meters to charge an additional 6% on top of the maximum authorized rates of fare and meet the trip sheet reporting requirement per Ordinance No. 11. FHVA could also waive the dispatch service change administrative fee for those drivers that change their subscription to a dispatch service that offers soft-meter technologies.

PUBLIC COMMENT

There no public comment on this item.

COMMITTEE COMMENT

Able Seifu stated that he recently tried to adjust his taxicab's hard meter and sought the assistance on one (1) of the three (3) remaining authorized service agents in San Diego, only to be told that he would not be able to provide service, as he was not a member of the dispatch service the agent is associated with. He said that something had to be done as taxi drivers cannot continue to depend on the few remaining service agents. He suggested that TAC inform or enforce all dispatch services to adopt soft-meter technologies.

Mikhail Hussein informed that UTWSD is developing a soft-meter application that will be available for interested drivers. He agreed with Seifu that this poses a challenge as many drivers do not know how the hard-meters operate and welcomes the soft-meter technology and the idea for all dispatch services to provide it.

Antonio Hueso stated that technology is always a good thing but it also brings expenditures that some dispatch services do not support. He added that some drivers are recycling old hard meters that can be as old as 20 years due to them being inexpensive. He suggested finding ways to adopt the usage of soft-meter technologies in a similar way the industry adopted to hybrid vehicle technology by the introduction of the Toyota Prius. He stated that although soft-meter technology is less expensive when compared to previous years, it is still more expensive than the use of hard meters. He suggested the industry should embrace new technologies and acknowledged that there are very few service agents available to service and install meters. He thanked Akbar Majid for assisting with access to Yellow Cab's service agent for servicing and installing equipment for other non-yellow taxicabs.

Akbar Majid stated that Yellow Cab will continue to assist any taxicab with their meter and equipment needs regardless of what dispatch service they subscribe with. He warned that there are several soft-meter products that are not in compliance with the California Department of Agriculture, Weights and Measurements requirements. He added that in order to properly function, soft-meters need to synchronize with other dispatch system software.

Zewdu Girma asked Mr. Fewell why are taxicab drivers required to have a radio dispatch service and if there was a possibility for this requirement to become optional.

Mr. Fewell clarified that two-way radio equipment is no longer required in taxicabs and taxicab need only communicate with a dispatch service through text messaging or other electronic means. He added that dispatch-driver communications can be met through a soft-meter. He stated that other drivers have expressed that dispatch services no longer provide them with trips but a subscription is still required to locate and receive lost and found items, as well as to request assistance in case of an emergency. He added MTS will evaluate future revisions to the dispatch service requirements as more drivers choose to conduct business exclusively from the San Diego Airport or CBX.

Mikhail Hussein agreed with Antonio Hueso in that introducing new technologies poses a challenge as UTWSD has experienced challenges in its previous attempts to develop and launch a soft-meter. He added that the industry needs to work together to overcome those challenges. He responded to Zewdu Girma that UTWSD has reached out to MTS to evaluate the need for taxicabs to subscribe to a dispatch service as well as providing first/last mile service to trolley passengers.

Zewdu Girma said that he does not advocate for the removal of the dispatch service requirement, but to require other dispatch services to adopt and offer new technologies at an affordable subscription price for drivers. He asked how long would it take for this to occur.

Mr. Fewell stated that at this point MTS requests the industry to provide feedback that will lead to the adoption of necessary measures to adopt these technology solutions. He added that drivers will ultimately decide what dispatch service they subscribe with and that MTS will continue to consider incentives to adopt this technology.

Chair Elo-Rivera asked if incorporating soft-meter technology into MTS PRONTO app could be an additional benefit for taxicab drivers.

Mr. Fewell stated that that is a possibility and that other cities incorporate similar technologies into their public transit apps, and that MTS will explore all possible incentives for adopting soft-meter technologies.

Chair Elo-Rivera stated that incorporating soft-meter technology to MTS PRONTO could also benefit passengers by offering first/last mile taxicab service.

Action Taken

Informational item only. No action taken.

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

Leonardo Fewell presented on the For-Hire Vehicle Administration quarterly report and operations update. He discussed: number of active vs. surrendered permits, FHVA operations update, field inspections per vehicle type percentages and issued citations and warnings, customer feedback case comparison between January-March and April-July periods between San Diego Airport taxicab and TNC trips and FHVA operations update including a request from the port of San Diego to repurpose underutilized taxicab stand curbspace along Harbor Drive and increased Convention Center and Cruise Ship terminal activities.

PUBLIC COMMENT

There was no public comment on this item.

COMMITTEE COMMENT

Agustin Hodoyan said that during special events such as baseball games many drivers refuse to use the meter and overcharge passengers. He also stated that the Marriot Hotel located at Harbor Drive requires taxicab drivers to stage along the entrance ramp, hence the reason why that particular taxicab stand is mostly empty.

Antonio Hueso stated that diversification of taxicab service was vital to the industry survival during the COVID pandemic. He suggested for drivers to network together to meet the needs of passengers. He stated that there is underutilization of taxicab permits as most drivers work out of the Airport due to a lack of vision that taxicab service is needed at other parts of the city and other places other than the Airport.

Zewdu Girma asked Mr. Fewell about passenger comments resulting from drivers not utilizing the meter and displaying rude behavior.

Mr. Fewell stated passenger complaints vary from fare refusals, drivers using profanity, overcharging and other egregious behaviors. He stated that these negative behaviors affect the industry and undermine the positive and professional behavior of the vast majority of taxicab drivers. He added that MTS stresses the importance during driver training on customer service.

Zewdu Girma said he believes there can be a solution to these issues and he will share it with the TAC at a later time.

Mikhail Hussein requested FHVA to forward convention center event and cruise ship activity to UTWSD so they can share it with their subscribers.

Mr. Fewell said he would share the weblinks for the convention center and Port of San Diego with dispatch services.

Chair Elo-Rivera requested to combine the remaining number nine and ten agenda items in an attempt to finalize the meeting by 12:00 pm.

Action Taken

Informational item only. No action taken.

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

Mr. Fewell presented on topics for next Taxicab Advisory Committee Meeting including providing a FHVA Quarterly Operations Update, Wheelchair Accessible Vehicle policy update, and presenting on topics of interest affecting the taxicab industry. Mr. Fewell requested feedback for additional topics.

PUBLIC COMMENT

William Aloze, taxicab driver, said he believed that the measures discussed are a step in the right direction. He added that he does not utilize the Harbor Drive taxicab stands because the

majority of business is at the Airport. He also asked who would have access to the soft-meter and if a driver's private information could be compromised.

Mr. Fewell stated that FHVA would follow industry standard safeguards such as only allowing persons with regulatory and authorized service roles to access soft-meter and trip data information.

COMMITTEE COMMENT

Zewdu Girma said that drivers at the Airport are frustrated due to longer wait times to get a trip, in addition to the trip being a short one. He suggested authorizing a minimum \$25 flat rate for short trips such as Point Loma and downtown. He believes that passengers would happily pay what Uber or Lyft charges and drivers would be satisfied.

10. Committee Member Communications

There was no Committee Member Communications discussion.

11. Next Meeting Date

The next Taxicab Advisory Committee meeting is scheduled for November 16, 2022, at 10:00 a.m.

12. Adjournment

Chair Elo-Rivera adjourned the meeting at 12:01 p.m.

Chairperson
San Diego Metropolitan Transit System

Committee Clerk
San Diego Metropolitan Transit System

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

ROLL CALL

MEETING OF (DATE): July 27, 2022

CALL TO ORDER (TIME): 10:04am

ADJOURN: 12:01pm

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	10:04am	12:01pm
Able Seifu	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Permit Holder / Odyssey Cab	10:49am	12:01pm
Agustin Hodoyan	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Permit Holder / Soul Cab	10:01am	12:01pm
Alfred Banks	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Taxicab Lease Driver	10:45am	12:01pm
Akbar Majid	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Permit Holder / SDYC Holdings	10:45am	12:01pm
Antonio Hueso	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Permit Holder / USA Cab, LTD	10:04am	12:01pm
Brian Hilemon	<input type="checkbox"/> None <input type="checkbox"/>	SD Tourism Authority	ABSENT	ABSENT
David Tasem	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Taxicab Lease Driver	10:03am	12:01pm
George Abraham	<input checked="" type="checkbox"/> Daniel Fesshaye <input type="checkbox"/>	Permit Holder / Eritrean Cab	10:03am	12:01pm
Louis Vasquez	<input type="checkbox"/> Claudia Rubio <input type="checkbox"/>	SD Convention Center	ABSENT	ABSENT
Marc Nichols	<input type="checkbox"/> Michael Anderson <input type="checkbox"/>	SD Regional Airport Authority	ABSENT	ABSENT
Margo Tanguay	<input type="checkbox"/> None <input type="checkbox"/>	Taxicab Lease Driver	ABSENT	ABSENT
Michael Trimble	<input type="checkbox"/> None <input type="checkbox"/>	SD Gaslamp Quarter Association	ABSENT	ABSENT
Mikail Hussein	<input checked="" type="checkbox"/> Peter Zschiesche <input type="checkbox"/>	United Taxi Workers SD	10:04am	12:01pm
VACANT	<input type="checkbox"/> VACANT <input type="checkbox"/>	Cross Border X-Press	VACANT	VACANT
Zewdu Girma	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Permit Holder / Beezee Taxi	10:04am	12:01pm
Non – Voting Committee Members				
Austin Shepherd	<input type="checkbox"/> None <input type="checkbox"/>	SD Department of Agriculture, Weights and Measures	ABSENT	ABSENT
Edna Rains	<input type="checkbox"/> Stacie Smith <input type="checkbox"/>	SD County Sheriff's Department Licensing Division	ABSENT	ABSENT

COMMITTEE CLERK: 



**Metropolitan
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Agenda Item No. 4

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

November 16, 2022

SUBJECT:

COUNTY OF SAN DIEGO AGRICULTURE, WEIGHTS AND MEASURES UPDATE (JOHN KINKAID)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

The County of San Diego Agriculture, Weights and Measures (AWM) ensures the accuracy or commercial weighing, measuring and scanning devices. AWM certifies all taximeters on an annual basis. AWM will provide a presentation on the agency's policies and procedures, required fees and certification process associated with taxicabs and other for-hire vehicles

/S/ Leonardo Fewell

Leonardo Fewell
For-Hire Vehicle Administration Manager

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

Attachment A: AWM Information Slides

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • sdmts.com

San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for nine cities.





MISSION

To support a fair marketplace and consumer confidence in the accuracy of product weight, measure, and price.

DEVICE INSPECTIONS

ENSURING FAIR COMPETITION IN THE MARKETPLACE

San Diego County has over 33,000 commercial weighing and measuring devices that Weights and Measures inspects annually. Inspectors verify that each device is approved for its intended use and test it for accuracy. If the scale or meter passes, inspectors place a paper seal on the device

- Grocery check-out and deli scales
- Coffee shop scales
- Jewelry scales
- Shipping scales
- Airport luggage scales
- Recyclers' scales
- Truck scales
- Livestock scales at the County Fair
- Gas pumps
- Fabric, wire, & cordage meters
- Water vending machines
- Liquid petroleum gas (propane) meters
- Taxi meters and ambulance odometers
- Private water, gas, and electric submeters and billing – mobile home parks, marinas etc.
- Consumer complaints on any of the above devices

PRICE ACCURACY

Weights and Measures inspectors routinely conduct inspections at 4,400 retail locations with automated point-of-sale (POS) systems to verify that prices charged to consumers are the same as those posted, advertised, or quoted price.

- Undercover test purchases at POS locations
 - Assure no overcharges occur
 - Customer display and Notice to Consumers stickers are present
- Undercover test sales at recycling locations
- Consumer complaints on overcharges or underpayment of CRV recycling locations

TAXIMETER INSPECTION PROGRAM

The department of Weights and Measures conducts annual inspections of all registered taximeters in the county to confirm that:

- All required fare information is posted or available
- Time testing computations are correct
- Distance measuring is correct
- Any extras are displayed and correct
- The lead and wire security seal is present and intact

Inspections are conducted on a certified, one-mile measured road course.

IMPORTANT REMINDERS

- Respond when an inspector contacts you to schedule a taxi inspection
 - Inspections only occur one week out of every month; you cannot arrive at WM office expecting an unscheduled inspection
 - 24-hour notification if you must cancel appointment - \$20 missed appointment fee
 - MTS notification for multiple nonresponses to appointment requests
- Know when your registration expires
 - No paper permits are mailed out
 - Renewal date does not necessary associate with your inspection date
 - Current registration fees are \$122.20 annually.
- Notify our office of any contact changes – email, phone number or address
- Unlike other devices, taxi inspections are scheduled. In order minimize the potential of failure before your scheduled inspection you should:
 - Visit a licensed service agent to have your taximeter calibrated
 - Visit our road course and pre-test your taximeter

Please contact our office with any questions (858)-694-2778



**Metropolitan
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Agenda Item No. 5

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

November 16, 2022

SUBJECT:

2023 FEE SCHEDULE (LEONARDO FEWELL)

INFORMATIONAL ONLY:

Budget Impact

None with this informational item.

DISCUSSION:

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 2023 Fee Schedule. The following is the 2023 Annual regulatory Fee, which is due on March 3, 2023 by the close of business.

Permit Type	2023 Regulatory Fee
Non-Emergency Medical / Charter	\$ 440
Taxicab / Jitney / LSV / Sightseeing	\$ 350

Other Updates to the Fee Schedule

The Fictitious name or Corporate/LLC name change per-vehicle fee will be increased from \$10 to \$50. Companies that change their fictitious or corporate/LLC name are required to subsequently register all vehicles under their new name and provide FHVA with a copy of each vehicle registration. The per-vehicle fee increase is intended to cover the time and labor costs associated with document review and data entry.

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



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

Attachment: A. 2023 Fee Schedule



SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)
FOR-HIRE VEHICLE ADMINISTRATION
2023 FEE SCHEDULE

-
1. **Annual Regulatory Fee per Vehicle** (If not paid or post-marked by close of business, Friday, March 3, 2023, the permit(s) is not renewed).
- | | | |
|-----|--|--------|
| 1.1 | Non-Emergency Medical / Charter | \$ 440 |
| 1.2 | Taxicab / Jitney / Low-Speed Vehicle / Sightseeing | \$ 350 |
| 1.3 | Permit Renewal Late Fee (if missed the Deadline, the Annual Regulatory Fee and Permit Renewal Late Fee will be accepted, so long as received by close of business on March 31, 2023) | \$ 100 |
2. **Permit Application**
- | | | |
|-------|---|----------|
| 2.1 | <u>Permit application (New Company)</u> | \$ 1,500 |
| 2.1.1 | Plus each permit in excess of one (1) | \$ 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 | <u>Permit application (Transfer to a New or Existing Company)</u> | \$ 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 | <u>Permit application (Existing Company / Not Transferring)</u> | |
| 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

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 Fictitious name change, Corp./LLC name change (same officers) \$ 100

4.3.1 Plus per-vehicle fee \$ 50

4.4 Dispatch Service Change \$ 50

4.4.1 Plus per-vehicle fee \$ 10

4.5 Rate of fare filing per company (other than taxicabs) \$ 50

4.5.1 Plus per-vehicle fee \$ 10

4.6 Replacement vehicle (more than one (1) 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 (Non-Mechanical Items)

5.1 As a result of failing scheduled inspection \$ 50

5.2 Reschedule inspection with less than 24-hour notice \$ 50

5.3 Failure to appear 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 Failure to produce mechanical inspection by due date \$ 100

5.7 MTS Regulated Vehicle reflective decals \$ 10

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

PAYMENT

- The 2023 regulatory fee is due for each permit held as of January 1, 2023, irrespective of whether permit is later transferred, surrendered, abandoned, or revoked. The permit is considered not renewed if fee is not paid or post-marked by close of business on March 3, 2023, or by March 31, 2023 if no Permit Renewal Late Fee is received.
- For new permits issued after January 1, 2023, prorated 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

11/10/22

Date



Agenda Item No. 6

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

November 16, 2022

SUBJECT:

PROPOSED ORDINANCE NO. 11 REVISIONS (LEONARDO FEWELL)

RECOMMENDATION:

That the Taxicab Advisory Committee (TAC) forward a recommendation to the MTS Board of Directors to approve the proposed revisions to MTS Ordinance No. 11.

Budget Impact

None with this informational item.

DISCUSSION:

MTS Ordinance No. 11 provides for the licensing and regulation of taxicab and other for-hire transportation services. MTS continually aims to identify ways to reduce or remove its regulatory requirements so long as its main policy goals of ensuring public safety and consumer protection are being met. Aligned with this purpose, the proposed revisions to MTS Ordinance No. 11 are as follows:

MTS Ordinance No. 11, Section 1.4(b)(1) – Minimum Age of Permit Holders

MTS Ordinance No. 11 requires that a permit holder be at least 21 years old. Per MTS's peer agency review, it appears many regulatory agencies have adopted a minimum age of 18 years old for permit holders (e.g. County of San Diego, City of Los Angeles, City of Santa Monica). Further, the majority of taxicab permit holders are also drivers (i.e. owner operator). To ensure all taxicab drivers have the ability to also become a permit holder (i.e. taxicab business owner), MTS proposes to reduce the minimum age of a permit holder from 21 years old to 18 years old.

MTS Ordinance No. 11, Section 1.12(g)(1) – Minimum Age of Drivers

The County of San Diego Sheriff's Department (Sheriff) issues for-hire vehicle driver ID cards for drivers of taxicabs, non-emergency medical, charters, low-speed vehicles, and jitneys. In practice, the Sheriff relies on its County of San Diego Regulatory Ordinances to issue taxicab driver ID cards and relies on MTS Ordinance No. 11 to issue non-emergency medical, charters,



low-speed vehicles, and jitneys. The Sheriff currently requires that a taxicab driver be 18 years old. However, since MTS Ordinance No. 11 currently states that a for-hire vehicle driver must be 21 years old, the Sheriff will only issue a for-hire vehicle driver ID card to drivers of non-emergency medical, charters, low-speed vehicles, and jitneys if they are 21 years old. To better align with California Vehicle Code Section 12515 that establishes an 18-year-old minimum age for for-hire vehicle drivers, as well as with the Sheriff's requirements for taxicab drivers to be 18 years old, MTS proposes to reduce the minimum age of all for-hire vehicle drivers from 21 years old to 18 years old.

MTS Ordinance No. 11, Section 1.4(b)(2) and Section 1.13(a)(10) –Permit Holder Eligibility regarding Criminal History

Currently, MTS will deny or revoke a permit upon finding that the applicant or permit holder has been convicted or held to have been in violation of any statute, ordinance or regulation reasonably and rationally pertaining to the same or similar business operation or convicted of assault, battery, resisting arrest, or soliciting prostitution or any infraction, misdemeanor or felony involving force or violence unless it has been five (5) years from the date of discharge from a penal institution or the satisfactory completion of probation for such conviction has elapsed.

Since the completion of a jail sentence or probation is the criminal justice systems determination that an individual has sufficiently completed their sentence, waiting an additional five (5) years from the end of their jail sentence or probation may be overly restrictive and be seen as a barrier to entry into becoming a for-hire vehicle business owner (i.e. permit holder). The proposed revision removes the five (5) year post-conviction determination period as basis for permit denial or revocation and instead allows the approval of a permit so long as they have satisfactorily completed the terms of their jail sentence, probation or parole.

In addition, the proposed revisions will remove infractions involving force or violence. The reason is MTS would not receive notification of an infraction through its criminal background check with fingerprinting process, only misdemeanors or felonies. Further, generally any conviction involving a crime of violence results in a misdemeanor or felony.

Please note, a permit holder does not necessarily also drive or operate the vehicle. For taxicabs, many are owner operators (i.e. they are both a permit holder and a driver). However, for other for-hire vehicle modes, particularly for non-emergency medical, a permit holder might be a large business that does not also drive a vehicle. The driver generally has the most interactions with passengers and the public and is responsible for operating the vehicle safely. Since the Sheriff licenses drivers and ensures the drivers meet the minimum requirements relating to criminal history, permit holder eligibility can mostly be focused with what minimum eligibility requirements MTS determines is necessary to operate a for-hire vehicle business.

MTS Ordinance No. 11, Section 1.4(b)(3) – False Information on Permit Application

Currently, if MTS finds that the applicant provided false information of a material fact in an application, they are barred from reapplying for five (5) years. In MTS's experience, this is a rare occurrence. When it has happened, it usually involved not disclosing previous criminal convictions. In these past incidents, it is unclear whether not disclosing all previous criminal convictions was intentional or unintentional (e.g. forgot since conviction may have occurred a long time ago). Balancing the importance of truthfulness in for-hire vehicle business operations, with the fact that MTS's criminal background check with fingerprinting process should be able to

identify most of the relevant criminal convictions that MTS needs to know to determine eligibility, the proposed revision would reduce the time barred from reapplying from five (5) years to one (1) year.

MTS Ordinance No. 11, Section 1.10(c)(1) – Corporate Permit Holders

Currently, MTS requires corporate permit holders to maintain ownership and operating records, including copies of the articles of incorporation filed with the Secretary of State of California. The proposed revision removes the requirement that the corporation must be based in California and would allow out of state corporations to apply for a permit.

Other revisions to MTS Ordinance No. 11 are minor and non-substantive.

/S/ Leonardo Fewell _____

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

Attachment: A. Proposed Revisions to Ordinance No. 11 (revisions shown in track changes)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 11

(as amended through ~~January 20, 2022~~ December 8, 2022)

An Ordinance Providing for the Licensing and the Regulating of
Transportation Services Within the City and County by the Adoption of
a Uniform Paratransit Ordinance

MTS CODIFIED ORDINANCE NO. 11

TABLE OF CONTENTS

Description	Page No.
SECTION 1.0 - GENERAL REGULATIONS	1
Section 1.1 - Definitions.....	1
Section 1.2 - Operating Permits.....	5
Section 1.3 - Application for Permit.....	5
Section 1.4 - Issuance of Permit.....	6
Section 1.5 - Transfer and Administration of Permits.....	7
Section 1.6 - Blank	7
Section 1.7 - Blank	7
Section 1.8 - Equipment and Operating Regulations	8
Section 1.9 - Public Liability.....	14
Section 1.10 - Financial Ownership and Operating Records: Reporting Requirements.....	15
Section 1.11 - Destruction, Permanent Replacement, Retirement or Inactive Status of For-Hire Vehicles	1746
Section 1.12 - Driver's Identification Cards	1847
Section 1.13 - Suspension and Revocation of Permit	19
Section 1.14 - Suspension and Revocation of Driver's Identification Cards	21
Section 1.15 - Surrender of Medallion	22
Section 1.16 - Right of Administrative Appeal from Denial, Suspension or Revocation of Permit or..... Driver's Identification Card or Related Adverse Action.....	22
Section 1.17 - Procedure Upon Administrative Appeal	23
Section 1.18 - Exceptions to Provisions.....	2423
Section 1.19 - Chief Executive Officer's Authority to Adopt Rules and Promulgate a Schedule of Fines	24
Section 1.20 - Americans with Disabilities Act	2524
SECTION 2.0 - TAXICABS AND/OR LSVs.....	25
Section 2.1 - Types of Service.....	25
Section 2.2 - Rates of Fare.....	25
Section 2.3 - Equipment and Specifications.....	27
Section 2.4 - Operating Regulations.....	30
Section 2.5 - Stands	32
Section 2.6 - Dispatch Services.....	33
Section 2.7 - Driver Safety Requirements.....	34
Section 2.8 - Prearranged Trips by Taxicabs	34
SECTION 3.0 - CHARTER VEHICLES.....	3534
Section 3.1 - Rates of Fare.....	35

Section 3.2 - Operating Regulations 35

SECTION 4.0 - SIGHTSEEING VEHICLES..... ~~36~~³⁵

Section 4.1 - Rates of Fare..... ~~36~~³⁵

Section 4.2 - Operating Regulations 36

SECTION 5.0 - NONEMERGENCY MEDICAL VEHICLES..... 36

Section 5.1 - Rates of Fare..... 36

Section 5.2 - Operating and Equipment Regulations ~~37~~³⁶

Section 5.3 - Driver Identification Cards 37

SECTION 6.0 - JITNEY VEHICLES..... 37

Section 6.1 - Rates of Fare..... 37

Section 6.2 - Jitney Routes..... ~~38~~³⁷

Section 6.3 – Operating Regulations 39

Section 6.4 - Jitney Holding Zones ~~40~~³⁹

Section 6.5 - Equipment and Specifications..... 40

SECTION 7.0 – LOW-SPEED VEHICLES..... ~~41~~⁴⁰

Section 7.1 – Low-Speed Vehicle (LSV) Definition ~~41~~⁴⁰

Section 7.2 – Establishment of Zones ~~41~~⁴⁰

Section 7.3 – Zone Rates of Fare..... 41

Section 7.4 – Spare Vehicle Policy 41

Section 7.5 – LSV Driver Identification Cards 42

Section 7.6 - Equipment and Specifications..... ~~43~~⁴²

SECTION 8 - EFFECTIVE DATE OF ORDINANCE ~~44~~⁴³

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 11

(as amended through ~~January 20, 2022~~ December 8, 2022)

An Ordinance Providing for the Licensing and the Regulating
of Transportation Services Within the City and County By the Adoption of
a Uniform Paratransit Ordinance

SECTION 1.0 - GENERAL REGULATIONS

Section 1.1 - Definitions

The following words and phrases, wherever used in this section, shall be construed as defined in this section, unless from the context a different meaning is intended, or unless a different meaning is specifically defined and more particularly directed to the use of such words or phrases.

(a) "Board" shall mean the Board of Directors of the San Diego Metropolitan Transit System.

(b) "Charter vehicle" shall mean every vehicle which:

(1) Transports passengers or parcels or both over the public streets of the City;

(2) Is routed at the direction of the hiring passenger;

(3) Is prearranged in writing for hire;

(4) Is not made available through "cruising"; and

(5) Is hired by and at the service of a person for the benefit of themselves or a specified group.

(c) "Chief Executive Officer" shall mean the Chief Executive Officer of MTS or their designated representative.

(d) "City" and "Cities" shall mean the incorporated areas of the Cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee and any other City that has entered into a contractual agreement with MTS for the licensing and regulation of transportation services.

(e) "Compensation" shall mean any money, thing of value, payment, consideration, reward, tip, donation, gratuity or profit paid to, accepted, or received by the driver or owner of any vehicle in exchange for transportation of a person, or persons; whether paid upon solicitation, demand or contract, or voluntarily, or intended as a gratuity or donation.

(f) "County" shall mean the unincorporated area of the County of San Diego located within MTS's jurisdictional boundaries if entered into a contractual agreement with MTS for the licensing and regulation of transportation services.

(g) "Cruising" shall mean the movement over the public streets of a taxicab or low-speed vehicle (LSV) in search of prospective passengers; except the term does not include either the travel of a taxicab or LSV proceeding to answer a call for service received by telephone or radio

from an intended passenger or the travel of such a vehicle, having discharged a passenger or passengers, returning to the owner's place of business or to its established point of departure.

(h) "Days" shall mean working days, exclusive of weekends and holidays for which MTS offices are closed.

(i) "Doing business" shall mean accepting, soliciting or transporting passengers for hire or compensation in a City or County.

(j) "Driver" shall mean every person operating any for-hire vehicle.

(k) "Driver's identification card" shall mean license, issued pursuant to this Ordinance, which permits a person to drive a for-hire vehicle within the City or County.

(l) "Employ" as used in this Ordinance includes any form of agreement or contract under which the driver may operate the permit holder's for-hire vehicle.

(m) "Exclusive ride" shall mean exclusive use of a for-hire vehicle by one or more related passengers at a time.

(n) "For-hire vehicle" shall mean every vehicle, other than public transit vehicles or vehicles involved in an organized carpool not available to the general public, which is operated for any fare for compensation and used for the transportation of passengers over public streets, irrespective of whether such operations extend beyond the boundary limits of said City or County. Such for-hire vehicles shall include taxicabs, vehicles for charter, jitneys, nonemergency medical vehicles, sightseeing vehicles, and LSVs.

(o) "Group ride" shall mean shared use of a taxicab or LSV where a group of related passengers enter at the same point of origin and disembark at the same destination and pay a single fare for the trip.

(p) "Hearing officer" shall mean any person or entity that meets the requirements of this Ordinance and that has been retained to conduct administrative hearings.

(q) "Jitney" shall mean every vehicle which:

(1) Transports passengers or parcels or both over the public streets of the City;
and

(2) Follows a fixed route of travel between specified locations along its route on a variable schedule or operates a flexible route within a geographic boundary and specific timeframes as approved by MTS, with the fare based on a per capita charge established in its permit.

(r) A "low-speed vehicle" or "LSV" is a motor vehicle, other than a motor truck, having four wheels on the ground and an unladen weight of 1,800 pounds or less, that is capable of propelling itself at a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour, on a paved level surface. It shall only operate within a geographic boundary as approved by MTS. For the purposes of this section, a "low-speed vehicle" or "LSV" is not a golf cart, except when operated pursuant to California Vehicle Code Section 21115 or 21115.1.

(s) "Medallion" shall mean the numbered plate, sticker, or decal issued by MTS to the permit holder which is displayed on a for-hire vehicle to indicate the authorized use or uses of that vehicle.

(t) "MTS" shall mean the San Diego Metropolitan Transit System, a public agency created pursuant to Public Utilities Code Section 120050 et seq.

(u) "MTS inspector" shall mean those individuals, regardless of job title, who are authorized by the Board, by ordinance, to enforce the provisions of this Ordinance.

(v) "Nonemergency medical vehicle" shall mean every vehicle which: transports persons, regardless of whether specialized transportation equipment or assistance is needed, for primarily medical purposes, over the public streets of the City. Medical purposes is defined as providing transportation services to or from the following places: hospitals, convalescent homes, retirement homes, homes receiving funding for the board and care of residents living in those homes, medical or rehabilitation clinics, senior citizen centers, and any other like social service category, over the public streets of the City. It shall be the responsibility of the transportation provider to determine if the service is primarily for medical purposes.

(w) "Operate" or "Operating" shall refer to the solicitation or acceptance of a fare within City or County for compensation or providing passenger transportation for compensation, regardless if such compensation is obtained from the passenger or a third party. It shall also include, as the context may require, the act of driving, managing or directing the utilization of one or more for-hire vehicles.

(x) "Owner" shall mean the person, partnership, association, firm or corporation that is the registered owner of any for-hire vehicle and that holds the right to use the vehicle for its advantage.

(y) "Passenger" shall mean every occupant other than the driver of the for-hire vehicle.

(z) "Permit" shall mean the authority under which a person, firm, partnership, association, or corporation may operate a for-hire vehicle as a business.

(aa) "Permit holder" shall mean any person or approved entity operating a business under a for-hire vehicle permit.

(bb) "Shared ride" shall mean nonexclusive use of a for-hire vehicle by two or more unrelated passengers traveling between different points of origins and/or destination, and traveling in the same general direction.

(dd) "Sightseeing vehicle" shall mean every vehicle which:

(1) Transports passengers for sightseeing purposes of showing points of interest over the public streets of the City; and

(2) Charges a fee or compensation therefor; regardless of whether any fee or compensation is paid to the driver of such sightseeing vehicle, either by the passenger or by the owner or by the person who employs the driver or contracts with the driver or hires such sightseeing vehicle with a driver to transport or convey any passenger; and irrespective of whether or not such driver receives any fee or compensation for their services as driver.

(ee) "Stands" shall mean public areas designated for specific use of for-hire vehicles.

(ff) "Street" shall mean any place commonly used for the purpose of public travel.

(gg) "Substantially Located" shall mean where the primary business address of the taxicab permit holder is located and/or the jurisdiction where the largest share of the taxicab permit holder's total number of prearranged and non-prearranged trips originate over the previous calendar year, as determined annually. Trip logs and/or other documentation shall be used to substantiate the jurisdiction where the largest share of taxicab permit holder's total number of originating trips occur over the applicable time period.

(hh) "Taxicab" shall mean every vehicle other than a vehicle-for-charter, a jitney, a nonemergency medical vehicle, a sightseeing vehicle, or LSV which:

(1) Carries not more than eight (8) passengers excluding the driver;

(2) Transports passengers or parcels or both over City or County public streets;

(3) Is made available for hire on call or demand through "cruising," at taxi stands, by telephone, mobile telephone application, or other communication devices to destination(s) specified by the hiring passenger; and

(4) Is Substantially Located within the jurisdiction of City and/or County.

(ii) "Taximeter" shall mean any instrument, appliance, device, or machine by which the charge for hire of a passenger-carrying vehicle is calculated, either for distance traveled or time consumed, or a combination of both, and upon which such charge is indicated by figures. Includes both a Hard Meter and a Soft Meter.

(1) A Hard Meter is a Taximeter that has a prefixed fare with an external seal approved by the County of San Diego Agriculture, Weights and Measures and mileage is calculated based on distance and time.

(2) A Soft Meter is a Taximeter that is provided through a smartphone or tablet that uses GPS or other on-board diagnostics approved by the California Department of Food and Agriculture Division of Measurement Standards to calculate distance and rates.

(jj) "Vehicle" is a device by which any person or property may be propelled, moved, or drawn upon a street, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks.

(kk) "Vehicle for Developmentally Disabled Persons (VDDP) driver certificate" shall mean certificate issued by California Highway Patrol pursuant to Vehicle Code section 12523.6, which is required for any driver who primarily transports persons with developmental disabilities on a for-hire basis. A VDDP driver certificate with a commercial driver's license may be used in lieu of a driver identification card to drive a for-hire vehicle within the City or County, unless for a taxicab.

(Section 1.1 amended 1/20/2022)

(Section 1.1 amended 11/12/2020)

(Section 1.1 amended 10/10/2019)

(Section 1.1 amended 2/14/2019)

(Section 1.1 amended 11/8/2018, effective 1/1/2019)

(Section 1.1 amended 9/20/2018)

(Section 1.1 amended 12/14/2017)
(Section 1.1 amended 5/12/2016)
(Section 1.1 amended 8/7/2003)
(Section 1.1 amended 11/14/2002)
(Section 1.1 amended 6/24/1999)
(Sections 1.1(d), 1.1(R)(1) amended 6/22/1995)
(Section 1.1 amended 1/12/1995)
(Section 1.1 amended 6/27/1991; effective 7/27/1991)
(Section 1.1 amended 5/23/1991; effective 6/23/1991)

Section 1.2 - Operating Permits

(a) No person shall engage in the business of operating any for-hire vehicle or in the business of providing any vehicle for the operation of vehicle for-hire services within the Cities or County without first having obtained an operating permit from the Chief Executive Officer or designated representative, which permit has not been revoked, suspended or otherwise canceled or terminated by operation of law or otherwise. A separate permit is required for each for-hire vehicle operated or provided for operation.

(b) An operating permit represents the granting of a privilege to operate a for-hire vehicle within the Cities, County or zones specified by the permit for the purpose of the public convenience and necessity. This privilege may be rescinded at any time by operation of law or otherwise.

(c) A person who obtains an operating permit shall be responsible for the provision of vehicle-for-hire services in accordance with the provisions of this Ordinance and shall exercise due diligence to assure that drivers of the permitted vehicles adhere to all pertinent requirements of this ordinance.

(Section 1.2 amended 11/8/2018, effective 1/1/2019)
(Section 1.2 amended 12/14/2017)
(Section 1.2 amended 8/7/2003)
(Section 1.2 amended 11/14/2002)
(Section 1.2 amended 6/24/1999)

Section 1.3 - Application for Permit

(a) All persons applying to the Chief Executive Officer for new permit(s) for the operation of one or more for-hire vehicles shall file with the Chief Executive Officer a sworn application on forms provided by the Chief Executive Officer, stating as follows:

(1) The applicant name, company name, doing business as (“DBA”) name if different than company name, mailing and business address (a business address or mailing address may include, but is not limited to, a Post Office [PO] Box or dispatch service address), e-mail address, and telephone number of the permit applicant. If a taxicab permit applicant, the business address will also serve the purpose of establishing where Substantially Located;

(2) The name and address of all legal and registered owner(s) of the vehicle(s);

(3) The number of vehicle(s) for which a permit(s) is desired;

(4) The rates of fare which the applicant proposes to charge for vehicle-for-hire services. This requirement does not apply to taxicab permit applicants;

(5) If the application is for a jitney or LSV, a detailed description of the geographic area in which said permit shall be in existence; and

(6) Such other information as the Chief Executive Officer may in their discretion require.

b) The applicant shall also submit, with the application, a nonrefundable application fee prior to the permit approval. Upon issuance of the permit, the applicant shall also pay an initial nonrefundable permit vehicle regulatory fee to be determined by the Chief Executive Officer in order to recover the cost of processing such applications.

(Section 1.3 amended 1/20/2022)

(Section 1.3 amended 11/12/2020)

(Section 1.3 amended 11/8/2018, effective 1/1/2019)

(Section 1.3 amended 12/14/2017)

(Section 1.3 amended 2/12/2015)

(Section 1.3 amended 11/15/2012)

(Section 1.3 amended 8/7/2003)

(Section 1.3 amended 11/14/2002)

Section 1.4 - Issuance of Permit

(a) Before a permit may be approved or renewed, the applicant shall pay an initial regulatory fee in an amount to be determined by the Chief Executive Officer.

(b) The Chief Executive Officer shall deny the approval of a permit upon making a finding:

(1) That the applicant is under ~~twenty-one~~eighteen (~~18~~24) years of age; or

(2) That ~~within the five (5) years immediately preceding the processing of the application,~~ the applicant has been convicted of, or held by any final administrative determination to have been in violation of any statute, ordinance, or regulation ~~reasonably and rationally pertaining to the same or similar business operation~~ which would have resulted in suspension or revocation of the permit in accordance with Section 1.13 of this Ordinance, unless the date of discharge from a penal institution or the satisfactory completion of parole or probation for such conviction has elapsed. For purposes of this section, a plea or verdict of guilty, a finding of guilty by a court, a plea of nolo contendere or a forfeiture of bail shall be deemed a conviction; or

(3) That the applicant provided false information of a material fact in an application within the past ~~five (5)~~ years.

(c) No permit shall be approved or renewed unless evidence of compliance with applicable MTS regulations.

(d) When the permit has been approved and upon determination by the Chief Executive Officer that the for-hire vehicle, after appropriate inspection, meets the requirements of this Ordinance, the Chief Executive Officer will issue a numbered medallion(s) to be affixed to the for-hire vehicle.

(Section 1.4 amended 12/8/2022)
(Section 1.4 amended 11/12/2020)
(Section 1.4 amended 11/8/2018, effective 1/1/2019)
(Section 1.4 amended 12/14/2017)
(Section 1.4 amended 2/12/2015)
(Section 1.4 amended 11/15/2012)
(Section 1.4 amended 11/14/2002)

Section 1.5 - Transfer and Administration of Permits

(a) Each permit issued pursuant to the provisions of this section is separate and distinct and shall be transferable from the permit holder to another person or entity only with the approval of the Chief Executive Officer, and upon meeting the requirements of this Ordinance.

(b) The proposed transferee shall file with the Chief Executive Officer a sworn application for the transfer and shall comply with the requirements of Section 1.3. The permit holder shall certify in writing that the permit holder has notified the proposed transferee of the requirements of this section pertaining to the transfer of a permit. Whenever an application for a transfer of permit is filed, the Chief Executive Officer shall process the application for transfer in accordance with Section 1.4 of this Ordinance.

(c) The Chief Executive Officer shall charge regulatory fees to affect the full cost recovery of activities associated with the administration, regulation, issuance, or transfer of for-hire vehicle permits and associated records.

(1) Changes in fee schedules affecting permits shall be posted, at a minimum, on the MTS website and notice of such posting will be sent to all permit holders' email address. Changes shall be effective thirty (30) calendar days thereafter.

(2) Any person objecting to a particular fee or charge may file, within ten (10) calendar days of posting of such changes, an appeal for review with the Chief Executive Officer who shall thereafter process it in accordance with Section 1.17; provided, however, that the sole issue to be determined on review is whether the fee or charge exceeds the reasonable costs for personnel salaries and administrative overhead associated with the particular administrative service or function.

(Section 1.5 amended 11/12/2020)
(Section 1.5 amended 11/8/2018, effective 1/1/2019)
(Section 1.5 amended 12/14/2017)
(Section 1.5 amended 2/12/2015)
(Section 1.5 amended 8/7/2003)
(Section 1.5 amended 11/14/2002)

Section 1.6 - Blank

The text of Section 1.6 is deleted in its entirety effective February 12, 2015.

(Section 1.6 deleted 2/12/2015)
(Section 1.6 amended 11/14/2002)

Section 1.7 - Blank

The text of Section 1.7 is deleted in its entirety effective October 24, 1998.

(Section 1.7 was deleted 9/24/1998)

Section 1.8 - Equipment and Operating Regulations

(a) No medallion shall be issued for a vehicle unless the vehicle conforms to all the applicable provisions of this Ordinance.

(b) The privilege of engaging in the business of operating a for-hire vehicle in a City or County granted in the permit is personal to the permit holder, who must be the owner of the for-hire vehicle. The rights, requirements, and responsibilities which attach to the permit remain with the holder at all times the for-hire vehicle is operated under the authority of the permit. These rights, requirements and responsibilities, which include, but are not limited to, the requirements of this Ordinance, will remain unaffected by any agreement or contractual arrangement between the permit holder and those persons who operate for-hire vehicles, irrespective of the form or characterization of the agreement under which the driver operates the for-hire vehicle.

(c) The permit holder shall maintain an email address, mailing address that can accept mail directed to company, and a business telephone in which the permit holder can be reached during reasonable business hours and during all hours of operation. The permit holder shall, in the case of any change in their email address, mailing address, or business telephone, notify the Chief Executive Officer in writing of such change within forty-eight (48) hours of the effective date of this change.

(d) If a taxicab, permit holders must participate in the pull-notice program pursuant to Section 1808.1 of the Vehicle Code and enroll all employed or contracted drivers who drive a vehicle for permit holder.

(1) Upon the termination of the employee or contractor driver, the permit holder shall notify the Department of Motor Vehicles (DMV) to discontinue the driver's enrollment in the pull notice system.

(2) Permit holders shall present upon request, during regular business hours, to MTS and/or the Sheriff's Department, as well as during annual permit renewal, proof of enrollment and names of any and all drivers enrolled in the DMV driver pull-notice program pursuant to Section 1.8(d) of this Ordinance.

(3) Permit holders who fall under one or more of the following categories must enroll in the DMV pull-notice program: if registered with the State of California as a Corporation and or LLC; if own more than one vehicle; employs or contracts a lease driver(s); and/or vehicle is otherwise driven by more than one driver.

(e) Before a for-hire vehicle is placed in service and at least annually thereafter, the for-hire vehicle shall be delivered to a certified Automotive Service Excellence or Bureau of Automotive Repair registered facility for mechanical inspections, or other place designated by the Chief Executive Officer for inspection. Certified mechanics and MTS inspectors shall inspect the for-hire vehicle and its equipment to ascertain whether the vehicle complies with the provisions of this Ordinance. Failure to produce the vehicle for inspection within a timeframe determined by MTS shall be cause for suspension or revocation of the permit for such vehicle.

(f) Any MTS inspector or peace officer, after displaying proper identification, may make reasonable and periodic inspections of any for-hire vehicle operating under an MTS permit for the purpose of determining whether the vehicle is in compliance with the provisions of this Ordinance.

(g) Any for-hire vehicle which fails to meet the requirements of the California Vehicle Code or this section after inspection shall be immediately ordered out-of-service by an MTS inspector or peace officer if it is unsafe for service. Ordering a vehicle out-of-service does not constitute a suspension or revocation of the permit. A vehicle is deemed unsafe for service when any of the following conditions exists:

- (1) Tires fail to meet the requirements of the California Vehicle Code;
- (2) Headlights, taillights or signal lights are inoperable during hours of darkness (sunset to sunrise);
- (3) Windshield wipers are inoperable during rainy conditions;
- (4) Taximeter is not working, the Taximeter displays signs of tampering, the seal of a Hard Meter is broken, the County of San Diego seal of a Hard Meter is more than thirteen (13) months old from the date of issuance, a Service Agent's temporary seal of a Hard Meter is more than ninety (90) days old from the date of issuance, or a Soft Meter displays technology not approved by the California Department of Food and Agriculture Division of Measurement Standards or does not appear to be operating as is intended or approved;
- (5) Brakes, brake lights or brake system are inoperable or otherwise fail to meet the requirements of the California Vehicle Code;
- (6) Excessive play in steering wheel exceeding three (3) inches;
- (7) Windshield glass contains cracks or chips that interfere with driver's vision;
- (8) Any door latch is inoperable from either the interior or exterior of the vehicle;
- (9) Any seat is not securely fastened to the floor;
- (10) Seat belts, when required, fail to meet requirements of the California Vehicle Code;
- (11) Either side or rearview mirrors are missing or defective;
- (12) Any vehicle safety system light is activated; and
- (13) Any other condition which reasonably and rationally pertains to the operating safety of the vehicle or to passenger or pedestrian safety.

(h) If the vehicle is not unsafe but is unsuitable or otherwise in violation of this Ordinance or any vehicle condition/equipment section of the California Vehicle Code, the operator or permit holder, as appropriate, shall be subject to a seventy-two (72) hours correction notice.

- (1) Failure to correct such violation within the seventy-two (72) hours shall then be cause to order the vehicle out-of-service. When a vehicle is ordered out-of-service, the medallion shall be immediately removed.

(2) Before the vehicle may again be placed in service, the violation shall be corrected and the vehicle shall be inspected by a certified mechanics or MTS inspector

(3) The medallion shall be reaffixed when the MTS inspector finds that the vehicle meets prescribed standards.

(i) The interior and exterior of the for-hire vehicle shall be maintained in a safe and efficient operating condition, and meet California Vehicle Code requirements and the requirements of this Ordinance at all times when in operation. The following minimum vehicle standards must be maintained to comply with this section:

(1) Wheels. Hubcaps or wheel covers shall be on all wheels for which hubcaps or wheel covers are standard equipment.

(2) Body Condition. There shall be no tears or rust holes in the vehicle body and no loose pieces hanging from the vehicle body. Fenders, bumpers, and light trim shall be securely fixed to the vehicle. No extensive unrepaired body damage shall be allowed and exterior paint shall be free from excessive fading. The vehicle shall be equipped with front and rear bumpers. The exterior of the vehicle shall be maintained in a reasonably clean condition so as not to obscure approved vehicle markings.

(3) Lights. Headlights shall be operable on both high and low beam. Taillights, parking lights, signal lights, and interior lights shall all be operable.

(4) Wipers. Each vehicle shall be equipped with adequate windshield wipers maintained in good operating condition.

(5) Brakes. Both the parking and hydraulic or other brake system must be operable.

(6) Steering. Excessive play in the steering mechanism shall not exceed three (3) inches free play in turning the steering wheel from side to side.

(7) Engine. The engine compartment shall be reasonably clean and free of uncontained combustibile materials.

(8) Mufflers. Mufflers shall be in good operating condition.

(9) Windows. The windshield shall be without cracks or chips that could interfere with the driver's vision. All other windows shall be intact and able to be opened and closed as intended by the manufacturer. The windows and windshield shall be maintained in a reasonably clean condition so as not to obstruct visibility.

(10) Door Latches. All door latches shall be operable from both the interior and exterior of the vehicle.

(11) Suspension. The vehicle's suspension system shall be maintained so that there are no sags because of weak or broken springs or excessive motion when the vehicle is in operation because of weak or defective shock absorbers.

(12) Seats. All seats shall be securely fastened. Seat belts, when required by the California Vehicle Code, shall be installed. The upholstery shall be free of grease, holes, rips, torn seams, and burns.

(13) Interior. The interior of each vehicle and the trunk or luggage area shall be maintained in a reasonably clean condition, free of foreign matter, offensive odors, and litter. The seats shall be kept reasonably clean and without large wear spots. The door handles and doors shall be intact and clean. The trunk or luggage area shall be kept empty except for spare tire and personal container for the driver not exceeding one (1) cubic foot in volume and emergency equipment, to allow maximum space for passenger luggage and belongings.

(j) Each for-hire vehicle, except taxicabs and LSVs, shall contain:

(1) A fire extinguisher of the dry chemical or carbon dioxide type with an aggregate rating of at least 5 B/C units and a current inspection card affixed to it.

(2) A minimum of three (3) red emergency reflectors.

(3) A first-aid kit containing medical items to adequately attend to minor medical problems.

k) In the event that a for-hire vehicle for which a permit has been approved is taken out of service, by the permit holder for maintenance or any purpose, other than a violation of any provision of this Ordinance, a spare vehicle operating permit may be granted. The spare vehicle operating permit shall only be valid for the vehicle for which it was issued. The permit holder may only utilize a spare for-hire vehicle which has been duly inspected by an MTS inspector and approved prior to use. The permit holder must immediately inform an MTS inspector when a spare for-hire vehicle is in use and the location of the disabled vehicle. The spare vehicle will be issued a "spare vehicle" sticker which must be affixed to the left rear portion of the for-hire vehicle for which it is approved, in plain view from the rear of the for-hire vehicle. The permit holder may utilize one (1) spare for-hire vehicle for a period not to exceed thirty (30) calendar days from the date of issuance. This subsection shall not be construed, nor deemed to replace, those provisions in this Ordinance which apply to permanent replacement of a for-hire vehicle.

(l) The medallion issued to the permit holder must be affixed by an MTS inspector on the for-hire vehicle for which the permit is approved in plain view from the rear of the for-hire vehicle. The permit holder must immediately report the loss, destruction, or defacing of a medallion to the Chief Executive Officer. Except as provided in Subsection (k), it shall be unlawful to operate a for-hire vehicle without the medallion affixed and visible.

(m) There shall be displayed in the passenger compartment of each for-hire vehicle between the sun visors, in full view of the passengers in the front and rear seats, a card not less than ten (10) inches wide by six (6) inches high in size. Posted on this card, utilizing "Universe" font in black ink on white background, shall be:

1) The first line of the card, 3/4 inch in height, shall say one of the following according to permit type: TAXICAB, SIGHTSEEING, CHARTER, NONEMERGENCY, LOW-SPEED VEHICLE, OR JITNEY LOST AND FOUND.

2) Below this, the card shall include the vehicle medallion number in three-inch numerals.

3) Below the medallion number, the name, address, and phone number of the MTS For-Hire Vehicle Administration and the permit holder and/or permit holder trade name shall be printed, 1/4-inch in height.

4) Without approval from MTS, no other signs, markings, lettering, decals, or any type of information shall be displayed within 18 inches around the card.

(n) Advertisements, whether displayed on the inside or outside of the vehicle, shall be posted in accordance with MTS Board Policy No. 21, Revenue-Generating Display Advertising, Concessions, and Merchandise, any guidelines developed by the Chief Executive Officer, and the provisions of this Ordinance. Advertisements shall not be displayed without prior approval from MTS.

(o) The driver of each for-hire vehicle may either carry: a map of the City or County, published within the past two (2) years; or an electronic device equipped with a GPS enabled map, which shall be displayed to any passenger upon request.

(p) The maximum rates of fare charged for for-hire vehicle services shall be clearly and conspicuously displayed in the passenger compartment, unless if a taxicab which shall comply with Section 2.2(d) of this Ordinance.

(q) Each for-hire vehicle licensed to operate in the City or County shall have located on the passenger side dashboard area a driver identification card provided by the County of San Diego Sheriff or provide upon a request a valid VDDP driver certificate with a commercial driver's license. The driver identification card shall have no alterations or information covered. The driver identification card shall be visible to passengers, peace officers and MTS inspectors so they can easily view the driver identification card from either inside or outside the vehicle. The driver identification card issued by the Sheriff shall bear the following information:

- (1) The number of the license of the driver;
- (2) The name and business address of the driver;
- (3) The name of the owner of the vehicle; and
- (4) A small photograph of the driver.

(r) Each for-hire vehicle shall be equipped with a rearview mirror affixed to the right side of the vehicle, as an addition to those rearview mirrors otherwise required by the California Vehicle Code.

(s) The driver shall offer each passenger a printed receipt upon payment of the fare. The receipt shall accurately show the date, the amount of the fare, the driver's name and ID number, the taxicab number, the company (DBA) name, and the dispatch service name with phone number if a taxicab.

(t) All disputes to fare shall be determined by the peace officer or MTS inspector most readily available where the dispute is had. It shall be unlawful for any person to fail or refuse to comply with such determination by the peace officer or MTS inspector.

(u) It is unlawful for any person to refuse to pay the lawful fare of a for-hire vehicle after employing or hiring the same.

(v) The driver of any for-hire vehicle shall promptly obey all lawful orders or instructions of any peace officer, fire fighter, or MTS inspector.

(w) No driver of any for-hire vehicle shall transport any greater number of persons, including the driver, than the manufacturer's rated seating capacity for the vehicle.

(x) It shall be unlawful for any person to solicit business for a for-hire vehicle by making a contract or agreement with any owner of any hotel, apartment house, motel, inn, rental units, restaurant, or bar, or with the agent or employees of such owner, by which the owner, agent or employee receives any type of payment or commission for recommending or directing any passenger to a specific for-hire vehicle or company. It shall be unlawful for any permit holder, association, or driver to have or make a contract or agreement with any owner of any hotel, apartment house, motel, inn, rental units, restaurant, or bar, or with the agents or employees of such owner, by which the permit holder, association or driver receives any type of payment or commission for recommending or directing any passenger to an establishment operated by a specific owner.

(y) The driver of a for-hire vehicle shall wear, in a manner clearly visible on their person, an identification card approved by the Chief Executive Officer.

(z) The Board specifically finds that the dress, grooming, and conduct of for-hire vehicle drivers affect the public health and safety, particularly as it relates to visitors and the tourist industry. Therefore, while driving or operating a for-hire vehicle, drivers shall be hygienically clean, well-groomed, and neat and suitably dressed. Violations of this subsection are administrative in nature and shall not be the subject of criminal prosecution.

(1) The term "hygienically clean" shall refer to that state of personal hygiene, body cleanliness, and absence of offensive body odor normally associated with bathing or showering on a regular basis.

(2) The term "well-groomed" shall mean that, that scalp or facial hair shall be combed or brushed and that all clothing is clean, free from soil, grease and dirt, and without unrepaired rips or tears.

(3) The term "neat and suitably dressed" shall be interpreted to mean that: driver is wearing appropriate clothing to operate a for-hire vehicle; drivers shall wear shoes; driver cannot wear as an outer garment any of the following: undershirt or underwear, tank tops, body shirts (see-through mesh), swim wear, jogging or warm-up suits or sweatshirts or similar attire, jogging or bathing shorts or trunks, or sandals; and trouser-type shorts that are no shorter than four inches above the center of the kneecap are permissible.

(aa) For-hire vehicles shall comply with the California Vehicle Code, e.g., not impede traffic, and, where applicable, not operate on streets where posted speed limits are above 35 miles per hour. For-hire vehicle drivers, including taxicab, shall not load or unload passengers in traffic lanes.

(bb) Smoking is not permitted at any time inside a MTS-permitted vehicle.

(cc) A driver or permit holder shall not prejudice, disadvantage, or require a different rates or provide different service to a person because of race, national origin, religion, color, ancestry, physical disability, medical condition, occupation, marital status or change in marital status, sex or any characteristic listed or defined in Section 11135 of the Government Code.

(dd) A driver shall not use rude or abusive language toward a passenger(s) or conduct any physical action that a reasonable person would construe as threatening or intimidating.

(ee) A driver may refuse a fare if it is readily apparent that the prospective or actual fare is a hazard to the driver or operator. A driver is not obligated to transport any person who is verbally or otherwise abusive to the driver. Such incidents shall also be noted on the trip log and notification shall be immediately sent to the dispatch service organization, if a taxicab, which shall record the incident and keep the record for the minimum of 6 months.

(ff) No driver shall stop, park, or otherwise leave standing any MTS permitted vehicle within fifteen (15) feet of any fire plug except as modified in Section 2.5 of this Ordinance.

(gg) No driver shall stop, park or otherwise leave standing any MTS permitted vehicle in a disabled parking zone except as authorized per California Vehicle Code section 22507.8.

(hh) If a taxicab, proof that vehicle(s) meet California Air Resources Board criteria for zero emissions/low emissions.

(Section 1.8 amended 12/8/2022)

(Section 1.8 amended 1/20/2022)

(Section 1.8 amended 11/12/2020)

(Section 1.8 amended 10/10/2019)

(Section 1.8 amended 11/8/2018, effective 1/1/2019)

(Section 1.8 amended 12/14/2017)

(Section 1.8 amended 10/13/2016)

(Section 1.8 amended 5/12/2016)

(Section 1.8 amended 2/12/2015)

(Section 1.8 amended 8/7/2003)

(Section 1.8 amended 11/14/2002)

(Section 1.8 amended 9/24/1998)

(Section 1.8 amended 2/13/1997)

(Section 1.8 amended 6/24/1993)

Section 1.9 - Public Liability

(a) It shall be unlawful to operate a for-hire vehicle unless the permit holder establishes and maintains in effect one of the forms of financial responsibility specified in this section.

(1) This requirement may be met by maintaining a valid policy of insurance executed and delivered by a company authorized to carry on an insurance business, the financial responsibility of which company has been approved by the Chief Executive Officer. The terms of the policy shall provide that the insurance company assumes financial responsibility for injuries to persons or property caused by the operation of the for-hire vehicle in an amount determined by the Chief Executive Officer.

(2) The permit holder may also meet this requirement by obtaining a certificate of self-insurance for a specified amount approved by the Board and pursuant to the applicable provisions of the California Vehicle Code.

(b) A valid proof of insurance issued by the company providing the insurance policy required under Subsection (a) (1) of this section shall be filed with and approved by the Chief Executive Officer. This certificate shall provide that MTS is a named certificate holder and shall be placed in each vehicle, per California Vehicle Code Section 16020. It shall also provide that the

insurer will notify MTS of any cancellation and that the cancellation notice be received at least thirty (30) days prior to cancellation of the policy. The certificate shall also state:

- (1) The full name of the insurer;
- (2) The name and address of the insured;
- (3) The insurance policy number;
- (4) The type and limits of coverage;
- (5) The specific vehicle(s) insured;
- (6) The effective dates of the certificate; and
- (7) The certificate issue date.

(Section 1.9 amended 11/12/2020)

(Section 1.9 amended 9/17/2015)

(Section 1.9 amended 11/14/2002)

Section 1.10 - Financial Ownership and Operating Records: Reporting Requirements

(a) Every person engaged in the business of operating a for-hire vehicle within the City under a permit granted by the Chief Executive Officer shall maintain:

(1) Financial records, including but not limited to the current executed taxicab driver lease agreement that includes all aspects of the business relationship between the permit holder and the lessee, and written receipts of all payments from lessee in accordance with good accounting practices;

(2) Ownership records; and

(3) Operating records in a form, and at intervals, which shall be determined from time to time by the Chief Executive Officer.

(b) Ownership and operating records shall be made available to the Chief Executive Officer upon demand at any reasonable time. The permit holder shall retain operating records for a minimum of six (6) months from the date the records are created.

(c) For purposes of this section, ownership records shall include, but are not limited to, the following:

(1) Copies of the Articles of Incorporation as filed ~~with the Secretary of State of California;~~

(2) Records identifying all corporate officers and members of the corporation's Board of Directors. A corporation shall report any change in corporate officers or members of its Board of Directors to MTS within ten (10) days of the effective date.

(3) A stock register recording the issuance or transfer of any shares of the corporate stock; and

(4) The registration cards issued by the State of California Department of Motor Vehicles to the vehicle owner for all for-hire vehicles operated under the authority of an MTS for-hire vehicle permit. Valid proof of registration shall be maintained in the vehicle at all times.

(d) For purposes of this section, operating records shall include, but are not limited to, the following:

(1) Typed or written dispatch records for taxicab companies which operate their own dispatch service;

(2) Any logs which a for-hire vehicle driver keeps describing the trips carried by a for-hire vehicle other than a taxicab;

(3) Copies of the daily trip log required by taxicab or LSV drivers under Section 2.4 (o); and

(4) Any other similar records.

(e) As a condition of permit renewal, upon permit renewal every permit holder shall file with the Chief Executive Officer a signed statement which shall report and attest to the accuracy of the following information:

(1) The individual name(s), business name, business mailing address, e-mail address, and telephone number of the permit holder(s);

(2) The name and address of all legal and registered owner(s) of the for-hire vehicle(s);

(3) The name and address of each person with a financial interest in the business which operates the vehicle(s);

(4) The year, manufacturer, model, vehicle identification number, license plate, and medallion number affixed to the permitted vehicle(s); and

(5) Proof of enrollment and names of any and all drivers enrolled in the DMV driver pull-notice program pursuant to Section 1.8(d) of this Ordinance.

(f) If the permit holder is an individual, the permit holder must email, mail or appear in person in the offices of MTS to file the statement; if the permit holder is a partnership, one of the partners must email, mail or appear in person in the offices of MTS to file the statement; if the permit holder is a corporation or LLC, an officer of the corporation, or a member of the LLC, authorized to represent the company, must email, mail or appear in person in the offices of MTS to file the statement. If email or mail is used, the email address or mailing address used by the permit holder must be an email address or mailing address that is on file with the Chief Executive Officer. Failure to produce the statement may result in permit suspension or denial of permit renewal.

(Section 1.10 amended 12/8/2022)

(Section 1.10 amended 11/12/2020)

(Section 1.10 amended 11/8/2018, effective 1/1/2019)

(Section 1.10 amended 5/12/2016)

(Section 1.10 amended 2/12/2015)

(Section 1.10 amended 8/7/2003)

(Section 1.10 amended 11/14/2002)

(Section 1.10 amended 6/24/1993)

Section 1.11 - Destruction, Permanent Replacement, Retirement or Inactive Status of For-Hire Vehicles

(a) Whenever a for-hire vehicle is destroyed, rendered permanently inoperative, is sold, or the permit holder is no longer the owner of the for-hire vehicle, the permit holder shall notify the Chief Executive Officer in writing within forty-eight (48) hours.

(b) If a taxicab permit holder plans to change where it is Substantially Located, the permit holder shall notify the Chief Executive Officer and the new jurisdiction in which it will become Substantially Located within six (6) months or as soon as practicable prior to making that change.

(c) A permit holder may place a for-hire vehicle under inactive status after written permission is obtained from the Chief Executive Officer. The following guidelines are to be used in granting permission for a for-hire vehicle to be placed and kept on inactive status:

- (1) No laps in payment of annual regulatory fees during any time of inactive status;
- (2) Permit must be in good standing (e.g. no pending disciplinary or enforcement action); and
- (3) Annual statement must be filed in accordance with Section 1.10(e).

(d) At any time a permit holder may bring a for-hire vehicle under inactive status back into service after written permission is obtained from the Chief Executive Officer. The following guidelines are to be used in granting permission to return a for hire vehicle under inactive status back to service:

- (1) Permit holder must notify Chief Executive Officer in writing of their intent to place their vehicle back into service;
- (2) Permit holder must show proof of a valid vehicle insurance policy as required by Section 1.9;
- (3) Permit holder must show proof of current vehicle registration;
- (4) Permit holder must show proof of current subscription to a dispatch service organization, if a taxicab; and
- (5) Vehicle must pass MTS required inspection.

(e) The Chief Executive Officer shall, as a matter of owner right, allow the replacement of a vehicle which is destroyed, rendered inoperative, sold or transferred, provided that the permit holder has complied with, and the for-hire vehicle is in conformance with, all applicable provisions of this Ordinance. An owner must remove the markings from the vehicle that indicate it is a taxicab or LSV before the owner disposes of it.

(Section 1.11 amended 2/14/2019)
(Section 1.11 amended 10/13/2016)
(Section 1.11 amended 8/7/2003)
(Section 1.11 amended 11/14/2002)

(Section 1.11 amended 2/13/1997)**Section 1.12 - Driver's Identification Cards**

(a) No person shall drive or operate any for-hire vehicle under the authority of a permit granted under this Ordinance unless such person: displays a valid driver's identification card obtained annually through the Sheriff of the County of San Diego; or provides upon request a VDDP driver certificate with a commercial driver's license.

(b) No permit holder shall employ as a for-hire vehicle driver or operator any person who has not obtained a for-hire vehicle driver's identification card through the Sheriff of the County of San Diego or VDDP driver certificate with a commercial driver's license.

(c) No permit holder shall employ as a driver or operator any person whose privilege to operate a for-hire vehicle within the City has expired, or has been revoked, denied or suspended or prohibited.

(d) A driver may drive for more than one permit holder. The driver must, however, have on file with and accepted by the Sheriff of the County of San Diego, a separate application on forms provided by the Sheriff, for each permit holder with whom he has a current driving agreement. A driver may have on file with the Sheriff a maximum of four (4) such applications at any one time. It shall be unlawful for a driver to accept or solicit passengers for hire in the City or County while operating the taxicab or LSV of any permit holder for whom the driver does not have such an application on file with the Sheriff.

(e) No person shall drive or operate any for-hire vehicle, under the authority of a permit granted under this Ordinance unless such person has successfully completed an MTS-approved driver safety training course concerning driver safety rules and regulations, map reading, crime prevention, courtesy and professionalism, and compliance with the ADA. As determined by the Chief Executive Officer, a corresponding qualification examination may be required.

(f) No person who has received a notice of prohibition pursuant to Section 1.14, or whose privilege to operate a for-hire vehicle within the City has expired, or has been suspended, revoked or denied by the Sheriff, California Highway Patrol, or the Chief Executive Officer shall drive or operate a for-hire vehicle within the City.

(g) No for-hire vehicle driver's identification card shall be issued or renewed by the Sheriff to any of the following persons:

(1) Any person under the age of ~~twenty-one~~eighteen (18~~21~~) years.

(2) Any person who has been convicted of a felony involving a crime of force or violence against any person, or the theft of property, unless five (5) years have elapsed since their discharge from a penal institution or satisfactory completion of probation for such conviction during which period of time their record is good.

(3) Any person who has been convicted of assault, battery, resisting arrest, solicitation of prostitution, any infraction, misdemeanor, or felony involving force and violence, or any crime reasonably and rationally related to the paratransit industry or any similar business operation which bears upon the integrity or ability of the driver to operate a for-hire vehicle business and transport passengers, unless five (5) years shall have elapsed from the date of discharge from a penal institution or the satisfactory completion of probation for such conviction.

(4) Any person who, within the five (5) years immediately preceding the processing of the application, has been convicted of or held by any final administrative determination to have been in violation of any statute, ordinance, or regulation reasonably and rationally related to the for-hire vehicle industry or any similar business operation which would have authorized the suspension or revocation of the driver's identification card in accordance with Section 1.14 of this Ordinance.

(5) Any person who is required to register as a sex offender pursuant to the California Penal Code.

(6) Any person who has provided false information of a material fact in their application within the past five (5) years.

(7) No person shall obtain or renew a driver's identification card unless such person has successfully completed a driver safety training course approved by the Chief Executive Officer.

(8) When a driver permanently no longer drives for an MTS For-Hire Vehicle Administration permit holder, the permit holder shall report this to the Sheriff's Department within ten (10) calendar days.

(h) The Sheriff is authorized to issue temporary for-hire vehicle driver identification cards pending the approval or denial of an application for a regular for-hire vehicle driver identification card. No temporary for-hire vehicle driver identification card shall be issued without the satisfactory completion of a local law enforcement agency record check of the applicant. Any temporary identification card so issued shall be valid for a period not to exceed ninety (90) days or until the date of approval or denial of the application for a regular for-hire vehicle driver identification card, whichever shall occur first. The issuance of a temporary identification card hereunder shall not authorize the operation of a for-hire vehicle following the denial of the application while pending the resolution of any appeal otherwise provided for in Section 1.16 of this Ordinance. The Sheriff or the Chief Executive Officer shall establish nonrefundable filing fees to defray the costs of processing regular and temporary driver identification cards.

(Section 1.12 amended 12/8/2022)

(Section 1.12 amended 1/20/2022)

(Section 1.12 amended 11/12/2020)

(Section 1.12 amended 10/10/2019)

(Section 1.12 amended 11/8/2018, effective 1/1/2019)

(Section 1.12 amended 12/14/2017)

(Section 1.12 amended 5/12/2016)

(Section 1.12 amended 11/15/2012)

(Section 1.12 amended 8/7/2003)

(Section 1.12 amended 11/14/2002)

(Section 1.12 amended 9/24/1998)

(Section 1.12 amended 10/30/1997)

(Section 1.12 amended 11/9/1995)

Section 1.13 - Suspension and Revocation of Permit

(a) Permits may be suspended or revoked by the Chief Executive Officer at any time in case:

(1) The Chief Executive Officer finds the permit holder's past record to be unsatisfactory with respect to satisfying the provisions of this Ordinance.

(2) The permit holder fails to comply with the applicable provisions of this Ordinance.

(3) The drivers of the for-hire vehicle or vehicles fail to act in accordance with those provisions of this Ordinance which govern driver actions. The permit holder shall have strict liability in this regard; however, this provision shall not restrict the Chief Executive Officer's ability to penalize a driver for violations of those provisions of this Ordinance which govern driver actions.

(4) The owner ceases to operate a for hire vehicle without having obtained written permission from the Chief Executive Officer.

(5) The permit holder is found to be operating a for-hire vehicle that is under inactive status.

~~(6) The for-hire vehicle or vehicles, if operated as other than a taxicab, are operated at a rate of fare other than those fares on file with the Chief Executive Officer.~~

~~(67)~~ The for-hire vehicle or vehicles, if operated as a LSV or a taxicab, are operated at a rate of fare greater than the maximum rates of these fares on file with authorized by the Chief Executive Officer or posted on the taxicab or LSV pursuant to Section 2.2 (a) of this Ordinance.

~~(78)~~ The for-hire vehicle or vehicles, if operated as a taxicab, are operated at a rate of fare greater than current maximum rate established by the Board pursuant to Section 2.2(a) of this Ordinance or the applicable rate provided to passenger pursuant to Section 2.4 (q) of this Ordinance.

~~(89)~~ The permit holder fails to begin operating the for-hire vehicle for which the permit is first approved within ninety (90) days after the approval date.

~~(940)~~ The permit holder has been convicted of assault, battery, resisting arrest, solicitation of prostitution, any ~~infraction, misdemeanor,~~ or felony involving force and violence, or any crime reasonably and rationally related to the paratransit industry or any similar business operation which bears upon the integrity or ability of the applicant or permit holder to operate a for-hire vehicle business and transport passengers, unless ~~five (5) years shall have elapsed from~~ the date of discharge from a penal institution or the satisfactory completion of parole or probation for such conviction has elapsed.

~~(1044)~~ The permit holder has been convicted of a crime that would require a person to register as a sex offender under the California Penal Code. For purposes of this section, a plea or verdict of guilty, a finding of guilt by a court, a plea of nolo contendere or a forfeiture of bail shall be considered a conviction.

(b) A permit holder shall be notified in writing within 10 working days when a credible complaint has been filed with the Chief Executive Officer by a member of the public where such complaint involves the permit holder, the driver of the permitted for-hire vehicle, or the dispatch service to which the permit holder is subscribed. It shall be the responsibility of the permit holder to investigate the complaint and report in writing to the Chief Executive Officer within 30 days the result of the investigation and any corrective action taken or proposed. Where the complainant has

agreed to the sharing of their identity, the results of the investigation, findings, and actions shall be communicated to the complainant.

(c) In the event the Chief Executive Officer finds a permit holder has failed to responsibly respond to notification of complaints or to initiate corrective action, the Chief Executive Officer shall issue a notice of proposed adverse action to the permit holder. If the circumstances of the complaint or subsequent investigation so warrant, the Chief Executive Officer may issue a notice of adverse action to a driver independently of or in conjunction with any adverse action proposed to the permit holder. The Chief Executive Officer shall refer to the Administrative Penalty Guidelines in determining a proposed adverse action.

(d) The permit holder or driver in receipt of a notice of proposed adverse action shall be given the opportunity to appear for an informal hearing before the Chief Executive Officer or designated representative. Failure to appear will constitute waiver of the hearing. Following the hearing or waiver thereof, the Chief Executive Officer shall issue the notice of adverse action if justified by the facts. If the Chief Executive Officer determines that the performance of the permit holder or driver involves criminal activity or constitutes a serious degradation of the public safety, convenience, or necessity, a notice of adverse action may be issued and the action effected without hearing.

(e) Upon a finding by the Chief Executive Officer that a permit holder falls within the provisions of this section, the permit holder or driver shall be notified that their permit has been subjected to an adverse action and that the matter is such that the action may be appealed. In lieu of an action provided for in the Administrative Penalty Guidelines, the Chief Executive Officer may impose a fine or a fine and a period of suspension for any violation(s) of this Ordinance.

(Section 1.13 amended XXXXX)

(Section 1.13 amended 1/20/2022)

(Section 1.13 amended 2/14/2019)

(Section 1.13 amended 11/8/2018, effective 1/1/2019)

(Section 1.13 amended 12/14/2017)

(Section 1.13 amended 10/13/2016)

(Section 1.13 amended 5/12/2016)

(Section 1.13 amended 8/7/2003)

(Section 1.13 amended 11/14/2002)

(Section 1.13 amended 6/24/1999)

Section 1.14 - Suspension and Revocation of Driver's Identification Cards

(a) Driver's identification cards issued by the Sheriff may be suspended or revoked by the Chief Executive Officer at any time in case:

- (1) The Chief Executive Officer finds the driver's past record to be unsatisfactory with respect to satisfying the provisions of this Ordinance; or
- (2) The driver fails to comply with the applicable provisions of this Ordinance; or
- (3) Circumstances furnish grounds for the denial, suspension, revocation or refusal to renew the driver's identification card by the Sheriff under the terms of the applicable Ordinance of the County of San Diego; or
- (4) Their California Driver's License is revoked or suspended; or

(5) The driver is convicted of reckless driving or driving while under the influence of intoxicating liquors and/or narcotics; or

(6) The driver has been convicted of assault, battery, resisting arrest, solicitation of prostitution, any crime involving force and violence, or reasonably and rationally is related to the ability or integrity of the driver to operate a for-hire vehicle or transport passengers; or

(7) The driver has ever been convicted of a crime that requires registration under the California Penal Code as a sex offender.

(b) For purposes of Subsections (a) (1) through (a) (6) of this section, a plea of nolo contendere, or a forfeiture of bail shall be considered a conviction if it occurred within the five (5) years immediately preceding the date of application for a permit or identification card.

(c) Notwithstanding a driver's possession of a valid taxicab or LSV driver identification card, the Chief Executive Officer may deny, suspend, revoke, or refuse to renew the driver's privilege to operate a for-hire vehicle in the City if the driver falls within the provisions of this section. The Chief Executive Officer shall send a notice of prohibition the date postmarked to operate a taxicab or LSV to any holder of a Sheriff's driver identification card who is ineligible under Subsection (a) to operate a for-hire vehicle within the City limits. The notice of prohibition shall be appealable in accordance with Section 1.16.

(Section 1.14 amended 1/20/2022)
(Section 1.14 amended 10/10/2019)
(Section 1.14 amended 5/12/2016)
(Section 1.14 amended 8/7/2003)
(Section 1.14 amended 11/14/2002)
(Section 1.14 amended 6/24/1999)

Section 1.15 - Surrender of Medallion

(a) When a permit has been suspended or revoked, the operation of any for-hire vehicle authorized by such permit shall cease, and its medallion surrendered immediately to the Chief Executive Officer.

(Section 1.15 amended 11/14/2002)

Section 1.16 - Right of Administrative Appeal from Denial, Suspension or Revocation of Permit or Driver's Identification Card or Related Adverse Action

(a) The permit holder or driver shall be notified that they may file with the Chief Executive Officer a written administrative appeal ten (10) days after delivery of the notice of revocation or suspension, or the denial of a license, permit, or driver's identification card issued by the Sheriff, the notice of prohibition to operate or the imposition of a fine. The permit holder or driver shall set forth in the appeal the reasons why such action is not proper.

(b) If no administrative appeal is filed within the proper time, the permit or driver's identification card issued by the Sheriff shall be considered revoked, suspended or denied, and shall be surrendered, the fine be imposed, as applicable, or the notice of prohibition to operate take effect.

(c) Except as provided in Subsection (d), once an administrative appeal is filed, the revocation or suspension of the permit or driver's identification card issued by the Sheriff, the effect

of the notice of prohibition to operate, or the imposition of the fine shall be stayed pending the final determination of the administrative appeal.

(d) If, in the Chief Executive Officer's opinion, the continued operation of a for-hire vehicle or possession of a driver's identification card issued by the Sheriff represents an unsafe condition for any passenger or pedestrian, the revocation or suspension of the related permit, driver's identification card, or the effect of any notice of prohibition to operate shall not be stayed. A revocation or suspension of a permit imposed for failure to comply with Section 1.8 (g) or Section 1.9 is rebuttably presumed to represent an unsafe condition pending the determination of the appeal or the correction of the violation, whichever shall occur first. Notwithstanding, no medallion shall be reattached to a vehicle until the violation under Sections 1.8 (g) or 1.9 has been corrected.

(Section 1.16 amended 1/20/2022)

(Section 1.16 amended 11/12/2020)

(Section 1.16 amended 10/10/2019)

(Section 1.16 amended 8/7/2003)

(Section 1.16 amended 11/14/2002)

Section 1.17 - Procedure Upon Administrative Appeal

(a) When an appeal is filed, the Chief Executive Officer shall review the appeal, and based on additional information provided therein, may revise the findings and penalty; in accordance with the additional information provided; or cause the appeal to be assigned to a Hearing Officer, who shall expeditiously schedule the hearing before him/her.

(1) The Chief Executive Officer shall use California Department of General Services, Office of Administrative Hearings Administrative Law Judges as Hearing Officers. The assignment of Administrative Law Judges as Hearing Officers shall be determined by the California Department of General Services, Office of Administrative Hearings.

(2) The Hearing Officer shall be a member of the California State Bar and shall not be an MTS employee.

(b) The appellant and the Chief Executive Officer or designate shall each have the right to appear in person and be represented by legal counsel, to receive notice, to present evidence, to call and cross-examine witnesses under oath, and to present argument.

(c) An appellant may select an individual to interpret for them. MTS will not pay any costs or be held responsible for any aspect of the interpreter's ability to accurately interpret the hearing.

(1) The Hearing Officer shall have the power to compel attendance of witnesses and documents by subpoena, in accordance with state law.

(2) The formal rules of evidence need not apply, and any relevant evidence that is the sort of evidence upon which responsible persons are accustomed to rely in the conduct of serious affairs shall be admissible. Hearsay evidence may be considered by the Hearing Officer, but no findings may be based solely on hearsay evidence unless supported or corroborated by other relevant and competent evidence. The formal exceptions to the hearsay rule shall apply.

(d) The Chief Executive Officer shall promulgate supplementary rules and procedures for the conduct of the hearing, the forms of notice and proceedings, and the preparation and submission of the record.

(e) The decision of the Hearing Officer shall be the final administrative remedy and shall be binding upon the parties to the appeal.

(f) If the Hearing Officer decides to suspend or revoke a permit or driver's identification card, the appellant shall immediately surrender the medallion or driver's identification card to the Chief Executive Officer.

(Section 1.17 amended 5/12/2016)
(Section 1.17 amended 11/15/2012)

Section 1.18 - Exceptions to Provisions

(a) The provisions of this Ordinance do not apply to:

(1) a vehicle properly licensed under the jurisdiction of the California Public Utilities Commission (CPUC) unless such vehicle also provides transportation services regulated by MTS under this Ordinance;

(2) public transit vehicles owned, operated, or contracted for by MTS and operators and drivers of such vehicles;

(3) a vehicle properly licensed by the State or County as an ambulance, and its driver if properly licensed by the California Highway Patrol pursuant to Vehicle Code section 12527 (i.e. for-hire driver for an ambulance); or

(4) a vehicle properly regulated by the California Highway Patrol pursuant to Vehicle Code sections 34500 et seq. (i.e. bus, schoolbuses, school pupil activity buses, or youth buses), and its driver if properly licensed by the California Highway Patrol pursuant to Vehicle Code sections 12523.6 (i.e. for-hire driver of vehicles for developmentally disabled) or 12517.3 (i.e. for-hire driver for a schoolbus, school pupil activity bus, or youth bus).

(b) For compliance purposes, MTS inspectors may inspect all vehicles listed in Section 1.18 (a) to ensure they are not exceeding the authority granted by their license or operating as unlicensed private- hire transportation provider.

(Section 1.18 amended 10/10/2019)
(Section 1.18 amended 12/14/2017)
(Section 1.18 amended 5/12/2016)
(Section 1.18 amended 11/15/2012)
(Section renumbered to 1.18 9/24/1998)
(Section 1.17 amended 1/12/1995)
(Section 1.17 amended 6/24/1993)

Section 1.19 - Chief Executive Officer's Authority to Adopt Rules and Promulgate a Schedule of Fines

(a) Except where Board action is specifically required in this Ordinance, the Chief Executive Officer may adopt any rules and regulations reasonable and necessary to implement the provisions of this Ordinance. The Chief Executive Officer shall promulgate a schedule of

administrative fines and penalties for violations of this Ordinance in lieu of the revocation or suspension of a permit or identification card issued by the Sheriff, a copy of which schedule shall be filed with the Clerk of the Board.

(Section 1.19 amended 10/10/2019)
(Section renumbered to 1.19 9/24/1998)

Section 1.20 - Americans with Disabilities Act

(a) Permit holders, vehicles, and drivers are required to comply with the requirements of the federal Americans with Disabilities Act (ADA), and ADA regulations are hereby incorporated into MTS Ordinance No. 11 by reference. A violation of ADA requirements is a violation of this Ordinance and subject to a fine or suspension or revocation or a combination.

(Section renumbered to 1.20 9/24/1998)
(Section 1.19(a) was added 4/10/1997)

SECTION 2.0 - TAXICABS AND/OR LSVs

Section 2.1 - Types of Service

(a) A taxicab or LSV is authorized to provide exclusive ride and group ride service.

(Section 2.0 and 2.1 amended 8/7/2003)

Section 2.2 - Rates of Fare

(a) After a noticed and open public hearing of the Taxicab Advisory Committee, MTS shall establish a maximum rate of fare for exclusive ride and group ride hire of taxicabs and/or LSVs. A permit holder may petition the Board for any desired change in the maximum taxicab or LSV rates for exclusive ride and/or zone rates and group ride hire.

(b) Taxicab trips from San Diego International Airport shall not be charged more than the authorized maximum rate of fare. Notwithstanding, rates for trips originating at the airport may include an extra charge equal to the Airport Access 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 passenger by visually identifying the Airport Access Fee on the taxicab meter. A driver may not verbally request payment. All taxicabs utilizing the Airport Access Fee must have a decal, approved by the Chief Executive Officer and the County of San Diego Office of Weights and Measures. The decal shall identify and accurately describe the extra charge consistent with regulatory requirements.

(c) All taxicabs shall accept major credit cards including, but not limited to, VISA, MasterCard, American Express, and Discover. Credit Card fees shall not be passed onto passengers.

(d) The taxicab permit holder or taxicab driver shall disclose fares, fees or rates to the passenger. The taxicab permit holder or taxicab driver may disclose by website, mobile telephone application or telephone orders.

(e) It shall be unlawful for a permit holder or driver to operate any taxicab in the City or County, unless the vehicle is equipped with a Taximeter that meets the requirements of the State of California.

(1) If Hard Meter, each taxicab permit holder shall have the Taximeter set by properly licensed personnel for the rate that he/she will charge and have the Taximeter sealed and inspected.

(2) If Soft Meter, a certificate of approval must be provided by the California Department of Food and Agriculture Division of Measurement Standards

(3) The Taximeter shall calculate fares upon the basis of a combination of mileage traveled and time elapsed. When operative with respect to fare indication, the fare-indicating mechanism shall be actuated by the mileage mechanism whenever the vehicle is in motion at such a speed that the rate of mileage revenue equals or exceeds the time rate, and may be actuated by the time mechanism whenever the vehicle speed is less than this, and when the vehicle is not in motion.

(4) Waiting time shall include all time when a taxicab occupied or engaged by a passenger is not in motion or is traveling at a speed which is slow enough for the time rate to exceed the mileage rate. Waiting time will also include the time consumed while standing at the direction of the passenger or person who has engaged the taxicab.

(5) It shall be the duty of every permit holder operating a taxicab to keep the Taximeter in proper condition so that the Taximeter will, at all times, correctly and accurately indicate the charge for the distance traveled and waiting time. The Taximeter shall be at all times subject to the charge for the distance traveled and waiting time.

(6) The Taximeter shall be at all times subject to inspection by an MTS inspector or any peace officer. The MTS inspector or peace officer is hereby authorized at their instance or upon complaint of any person to investigate or cause to be investigated the Taximeter, and upon discovery of any inaccuracy in the Taximeter, or if the Taximeter is unsealed, to remove or cause to be removed the vehicle equipped with this taximeter from the streets of the City until the Taximeter has been correctly adjusted and sealed. Before being returned to service, the vehicle and Taximeter must be inspected and approved by the Chief Executive Officer.

(7) Any device repairperson who places into service, repairs, or recalibrates a Taximeter shall record the tire size and pressure of the drive wheels of that vehicle, as tested, on the repair person's sticker.

(8) It shall be the duty of the permit holder to ensure the proper device repair person's sticker is affixed to the Taximeter and to ensure the tires are the proper size.

(f) It shall be unlawful for any driver of a taxicab, while carrying exclusive or group ride passengers, to display the flag or device attached to the Taximeter in such a position as to denote that the vehicle is for hire, or is not employed, or to have the flag or other attached device in such a position as to prevent the Taximeter from operating. It shall be unlawful for any driver to throw the flag into a position which causes the Taximeter to record when the vehicle is not actually employed, or to fail to throw the flag or other device into non-recording position at the termination of each and every service.

(g) The Taximeter shall be so placed in the taxicab that the reading dial showing the amount of fare to be charged shall be well-lighted and easily readable by the passenger riding in such taxicab.

(h) It shall be unlawful for any permit holder and/or driver of a taxicab or LSV to demand of a passenger a charge for hire which is greater than the current maximum rate approved by the Board pursuant to Section 2.2 (a) or (b) of this Ordinance.

(i) Except as provided in this section, it shall be unlawful for any permit holder and/or driver to demand of a passenger a charge for hire which is greater than the authorized maximum rate pursuant to Section 2.2 (a) of this Ordinance.

(j) Nothing in this Ordinance shall preclude a dispatch service, permit holder, or driver from agreeing with prospective passenger(s) to a rate of fare which is equal to or less than the maximum rates of fare if the agreement is entered into in advance of the passenger(s) hiring the taxicab for the trip. To ensure the fare agreement is equal to or less than the maximum rates of fare, the taximeter shall remain in recording position until the termination of the trip.

(Section 2.2 amended 1/20/2022)

(Section 2.2 amended 12/12/2019)

(Section 2.2 amended 11/8/2018, effective 1/1/2019)

(Section 2.2 amended 12/14/2017)

(Section 2.2 amended 5/12/2016)

(Section 2.2(c)(2) amended 11/15/2012)

(Section 2.2(b) amended 4/19/2012)

(Section 2.2 amended 8/7/2003)

(Section 2.2 amended 5/8/2003)

(Section 2.2 amended 11/14/2002)

(Section 2.2 amended 6/24/1999)

(Section 2.2 amended 9/24/1998; Section 2.2c operative May 1, 1999)

(Section 2.2 amended 10/30/1997)

(Section 2.2 amended 4/10/1997)

Section 2.3 - Equipment and Specifications

(a) No taxicab shall be operated until the taximeter thereon has been inspected, tested, approved and sealed, if applicable, by an authorized representative of the State of California, and thereafter so maintained in a manner satisfactory to the Chief Executive Officer.

(b) Each taxicab may be equipped with a device which plainly indicates to a person outside the taxicab whether the taximeter is in operation or is not in operation.

(c) Mandatory Exterior Markings: The permit holder must display one of the following exterior markings schemes on each taxicab:

(1) Exterior Marking Scheme 1: The following must be displayed if in use of Exterior Marking Scheme 1:

(A) The permit holder's trade name shall be painted or permanently affixed in letters and numerals four (4) inches high all on one line on the upper third part of both rear doors or both rear quarter panels utilizing "Univers" or other Chief Executive Officer pre-approved font in any solid color lettering to produce maximum contrast adequately spaced for maximum readability. In the event the trade name

does not fit on one line utilizing four (4) inch lettering, the trade name lettering must be as large as possible, up to four (4) inches in height, to enable the trade name to fit on one line.

(B) The medallion number shall be painted or permanently affixed, on both rear doors or both rear quarter panels, one (1) inch below the permit holder's trade name, six (6) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in any solid color lettering to produce maximum contrast adequately spaced for maximum readability.

(2) Exterior Marking Scheme 2: The following must be displayed if in use of Exterior Marking Scheme 2:

(A) The permit holder's trade name shall be painted or permanently affixed in letters and numerals four (4) inches high all on one line on the upper third part of both front doors utilizing "Univers" or other Chief Executive Officer pre-approved font in any solid color lettering to produce maximum contrast adequately spaced for maximum readability. In the event the trade name does not fit on one line utilizing four (4) inch lettering, the trade name lettering must be as large as possible, up to four (4) inches in height, to enable the trade name to fit on one line.

(B) The medallion number shall be painted or permanently affixed, on both front doors, one (1) inch below the permit holder's trade name, six (6) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability.

(C) The permit holder's trade name and medallion number shall be painted or permanently affixed on the rear of the taxicab, four (4) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability. In the event the rear of the vehicle does not have four inches of vertical space for the trade name and medallion number, the rear lettering may be less than four inches, provided that it is easily readable from a distance of 50 feet.

(3) Exterior Marking Scheme 3: Shall only apply to taxicab vehicles with an unladen weight of 6,000 pounds or less. The following must be displayed if in use of Exterior Marking Scheme 3::

(A) The permit holder's trade name shall be permanently affixed to the upper edge of the front and rear windshields and lower part of both left and right rear windows, three (3) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in any solid color to produce maximum contrast adequately spaced for maximum readability.

(B) The medallion number shall be permanently affixed on the upper right side of the front windshield, upper left part of the rear windshield, and both right and left rear glass panels. The Medallion number shall be a minimum of (4) inches high utilizing "Univers" or other Chief Executive Officer pre-approved font any in any solid color to produce maximum contrast adequately spaced for maximum readability.

(d) Optional Exterior Vehicle Markings. The permit holder has the option of choosing to post any combination of the below-listed five options on their taxicab which must be posted only at the specific location and in the size noted.

(1) Trade Name Logo. If the permit holder chooses to display their trade name logo, the trade name logo shall be posted on the rear portion of both side rear quarter panels or bottom parts of the front or rear windshields farthest removed from the driver. The logo shall not exceed (6) six inches in diameter.

(2) Dispatch Service Provider. If the permit holder chooses to display the dispatch service provider name or logo, the dispatch service provider name or logo cannot utilize the words "cab" or taxi." The dispatch service provider name or logo must be displayed only on the rear portion of both side rear quarter panels.

(3) Dispatch Service Telephone Number. If permit holder chooses to display the dispatch service telephone number, the telephone number must be no more than three (3) inches in height and posted on the top front portion of both front side quarter panels or lower part of left and right rear windows

(4) "Driver Carries Only \$_____ Change". If the permit holder chooses to post "Driver Carries only \$_____ Change", postings must be located only on rear quarter panels near the rear door but clear of the rates of fare.

(5) "Leased to Driver". If permit holder chooses to post "Leased to Driver," it must be posted only on both side rear quarter panels near the rear door but clear of the rate of fares in lettering no larger than 1 inch.

(6) Body Numbers. If the permit holder chooses to post an internally assigned body number, different from the medallion number, the body number shall be posted in one (1) inch numerals on the front and rear bumpers.

(e) All other exterior vehicle markings are prohibited unless they are directly related to the permit holder's business and pre-approved by the Chief Executive Officer.

(f) All taxicabs shall be equipped and operated so that they may be dispatched by two-way radio or two-way electronic communication, monitored by a dispatcher, in response to a telephone or other request for service by a prospective passenger.

(1) Means of dispatch device must be turned on, and audible to driver, at all times the taxicab is in service.

(2) Dispatch equipment, such as a two-way radio, cellular phone or tablet, shall be securely mounted within the vehicle in such a way to be visible to peace officers and MTS inspectors and allow for hands-free operation while the vehicle is in motion.

(g) If radio dispatch capability is utilized, the dispatch service must abide by the following: the radio dispatch capability described in paragraph (d) of this section must be provided so as to conform to the regulations of the Federal Communications Commission (FCC) pertaining to Land Transportation Radio Services. Failure to conform to those regulations will additionally constitute a failure to meet the requirements of this section.

(1) The current valid FCC license shall be on file with MTS.

(2) Taxicab permit holder shall provide current proof the radio or electronic device has passed inspection by an MTS-approved inspector.

(3) Taxicab radios shall have the capability to receive or transmit only on frequencies specified in the FCC license of the radio service subscribed to by the permit holder.

(h) Each permit holder shall equip each permitted taxicab with a device capable of electronically processing credit card transactions. The device must be visible to all passengers and must allow the passenger to operate the payment device independently of the driver, without having to hand the credit card to the driver. The device must be fully operational at all times. The permit holder dispatch service, or driver shall be the merchant of record associated with the device. Any means of electronic credit card acceptance is acceptable so long as it complies with the provisions set forth in Section 1.8 (s).

(Section 2.3 amended 1/20/2022)

(Section 2.3 amended 11/12/2020)

(Section 2.3 amended 12/12/2019)

(Section 2.3 amended 11/8/2018, effective 1/1/2019)

(Section 2.3 amended 12/14/2017)

(Section 2.3 amended 10/13/2016)

(Section 2.3 amended 5/12/2016)

(Section 2.3 amended 2/12/2015)

(Section 2.3 amended 11/15/2012)

(Section 2.3 amended 6/27/2002)

(Section 2.3 amended 9/24/1998; Section 2.3c operative May 1, 1999)

(Section 2.3 amended 6/27/1991; effective 7/27/1991)

(Section 2.3 amended 4/10/1997)

Section 2.4 - Operating Regulations

(a) Operating regulations shall be promulgated and adopted from time to time by resolution of the Board. These resolutions will have the force of law and will be published and processed as though set forth in this Ordinance.

(b) Any driver employed to transport passengers to a definite point shall take the most direct route possible that will carry the passenger to the destination safely and expeditiously.

(c) A failure of the driver of any taxicab or LSV to assist a passenger with the loading or unloading of a reasonable size, number, and kind of passenger luggage or other items, when requested to do so, shall be specifically defined as a violation of this section.

(1) A driver is not required to lift any single piece of passenger luggage or other item that exceeds 25 pounds in weight. The requirement for loading or unloading assistance shall be limited to retrieval from or deposit onto the nearest curbside adjacent to the legally parked taxicab or LSV. A sign in the form of a transparent decal may be affixed to the rear-door, side window stating that, "DRIVER IS NOT REQUIRED TO LOAD LUGGAGE IN EXCESS OF 25 POUNDS PER ITEM OR OF A SIZE OR KIND THAT WILL NOT SAFELY FIT IN THE DESIGNATED LUGGAGE AREA OF THIS VEHICLE."

(2) A driver with a disability that prevents them from handling items as defined in subsection (1) above must receive prior approval from MTS and provide supporting documentation of such a disability. After receiving MTS approval, a driver may affix a small

sign either in the passenger section of the vehicle to be clearly visible to a rear seat passenger or on the inside of the trunk cover lid stating that, "DRIVER HAS DISABILITY THAT PREVENTS HANDLING OF LUGGAGE."

(d) It shall be unlawful for taxicab operators to refuse or discourage a prospective or actual fare based upon trip length within City or County, or method of payment. Driver shall not refuse payment by credit card.

(1) A vehicle designated as an LSV may refuse a prospective or actual fare if the trip distance is outside allowed areas of operations.

(2) A failure to promptly dispatch (within the standards required by Sections 2.6(a)(1), (2), and (3) of this Ordinance), or any action by a driver of any taxicab or LSV to refuse or discourage a prospective or actual passenger who must transport foodstuffs or who must meet a medical appointment, irrespective of trip length, shall be specifically defined as a violation of this section so long as that prospective passenger has notified the dispatch service of this circumstance at the time a request for taxi service was made.

(e) No driver of any taxicab or LSV shall stop, park, or otherwise leave standing a taxicab or LSV on the same side of the street in any block in which taxicabs or LSVs are already stopped, parked, or otherwise standing except the taxicab or LSV may actively unload in a passenger loading zone or be parked in a marked taxi/LSV stand.

(f) No driver shall stop, park or otherwise leave standing a taxicab or LSV within one-hundred (100) feet of any other taxicab or LSV except in a marked taxi/LSV stand or while actively loading or unloading passengers.

(g) An out-of-service sign must be displayed when the taxicab or LSV is not available for hire and is being operated or is lawfully parked for purposes of maintenance, inspection, or personal use. The sign must be placed in a location in the vehicle that is clearly visible from the exterior of the vehicle. The sign must be of durable material and written in block letters in black ink and easily readable from a distance of not less than ten (10) feet.

(h) A taxicab driver may seek passengers by driving through any public street or place without stops, other than those due to obstruction of traffic, and at such speed as not to interfere with or impede traffic.

(i) It shall be unlawful, however, for the driver to seek passengers by stopping at or driving slowly in the vicinity of an entertainment center or transportation center or any other location of public gathering, in such a manner as to interfere with public access to or departure from that center or location, or so as to interfere with or impede traffic.

(j) It shall also be unlawful for a taxicab or LSV driver, having parked and left their taxicab or LSV, to solicit patronage among pedestrians on the sidewalk, or at any entertainment center, transportation center, or other location of public gathering.

(k) No person shall solicit passengers for a taxicab or LSV other than the driver thereof; however, the Chief Executive Officer may authorize a dispatcher to solicit passengers and assist in loading passengers at such times and places as, in their discretion, public service and traffic conditions require.

(l) It shall be unlawful for the driver or operator of any taxicab or LSV to remain standing in any established taxicab or LSV stand or passenger loading zone, unless the driver or operator

remains within twelve (12) feet of their taxicab or LSV, except when the driver or operator is actually engaged in assisting passengers to load or unload.

(m) Only paying passengers and persons specifically authorized by the Chief Executive Officer may occupy a taxicab or LSV that is already occupied by a paying passenger. No driver, once a paying passenger has occupied the taxicab or LSV, shall permit any other nonpaying passenger to occupy or ride in the taxicab or LSV.

(n) It shall be unlawful to respond to a call for service dispatched to another operator except when an LSV refers service to another operator because the trip distance is outside of the approved area of jurisdiction.

(o) The taxicab or LSV driver shall maintain a daily trip log which shall be available for inspection upon request by any peace officer or MTS inspector. The trip log will accurately show the driver's name, taxicab or LSV number, date, time, beginning odometer reading, starting and ending locations, type of service provided, and fare paid for each trip provided.

(1) The daily trip log shall consist, at a minimum, of a five- by seven-inch paper form retained on a stiff-board writing surface with ruled lines and columns sufficient to contain the required information. All entries will be in black or dark blue ink, block letters, and be clearly legible. Colored paper that is lightly shaded is allowed provided there is sufficient contrast for entries to be easily read. Onboard electronically generated reports that meet the legibility requirements are acceptable.

(2) The driver shall deliver trip logs to the permit holder upon request or at a weekly interval, whichever is less.

(3) If a taxicab, the trip log shall be retained for at least 18 months.

(p) All operating regulations set forth in Section 1.8 apply.

(q) The permit holder or the driver of the taxicab shall notify the passenger of the applicable rate prior to the passenger accepting the ride for walkup rides and street hails. The rate may be provided on the exterior of the vehicle, with an application of a mobile phone, device, or other internet-connected device, or be clearly visible in either print or electronic form inside the taxicab.

(Section 2.4 amended 1/20/2022)
(Section 2.4 amended 11/8/2018, effective 1/1/2019)
(Section 2.4 amended 12/14/2017)
(Section 2.4 amended 10/13/2016)
(Section 2.4 amended 5/12/2016)
(Section 2.4 amended 2/12/2015)
(Section 2.4 amended 11/15/2012)
(Section 2.4 amended 8/7/2003)
(Section 2.4 amended 11/14/2002)
(Section 2.4 amended 6/24/1999)
(Section 2.4 amended 2/13/1997)
(Section 2.4 amended 6/27/1991; effective 7/27/1991)

Section 2.5 - Stands

(a) The Chief Executive Officer may establish, locate and designate shared use taxicab/LSV stands for one or more taxicabs/LSVs, which stands when so established shall be appropriately designated "Taxis/LSVs Only." The operating regulations of this Ordinance shall apply to such stands and to taxicab/LSV stands established by the San Diego Unified Port District in areas under its jurisdiction within the City.

(b) Each taxicab or LSV stand established hereunder may be in operation twenty-four (24) hours of every day, unless otherwise specified by the Chief Executive Officer.

(c) Any individual, partnership, association, or other organization may petition MTS requesting that a new taxicab/LSV stand be established, or that the location of an existing taxicab/LSV stand be changed to another location. A nonrefundable filing fee to be determined by the Chief Executive Officer must be paid at the time the petition is submitted.

(d) It shall be unlawful for a vehicle other than a taxicab or LSV with a proper MTS taxicab or LSV permit to occupy a taxi/LSV stand.

(e) LSVs may only occupy taxicab stands that are specially signed, designated their approved use.

(Section 2.5 amended 11/15/2012)

(Section 2.5 amended 8/7/2003)

Section 2.6 - Dispatch Services

(a) In order to provide taxicab dispatch service required by Section 2.3(d, e), the dispatch service organization adding or changing subscribers after July 1, 1991 shall establish and conform to written policies and procedures concerning the following:

- (1) Standard time elapse for answering the telephone service-request line(s).
- (2) Standard time elapse for the taxicab's arrival at requested pick-up location.
- (3) Passenger's request for a specific driver ("personals").
- (4) Additional two-way communication devices (mobile or cellular phones) in taxicabs
- (5) Lost and found for passengers' items.
- (6) Assignment of vehicle body numbers.
- (7) Immediately notify the permit holder of all lost items and inquiries.

Current written policies and procedures shall be available to subscribers from the radio dispatch organization, and on file with MTS.

(b) Dispatch service organizations shall, be able to receive and respond to service requests or other operational questions 24 hours a day, have dispatch staff on duty for lost and found pick-ups and drop offs during reasonable hours or by appointment, at a preapproved physical commercial business location, answer telephone-request line(s), properly dispatch those requests to all members, provide radio response to all licensed radio frequencies/channels, and respond to

direct requests from drivers, permit holders, and MTS as well as law enforcement and local regulatory agencies.

(c) Dispatch services shall keep written records of all requests for taxi service, calls dispatched, and the time(s) each taxicab goes in and out of service. These records shall be kept on file for a minimum of six (6) months, and made available to MTS, upon request.

(d) No person, partnership, corporation, association, other organization providing radio or other dispatch service shall dispatch a request for service to a driver, owner, or vehicle unless the driver, owner, and vehicle are properly licensed to provide the service requested.

(e) The Chief Executive Officer may, at any time, revoke or suspend the taxicab privileges of or fine any person, partnership, corporation, association, other organization providing radio or other dispatch service that violates a provision of this ordinance.

(Section 2.6 amended 11/12/2020)

(Section 2.6 amended 11/8/2018, effective 1/1/2019)

(Section 2.6 amended 12/14/2017)

(Section 2.6 amended 10/13/2016)

(Section 2.6 amended 11/15/2012)

(Section 2.6 amended 8/7/2003)

(Section 2.6 amended 9/24/1998)

(Section 2.6 added 6/27/1991; effective 7/27/1991)

Section 2.7 - Driver Safety Requirements

(a) No taxicab vehicle shall be operated unless such vehicle is equipped with an emergency signaling or any other emergency electronic communication device approved by the Chief Executive Officer.

(b) No taxicab vehicle may be operated with window tinting, shades, or markings that could interfere with a clear view of the cab interior from the outside, unless equipped by the vehicle manufacturer and approved by an MTS inspector.

(c) Taxicab dispatch services required by Section 2.3 shall at all times have a dispatch staff person on duty who has successfully completed a driver safety training course approved by the Chief Executive Officer.

(d) The use of a cellular phone or other similar electronic device by drivers is prohibited at all times when the vehicle is in motion. Otherwise, California Vehicle Code rules apply.

(Section 2.7 amended 11/12/2020)

(Section 2.7 amended 11/8/2018, effective 1/1/2019)

(Section 2.7 amended 12/14/2017)

(Section 2.7 amended 10/13/2016)

(Section 2.7 amended 5/12/2016)

(Section 2.7 amended 11/15/2012)

(Section 2.7 amended 8/7/2003)

(Section 2.7 added 9/24/1998)

Section 2.8 – Prearranged Trips by Taxicabs

(a) A Prearranged Trip shall mean a trip using an online enabled application, dispatch or Internet Web site.

(b) A MTS taxicab permit holder may provide Prearranged Trips anywhere within San Diego County.

(c) A taxicab not permitted by MTS, but permitted by another authorized agency within San Diego County, may provide Prearranged Trips within City or County. MTS will not require such a taxicab to apply for a permit with MTS if the taxicab is not Substantially Located in City or County. MTS will require such a taxicab to comply with mechanical safety regulations within Section 1.8 (g) as a public health, safety and welfare measure.

(Section 2.8 amended 11/12/2020)

(Section 2.8 amended 2/14/2019)

(Section 2.8 added 11/8/2018, effective 1/1/2019)

SECTION 3.0 - CHARTER VEHICLES

Section 3.1 - Rates of Fare

(a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for charter services.

(b) If a permit holder desires to change the rates of fare being charged for charter services during any calendar year, they shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(c) No permit holder shall charge any rate of fare for charter services unless said rates are on file with the Chief Executive Officer as aforesaid, and duly displayed.

(d) The rates of fare shall be established by a prearranged written contract on a per-mile or per-hour basis.

(Section 3.1 amended 1/20/2022)

(Section 3.1 amended 4/10/1997)

Section 3.2 - Operating Regulations

(a) It shall be unlawful for any charter vehicle to remain standing on any public street in the City, except such reasonable time necessary when enabling passengers to load or unload.

(b) It shall be unlawful for any person, either as owner, driver, or agent, to approach and solicit patronage upon the streets, sidewalks, in any theater, hall, hotel, public resort, railway or airport, or light rail transit station.

(c) The charter for-hire vehicle driver shall maintain a daily trip log which shall be available for inspection upon request by any peace officer or MTS inspector. The trip log will accurately show the driver's name and the medallion number on the vehicle. In addition, the trip log shall identify the scheduling parties by name, date, and time of the prearranged hire. If the trip is medical in nature, the passenger's name may be omitted.

- (d) All other operating regulations defined in Section 1.8 apply.

(Section 3.2 amended 12/14/2017)
(Section 3.2 amended 11/14/2002)

SECTION 4.0 - SIGHTSEEING VEHICLES

Section 4.1 - Rates of Fare

(a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder of sightseeing vehicle services.

(b) If a permit holder desires to change the rates of fare being charged for sightseeing services during any calendar year, the permit holder shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said changes.

(c) No permit holder shall charge any rate of fare for sightseeing services unless said rates are on file with the Chief Executive Officer as aforesaid, and duly displayed.

- (d) The rate of fare shall be established on a per capita or per event basis.

(Section 4.1 amended 11/8/2018, effective 1/1/2019)
(Section 4.1 amended 4/10/1997)

Section 4.2 - Operating Regulations

(a) It shall be unlawful for any sightseeing vehicle to remain standing on any public street in the City, except such reasonable time necessary when enabling passengers to load or unload.

(b) It shall be unlawful for any person, either as owner, driver, or agent, to approach and solicit patronage upon the streets, sidewalks, in any theater, hall, hotel, public resort, railway or airport, or light rail transit station.

- (c) All other operating regulations defined in Section 1.8 apply, except Section 1.8 (x).

(Section 5.0 amended 11/12/2020)

SECTION 5.0 - NONEMERGENCY MEDICAL VEHICLES

Section 5.1 - Rates of Fare

(a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for nonemergency medical vehicle services.

(b) If a permit holder desires to change the rates of fare being charged for nonemergency medical vehicle services during any calendar year, they shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(c) No permit holder shall charge any rate of fare for nonemergency medical vehicle services unless said rates are on file with the Chief Executive Officer as aforesaid.

(d) The rate of fare for exclusive ride service shall be established on a per capita plus per mile basis.

(e) The rates of fare for shared ride service shall be established on a per capita plus per mile basis, or on a per capita plus per zone basis.

(Section 5.1 amended 1/20/2022)
(Section 5.1 amended 12/14/2017)
(Section 5.1 amended 4/10/1997)

Section 5.2 - Operating and Equipment Regulations

(a) It shall be unlawful for any nonemergency medical vehicle to remain standing on any public street in the City, except when enabling passengers to load or unload.

(b) All other operating regulations defined in Section 1.8 apply.

(c) Special equipment on a nonemergency medical vehicle shall, at all times the vehicle is in operation, be in proper working order. Such vehicles equipped with wheelchair ramps or lifts shall have proper device(s) to secure each wheelchair on board.

(d) The permit holder is responsible for ensuring that the driver of a nonemergency medical vehicle is properly trained:

(1) in the use of any of the vehicle's special equipment;

(2) concerning supervision of or assistance to the disabled passengers whom the driver is to transport.

(Section 5.2 amended 6/22/1995)
(Section 5.2 amended 6/24/1993)

Section 5.3 - Driver Identification Cards

In addition to the requirements set forth in Section 1.12, nonemergency medical vehicle drivers shall acquire and maintain valid proof of proper first-aid and CPR training.

(Section 5.3 added 6/24/1993)

SECTION 6.0 - JITNEY VEHICLES

Section 6.1 - Rates of Fare

(a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for jitney services.

(b) If a permit holder desires to change the rates of fare being charged for jitney services during any calendar year, they shall first file a document with the Chief Executive Officer indicating

said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(c) No permit holder shall charge any rate of fare for jitney services unless said rates are on file with the Chief Executive Officer and duly displayed.

(d) The rates of fare shall be established on a per capita basis.

(Section 6.1 amended 1/20/2022)

(Section 6.1 amended 11/8/2018, effective 1/1/2019)

(Section 6.1 amended 4/10/1997)

Section 6.2 - Jitney Routes

(a) A permit holder who wishes to provide a fixed route service shall apply to the Chief Executive Officer for authorization to serve a defined route with a specific vehicle. No for-hire vehicle may be operated as a jitney until it has met all other requirements of this Ordinance and has been approved for service on a specific fixed route. A jitney may be authorized to serve more than one route; however, a jitney may provide fixed route service on only those routes which the Chief Executive Officer has approved in writing for that vehicle.

(b) The application for a fixed route shall be in writing and shall contain the following information:

(1) A description of the vehicle(s) which will be utilizing the route;

(2) A detailed written description of the route, to include starting location, ending location, and the street name and direction of travel for all streets to be used in the route;

(3) A map in sufficient detail to clearly indicate the proposed route;

(4) The fare to be charged; and

(5) Such other information as the Chief Executive Officer may, in their discretion, require.

(c) Upon approval of a fixed route by the Chief Executive Officer, the permit holder shall display a representation of the route, the fare, and the permit holder's trade name on each side of the vehicle in letters large enough to be easily read by potential customers in accordance with the standards established by the Chief Executive Officer under Section 6.5 of this Ordinance. Only one (1) route may be displayed on a vehicle at any time.

(d) If a permit holder wishes to alter their approved fixed route(s), they must apply in writing to the Chief Executive Officer, submitting the information required in Section 6.2 (b).

(e) The Chief Executive Officer may, in their discretion, place conditions on the approval of fixed routes.

(f) The Chief Executive Officer may change a route that has been approved previously when the Chief Executive Officer finds it necessary to do so. A change of route may be necessary when a street has been closed temporarily or permanently because of construction, or the direction of a street has been changed, or a street has been vacated, or for similar reasons as determined by the Chief Executive Officer. The Chief Executive Officer shall notify in writing any permit holder

whose route has been changed. The Chief Executive Officer's change of a route is subject to appeal under Section 1.16 of this Ordinance.

(g) Except as provided for within this subsection, an approved fixed route may not be transferred to another vehicle or permit holder. A permit holder may receive approval for a vehicle that is replacing a jitney already in service to use the approved fixed routes of the replaced vehicle.

(h) A permit holder may apply for a non-fixed, flexible route within an MTS determined geographic boundary and operational timeframe that MTS determines to be beneficial to passengers and businesses located within such boundaries. The application for a non-fixed, flexible route shall be in writing and shall contain the following information:

- (1) A description of the vehicle(s) which will be utilizing the route;
- (2) A map in sufficient detail to clearly indicate the proposed operation within the MTS approved geographic boundary;
- (3) The fare to be charged; and
- (4) Such other reasonable information as the Chief Executive Officer may, in their discretion, require.

(Section 6.2 amended 1/20/2022)
(Section 6.2 amended 11/12/2020)
(Section 6.2 amended 11/14/2002)

Section 6.3 – Operating Regulations

(a) It is unlawful for any jitney to remain standing on any public street in the City, except when enabling passengers to load or unload, or except when standing in a jitney holding zone for the time period established by MTS.

(b) It is unlawful for any person including, but not limited to, a jitney owner, driver, or agent thereof, to approach and solicit patronage upon the streets, sidewalks, in any theater, hall, hotel, public resort, railway, airport, or light rail transit station.

(c) A peace officer or MTS inspector may authorize a dispatcher to solicit passengers and assist with loading passengers at such times and places as, in his/her discretion, public service and traffic conditions require.

(d) Except when a driver or operator is actually engaged in assisting passengers to load or unload, a jitney driver or operator must remain within twelve (12) feet of his/her jitney while the jitney is in service.

(e) It is unlawful for a jitney vehicle to operate a fixed route service on other than that route designated by the Chief Executive Officer.

(f) It shall be unlawful for a jitney driver to load or unload passengers in any place other than an authorized jitney stop, bus stop, or passenger loading zone.

(g) All other operating regulations defined in Section 1.8 apply.

(Section 6.3 amended 11/14/2002)

Section 6.4 - Jitney Holding Zones

(a) The Chief Executive Officer may, by resolution, locate and designate holding zones for one (1) or more jitneys, which holding zones when so established, shall be designated by appropriate signs. The operating regulations of Section 6.3 shall apply to any holding zones so established, and to holding zones established by the San Diego Unified Port District in areas under its jurisdiction. The Chief Executive Officer may, by their discretion, establish the maximum number of jitneys permitted to remain standing at one time in a holding zone.

(b) Each holding zone established hereunder shall be in operation twenty-four (24) hours of every day, unless otherwise specified by the Chief Executive Officer. The Chief Executive Officer shall adopt written standards to determine whether to allow holding zones to be in operation fewer than twenty-four (24) hours every day. If a holding zone is to be in operation fewer than twenty-four (24) hours every day, the Chief Executive Officer shall cause signs to be posted at or near the holding zone indicating the hours and days of operation.

(c) The Chief Executive Officer may, on their own motion, establish holding zones.

(d) Any individual, partnership, corporation, association or other organization may petition MTS requesting that a new holding zone be established. The petition must be filed in writing with the Chief Executive Officer or his/her designee. The petition must state the reason for the request and the proposed location(s). The Board may approve, deny, or modify the request.

(e) Whether initiated by the Chief Executive Officer under Subsection (c) of this section or by persons described in Subsection (d) of this section, before any holding zone is established, the proposed location of any holding zone must be reviewed by the Traffic Engineer of the City. The Traffic Engineer shall report his/her recommendations to approve, deny, or modify the proposed location in writing to the Chief Executive Officer. The Traffic Engineer's report shall include a statement of reasons supporting the recommendation to the Chief Executive Officer.

(f) The Chief Executive Officer shall, by resolution, establish a maximum time limit for individual jitneys to remain standing in any holding zone. The time limit shall apply uniformly to all holding zones.

(g) It shall be unlawful for a vehicle other than a jitney with a proper MTS jitney permit to occupy a jitney holding zone.

(Section 6.4 amended 1/20/2022)

(Section 6.4 amended 11/15/2012)

Section 6.5 - Equipment and Specifications

(a) Each jitney shall bear on the outside, signs clearly designating the route which it serves. The specifications of the sign are subject to the approval of the Chief Executive Officer. The Chief Executive Officer shall adopt written standards for approval or denial of the size of the signs, the location of the signs on the vehicle, the size of the lettering or graphics on the signs, and other specifications that the Chief Executive Officer finds necessary.

(b) All jitney vehicles must bear a trade name and shall be assigned a body number by the permit holder. The trade name and body number so assigned shall be placed on the vehicle in accordance with written standards adopted by the Chief Executive Officer.

Any violation of this Ordinance shall constitute an infraction unless otherwise specified.

SECTION 7.0 – LOW-SPEED VEHICLES

Section 7.1 – Low-Speed Vehicle (LSV) Definition

Low-Speed Vehicles (LSV) shall mean every vehicle that is designated per the requirements of Ordinance No. 11, Section 1.1(r). LSVs may operate by zones and/or a prearranged basis as set forth in Section 1.1 (b) (1)-(5).

(Section 7.1 amended 2/14/2019)
(Section 7.1 amended 11/8/2018, effective 1/1/2019)
(Section 7.0 and 7.1 added 8/7/2003)

Section 7.2 – Establishment of Zones

The Chief Executive Officer shall establish and authorize the use of zones of operation.

(Section 7.2 added 8/7/2003)

Section 7.3 – Zone Rates of Fare

(a) All vehicles permitted as LSV may use two methods of seeking compensation, either by zone rates or on a prearranged basis. Either method may be used when working inside of an approved zone. However, when operating on a prearranged charter basis, within an approved zone, no operator may exceed the maximum number of vehicles that are permitted.

(b) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for LSV services.

(c) When a permit holder desires to change the rates of fare being charged for LSV services during any calendar year, they shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(d) No permit holder shall charge any rate of fare for LSV services unless said rates are on file with the Chief Executive Officer as aforesaid, and duly displayed.

(e) The rates of fare shall be established by a zone and/or prearranged written contract on a per-mile or per-hour basis.

(f) The maximum rates of fare shall be established pursuant to Section 2.2.

(Section 7.3 amended 1/20/2022)
(Section 7.3 amended 10/13/2016)
(Section 7.3 added 8/7/2003)

Section 7.4 – Spare Vehicle Policy

(a) The following sets out procedures for LSV permit holders to place a spare vehicle into service as either a temporary replacement for a permitted vehicle that is out of service for recharging or mechanical problems.

- (1) Spare LSVs must be marked with the approved company markings.
- (2) In place of the medallion number, the spare LSV must be marked "Spare LSV." Where more than one spare LSV is being requested, under the provisions of paragraph 9, the LSVs will be marked "Spare LSV 1," "Spare LSV 2," and so on. The "Spare LSV" marking should be sized to fit in approximately the same space as the medallion number would otherwise be placed with legibility and visibility being the primary criteria.
- (3) Spare LSVs must be inspected upon initial issuance and annually thereafter.
- (4) All spare LSVs must meet all MTS insurance requirements.
- (5) To use a spare LSV that meets the requirements of 1 through 4 above, the permit holder must communicate in writing (facsimile is acceptable), a request to place a spare LSV into service.

The request must state:

- (A) the medallion number of the LSV being taken out of service, the reason for being out of service, and the location of the out-of-service LSV; and
 - (B) the estimated time the spare LSV will be in use.
- (6) When the out-of-service LSV is ready to re-enter service, the permit holder must immediately notify MTS in writing (facsimile is acceptable).
 - (7) The out-of-service LSV may not be required to be reinspected to be placed back into service.
 - (8) The spare LSV must be removed from service at the time the LSV it has been replacing is placed back into service.
 - (9) Under normal circumstances, a permit holder may utilize spare LSVs. Permit holders may utilize spare LSVs in a ratio of 3:1 permits held.
 - (10) Spare LSVs that are placed in service may only operate inside of the MTS-approved zone or zones. A permit holder shall not operate more spare vehicles than he/she has regular permitted vehicles.
 - (11) A permit holder found to have operated a spare LSV in deliberate violation of these procedures will be subject to immediate suspension/revocation of the permit and the loss of the spare LSV utilization privilege.

(Section 7.4 amended 10/13/2016)
(Section 7.4 amended 10/16/2003)
(Section 7.4 added 8/7/2003)

Section 7.5 – LSV Driver Identification Cards

- (a) Refer to Section 1.12 of this Ordinance to reference driver and permit holder ID requirements.

(Section 7.5 added 8/7/2003)**Section 7.6 - Equipment and Specifications**

(a) Each LSV shall display whether out of service in accordance with section 2.4 (g) of this Ordinance, which shall indicate to a person outside the LSV whether the LSV is in operation or is not.

(b) **Exterior Markings**

(1) **Mandatory Exterior Vehicle Markings.** The medallion number shall be painted or permanently affixed, on the front of the vehicle, one (1) inch below the permit holder's trade name, two (2) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability.

(2) **Optional Exterior Vehicle Markings.** The permit holder has the option of choosing to post any combination of the below-listed five options on their LSV which must be posted only at the specific location and in the size noted and are subject to the Chief Executive Officer's approval.

(A) **Trade Name Logo.** If the permit holder chooses to display their trade name logo, the trade name logo shall be posted only on the rear portion of both side rear quarter panels.

(B) **Radio Service Provider.** If the permit holder chooses to display the radio service provider name or logo, the radio service provider name or logo cannot utilize the words "cab" or taxi." The radio service provider name or logo must be displayed only on the rear portion of both side rear quarter panels.

(C) **Telephone Number.** If permit holder chooses to display a telephone number, the telephone number must be no more than two (2) inches in height and posted only on the top front portion of both front side quarter panels.

(D) **"Driver Carries Only \$_____ Change".** If the permit holder chooses to post "Driver Carries only \$_____ Change", postings must be located only on panels near the rear door but clear of the rates of fare.

(E) **"Leased to Driver".** If permit holder chooses to post "Leased to Driver," it must be posted only on both rear quarter panels near the rear door area but clear of the rate of fares in lettering no larger than 1 inch.

(3) All other exterior vehicle markings are prohibited unless they are directly related to the permit holder's business and pre-approved by the Chief Executive Officer.

(c) All LSVs shall be equipped and operated so that they have adequate means of electronic communication during business hours. The LSV company business address shall serve as the storefront for the purpose of handling lost and found items. All other operational requirements she be met as set forth in section 1.8 (c).

(Section 7.6 amended 1/20/2022)**(Section 7.6 amended 11/8/2018, effective 1/1/2019)****(Section 7.6 amended 12/14/2017)**

(Section 7.6 amended 10/4/2016)
(Section 7.6 added 8/7/2003)

SECTION 8 - EFFECTIVE DATE OF ORDINANCE

This Ordinance shall be effective 30 days after adoption, and before the expiration of 15 days after its passage, this Ordinance shall be published once with the names of the members voting for and against the same in a newspaper of general circulation published in the County of San Diego.

Amended: 12/8/2022

Amended: 1/20/2022

Amended: 11/12/2020

Amended: 12/12/2019

Amended: 10/10/2019

Amended: 2/14/2019

Amended: 11/8/2018

Amended: 9/20/2018

Amended: 12/14/2017

Amended: 10/13/2016

Amended: 5/12/2016

Amended: 9/17/2015

Amended: 2/12/2015

Amended: 11/15/2012

Amended: 4/19/2012

Amended: 10/16/2003

Amended: 8/7/2003

Amended: 5/8/2003

Amended: 11/14/2002

Amended: 6/27/2002

Amended: 5/23/2002

Amended: 6/24/1999

Amended: 9/24/1998

Amended: 10/30/1997

Amended: 4/10/1997

Amended: 2/13/1997

Amended: 11/9/1995

Amended: 6/22/1995

Amended: 1/12/1995

Amended: 6/24/1993

Amended: 6/27/1991

Amended: 5/23/1991

Amended: 10/11/1990

Repealed & Readopted: 8/9/1990

Amended: 4/12/1990

Amended: 4/27/1989

Adopted: 8/11/1988



**Metropolitan
Transit
System**

Agenda Item No. 7

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

November 16, 2022

SUBJECT:

FOR-HIRE VEHICLE ADMINISTRATION OPERATIONS UPDATE (LEONARDO FEWELL)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

For-Hire Vehicle Administration will provide a report on the following categories: number of permitted companies, number of active and surrendered permits by vehicle type, number of field contacts, issued citations, taxicab airport originated trips, and other For-hire vehicle statistics, as well as an update on administrative operations.

/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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San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for nine cities.





**Metropolitan
Transit
System**

Agenda Item No. 8

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

November 16, 2022

SUBJECT:

TOPICS FOR NEXT TAXICAB ADVISORY COMMITTEE MEETING (LEONARDO FEWELL)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Feedback is requested on what topics should be addressed at the next Taxicab Advisory Committee (TAC) (date to be determined). At this time, staff recommends the following agenda items: 2023 Maximum Rates of Fare, Wheelchair Accessible Vehicle (WAV) Policy Development Recommendations Update, Emerging Topics within the For-Hire Vehicle Industry Update, and For-Hire Vehicle Administration Quarterly Report and Operations Update.

/S/ Leonardo Fewell

Leonardo Fewell
For-Hire Vehicle Administration Manager

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County of San Diego Agriculture, Weights and Measures Update

Agenda Item #4

2023 Fee Schedule

Agenda Item #5

2023 Fee Schedule

- For-Hire Vehicle Administration must be full cost recovery per Public Utilities Code Section 120266
- Fees calculated to recover MTS's expenses for the administration and enforcement of for-hire vehicle requirements and processing of permit applications.
 - This involves an annual review of the expenses and revenue of the previous fiscal year associated with MTS for-hire vehicle activities
 - Examples of expenses include salaries, vehicle lease and maintenance, radios, administrative overhead etc.

2023 Fee Schedule

- FY 2022 ended with favorable revenues over expenses
 - In 2023, the MTS Finance Department will be providing TAC an overview of FY 2022 budget results and an updated forecast on the FY 2023 budget
- It is MTS's aim to keep Regulatory Fees relatively consistent without large swings to assist the for-hire vehicle industry

2023 Fee Schedule

Permit Type	2023 Regulatory Fee
Taxicab / Jitney / Low Speed Vehicle	\$350
Non-Emergency Medical / Charter	\$440

- Invoices to be emailed around January 3, 2023
- Deadline for Regulatory Fee is March 3, 2023
 - Late Renewals Due by March 31, 2023 along with a \$100 Late Renewal Fee or else Permit will be Voided
- Other Change: Business Name Change per Vehicle; increased from \$10 to \$50 to cover staff time

MTS Ordinance No. 11 Proposed Revisions

Agenda Item #6

Proposed Ord. 11 Revisions

- MTS Ordinance No. 11 provides for the licensing and regulation of taxicab and other for-hire transportation services.
- MTS continually aims to identify ways to reduce or remove its regulatory requirements so long as its main policy goals of ensuring public safety and consumer protection are being met.
- Aligned with this purpose, the proposed revisions to MTS Ordinance No. 11 are as follows:

Proposed Ord. 11 Revisions

- Minimum Age of Permit Holders
 - Currently Ord. 11 requires 21+.
 - Proposing reducing to 18+, to allow all drivers to become permit holders.
- Minimum Age of Drivers
 - Sheriff issues Driver ID Cards and requires 18+ for taxicab drivers per County Regulatory Ordinance but relies on Ord. 11 when issuing Driver ID Cards for non-emergency medical, charter, low-speed vehicle and jitney drivers. Currently Ord. 11 requires 21+.
 - Proposing reducing to 18+, which aligns with Veh. Code.

Proposed Ord. 11 Revisions

- Permit Holder Eligibility regarding Criminal History
 - Currently Ord. 11 requires permit holder to wait 5 years from discharge after being convicted for certain crimes.
 - Proposing to remove the 5 year waiting period. So long as the jail sentence, probation or parole is complete for relevant convictions, eligible to be a permit holder.
 - Currently Ord. 11 states that certain infractions involving force or violence make a permit holder ineligible.
 - Proposing to remove, as MTS does not receive these notifications through criminal background checks and generally violent offenses are a misdemeanor / felony.
 - Please note, drivers undergo Sheriff background check.

Proposed Ord. 11 Revisions

- False Information on Permit Application
 - Currently Ord. 11 bars applicant from applying for 5 years after providing false information on application.
 - Proposing reducing from 5 years to 1 year, as this circumstance is rare, unclear whether false information may have been an unintentional mistake, and MTS's criminal background check is a check on applicants truthfulness.
- Corporate Permit Holders
 - Currently Ord. 11 requires California Corporations
 - Proposing removing California specific requirement

For-Hire Vehicle Administration (FHVA) Operations Update

Agenda Item #7

FHVA Operations Update

Number of Active vs Surrendered For-Hire Vehicle Permits (As of 11/15/2022)				
Number of Permit Holders: Taxi: 469 Low-Speed: 2 NEM/Charter: 66 Jitney: 2 TOTAL: 538				
Permit Type	Total Number of Permits	Number of Permits Surrendered	Currently Active Permits	% Loss in Active Permits
Charter	86	8	78	9%
Jitney	4	2	2	50%
Low Speed Vehicle	22	0	22	0%
NEMT	447	27	420	6%
Taxi	652	96	556	15%
Total (All Types)	1211	133	1078	11%

FHVA Operations Update

2022 QUARTERLY (JULY-SEPT) FHVA FIELD INSPECTIONS & STATS											
	San Diego	National City	Chula Vista	La Mesa	El Cajon	Lemon Grove	Santee	Poway	Imperial Beach	San Ysidro/Otay Mesa	TOTAL
Contacts	1194	307	564	145	332	138	40	45	46	515	3326
Cites											0
Parking	40									3	43
Warnings	19			6		2				2	29
Field Rep.	1									1	2

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

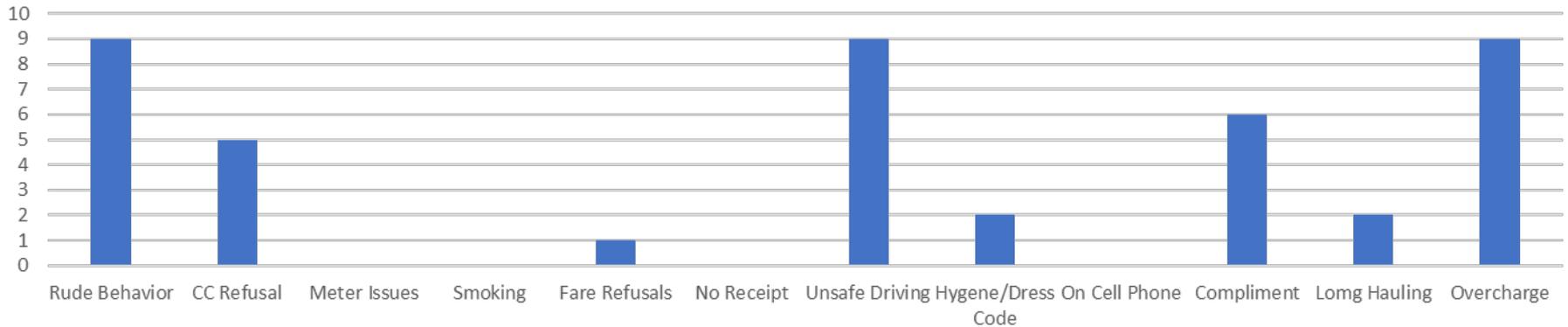
Contacts Per Vehicle Type		
Vehicle Type	Contacts	Percent
Taxi	1,142	34.33%
NEM / Charter	2,178	65.48%
Jitney	1	0.03%
Low Speed Vehicle	5	0.15%
TOTAL	3,326	100%

FHVA Operations Update

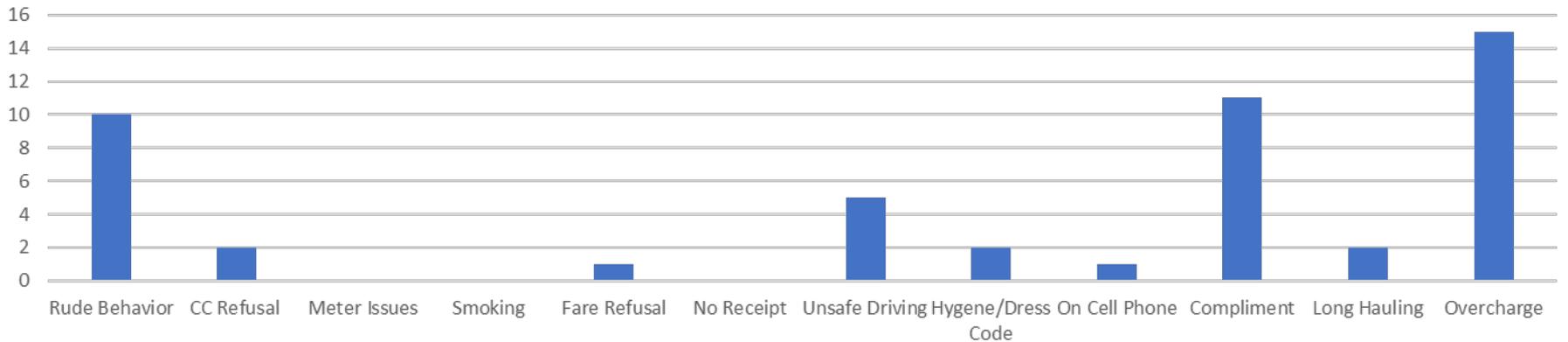
Warnings	
No Sheriff Driver ID	12
Has Sheriff Driver ID But They Are Not Displaying ID Visibly	14
Not Complete Trip Logs	1
Mechanical	0
No Permit	0
Other (e.g. no First Aid Kit in NEMs)	2

FHVA Operations Update

Customer Feedback Cases August – October 2022

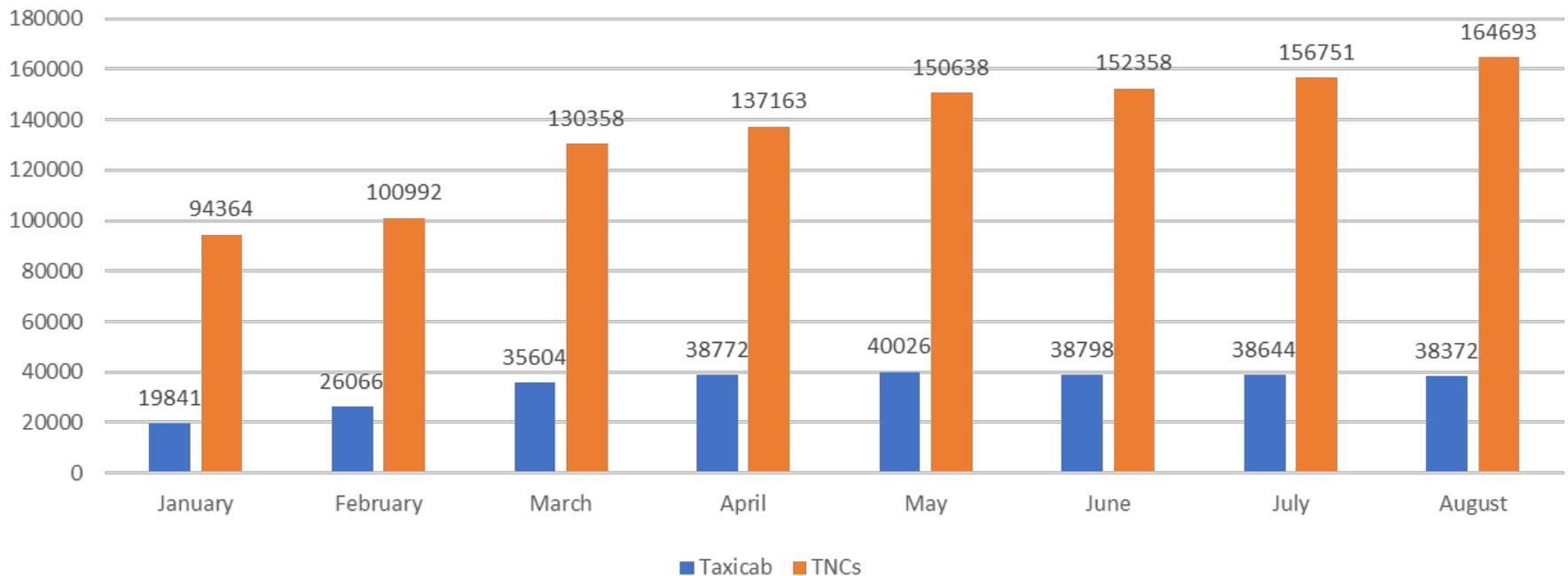


Customer Feedback Cases April – July 2022



FHVA Operations Update

San Diego Airport Pick-Up Trips (January - August)



FHVA Operations Update

- Virtual Mechanical Vehicle Inspections
 - All vehicles must pass an annual vehicle inspection by a certified facility certified by the National Institute for Automotive Service Excellence or a facility registered with the Bureau of Automotive Repair (BAR). Many available options in San Diego.
 - The mechanic completes the MTS Vehicle Inspection Form for each vehicle inspected
 - MTS has reviewed the Virtual Inspections conducted by RideShare Mechanic (ridesharemechanic.com) as meeting the certification requirement and is available for permit holders to use

Topics for Next Taxicab Advisory Committee Meeting

Agenda Item #8

Proposed Topics for Next Meeting

- 2023 Maximum Rates of Fare
- Taxicab Wheelchair Accessible Vehicle (WAV) Policy Update
- Update on Emerging Topics within the For-Hire Vehicle Industry
- For-Hire Vehicle Administration Budget Overview (at either an early to mid 2023 TAC Meeting)
- For-Hire Vehicle Administration Quarterly Report and Operations Update

Committee Member Communications

Brief comment on any taxicab related item not included in
today's Agenda

Agenda Item #9