



Taxicab Advisory Committee Agenda

Click link to access the meeting:

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

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	▶	Use the raise hand feature every time you wish to make a public comment.
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	▶	This symbol shows you are muted , click this icon to unmute your microphone.
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1. If you are joining the meeting audio by phone and viewing the meeting on a device, dial the number provided in the 'join audio' phone call tab of the initial pop-up, and enter the Meeting ID (found in the link).
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Live Verbal Public Comments:

Use the 'Raise Hand' icon every time you wish to make a public comment on an item. Raise your hand once the agenda item you wish to comment on has been called. In person public comments will be taken first, virtual attendees will be taken in the order in which they raise their hand. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting. Three-minutes of time is allotted per speaker, unless otherwise directed by the Chair.

Public Comments Made Via Zoom

1. Click the link found at the top of this instruction page
2. Click the raise hand icon located in the bottom center of the platform
3. The Clerk will announce your name when it is your turn to speak
4. Unmute yourself to speak

Public Comments Made by Phone Only

1. Dial **+1-669-900-9128**
2. Type in the zoom meeting ID found in the link and press #
3. Dial *9 to raise your hand via phone
4. The Clerk will call out the last 4 digits of your phone number to announce you are next to speak
5. Dial *6 to unmute yourself



Written Public Comments (before the meeting): Written public comments will be recorded in the public record and will be provided to MTS Board Members in advance of the meeting. Comments must be emailed or mailed to the Clerk of the Committee* by 4:00pm the day prior to the meeting.



Translation Services: Requests for translation services can be made by contacting the Clerk of the Committee* at least four working days in advance of the meeting.



In-Person Participation: In-person public comments will be heard first. Following in-person public comments, virtual attendees will be heard in the order in which they raise their hand via the Zoom platform. Speaking time will be limited to three minutes per person, unless specified by the Chairperson. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

Instructions for providing in-person public comments:

1. Fill out a speaker slip located at the entrance of the Board Room;
2. Submit speaker slip to MTS staff seated at the entrance of the Board Room;
3. When your name is announced, please approach the podium located on the right side of the dais to make your public comments.

Members of the public are permitted to make general public comment at the beginning of the agenda or specific comments referencing items on the agenda during the public comment period. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting.



Assistive Listening Devices (ALDs): ALDs are available from the Clerk of the Committee* prior to the meeting and are to be returned at the end of the meeting.



Reasonable Accommodations: As required by the Americans with Disabilities Act (ADA), requests for agenda information in an alternative format or to request reasonable accommodations to facilitate meeting participation, please contact the Clerk of the Committee* at least two working days prior to the meeting.



***Contact Information:** Contact the Clerk of the Committee via email at Carina.Kenney@sdmts.com, phone at (619) 595-3086 or by mail at 1255 Imperial Ave. Suite 1000, San Diego CA 92101.



Agenda del Comité Consejero de Taxis

Haga clic en el enlace para acceder a la reunión:

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

ID de la reunión
en Zoom

Formas de Participar



Computadora: Haga clic en el enlace más arriba. Recibirá instrucciones para operar el navegador de Zoom o la aplicación de Zoom. Una vez que haya iniciado sesión en la reunión, tendrá la opción de participar usando el sistema de audio de su computadora o teléfono.

Funciones del Seminario En Línea:

 Levantar la mano	▶	Use la herramienta de levantar la mano cada vez que desee hacer un comentario público.
	▶	Los participantes pueden habilitar el subtitulado haciendo clic en el ícono CC. También puede ver la transcripción completa y cambiar el tamaño de letra haciendo clic en “configuración de subtítulos”. Estas herramientas no están disponibles por teléfono.
	▶	Este símbolo indica que usted se encuentra en silencio , haga clic en este ícono para quitar el silenciador de su micrófono.
	▶	Este símbolo indica que su micrófono se encuentra encendido . Haga clic en este símbolo para silenciar su micrófono.
	▶	La herramienta de chat deben usarla los panelistas y asistentes únicamente para asuntos “pertinentes a la reunión”, ya que comentarios realizados a través de esta herramienta no se conservarán como parte del registro de la reunión. Consulte el Comentario público verbal en vivo para obtener instrucciones sobre cómo hacer un comentario público.



Teléfono Inteligente o Tableta: Descargue la aplicación de Zoom y participe en la reunión haciendo clic en el enlace o usando el ID del seminario web (que se encuentra en el enlace).



Teléfono:

1. Si está participando en la reunión mediante audio de su teléfono y viendo la reunión en un dispositivo, marque el número indicado en la pestaña de llamada telefónica “unirse por audio” en la ventana emergente inicial e ingrese el ID de la reunión (que se encuentra en el enlace).
2. Si está participando solo por teléfono, marque: **+1-669-900-9128** o **+1-253-215-8782** e ingrese el ID de la reunión que se encuentra en el enlace, pulse #. Tendrá acceso al audio de la reunión, **pero NO podrá ver las presentaciones en PowerPoint.**



Comentarios Públicos Verbales en Vivo: Use la herramienta “levantar la mano” cada vez que desee hacer un comentario público sobre alguno de los artículos. Levante la mano una vez que el artículo de la agenda sobre el que desea comentar haya sido convocado. Los comentarios públicos en persona se escucharán primero, se escuchará a los asistentes virtuales en el orden en el que levanten la mano. No se aceptarán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción. Comentarios públicos generales, únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión. Se otorga tres minutos de tiempo por persona que desee hablar, a menos de que el presidente instruya de otra forma. *(Consulte la página 2 para obtener instrucciones sobre cómo hacer un comentario público.)*

Comentarios Públicos a Través de Zoom

1. Haga clic en el enlace que se encuentra en la parte superior de esta página de instrucciones
2. Haga clic en el ícono de levantar la mano en el centro inferior de la plataforma
3. El secretario anunciará su nombre cuando sea su turno de hablar
4. Desactive el silenciador para que pueda hablar

Comentarios Públicos Realizados Únicamente por Teléfono

1. Marque el **+1-669-900-9128**
2. Ingrese el ID de la reunión en Zoom que se encuentra en el enlace y pulse #
3. Marque *9 para levantar la mano por teléfono
4. El secretario indicará los últimos 4 dígitos de su número de teléfono para anunciar que usted será el siguiente en hablar
5. Marque *6 para desactivar el silenciador



Comentarios Públicos por Escrito (Antes de la Reunión): Los comentarios públicos por escrito se registrarán en el registro público y se entregarán a los miembros de la Junta de MTS antes de la reunión. Los comentarios deben enviarse por correo electrónico o postal al secretario del Comité* antes de las 4:00 p.m. el día anterior a la reunión.



Servicios de Traducción: Pueden solicitarse servicios de traducción comunicándose con el secretario del Comité* por lo menos cuatro días hábiles antes de la reunión.



Participación en Persona: Los comentarios públicos en persona se escucharán primero. Después de los comentarios públicos en persona, se escuchará a los asistentes virtuales en el orden en el que levanten la mano a través de la plataforma de Zoom. El tiempo para hablar se limitará a tres minutos por persona, a menos de que el presidente especifique de otra forma. No se recibirán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción.

Instrucciones para brindar comentarios públicos en persona:

1. Llene la boleta para personas que desean hablar que se encuentran en la entrada de la Sala de la Junta.
2. Entregue la boleta para personas que desean hablar al personal de MTS que se encuentra sentado en la entrada de la Sala de la Junta.
3. Cuando anuncien su nombre, por favor, acérquese al podio ubicado en el lado derecho de la tarima para hacer sus comentarios públicos.

Los miembros del público pueden hacer comentarios públicos generales al inicio de la agenda o comentarios específicos que hagan referencia a los puntos de la agenda durante el periodo de comentarios públicos. Los comentarios públicos generales únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión.



Dispositivos de Asistencia Auditiva (ALD, por sus siglas en inglés): Los ALD están disponibles con el secretario del Comité* antes de la reunión y estos deberán ser devueltos al final de la reunión.



Facilidades Razonables: Según lo requerido por la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), para presentar solicitudes de información de la agenda en un formato alternativo o solicitar facilidades razonables para facilitar su participación en la reunión, por favor, comuníquese con el secretario del Comité* por lo menos dos días hábiles antes de la reunión.



***Información de Contacto:** Comuníquese con el secretario del Comité por correo electrónico en Carina.Kenney@sdmts.com, por teléfono al **(619) 595-3086** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**



**Metropolitan
Transit
System**

Taxicab Advisory Committee Meeting

Draft Agenda

May 24, 2023 at 1:00 p.m.

In-Person Participation: James R. Mills Building, 1255 Imperial Avenue, 10th Floor Board Room, San Diego CA 92101

Teleconference Participation: (669) 444-9171; Webinar ID: https: 966 4392 3312. <https://us02web.zoom.us/j/96643923312>

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	Roll Call	
2.	Public Comments	
3.	Approval of Minutes Action would approve the February 22, 2023 Taxicab Advisory Committee Meeting Minutes.	Approve
DISCUSSION ITEMS		
4.	For-Hire Vehicle Industry Emerging Topic: Partnerships Between Taxicabs and Transportation Network Companies (Leonardo Fewell)	Informational
5.	Taxicab Wheelchair Accessible Vehicle (WAV) Policy Recommendations (Leonardo Fewell)	Informational
6.	Review of Dispatch Service Technology and Requirements (Leonardo Fewell)	Informational
7.	For-Hire Vehicle Administration Operations Update (Leonardo Fewell)	Informational
OTHER ITEMS		
8.	Topics for Next Taxicab Advisory Committee Meeting (Leonardo Fewell)	Informational
9.	Committee Member Communications and Other Business	
10.	Next Meeting Date: July 12, 2023 at 1:00 p.m.	
11.	Adjournment	

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.



DRAFT MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

TAXICAB ADVISORY COMMITTEE (TAC)

February 22, 2023

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. The full comment can be heard by reviewing the recording at the [MTS website.](#)]

1. Roll Call

Chair Elo-Rivera called the Taxicab Advisory Committee meeting to order at 1:07 p.m. A roll call sheet listing Taxicab Advisory Committee member attendance is attached.

2. Approval of Minutes

Chair Elo-Rivera moved to approve the minutes of the November 16, 2022, MTS Taxicab Advisory Committee meeting. David Tasem seconded the motion, and the vote was 14 to 2 in favor with Karen Higareda and Michael Trimble absent.

3. Public Comments

There were no Public Comments.

DISCUSSION ITEMS

4. 2023 Maximum Rates of Fare

Leonardo Fewell, For Hire Vehicle Administration Manager presented on 2023 Taxicab Maximum Rates of Fare. He clarified that drivers were not required to change their rates to match the Maximum Rates, and that any adjustments were optional as long as they remained below or at the new Maximum Rates of Fare. He also noted that this was the highest rates had ever been set, to reflect the increasing inflation and changes in the Consumer Price Index (CPI).

PUBLIC COMMENTS

Alex Tegegne expressed that he opposed the increase in the Maximum Rates of Fare. He also wanted to hear from the San Diego Airport Ground Transportation on how they will react to the Maximum Rates of Fare increase.

Henry Agoh objected to the increase in the Maximum Rates of Fare, as he felt it would create discordance at the San Diego Airport.

William Alozie felt that the increase in the Maximum Rates of Fare had been too steep since the beginning of COVID. He also felt that customers would return to Uber and Lyft if they heard that there was a rate increase, as they already believed fares were too high.

MEMBER COMMENTS

Antonio Hueso commented that the previous year there had been a misunderstanding in the industry that drivers were required to raise their rates to meet the Maximum Rates of Fare, and that he wanted to be sure it was clarified that it was not mandatory for drivers to raise their rates.

Margo Tanguay reminded the committee that it was possible for drivers to charge less than what is posted on the meter.

Alfred Banks asked for confirmation that drivers did not have to change their rates and that they could choose to charge less than what was posted on the meter. Mr. Fewell confirmed that this was up to their discretion as long as it was below or equal to the Maximum Rates of Fare.

Ms. Tanguay commented that she believed that the committee should approve the Maximum Rates of Fare. Mr. Fewell clarified that this was only an informational item, and that the committee did not vote on the Maximum Rates of Fare.

Able Seifu mentioned that he was concerned that customers would blame the drivers for raising the rates. Chair Elo-Rivera reiterated that the Maximum Rates of Fare were a ceiling, rather than a mandatory raise.

David Tasem said that he believed that customer complaints regarding rates were more related to the fact that rates were not adequately posted due to changes in marking regulations.

Agustin Hodoyan stated that he believes that the rates should stay as they currently are.

Peter Zschiesche commented that as independent business owners with diverse clientele, it is up to them to decide what rates they use under the Maximum Rates of Fare to best serve their customer base.

Action Taken

Informational item only. No action taken.

5. Fiscal Year (FY) 2023 Amended Budget Updated Forecast

Gordon Meyer, Operating Budget Supervisor, presented on Fiscal Year (FY) 2023 Amended Budget Updated Forecast. He updated that amended FY23 Operation Revenues had increased by \$123,185, that the Total Operating Expenses had increased slightly by \$21,807, and that there was a projected surplus of \$87,000 in reserve for FY23. Mr. Meyer also illustrated how the reserves had fluctuated over the past year, and how they are forecasting a gradual increase over time if Regulatory fees remain consistent.

PUBLIC COMMENTS

There were no Public Comments.

MEMBER COMMENTS

Mr. Hueso asked if there was a way to use the reserve funds to help the FHVA industry and its customers. Chair Elo-Rivera followed up by asking if there was a sense of what programs could be supported. Mr. Fewell answered that there was not currently consideration of anything in this vein, but they had looked at possibly placing cameras in taxis.

Akbar Majid acknowledged that Mr. Hueso's comment was an idea that should be explored, and asked if the FHVA was looking to hire more staff in the future. He also expressed concerns about depleting the reserves and causing regulatory fees to increase. Mr. Fewell said that they did not currently have any plans to hire more staff at the moment, and that the goal was to keep the regulatory fees low; however, that he would continue to reevaluate staffing needs over time.

Mr. Zschiesche suggested that it would be helpful to have a policy recommendation on what level of funds is sustainable, comparatively to other taxi agencies.

Mr. Hueso followed up by asking to have the committee form a subcommittee to further discuss this topic. Chair Elo-Rivera agreed that this would be helpful, and for members to reach out to his office or Mr. Fewell.

Action Taken

Informational item only. No action taken.

6. 2023 Regulatory Fee Payment Update

Mr. Fewell presented on 2023 Regulatory Fee Payment Update. He provided informational updates on how the regulatory fees are being invoiced, collected, their deadlines, and roughly the percentage of payments which had been received already. He reminded the committee that the deadline was March 3, 2023, and that any payments received after that day would incur a late fee. Any permits that were not renewed by March 31, 2023 would be revoked.

PUBLIC COMMENTS

There were no Public Comments.

MEMBER COMMENTS

Mr. Tasem wanted to clarify if NEMT permits had the same deadline for their regulatory fees and Mr. Fewell confirmed that this was the case.

Ms. Tanguay mentioned that there was an error regarding the percentage of payments received on the slide. Mr. Fewell recognized that there was a typo and thanked her for pointing that out.

Action Taken

Informational item only. No action taken.

7. For-Hire Vehicle Industry Emerging Topic: Partnerships between Taxicabs and Transportation Network Companies

Mr. Fewell gave a presentation on the emergent partnership between taxicabs and TNC's, with emphasis on the upcoming partnership between Uber and Yellow Cab in San Diego. He detailed how similar programs had begun in San Francisco that had shown an increase in taxi ridership. He also outlined how these trips would be requested via "e-hailing".

Chair Elo-Rivera wanted to note that neither MTS nor himself endorsed the partnership and stressed that this was purely an informational item meant for the committee to discuss.

PUBLIC COMMENTS

William Johnson commented that it was an issue that drivers were going to be charging over the meter fare, which contradicted regulations in Ordinance 11 regarding flag drops and meter fares. Mr. Johnson asked the committee to consider blocking the proposal.

Abebe Antallo commented that a partnership between Uber and Yellow Cab would be detrimental to the livelihood of independent taxicab permit holders.

William Alozie commented that it was frustrating that Yellow Cab was being permitted to partner with Uber, while MTS had rejected soft meter technology on the grounds of being unregulated. Mr. Alozie also felt that the timeline of the partnership was extremely accelerated.

MEMBER COMMENTS

Mr. Hueso wanted to remind the committee that partnerships between TNC's and taxicabs had historic precedence in other parts of the country, and that Yellow Cab was working as part of a larger franchise/corporation in other cities. He also urged other members of the industry to be open to innovative practices with TNC's, with MTS concurrently exploring how to react as a regulatory body.

Chair Elo-Rivera pointed out that one of the reasons Uber has the leeway to experiment is that they are a company backed by large capital investors, which is a safety net that many independent drivers and permitholders do not have.

Mr. Zschiesche said that he had several comments to make on the agenda item. First, he felt that this would create further confusion regarding maximum rates of fare and distinctions between appropriate fares for customers. He also mentioned that Section 1.18 of Ordinance 11 which reads:

(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.

He followed up by asking Mr. Fewell to clarify when drivers were subject to Ordinance 11 and when they were exempt. Mr. Fewell responded that if a trip is secured through the Uber app then it will be considered an Uber trip, but that a taxicab once permitted remained under MTS regulations. He continued by saying that the partnership was still so new that the Ordinance had not been revised.

Mr. Zschiesche responded that the current wording of Ordinance 11 was vague, and that drivers would be unable to parse what rules applied to specific passengers; he further requested clarification as to when drivers stopped being subject to the regulations imposed on Taxicab drivers and became TNC drivers. Mr. Fewell responded that Taxicab drivers will always be subject MTS Ordinance 11.

Chair Elo-Rivera stepped in to say that he was hearing a distinction between the regulations applicable to the drivers and vehicles during different times, and that he believed it would be beneficial to get clarification on these topics going forward.

Mr. Seifu said that he felt favorably towards this partnership but that he was concerned about the logistics of trips made from the airport. Chair Elo-Rivera suggested that Mr. Fewell take down this question and respond at a later time.

Mr. Hodoyan asked if rides would be accepted through a separate Yellow Cab app or through the Uber app. Chair Elo-Rivera suggested that this question also be taken down to be answered at a later date.

Zewdu Girma wanted to know if other drivers would have to join Yellow Cab in order to work as Uber drivers through this partnership.

Mr. Banks asked if Uber rides will get charged the same fee as Taxicab rides at the San Diego International Airport and if drivers were required to have a tablet to accept Uber ride requests.

Ms. Tanguay requested to know how MTS required commercial insurance and insurance required by Uber would interact, and also if background check requirements would change under the new partnership.

Mr. Tasem asked that the committee table the discussion on this topic until the next TAC meeting, and suggested that a subcommittee be formed to do more research.

8. Adjournment

The meeting was adjourned at 2:34 p.m. due to a fire alarm evacuating the building.

9. Next Meeting Date

The next Taxicab Advisory Committee meeting is scheduled for May 24, 2023, at 1:00 p.m.

Chairperson
San Diego Metropolitan Transit System

Committee Clerk
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

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

ROLL CALL

MEETING OF (DATE): February 22, 2023

CALL TO ORDER (TIME): 1:07 PM

ADJOURN: 2:34 PM

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	1:07 PM	2:34 PM
Able Seifu	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Permit Holder / Odyssey Cab	1:14 PM	2:34 PM
Agustin Hodoyan	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Permit Holder / Soul Cab	1:07 PM	2:34 PM
Alfred Banks	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Taxicab Lease Driver	1:07 PM	2:34 PM
Akbar Majid	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Permit Holder / SDYC Holdings	1:07 PM	2:34 PM
Antonio Hueso	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Permit Holder / USA Cab, LTD	1:07 PM	2:34 PM
David Tasem	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Taxicab Lease Driver	1:07 PM	2:34 PM
George Abraham	<input checked="" type="checkbox"/> Daniel Fesshaye <input type="checkbox"/>	Permit Holder / Eritrean Cab	1:07 PM	2:34 PM
Karen Higareda	<input type="checkbox"/> None <input type="checkbox"/>	Cross Border X-Press		
Louis Vasquez	<input checked="" type="checkbox"/> Claudia Rubio <input type="checkbox"/>	SD Convention Center	1:07 PM	2:34 PM
Marc Nichols	<input checked="" type="checkbox"/> Michael Anderson <input type="checkbox"/>	SD Regional Airport Authority	1:07 PM	2:34 PM
Margo Tanguay	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Taxicab Lease Driver	1:07 PM	2:34 PM
Michael Trimble	<input type="checkbox"/> None <input type="checkbox"/>	SD Gaslamp Quarter Association		
Michaelene Sullivan	<input checked="" type="checkbox"/> None <input type="checkbox"/>	SD Tourism Authority	1:07 PM	2:34 PM
Mikail Hussein	<input type="checkbox"/> Peter Zschiesche <input checked="" type="checkbox"/>	United Taxi Workers SD	1:07 PM	2:34 PM
Zewdu Girma	<input checked="" type="checkbox"/> None <input type="checkbox"/>	Permit Holder / Beezee Taxi	1:07 PM	2:34 PM
Non – Voting Committee Members				
Austin Shepherd	<input type="checkbox"/> John Kinkaid <input type="checkbox"/>	SD Department of Agriculture, Weights and Measures		
Edna Rains	<input type="checkbox"/> Stacie Smith <input type="checkbox"/>	SD County Sheriff's Department Licensing Division		

FOR COMMITTEE CLERK: /S/ Carina Michelle Kenney



**Metropolitan
Transit
System**

Agenda Item No. 4

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

May 24, 2023

SUBJECT:

FOR-HIRE VEHICLE INDUSTRY EMERGING TOPIC: PARTNERSHIPS BETWEEN
TAXICABS AND TRANSPORTATION NETWORK COMPANIES (LEONARDO FEWELL)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

At the Taxicab Advisory Committee (TAC) meeting on February 22, 2023, FHVA provided Information on a For-Hire vehicle industry emerging topic, specifically, partnerships between Taxicabs and Transportation Network Companies (TNCs).

Yellow Cab of San Diego had informed FHVA of their potential partnership with UBER that could become operational soon. FHVA's understanding is that passengers using the UBER app can select a taxi and agree to pay the UBER app's up-front fare. The partnership concept is based on San Francisco Municipal Transportation Authority (MUNI) pilot program that allowed Third-Party Trip Providers (TPTPs), such as UBER or Lyft, to offer taxicabs as an additional trip mode option to their base X, Black, Comfort, EV, and other vehicle type and service options.

TAC requested that FHVA conduct further review on whether current taxicab vehicle and driver requirements would still apply, as well as research MUNI's pilot program to better understand what the appropriate regulations would be for the UBER / taxicab partnership. TAC also requested FHVA provide answers to the following questions:

Under the UBER / Taxicab partnership:

1. Are taxicab trips provided considered UBER trips?
2. Are taxicab drivers able to accept or decline trips?
3. Are there any additional taxicab vehicle markings required?
4. Are taxicab drivers allowed to charge more than the maximum rates?



5. Are taxicabs required to have the taximeter engaged for the duration of the trip?

Additionally, TAC members asked the following scenario questions pertaining to the practical implementation of this partnership in San Diego:

1. Will MTS regulate UBER trips provided by Yellow Cab?
2. Is there a different regulation criterion for drivers and vehicles?
3. Would these types of trips only be available through the UBER app?
4. Would a driver have to join Yellow Cab to provide these trips?
5. Would drivers need a tablet or similar hardware to provide these trips?
6. When is a taxi driver subject to Ordinance 11 vs. when is a taxi driver considered an UBER driver?
7. Taxicabs and TNCs have different insurance limits. So which Insurance limits apply for these trips?
8. Taxicabs and TNCs apply different airport surcharges for airport trips. Which surcharge would apply?
9. How will the Airport direct taxicabs to the holding lot, terminals islands, and virtual queue based on the type of trip?

FHVA will provide its findings on these questions and provide details of MUNI's implementation of their UBER / Taxicab Partnership. Next steps will also be discussed, including possible MTS Ordinance No. 11 revisions, or other alternatives.

/S/ Leonardo Fewell

Leonardo Fewell
For-Hire Vehicle Administration Manager

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

From: Samantha Leslie
Sent: Tuesday, May 23, 2023 10:51 AM
To: Carina Kenney
Cc: Leonardo Fewell
Subject: FW: UBER MERGE

From: Majid Paghmani <majidpaghmani89@gmail.com>
Sent: Tuesday, May 23, 2023 10:49 AM
To: Leonardo Fewell <Leonardo.Fewell@sdmts.com>; riskmanagement@sandiego.gov; Samantha Leslie <Samantha.Leslie@sdmts.com>; Sharon Cooney <sharon.cooney@sdmts.com>
Subject: UBER MERGE

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Leonardo,

It was a pleasure to meet with you.

I have numerous question still but those can be address at a later time. What caught my attention on the Agenda for May 24, 2023 at 1:00 pm meeting was merging with Uber.

I believe that the City of San Diego is obliged to provide a safety for public.

However, recent articles and numbers for other cities are not being addressed by government and public agency.

How many sexual assaults before there is a change? Are we waiting on one of the board members so change can be possible?

I just looked at the numbers nationally and am utter shock on how the State of California is allowing platforms such as Uber/Lyft which employed or contracts rapist to provide public transportation.

Merging with a platform that MTS does not have jurisdiction under?

Instead of merging we should ban Uber/Lyft until the State of California PUC has mandatory fingerprint, local and state, fbi and doj background checks and random drug test.

I read an article



Ex-Uber Driver Sentenced for Raping, Sexual Assaulting Women
nbcсандiego.com



San Diego law firm suing Uber, Lyft following sexual assault allegations
10news.com

Uber driver charged with sexually assaulting passenger and raping two other women
cbs8.com



MTS is talking about having Yellow Cab merge with these platforms. This is a disgrace on how MTS handles public safety as being a public agency. Because it's not in your jurisdiction.

Best Regards,
Majid

Sent from my iPhone



**Metropolitan
Transit
System**

Agenda Item No. 5

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

May 24, 2023

SUBJECT:

**TAXICAB WHEELCHAIR ACCESSIBLE VEHICLE (WAV) POLICY RECOMMENDATIONS
(LEONARDO FEWELL)**

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

On October 27, 2020, the City of San Diego approved revisions to City Council Policy 500-02 (Policy 500-02), which included removing the requirement that taxicab permit holders with two (2) or more vehicles purchase Wheelchair Accessible Vehicles (WAV's) for 50% of those vehicles. This requirement was removed because it was not shown to be a successful way to increase the number of taxicab WAVs operating. In its place, Policy 500-02 now requires permit holders to comply with any future adopted MTS For-Hire Vehicle Administration (FHVA) regulations and policies involving WAVs.

Since then, FHVA has been developing a Taxicab WAV policy to incentivize the entry of Taxicab WAV's to the San Diego For-Hire Transportation market. FHVA has been working with Taxicab Industry and community stakeholders to develop the appropriate Taxicab WAV policy recommendations.

FHVA will provide an overview of its findings and policy recommendations to increase the number of Taxicab WAVs. Feedback is requested from TAC on the draft Taxicab WAV Policy (Attachment A), prior to final approval from the MTS Chief Executive Officer.

/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**

DRAFT
As of 5/19/2023

Taxicab Wheelchair Accessible Vehicle (WAV) Policy

I. Introduction

It is the intent of San Diego Metropolitan Transit System (MTS) For-Hire Vehicle Administration (FHVA) to develop a WAV policy that will maintain the current number of taxicab WAVs and incentivize the entry of taxicab WAV's to the San Diego for-hire vehicle transportation market.

MTS, through the MTS FHVA, regulates for-hire vehicles, which includes taxicabs, that operate in the following cities: San Diego, Imperial Beach, Chula Vista, National City, El Cajon, La Mesa, Lemon Grove, Santee and Poway. The City of San Diego (City) retains the right to make decisions or provide recommendations to MTS regarding fundamental policy matters relating to the regulation of taxicabs, which is set forth at City of San Diego Council Policy No. 500-02 (Policy No. 500-02).

MTS FHVA responsibilities include: determining permit eligibility; inspecting vehicles; monitoring compliance with administrative and operational safety regulations; and investigating passenger complaints. MTS Ordinance No. 11 sets forth the various minimum safety and vehicle inspection standards that all for-hire vehicles must meet. All oversight activities by the MTS FHVA must be full cost-recovery. Fees, which are adopted annually by MTS, fund the MTS FHVA operations.

It is MTS FHVA's aim that its regulations and requirements ensure public safety and protect consumers. Ensuring there is an adequate number of taxicab WAV operating in MTS FHVA's jurisdiction is an important consumer protection measure as individuals using a wheelchair, and individuals requiring a ramp in order to enter into a taxicab, require a WAV in order to travel for work, medical appointments, recreation, entertainment and other activities. Without a sufficient number of taxicab WAV operating may result in unreasonably long wait times and/or no available taxicab service for individuals using a wheelchair and individuals requiring a ramp. To ensure accessible and equitable transportation options for all residents and visitors to MTS FHVA jurisdiction, it is MTS's aim to increase the number of taxicab WAV in service.

II. Background

A taxicab WAV is a taxicab that is wheelchair accessible. It is a vehicle equipped with a side entry wheelchair accessible ramp, allowing a wheelchair to be secured throughout the duration



of the trip. It can be factory built (vehicle manufactured originally as a WAV) or a converted WAV (post-manufacture mechanical conversion/modification of a vehicle).

The Americans with Disabilities Act (ADA) establishes certain requirements regarding the provision of service to individuals with disabilities. Per 49 CFR Section 37.29 (c), taxicabs are prohibited from: refusing to provide service to people with disabilities who can use taxicab vehicles; refusing to provide service to people using service animals; charging higher fares or fees for assisting riders with disabilities or their equipment than are charged to other riders; and refusing to assist with the stowing of stowable mobility devices.

Per 49 CFR Section 37.29(b), private entities providing taxi service are not required to purchase or lease taxicab WAV (i.e. accessible taxicab, such as a sedan). However, if a taxicab provider purchases or leases a van, that vehicle must be accessible unless the taxicab provider can demonstrate equivalent service to individuals with disabilities.

Since the ADA does not require that all taxicabs be an accessible vehicle, a requirement was added to Policy No. 500-02 as a way to increase the number of accessible vehicles. Effective November 25, 2014, Policy No. 500-02 required that taxicab permit holders with two (2) or more vehicles must have 50% of their fleet be a taxicab WAV¹. Unfortunately, this requirement was not successful in increasing the number of taxicab WAVS. The result was that existing permit holders avoided purchasing more vehicles so as not to fall under this requirement. According to permit holders, the high price of WAV's, as well as WAV higher operational costs, were cited as the main reasons for not seeking additional permits.

On October 27, 2020, the City of San Diego approved various revisions to Policy 500-02 which included the removal of this 50% taxicab WAV requirement for permit holders of two (2) or more vehicles. In its place, the City of San Diego required that all taxicab holders comply with any future adopted MTS Taxicab WAV Policy.

III. Development of WAV Policy and Research Findings

In order to develop the appropriate strategies and incentives to maintain and increase the number of taxicab WAV, MTS FHVA conducted the following research.

a. Reviewed FHVA Historical Data on the Number of Taxicab WAV Permitted Vehicles

The table below shows the total number of FHVA permitted taxicab vehicles, including the number of permitted taxicab WAV.

¹ This requirement was applied to any new permit holders and any existing permit holders that added a vehicle to their existing fleet.

Table 1: MTS FHVA Permitted Taxicabs

Calendar Year	Number of all Taxicab Permits	Number of Taxicab WAV Permits
2019	841	3
2020	683	3
2021	588	3
2022	652	3
2023 (as of 5/10/2023)	737	7

Although each taxicab permit holder is required to maintain a trip log, FHVA does not collect trip log information from the permit holders. Therefore, MTS does not have data in terms of the number of taxicab WAV trips provided.

b. Requested Data on the number of Taxicab WAV trips

i. Taxicab Industry

There are currently three (3) dispatch organizations that have a subscriber with a taxicab WAV, which are Orange Dispatch, Patriot Dispatch and USA Dispatch.

As of May 10, 2023, Orange Dispatch Service has a total of 92 subscribers, one (1) of which is a taxicab WAV. Before COVID-19, Orange Dispatch Manager Ben Hafezi reported providing an average of two (2) to three (3) taxicab WAV trips per day to an individual requiring a taxicab WAV (i.e. requiring the deployment of the ramp). However, WAV trips fell from one (1) to three (3) per week between 2020 and 2021. Orange Dispatch reported that WAV trip counts are back to pre-COVID levels for the first quarter of 2022. MTS did not receive data from Orange Dispatch of the total number of all taxicab trips during this period.

As of May 10, 2023, Patriot Dispatch has a total of eight (8) subscribers, two (2) of which are taxicab WAVs. Patriot Transportation Services is also the owner operator of Patriot Dispatch and maintains eight (8) taxicab permits. During the first week of April 2023, Patriot Dispatch reported that they provided about three (3) taxicab WAV trips per day (i.e. six (6) in total for the two (2) taxicab WAV vehicles) to an individual requiring a taxicab WAV (i.e. requiring the deployment of the ramp). MTS did not receive data from Patriot Dispatch of the total number of taxicab trips dispatched during this period.

As of May 10, 2023, USA Dispatch has a total of 52 subscribers, four (4) of which are taxicab WAVs. USA Cab is also the owner and operator of USA Dispatch and maintains 14 taxicab permits. USA Dispatch Manager Alfredo Hueso reported a yearly estimate of 1,200 WAV trips for 2019, 2020, and 2021 to an individual requiring a taxicab WAV (i.e. requiring the deployment of the ramp). It should be noted that USA Dispatch maintains private contracts with several organizations and businesses to provide WAV trips. MTS did not receive data from USA Dispatch on the total number of all taxicab trips dispatched during this period.

In addition, USA Cab lease driver David Tasem that operates a taxicab WAV reported providing a total of 141 WAV trips between January 1 and June 30, 2022, with an average of 23.5 trips per month to an individual requiring a taxicab WAV (i.e. requiring the deployment of the ramp). Mr. Tasem did not provide data on total number of all taxicab trips provided.

ii. MTS Data

MTS provides fixed route bus and trolley service as well as complementary paratransit service (MTS Access) in the greater southern San Diego region.

MTS fixed route bus provided information on ramp deployments for each fiscal year (FY), which may include passengers using a wheelchair or passengers who request a ramp deployment due to mobility concerns. Please note, this is not a completely accurate data point, since the ramp would also be deployed to de-board the vehicle. This number could be divided by two (2) to reflect this however there are instances in which one (1) ramp deployment actually assists more than one (1) passenger (for example, after a ramp is deployed, two (2) wheelchair passengers board and one (1) passenger that needs a ramp due to mobility concerns). For these reasons, this data is an estimate only on the number of fixed route passengers using the ramp to board the bus.

Table 2: MTS Fixed Route Bus Ramp Deployments

FY	Ramp Deployments	Total Fixed Route Bus Boardings	Percentage of Fixed Route Bus Passengers that Used Ramp to Board
2019	878,865	47,571,263	2%
2020	782,829	38,877,093	2%
2021	645,358	19,591,318	3%
2022	782,319	27,684,586	3%

MTS trolley no longer collects data on number of ramp deployments or wheelchair boardings.

MTS Access (MTS's complementary paratransit service) provides public transportation service for individuals with disabilities whom cannot use MTS fixed route service. MTS Access provided data on the number of trips of passengers using wheelchairs per fiscal year. Please note, this number does not include the number of trips of passengers using the lift or ramp due to mobility issues.

Table 3: MTS Access Total Trips and Total Passengers Utilizing a Wheelchair

FY	Total Access Trips	Passengers Using Wheelchair	Percentage of Access Passengers Using Wheelchair
2019	453,943	122,564	27%
2020	318,876	86,096	27%
2021	93,476	27,108	29%
2022	173,110	45,009	26%

iii. SANDAG Data

SANDAG is the metropolitan planning organization for San Diego County. SANDAG stated they had no data regarding the number of people in the San Diego using a wheelchair or needing a ramp to board a vehicle.

iv. NCTD Data

North County Transit District (NCTD) is a public transportation operator. NCTD services include the BREEZE bus, SPRINTER hybrid rail, COASTER commuter trains, FLEX demand response, and LIFT ADA paratransit service. NCTD operates in the coastal and North San Diego County region.

NCTD fixed route bus provided information on ramp deployments for each fiscal year (FY), which may include passengers using a wheelchair or passengers who request a ramp deployment due to mobility concerns. Please note, this is not a completely accurate data point, since the ramp would also be deployed to de-board the vehicle. This number could be divided by two (2) to reflect this however there are instances in which one (1) ramp deployment actually assists more than one (1) passenger (for example, after a ramp is deployed, two (2) wheelchair passengers board and one (1) passenger that needs a ramp due to mobility concerns). For these reasons, this data is an estimate only on the number of fixed route passengers using the ramp to board the bus.

Table 4: NCTD Fixed Rate Bus Deployments

FY	Ramp Deployments	Total Fixed Route Bus Boarding's	Percentage of Fixed Route Bus Passengers that Used Ramp to Board
2019	76,884	6,404,923	1.2%
2020	46,832	5,166,163	0.9%
2021	74,742	3,012,173	2.5%
2022	78,521	3,944,001	2%

v. FACT Data

Facilitating Access to Coordinated Transportation (FACT) serves seniors over 60 and persons with disabilities. Between April 2019 and October 2022, FACT brokered a total of 13,508 trips for passengers requiring a wheelchair. FACT did not provide data on the total number of trips brokered to all passengers.

vi. Airport Data

In FY 22, the Airport served 19,830,645 total passengers². It currently allows 510 taxicabs to provide trips to airport passengers. For FY 22, about 373,358 (2%) passengers utilized a taxicab from the airport to their requested destination³. Airport did not provide data on the number of wheelchair requests at airport gates.

² Per San Diego County Regional Airport Authority Annual Comprehensive Financial Report for FY 2022.

³ Per San Diego County Regional Airport Authority Ground Transportation Department for FY 2022

c. Identify Demand for Taxicab WAV trips

i. Survey

MTS partnered with the San Diego State University's (SDSU's) Center for Community Research and Engagement to conduct a survey between December 1, 2021 to January 31, 2022 to identified stakeholder groups and to all registered MTS Access program participants regarding their needs for taxicab WAV trips. Respondents were able to complete the survey on a computer or a mobile phone. Versions were available in both English and Spanish. A high-level summary of the results of this survey is provided under Attachment A.

ii. Committee Meetings

The City of San Diego Accessibility Advisory Board was established to advise the Mayor and City Council of San Diego on policies and issues relating to accessibility. On November 10, 2021, FHVA presented a Taxicab WAV policy update to the City of San Diego Accessibility Advisory Board. The following feedback was received:

- FACT is eager to collaborate in the effort to provide additional WAV trips, and is applying for funding to obtain 25-40 additional WAV vehicles;
- Public transit infrastructure for WAVs is not meeting expectations;
- In San Diego, taxicab WAVs are unreliable and difficult to find;
- Transportation Network Companies (TNC), such as UBER and Lyft, use drivers do not follow ADA guidelines; and
- Passengers that require WAV transportation need to plan ahead of time as there are no on-demand WAV services.

The MTS Accessible Services Advisory Committee advises the MTS Board of Directors and staff on accessibility matters and is comprised of individuals with disabilities that ride fixed route and complementary paratransit services and various public agency and social service organization representatives. On December 16, 2021, FHVA presented the Taxicab WAV policy update to the MTS Accessible Services Advisory Committee. The following feedback was received:

- It is important to maximize outreach on this topic; and
- The current number of taxicab WAVs is insufficient and MTS should review having a high aspirational goal in terms of number of taxicab WAVs.

The SANDAG Social Services Transportation Advisory Council oversees work on federal and state requirements and local concerns regarding transportation accessibility issues for the elderly and persons with disabilities. The Social Services Transportation Advisory Council reports to the Transportation Committee, which in turn reports to the SANDAG Board of Directors. On November 15, 2022, FHVA presented a WAV policy update to the SANDAG Social Services Transportation Advisory Council. The following feedback was received:

- Other cities like Washington D.C. have available taxicab WAVs at their airports and other areas. San Diego should be no different and there is a need for WAVs; and
- TNCs, such as UBER and Lyft do not operate WAV but rather pay the state of California a fee to avoid this requirement. Taxicab WAV could be an alternative.

d. Feedback from Permit Holders and Drivers on the Operation of Taxicab WAV

i. Survey

MTS partnered with the SDSU's Center for Community Research and Engagement conducted a survey via email to all Taxicab Permit Holders, as MTS does not maintain a complete list of email address for taxicab lease drivers, in order to understand their concerns about operating taxicab WAV and possible incentives that may be successful. Respondents were able to complete the survey on a computer or a mobile phone. Versions were available in both English and Spanish. Below was the general feedback received:

- High operating costs, depending on make and model. Purchase costs for a new WAV are typically 30% to 40% higher than a regular sedan;
- WAV conversions (i.e. adding hydraulic or mechanical ramp) can be up to \$20,000;
- Increased time needed to assist and secure passenger during boarding and de-boarding; and
- Permit Holders stated a desire for the following incentives to purchase and or operate a WAV: financial assistance towards the purchase of the vehicle, guaranteed number of daily trips, lower or no permit fees, lower insurance premiums, and more driver training.

ii. Taxicab Advisory Committee Meeting

The Taxicab Advisory Committee advises the MTS Board of Directors and staff on taxicab related issues. The Taxicab Advisory Committee is comprised of taxicab lease drivers, taxicab permit holders, and other industry stakeholders. On May 25, 2022, FHVA presented the Taxicab WAV Policy results and received the following feedback:

- WAVs are expensive to acquire and financial incentives should be available for the purchase of WAVs;
- WAV taxicab rates should be the same as non-WAVs, however, WAV drivers require additional training;
- WAVs require subsidies to remain on the road; and
- More outreach is needed for passenger awareness.

e. Peer Agency Reviews of Taxicab WAV Regulations and Incentives

MTS reviewed other peer regulatory agency taxicab WAV programs, in terms of strategies and incentives. MTS focused on the following cities: Sacramento, Los Angeles, San Francisco,

and Chicago. In addition, MTS conducted a comparison of overall active taxicab permits and active taxicab WAVs to determine the WAV ratio. See Attachment B Peer Regulatory Agency WAV Review. MTS analyzed the implementation feasibility for each measure and incentive, resulting in final recommendations, as described further below in this Policy.

IV. MTS Aspirational Goal for Taxicab WAV

As of May 10, 2023, there is currently seven (7) taxicab WAV, out of a total of 639 operating taxicabs (there is a total of 737 total taxicab permits, but a total of 98 taxicab permits are in voluntary surrender status and therefore are not operating or providing trips to passengers). This results in **1.1%** of current operating taxicabs being a taxicab WAV.

Although MTS did collect various data points, none provided a clear conclusion on the total number of passengers needing a taxicab WAV compared to the total number of passengers needing a non-WAV taxicab. The closest data point in terms of demand would be MTS fixed route bus boarding's. This data point does show the number of passengers using a ramp to board, whether it be because they use a wheelchair or have limited mobility, which may be the same passengers that need a taxicab WAV in order to use taxicabs. Further, the service area that MTS fixed route bus serves is almost identical to the service area that FHVA regulates and allows taxicabs to operate in (with the exceptions of the City of Coronado and the unincorporated area of the County of San Diego, as these two (2) jurisdictions perform their own for-hire vehicle regulation at this time). As shown in Table 1, the percent of passengers using a ramp to board a fixed route bus ranged from 2% - 3%, depending on the FY.

It is MTS's goal to at a minimum, maintain the current number of taxicab WAV, and to increase the number of currently operating taxicab WAV. It is also MTS's intent that any aspirational goal adopted be of a percentage that can be reasonably achieved over a several year period.

MTS believes adoption of a goal of **2.5%** of taxicabs being WAV would be an achievable goal, assuming MTS continues to increase the number of taxicab WAV by about two (2) each year over a five (5) or more year period. Exhibit A of this Policy will be updated each year to reflect the appropriate current and aspirational number. If MTS achieves a 2.5% goal at any time, MTS will review and update this Policy accordingly.

Table 5: MTS FHVA Aspirational Goal

Aspirational Goal of 2.5% Taxicab WAV			
	Current	Aspirational	Notes
Number of Taxicab WAV	7	16*	*If total number of all operating taxicabs increases overtime, the number of taxicab WAV that FHVA aspires to have operating would also accordingly increase.
Number of Operating Taxicabs	639		
Taxicab WAV Ratio %	1.1%	2.5%	Exhibit A of this Policy will be updated each year to reflect the current number of operating taxicabs

Aspirational Goal of 2.5% Taxicab WAV			
	Current	Aspirational	Notes
			permit, and the associated aspirational goal for taxicab WAVs.

V. Recommended Strategies

Achieving a 2.5% taxicab WAV Aspirational Goal will necessitate various strategies and incentives. Some are within MTS FHVA control, while others will depend on support from other partner agencies and/or financial assistance to become available.

a. Waive FHVA Regulatory, Application and Transfer Fees for Taxicab WAV

Per MTS's peer review research, waiving regulatory, application and transfer fees was one of the most common incentives used.

Table 6: FHVA Regulatory Fees

CY 2023 FHVA Regulatory Fees	Amount
Annual Regulatory Fee for Taxicabs	\$350
Application Fee (if new permit holder)	\$1,500
Transfer Fee (if existing permit holder transferring)	\$875

MTS FHVA recommends waiving any applicable WAV regulatory, application or transfer fees for several years to encourage and incentive the industry to acquire and operate a taxicab WAV. Offering a one (1) year only waiver of fees may not be enough to encourage more taxicab WAV to remain in operation. A longer-term waiver of fees may provide permit holders more financial stability in order to make an investment into purchasing and operating a taxicab WAV. This will have the impact of reducing operating costs for taxicab WAV operators, which may encourage new taxicab WAV permit applicants as well as current taxicab WAV permit holders to continue operations.

To implement, MTS should review and budget annually the appropriate dollar value to incentive the introduction and renewal of taxicab WAV permits for at least the next 5-10 years, for up to 2.5% of the number of operating taxicabs each CY. Prior to implementation of the fee waivers, MTS FHVA should develop guidelines for how fee waivers will be distributed and apportioned.

b. Recommend other Regulatory Agencies Waive Taxicab WAV Related Fees

i. Airport

The Airport charges a \$200 processing fee for the issuance of a Ground Transportation Permit. Currently, the airport does not charge any renewal fees. Instead, collects a surcharge currently set at \$2.98 for each trip. It is recommended that MTS request the Airport to waive its permit

fee for any taxicab WAV. This will have the impact of reducing operating costs for taxicab WAV operators, which may encourage new taxicab WAV permit applicants as well as current taxicab WAV permit holders to continue operations.

To implement, MTS should aim to contact the appropriate staff at the Airport to explain the benefits of such a strategy.

ii. Weights and Measures

County of San Diego Agriculture, Weights and Measures (Weights and Measure) inspects taxicab meters. Taximeter annual fee for re-certification is \$132 It is recommended that MTS request Weights and Measure to waive its fee for any taxicab WAV. This will have the impact of reducing operating costs for taxicab WAV operators, which may encourage new taxicab WAV permit applicants as well as current taxicab WAV permit holders to continue operations.

To implement, MTS should aim to meet with the Weights and Measure to explain the benefits of such a strategy.

iii. Sheriff

County of San Diego Sheriff's Department's (Sheriff) driver identification card initial application fee is \$121 and a subsequent annual renewal fee of \$44. It is recommended that MTS request the Sheriff's Department waive its driver identification application fee and renewal fee for any taxicab WAV driver. This will have the impact of reducing operating costs for taxicab WAV operators, which may encourage new taxicab WAV permit applicants as well as current taxicab WAV permit holders to continue operations.

To implement, MTS should aim to meet with the Sheriff to explain the benefits of such a strategy.

c. Designated Taxicab WAV Spot at Airport Taxicab Stands

Taxicab stands at the Airport can be very busy with taxicabs waiting to pick up passengers. To incentivize the operation of taxicab WAV, it is recommended that the Airport implement at each of its taxicab stands that that the front of the line be for taxicab WAV only. This will result in any taxicab WAV being able to skip to the front of the line, instead of queuing with the rest of the taxicabs. This will have the impact of 1) reducing taxicab WAV operators wait times at the airport before it can pick up passenger(s) by giving them priority in the queue, and 2) increasing the number of trips a taxicab WAV can operate in any given day, which therefore can increase revenues.

To implement, MTS should aim to meet with the Airport to recommend its inclusion within the taxicab stands, and if so approved, assist in identifying the appropriate taxicab stand markings and/or signage, as well as discuss ways to evaluate its effectiveness.

d. Exemption to Potential Airport EV requirement for Taxicabs

The Airport has a CY 2030 target for ground transportation provider fleets to be total zero emission⁴. Therefore, the Airport may institute Electric Vehicle (EV) requirements to reach this goal. It is recommended that WAV taxicabs be exempt for a period of five (5) or more years from the date of entry from possible future Electric Vehicle (EV) requirements by the Airport. This incentive would assure permit holders a set period to recover their investment and operate their WAV without having to replace it with an EV.

To implement, MTS should aim to meet with the Airport to recommend the above exemption to any future EV requirements.

e. Including Taxicab WAVs in Airport Clean Vehicle Conversion Incentive Programs

The San Diego Airport has a Clean Vehicle Incentive Program to encourage taxicabs and other vehicles for hire to switch to alternative fuels (e.g., hybrid, electric). Future revisions or enhancements may include providing support through EV charging infrastructure or financial assistance towards the purchase of an EV. It is recommended that WAVs be included and receive special consideration for all available incentives provided by the Clean Vehicle Conversion Incentive Program. This would provide permit holders who wish to acquire Taxicab Wheelchair Accessible EVs with additional incentives.

To implement, MTS should aim to meet with the Airport to recommend inclusion of WAVs in future revisions or enhancements of Clean vehicle Incentive Programs.

e. Research Available Grant Opportunities for Taxicab WAV

Another strategy identified per MTS's peer review research was the utilization of financial assistance for purchase of taxicab WAV and/or subsidizing the cost of taxicab TAV provided trips. It is recommended that when a grant, subsidy or other financial assistance opportunity is identified, MTS should relay this information to the for-hire vehicle industry.

To implement, MTS will maintain a list of available grant, subsidy or other financial assistance opportunities that may be available to permit holders or drivers and provide information on how to apply and/or learn more on the MTS FHVA website and/or through other outreach measures.

f. Increase Outreach on the Availability of Taxicab WAV to the Public

Per the Passenger Demand Survey, it was found that 82.3% respondents stated they did not know there were any taxicab WAV operating. This shows further outreach is key in this area.

⁴ Per San Diego Airport Clean Transportation Plan, Road to Zero Emissions Ground Transportation

To implement, MTS should aim to identify ways to provide better notice to the public about the available taxicab WAV service. This may include: more signage at the airport on which dispatch organizations and/or permit holders to contact when needing a taxicab WAV, highlighting on the MTS website which dispatch organizations and/or permit holders to contact when needing a taxicab WAV, working with community groups and/or social service agencies and other partners to provide information on referrals they can provide to their clients and constituents on who to contact when their clients need a taxicab WAV.

g. Increase Outreach on Information, Available Incentives and Benefits of Operating a Taxicab WAV to the For-Hire Vehicle Industry

To implement, MTS should develop a dedicated MTS FHVA Webpage on Taxicab WAV. The website should include: the estimated costs to acquire a taxicab WAV, the list of known operating expenses to maintain a taxicab WAV on a yearly basis, any known grant opportunities the MTS Grants Administrator has identified that me used to acquire and/or maintain a taxicab WAV, the list of incentives available to a taxicab WAV permit holder and the overall benefits for operating a taxicab WAV, and types and models of vehicles that may be appropriate to use as a taxicab WAV.

Exhibit A of MTS Taxicab Wheelchair Accessible Policy

Achievement of Aspirational Goal for Taxicab WAV

Exhibit A of this Policy will be updated each year to reflect the current number of operating taxicabs permit, and the associated aspirational goal, for taxicab WAVs. If total number of operating taxicabs increases overtime, the number of taxicab WAV that FHVA aspires to have operating would also accordingly increase.

Table 1 of Exhibit A – Achievement of Aspirational Goal for Taxicab WAV

CY	Current Number of Operating Taxicabs	Current Number of Operating Taxicab WAVs	Current % of Operating Taxicab WAV	Aspirational Number of Operating Taxicab WAV	Aspirational % of Taxicab WAV
2023	639	7	1.1%	16	2.5%

History of Updates:

Exhibit A – CY 2023 Taxicab WAV Goal (current as of 5/15/2023)

Accessibility & Transportation

The Need for Taxicab Wheelchair Accessible Vehicles in San Diego

A Project Supported by

- MTS For-Hire Vehicle Administration
- University of California San Diego Design Lab
- University of Cambridge Minderoo Centre for Technology and Democracy &
- The Center for Community Research & Engagement and the students in Department of Sociology San Diego State University

Study Design

For passengers:

The survey was distributed via email throughout the San Diego region from November 2021 through the end of January 2022.

Respondents were able to complete the survey on a computer or a mobile phone.

Versions were available in both English and Spanish.

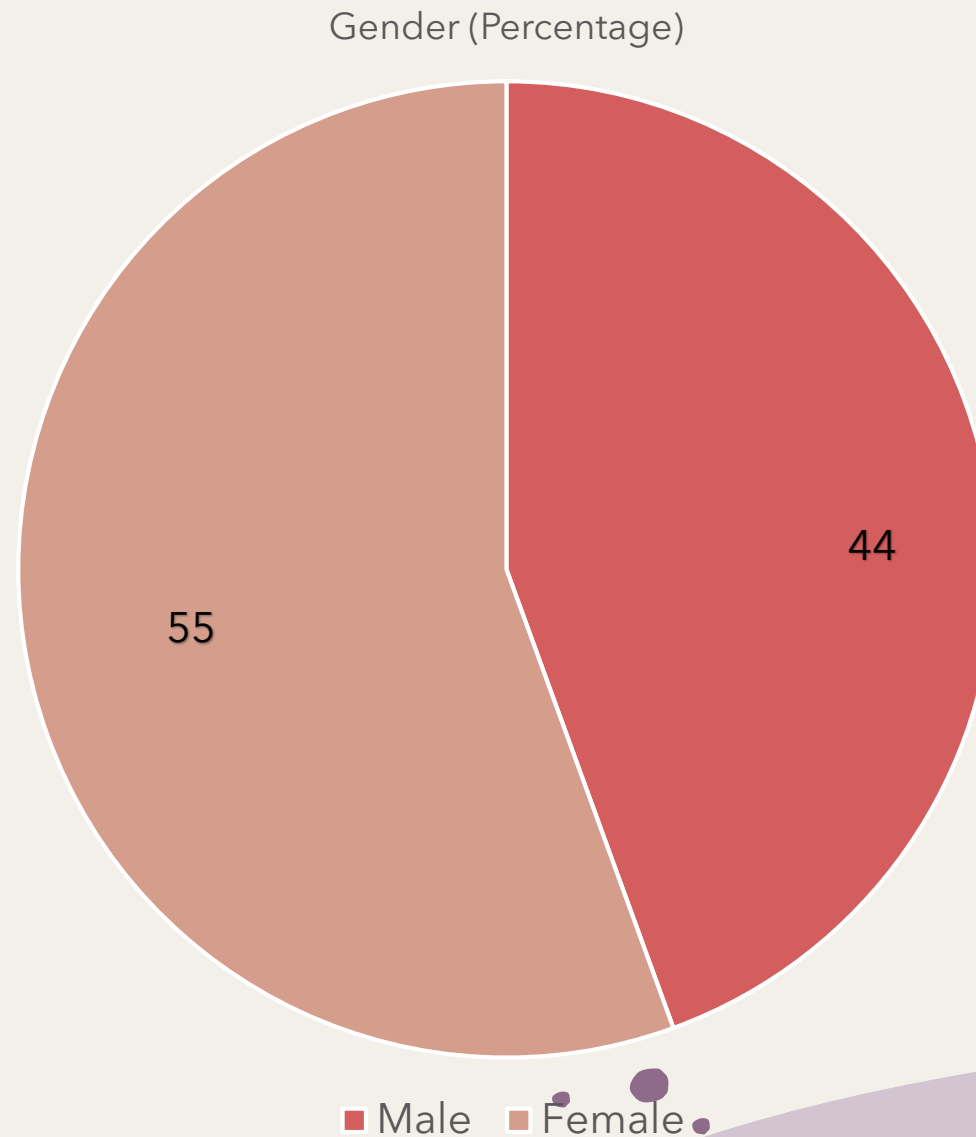
Study Design

Responses for taxi drivers and owners were solicited from an email list provided by MTS. While there were approximately 400 emails on the list, it did contain duplicates and out of date email addresses. Email “blasts” were sent on December 4, 2021 and on December 14, 2021. These blasts resulted in a sample of thirty-three usable surveys, an acceptable number on which to conduct the analysis for this report.

The Sample of Passengers for Today's Presentation

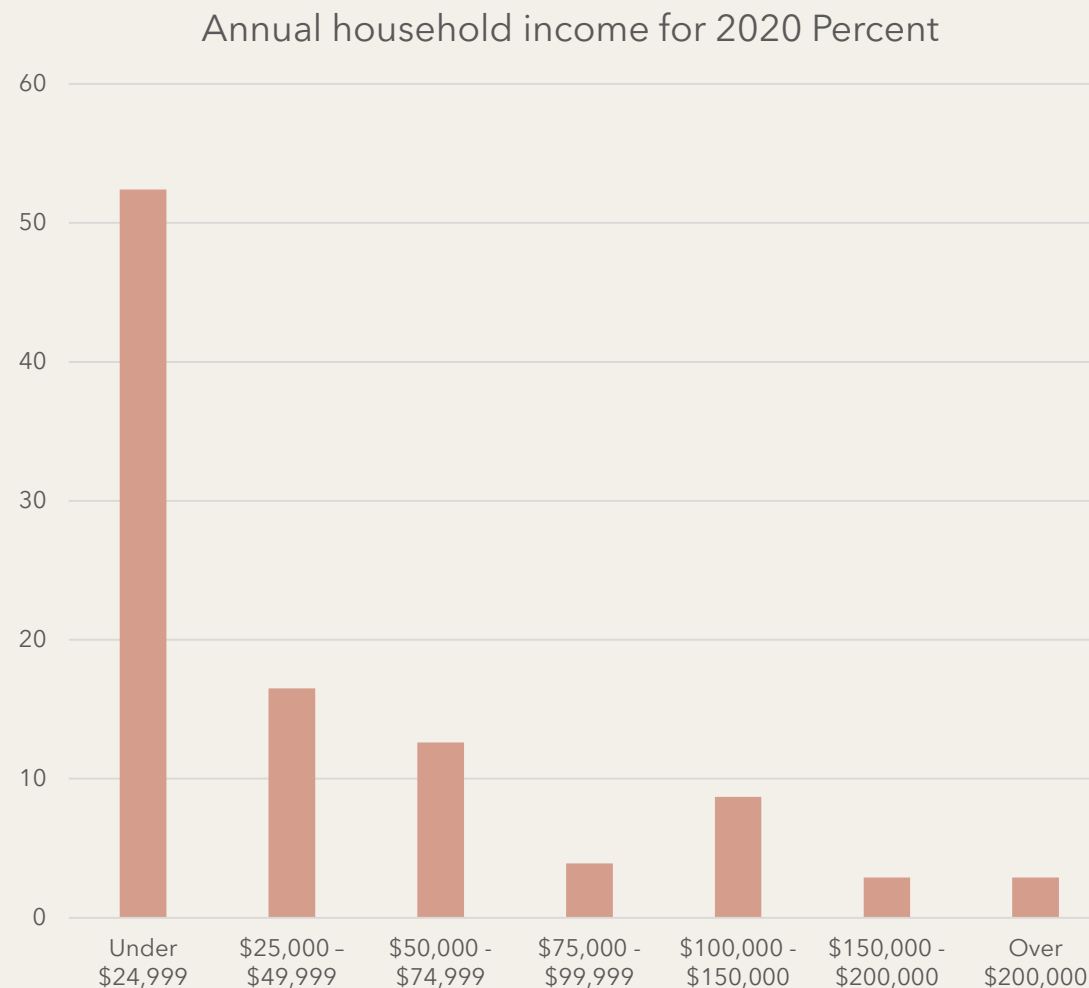
The respondents that we are focusing on are those who replied "yes" to the question: **Do you have any physical impairments that require you to use a wheelchair accessible vehicle, defined as a vehicle equipped with a ramp or lift allowing side entry.**

(124 respondents)



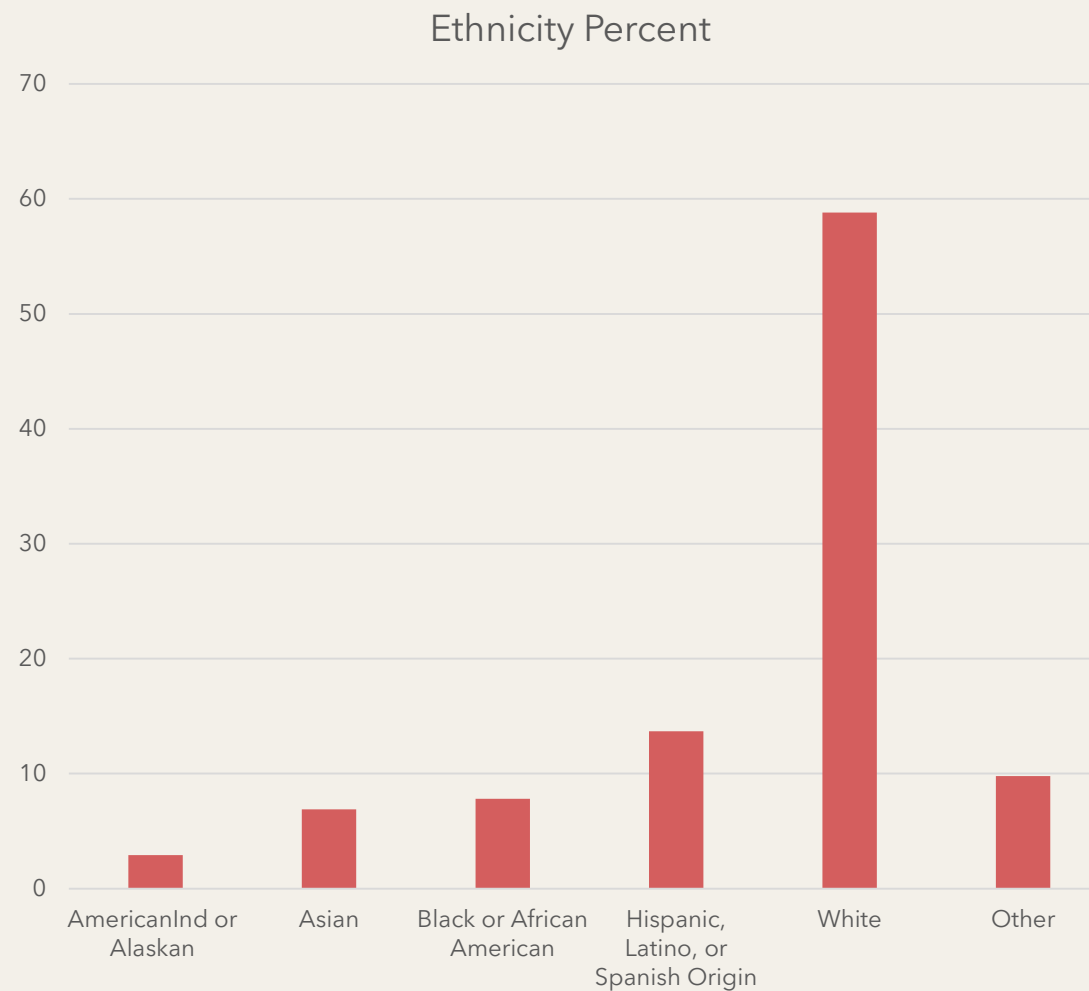
The Sample of Passengers for Today's Presentation

This distribution a lower household income than the general population in San Diego. That is not unexpected with this population.



The Sample of Passengers for Today's Presentation

While this sample overrepresents White respondents and underrepresents Latinx respondents an analysis of their responses on selected outcome variables indicated no significant nor meaningful difference.

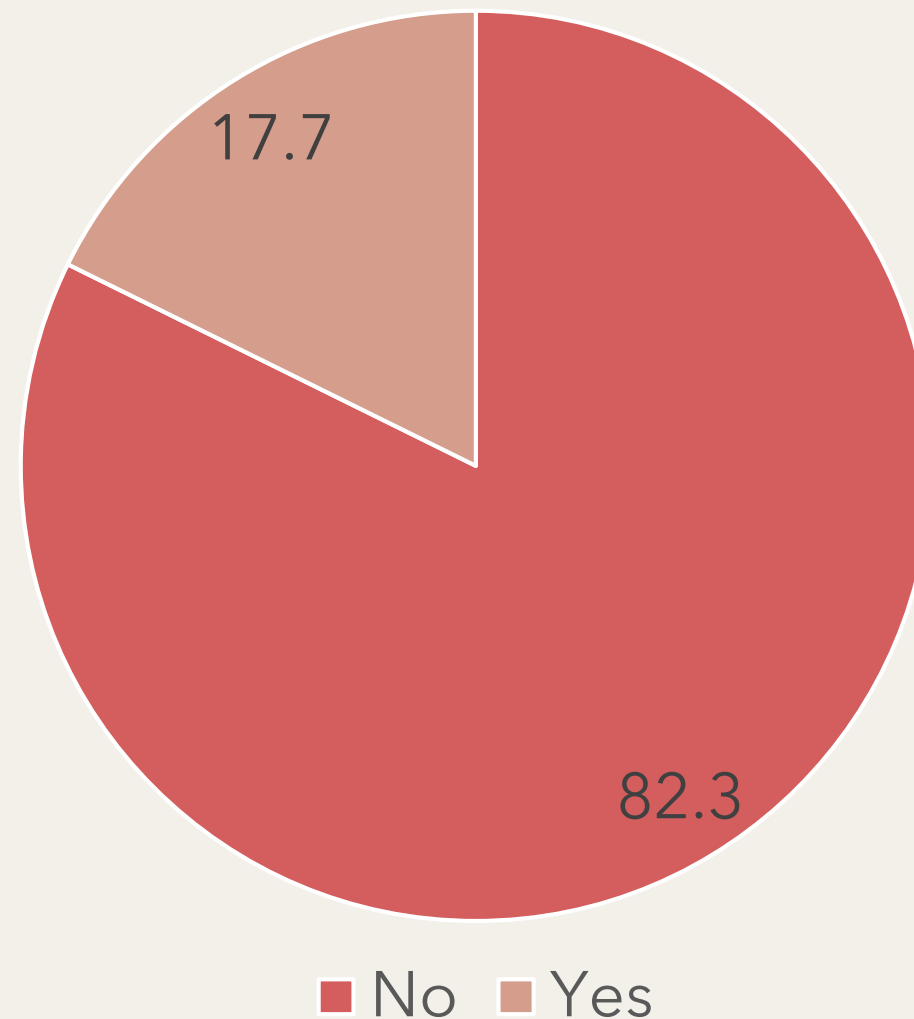


*What did the
passengers report?*

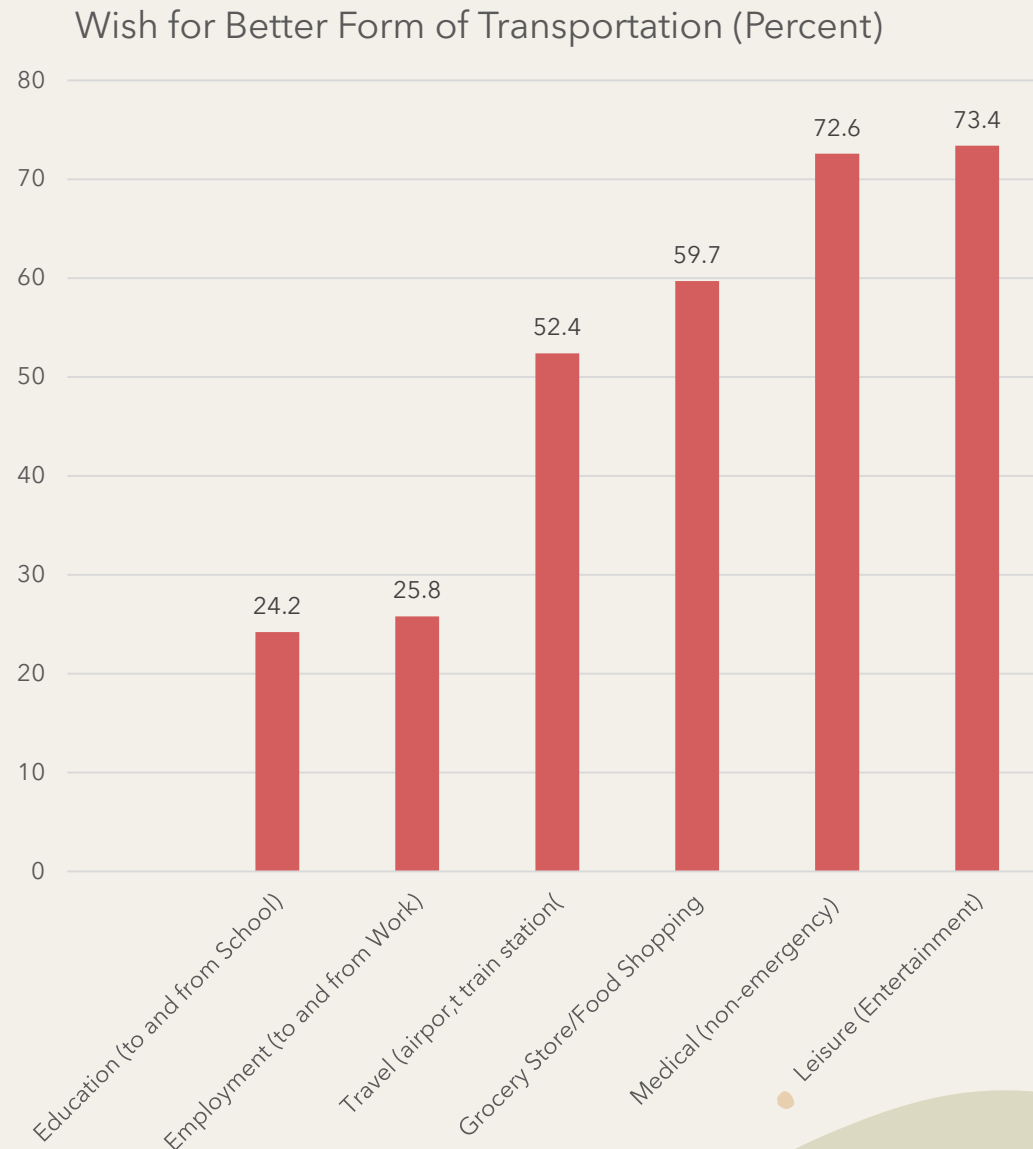
Awareness of Current WAV Taxicabs

NOTE: Given the fact that there are only three WAV Taxicabs currently available, these results may indicate that respondents were responding as if they were not aware of any or there are so few there are essentially not any viable WAV taxicab options.

Are you aware of Taxicab WAV service in the San Diego region? Percent



“I need transportation to and from my daughter’s house, medical appointments, nail salon, Balboa Park, Zoo, Sea World, restaurants, shopping, my Dad’s home, beaches, the outside world (outside from my nursing home).



Which options are used most at this time?

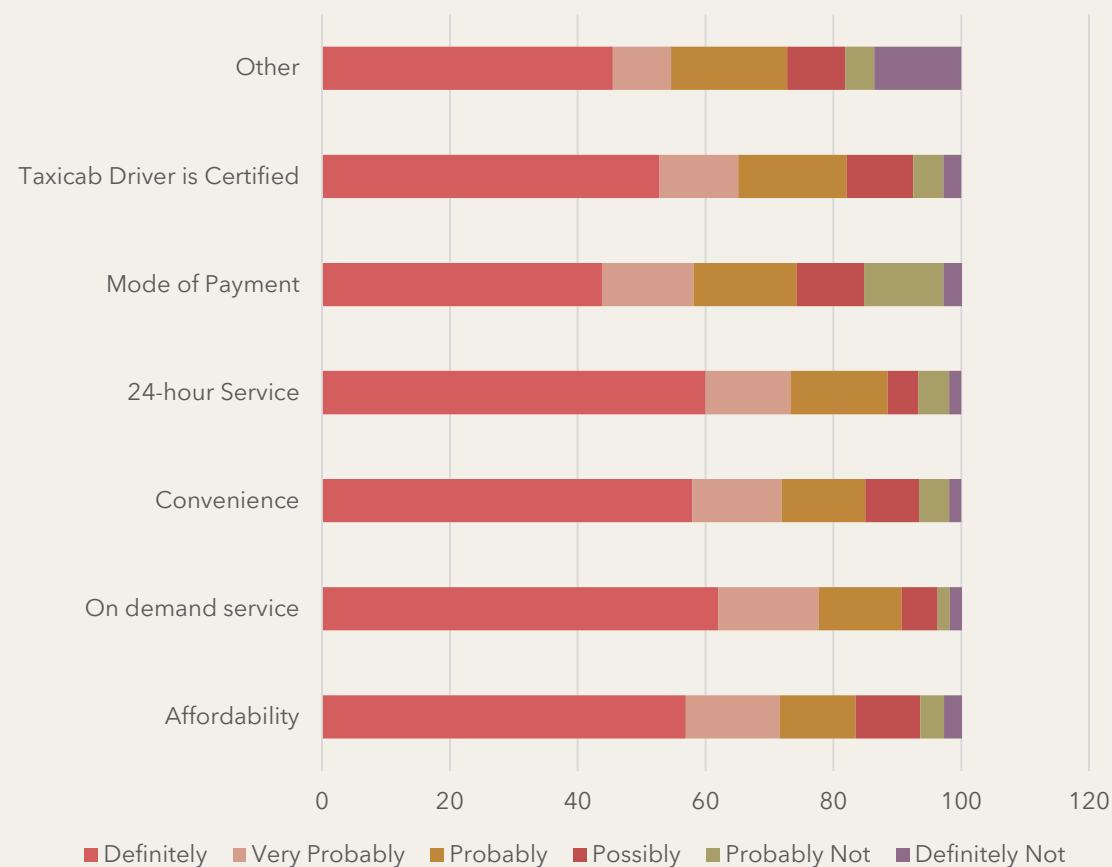
For the majority of destinations, the top two options chosen were Fixed Route public transit (Fixed route bus, trolley) and having a friend, colleague or caregiver drive the respondent in a wheelchair accessible vehicle [Travel and medical emergency varied slightly from this pattern]



What would make someone more likely to use a Taxicab WAV?

There is no such service in our county, trust me I have looked. Our county is not wheelchair friendly at all! Now with COVID and a lot of w/c users being high risk its [sic] a huge risk to take public transportation so drivers would need to be considerate professional, caring for others and non smoking!

What would make you more likely to use a Taxicab WAV service?



And what about the Drivers?

85% believe it is important for San Diego (or any city) to have Wheelchair Accessible Taxis

However only 45.5% are interested in acquiring or operating a wheelchair-accessible taxicab

Why aren't the taxi drivers interested if they understand the need?

48% noted higher operations costs (i.e. gas, insurance)

35% notes increase time needed to assist passenger

The flag drop and per mile is to [sic] low for wheelchair accessible cab. Wheelchair accessible companies for example Secure Transportation charges almost 4 times more for the same ride.

What incentives do the taxi drivers believe are necessary for increasing the number of WAV taxicabs in San Diego?

- ❖ 45.5% indicated Financial assistance towards the purchase of vehicle
- ❖ 18% indicated Guaranteed number of trips
- ❖ 6% indicated Lower or no permit fees
- ❖ 3% indicated Lower insurance premiums
- ❖ 3% indicated More driver training

And two added "all of the above"



Thank you!

Questions?



	City of Sacramento (Permits & Taxes)	San Francisco Municipal Transportation Authority (Muni)	Los Angeles County Metropolitan Transportation Authority (Metro)	City of Chicago
Population	526,126	715,717	3.9 million	2.7 million
Active Permits	110	1675	1920	2450
Collect TNC Trip Fee's	No	No	No	Yes (congestion pricing) (\$1.25-\$8.00) (\$.10 accessibility fund fee)
Insurance Limits	\$500,000 (CSL)	\$100k / \$300k /100k (per person /per accident / max for property damage	\$100k / \$300k /100k (per person /per accident / max for property damage	\$350,000 (CSL)
Number of WAV Taxicabs	12	100	45	515
WAV % of Total Permits	11%	6%	2.5%	20.5%
Policy Requirement	At least 1 WAV Taxicab for every 25 Taxicab Permits. If more than 25, 1 WAV Taxicab for every 25 additional Taxicabs	Applicants for "Ramp Medallions" must have completed 60 wheelchair trips (w/minimum of 40 trips to Paratransit wheelchair passengers) or 90 Paratransit Trips (both wheelchair and ambulatory) over a 6-month period + "ramp taxi" 4-hour training.	Wheelchair Accessible Vehicles shall constitute at least two percent (2%) of the taxicabs for which the Taxicab Services Company is providing branding and administrative services.	WAV cannot be more than 15 model years old, No more than 150,000 mi. Those who own 5 or more permits must place one WAV in to service within 5 years of issuance of 5 th permit
Incentive Program(s)	No incentive other than policy requirement	<ul style="list-style-type: none"> • Effective July 2018, Suspended Application and Renewal Fee's for Ramp Taxis • \$10 per paratransit / general public wheelchair trip incentive • \$15 per trip (same as above) for trips after 8pm and before 6am • \$15 per trip (same as above) originating in outlying areas • \$500-\$600 Capital and Operating incentive (for owner/operators if they complete more than 20 wheelchair trips per month) (Funded by local grant) • SFO Short Pass (allow drivers to have a max of 15 short (2.5mi) trips/month) • Expedited SFO Airport Access (P Line) • Clean Air Grant (up to \$11,800) for purchase of new or used 2017 or newer WAV vehicle) (Bay Area Air Quality Management District) 	No incentive other than policy requirement	<ul style="list-style-type: none"> • \$25,000 reimbursement for WAV aftermarket conversion • \$35,000 reimbursement for purchase of new WAV • \$9,000 annual reimbursement for maintenance and repairs • \$25 subsidy reimbursement per 12 hr. lease agreement, \$50 per 24 hr. lease agreement



Agenda Item No. 6

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

May 24, 2023

SUBJECT:

REVIEW OF DISPATCH SERVICE TECHNOLOGY AND REQUIREMENTS (LEONARDO FEWELL)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

The requirements related to dispatch services are included within both the City of San Diego Council Policy 500-02 (Policy 500-02) and MTS Ordinance No. 11.

There are currently nine (9) MTS-approved Dispatch Service organizations. Permit holders, at their sole discretion, can choose which Dispatch Service to join based on subscription costs, dispatch-generated trips, use of technology, and other factors.

Historically, Dispatch Services were the primary method to connect passengers with taxi drivers by answering telephone requests for service. As a result, taxicab fleet companies would establish their own Dispatch Service organizations to self-manage their trips and comply with this requirement. Sole taxicab permit holders that could not afford to establish their own dispatch service, could join a fleet Dispatch Service for a monthly fee.

Aside of their main purpose of connecting passenger with drivers, Dispatch Services are meant to provide additional customer service and driver safety aspects inherent to the taxicab business, such as keeping records of trip information, assisting passengers with lost and found items, and respond to direct requests from drivers, permit holders, and MTS as well as law enforcement and local regulatory agencies.

For-Hire Vehicle Administration (FHVA) has received various requests from permit applicants and current permit holders to review the Dispatch Service requirements, re-evaluate the regulations, and consider possible technology alternatives for taxicabs to subscribe with a Dispatch Service. The following are a list of concerns that FHVA is aware of:



- A sharp decline in dispatch originated trip business
- High subscriptions costs and demands for up-front subscription payments
- Changes in dispatch technologies to provide trips
- Changes with passenger use of dispatch technology to request trips
- Lack of modern dispatch software to facilitate compliance with MTS Ordinance No. 11 requirements (e.g. compile trip data, generate electronic logs and payment options)
- A continuing shift from taxicab fleet ownership to single permit owner-operators
- Increased reliance from taxicab drivers on the San Diego Airport passenger walk-ups as a source for trips
- Increased competition from Transportation Network Companies (TNCs) who rely in app-based technology for trips
- Decline in City street-hailed trips due to increased competition from alternate short-trip transportation modes such as pedicabs, LSV's, free shuttles and scooter or e-bike micro mobility options.
- Enabling technologies that could allow sole permit holders to meet current dispatch requirements and "self-dispatch" by using a personal phone or electronic app.
- Drivers who provide exclusive passenger walk-up service on private premises of Cross Border Express (CBX), Hotels and other business.

FHVA requests feedback from TAC to gather stakeholder input on this subject. Next steps that are being considered include FHVA conducting a peer agency review of dispatch requirements and use of technology, as well as a creating a taxicab working group forum to gather additional information.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

From: Esmael Muhammed <esmael619@yahoo.com>
Sent: Saturday, May 20, 2023 6:49 AM
To: Carina Kenney
Subject: Public comment regarding Radio service Agenda #6

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

I would Like to make the following public comment.

My name is Esmael Muhammed, I would like to ask MTs to remove the radio service requirement, my taxi cab doesnt have a radio, I only communicate with a text message with my radio service provider and which I only do it on inspection day.

So please remove this requirement, it's unfare.

Thank you

[Sent from Yahoo Mail on Android](#)

From: Legesse Mebrahtu <legessesd@yahoo.com>
Sent: Saturday, May 20, 2023 4:19 PM
To: Carina Kenney
Subject: Agenda #4 radio service public comment

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello

Please remove the radio service requirement, we driver's don't have to pay \$35 every month for a radio we don't use.

THANK YOU

LES CAB 120

[Sent from Yahoo Mail on Android](#)

From: Jemal Tefera <jemal619@yahoo.com>
Sent: Saturday, May 20, 2023 8:17 PM
To: Carina Kenney
Subject: Public comment on radio service agenda #4

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I would like to comment on the issue regarding radio service requirements

We drivers raised this issue in the past, but we were told one of the reasons MTS required radio service is in case a customer lost an item and can't find the driver then that customer can call the radio service provider to retrieve his or her item

But we all know that is not true, as a matter of fact, some radio service providers don't even have a radio now, they just use their phone to communicate with their drivers, which means the radio provider has to call the driver over the phone (not over a radio) to communicate with the driver. And drivers have to pay for this so-called radio service.

MTS can't continue to keep this requirement, it has to be changed, so I strongly recommend the requirement should be optional not mandatory for all drivers.

Thank you for your understanding 🙏

JEMAL MOHAMMED

[Sent from Yahoo Mail on Android](#)

[Sent from Yahoo Mail on Android](#)

From: mohammed bushra <mohammedbushra029@yahoo.com>
Sent: Saturday, May 20, 2023 10:00 PM
To: Carina Kenney
Subject: Public comment Regarding Taxi radio Agenda item #4

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

My name is Mohammed Bushra, I am the owner of Dilla cab 1226, and I would like to make a public comment regarding agenda item 4.

Most of us work at the airport, so our everyday business primarily depends on airport customers, and I believe that the current radio requirement is not helping the taxi industry or taxi customers, and it creates an unnecessary financial burden on taxi operators; it simply gives a radio service a way to earn more money, but the service does nothing for the taxi industry or the operators.

We have more radio service provider members on this TAC committee, and they might fight hard to keep this requirement. However, I am asking the chairman of this committee to consider how this requirement is unfair, and to help the industry and the operators by doing the right thing and removing this requirement.

Thank you.

Hoping for a better change

Mohammed bushra

[Sent from Yahoo Mail on Android](#)

From: Yuriy Badalov <yuriybadalov@yahoo.com>
Sent: Sunday, May 21, 2023 11:13 AM
To: Carina Kenney
Subject: Public comment on radio service and Uber taxi partnerships

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

My name is Yuri, I drive action cab 423, I would like to ask MTS to remove radio service requirement for taxi cab, we taxi drivers don't use radio at all.

Second I support the idea of taxi partnering with Uber .

Thanks

Yuri

Action cab

[Sent from Yahoo Mail for iPhone](#)

From: Hassan Omer <haommer@gmail.com>
Sent: Sunday, May 21, 2023 11:53 AM
To: Carina Kenney
Subject: Public comment on radio service

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi,

Please remove the radio service requirement, the current requirement only benefits the radio service providers .

Thanks

Omar cab 4323
619-988-5860

From: Said Tiku <tikusaid@yahoo.com>
Sent: Sunday, May 21, 2023 4:28 PM
To: Carina Kenney
Subject: public comment on radio service

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi

this is Dana cab 252,

i respectfully would like to ask MTS board to remove the radio service requirement.

thank you

Dana cab 252

[Sent from Yahoo Mail for iPhone](#)

From: George Sadat <georgesadat@ymail.com>
Sent: Sunday, May 21, 2023 8:37 PM
To: Carina Kenney
Subject: Pubic comment on radio service

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Attention to Karina Kenney, this is georgesadat surf ride cab, my personal opinion on two subjects, regarding merging I am totally against it, two taxi radio services not benefiting us at all not doing anything for us period. Thank you SADAT

Sent from my iPhone

From: Alem Gere <alemgere21@yahoo.com>
Sent: Saturday, May 20, 2023 8:31 AM
To: Carina Kenney
Subject: RADIO service requirements public comment

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi, I would like to comment the following for radio service requirements,

Dear TAC committee

Please remove radio service requirements, it's very old and outdated . it doesn't help the drivers or customers, it is just helping the radio dispatch owners to collect fee from hard working drivers .

Remove the radio service requirements today.

Thanks

Alem Gere

[Sent from Yahoo Mail on Android](#)

From: mehruddin khawaja <khawajamehruddin@yahoo.com>
Sent: Tuesday, May 23, 2023 9:35 AM
To: Carina Kenney
Subject: Radio service requirement public comment

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

Please remove the radio service requirement, I work at the airport never used the radio service, so please make it optional not mandatory.

Thanks
Country cab 956
8582329084

[Sent from Yahoo Mail on Android](#)

From: bahman mahmoudi <bahmoudi@gmail.com>
Sent: Tuesday, May 23, 2023 12:06 PM
To: Carina Kenney

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To whom it may concern

Hi my name is bahman Mahmoudi owner operator of San Diego taxi # 152 (avenida taxi)
Since the cab companies doing nothing for cab drivers taxi radio service should be voluntary and optional not mandatory
Please stop forcing us paying free money to this useless organization.
This monthly fees could help us to feed our children .
Thank you kindly for your consideration
Bahman taxi 152
Bahmoudi@gmail.com



**Metropolitan
Transit
System**

Agenda Item No. 7

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

May 24, 2023

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, and 2023 permit renewals, 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





**Metropolitan
Transit
System**

Agenda Item No. 8

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

May 24, 2023

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 meeting on July 12, 2023. At this time, staff recommends the following agenda items:

- Continued discussions on Taxicab / UBER partnerships as necessary
- Continued discussions on review of dispatch technology and requirements
- Overview of advertisement opportunities at the San Diego Airport for taxicabs
- For-Hire Vehicle Administration Quarterly Report and Operations Update

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

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.





Metropolitan
Transit
System



Taxicab Advisory Committee Meeting

May 24, 2023

For-Hire Vehicle Industry Emerging Topic: Partnerships Between Taxicabs and Transportation Network Companies

Agenda Item #4

Partnerships between Taxicabs and TNCs

- Background

- Transportation Network Company UBER plans to add all taxicabs in the U.S. to its platform by 2025.
- Yellow Cab of San Diego informed FHVA of their potential partnership with UBER
- Partnership is based on City of San Francisco's Municipal Transportation Agency (SFMTA) pilot program, effective September 2021.
- On the February 22, 2023 TAC meeting, FHVA gathered feedback questions and was requested to provide details of SFMTA pilot program

Partnerships between Taxicabs and TNCs

- SFMTA Pilot Program

- Facts

- Amended Transportation Code, Division II, Article 1100, (Regulation of Motor Vehicles For-Hire), Section 1124 b.5 (Taxi Fees) by establishing the Upfront Fare pilot program.
 - Pilot program to allow Taxi E-Hail app providers to offer customers the ability to book a transit trip through the app and pay an upfront fare (based on taximeter rate)
 - Intended to eliminate price uncertainty and “meter anxiety” and allow taxi industry to evolve with current FHV trends
 - Allows Taxi E-Hail apps to dispatch trips that originate with third-party entities (e.g. entities that do not receive permits issued by the SFMTA) such as UBER or Lyft, which may offer upfront fares that are not based on taximeter rates

Partnerships between Taxicabs and TNCs

- SFMTA Pilot Program

- Facts: Pilot program allows two (2) types of trips

- Taxi Pilot Trips

- originates with a customer ride request through a Taxi E-Hail app
- dispatched by a Taxi E-Hail app
- provided by a permitted SF taxi driver and taxi vehicle
- upfront fare is based on the estimated taximeter amount
- Taximeter not running if upfront fare provided through taxi-E-Hail app

- Third-Party Provider Pilot Trips (MTS's review focused on this type of trip)

- originates with customer ride request through a third-party provider
- transferred to a Taxi E-Hail app
- dispatched by a Taxi E-Hail app
- provided by a permitted SF taxi driver and taxi vehicle
- upfront fare is not required to be based on the estimated taximeter amount

Partnerships between Taxicabs and TNCs

- SFMTA Pilot Program

- Facts

- Third-Party Pilot Trips are considered to be taxi trips by the SFMTA because they will be delivered in San Francisco-regulated taxi vehicles by permitted San Francisco taxi drivers, and all state and local taxis regulations are applicable.

- Goals and Metrics

- Desired outcomes

- Improve taxi customer service by offering upfront fares relieving meter anxiety for passengers and allowing to shop for similar on-demand services
 - Increase taxi trips, driver fare income and overall number of permitted drivers and vehicles
 - Maintain a consistent level of service for traditional taxi trips, including paratransit taxi trips, while allowing third-party pilot trips

Partnerships between Taxicabs and TNCs

- **Metrics**

- SFMTA aims to see whether this Pilot will increase E-Hail App trips by 10%, increase driver income by 10%, and/or increase overall number of drivers
- SFMTA will be tracking complaints and impact on traditional taxi trips as well

- **Additional Program Rules and Application Requirements**

- Applicants must be in good standing
- Taxi E-Hail apps must meet SFMTA data submission requirements

Partnerships between Taxicabs and TNCs

- General Questions from TAC (answered based on SFMTA)
 - Are taxicab trips provided considered UBER trips?
 - Third-Party Pilot Trips are considered to be taxi trips by the SFMTA because they will be delivered in San Francisco-regulated taxi vehicles by permitted San Francisco taxi drivers, and all state and local taxis regulations are applicable.
 - Are taxicab drivers able to accept or decline trips?
 - Yes. Taxi E-Hail App must demonstrate that taxi drivers have the ability to opt out of servicing Third-Party Pilot Trips on a universal or per-trip basis.
 - Are any additional taxicab vehicle markings required?
 - Pilot Program does not mention additional marking requirements
 - Are taxicab drivers allowed to charge more than the maximum rates?
 - Yes. Upfront fare is not required to be based on the estimated taximeter amount

Partnerships between Taxicabs and TNCs

- Questions from TAC specific to partnership implementation in San Diego
 - Will MTS regulate UBER trips provided by Yellow Cab?
 - Assuming MTS would take the SFMTA Pilot approach, MTS could make the appropriate MTS Ordinance No. 11 revisions to allow Third-Party provider trips that would have to comply with all applicable taxicab regulations
 - Is there a different regulation criteria for drivers/vehicles:
 - Assuming MTS would take the SFMTA Pilot approach, no. Third-Party Provider Trips that are referred to a taxi E-Hail app would be considered a taxi trip because they will be delivered in MTS regulated taxi vehicles by permitted MTS taxi drivers
 - Would these trips only be available under UBER app?
 - Assuming MTS would take the SFMTA Pilot approach, no. Any “third-party provider” would be able to refer trips to an authorized Taxi E-hail app (UBER is currently the only third-party provider participant with SFMTA).

Partnerships between Taxicabs and TNCs

- Would a driver have to join Yellow Cab to provide these trips?
 - Drivers would be able to join any dispatch service that establishes a partnership with UBER or any other Third-Party provider
- Would drivers need a tablet or similar hardware to provide these trips?
 - Yes. Upfront fare pricing or the ability to accept or decline a trip is not possible without an electronic device (e.g. app on phone).
- When is a taxi driver subject to Ord. 11 vs. when is a taxi driver considered an UBER driver?
 - Assuming MTS would take the SFMTA Pilot approach, Taxi drivers would remain at all times subject to MTS Ord. 11, irrespective of whether they provide traditionally originated or third-party provider trips.
- Which insurance limits apply for these trips?
 - Current taxicab insurance would apply (\$350,000 csl)

Partnerships between Taxicabs and TNCs

- Taxicabs and TNCs apply different airport surcharges for Airport trips. Which surcharge would apply?
 - Applicable surcharge would depend by the method by which the trip was booked. (i.e. through third-party provider or traditional walk-up)
- How will the Airport direct taxicabs to the holding lot, terminal islands and virtual queue based on the type of trips?
 - TBD by Airport. Airport would expect UBER to propose an operational plan

Partnerships between Taxicabs and TNCs

- Next Steps

- Request UBER technologies provide operational plan
- Draft ordinance revisions to enable Taxicab/TNC partnership
- Develop guidelines and requirements for Taxicab E-Hail apps
- Request feedback from TAC on how to implement

Taxicab Wheelchair Accessible Vehicle (WAV) Policy Recommendations

Agenda Item #5

Taxicab WAV Policy Recommendations

- Background

- On October 2020, City of San Diego removed a requirement that permit holders with two or more permits, purchase WAVs for 50% of those permits.
- Method proved ineffective in adding taxicab WAVs
- FHVA began developing a WAV policy to incentivize the entry of Taxicab WAVs by:
 - Working with Taxicab Industry Stakeholders
 - Analyze Industry Standards and Policies
 - Conduct Peer Regulatory Agency Review
 - Identify Key Community Stakeholders

Taxicab WAV Policy Recommendations

- Development

- Conducted Peer Regulatory Agency Review
 - Cities of Sacramento, San Francisco, Houston and Chicago
- Identified Community Stakeholders
 - City of San Diego Accessibility Advisory Board (AAB)
 - SANDAGs Social-Services Advisory Council (SSTAC)
 - MTS Accessible Services Advisory Committee (ASAC)
- Data from Dispatch Services, Public Transit, and other agencies on WAV trips
 - USA, Orange and Patriot Dispatch
 - MTS, NCTD, FACT and San Diego Airport

Taxicab WAV Policy Recommendations

- Passenger and Taxi Driver Survey in collaboration with:
 - SDSU, Center for Community Research and Engagement
 - UCSD, Design Lab
 - University Of Cambridge, Minderoo Center for Technology and Democracy
- Distributed via e-mail through the San Diego Region from November 2021 through the end of January 2022
- Respondents were able to complete survey on a computer or a mobile phone, in English and Spanish versions. (More details in attached survey results)

Taxicab WAV Policy Recommendations

- Key Findings

- Chicago provides financial incentives for purchase, conversion to, and maintenance of taxicab WAVs
- San Francisco provides permit fee waivers, financial incentives for paratransit trips provided by taxicab WAVs, Airport taxi queue privileges, and, assists taxicabs access to available grants for purchase of WAV's
- 80% of passenger survey respondents are not aware of Taxicab WAVs as an option
- Over 70% said they would use a WAV for medical or leisure (entertainment) purposes
- Public Transit (bus and trolley), or having a friend or relative provide transportation in a WAV were the top two ways wheelchair passengers secure their trips

Taxicab WAV Policy Recommendations

- Key Findings

- Over half of respondents said they would “Definitely” use a taxicab WAV if:
 - Are available 24hrs
 - Are available on-demand
 - Driver is trained and certified to provide WAV trips
 - If booking a taxicab WAV was convenient and affordable
- 85% of driver survey respondents believe it is important for San Diego (or any city) to have taxicab WAVs
- However, only 45% are interested in acquiring or operating a taxicab WAV

Taxicab WAV Policy Recommendations

- Key Findings

- 48% of drivers cited concerns over higher operating costs (i.e. more gas consumption, higher insurance)
- 35% are concerned with increased time needed to assist WAV passenger for same amount of fare
- Incentives needed to increase the number of WAVs:
 - 45.5% indicated financial assistance towards purchase of WAV
 - 18% guaranteed number of trips
 - 6% lower or no permit fees
 - 3% lower insurance premiums
 - 3% more driver training

Taxicab WAV Policy Recommendations

- Recommended Strategies

- 1) Waiver of annual, application and transfer fees for WAV taxicabs

- 2) Recommend other Agencies waive fees for taxicab WAV

- Airport (processing fee for GT permit)
- Sheriff's (issuing and renewal of driver ID card)
- Weights and Measures (annual meter registration)

- 3) Designated Taxicab WAV spot at Airport Taxicab Stands

- 4) Exception to potential Airport EV requirements for Taxicabs

Taxicab WAV Policy Recommendations

- Recommended Strategies (Cont.)

5) Including Taxicab WAVs in Airport Clean Vehicle Conversion Incentive Program

6) Research Available Grant Opportunities for Taxicab WAVs

7) Increase Outreach on the Availability of Taxicab WAV to the Public

8) Increase Outreach on Information, Available Incentives and Benefits of Operating a Taxicab WAV to the For-Hire Vehicle Industry

Taxicab WAV Policy Recommendations

- Next Steps

- Receive Feedback from TAC and incorporate any necessary changes to the draft policy recommendations
- Finalize approval from MTS Chief Executive Officer
- Begin implementation of Taxicab WAV Policy
 - Meet with Airport, Sheriffs and Weights and Measures to explain the benefits of such strategies
 - Develop guidelines for implementing fee waivers, outreach plans to public and taxicab industry etc.

Review of Dispatch Service Technology and Requirements

Agenda Item # 6

Dispatch Service Technology and Requirements

- A Dispatch Service is an Industry Standard, commonly defined as:
 - any person, business, firm, partnership, association or corporation that receives communications from the public regarding taxi service for the purpose of forwarding such communications to motor vehicle for hire drivers, and shall include any owner, manager, employee, lessee and any agent of said service. “**Dispatch Service**” shall not include any service through which the public is able to communicate directly with Drivers, and shall not include any effort on the part of a Driver to market his or her services to the public. In essence, it is a service that assigns and dispatches a taxicab to a customer
- Historically, Dispatch Service had the following model:
 - Customers would contact Dispatch Service via telephone. Dispatch Service contacts taxi driver via two-way radio.
 - Dispatch Services required to answer service calls 24hrs, maintain a storefront office to turn in lost and found items and paperwork from drivers (i.e. credit card slips, trip logs)
- Advances in Dispatch Service technologies are being adopted through the U.S.

Dispatch Service Technology and Requirements

- City of San Diego Council Policy 500-02
 - Dispatch must be:
 - Able to receive and respond to service requests or other operational questions 24 hours a day
 - Computerized
 - Able to locate vehicles in service using a Global Positioning System (GPS) or similar technology
- MTS Ordinance No. 11
 - Requires taxicabs subscribe to dispatch service
 - There are currently nine authorized dispatch services
 - Permit holders have sole discretion on which one to join
 - Different subscription costs and use of dispatch technologies
 - No minimum number of taxicab subscribers required to start a dispatch service

Dispatch Service Technology and Requirements

- Ord No. 11, Section 2.6. Dispatch services must:
 - Maintain and provide operation policies and procedures to MTS
 - Receive and respond to service request 24 hrs a day
 - Keep written records for a minimum of six months of all requests for taxi service dispatch calls and the time(s) each taxicab goes in and out of service
 - Have a dispatch staff person on duty for lost and found queries during reasonable hours or by appointment at a pre-approved physical, commercial business location
 - Have a dispatch staff who has successfully completed the MTS driver safety course

Dispatch Service Technology and Requirements

- FHVA has received various requests from permit applicants and permit holders to re-evaluate dispatch service regulations due to:
 - Sharp decline in dispatch originated trips
 - High subscription costs and demands for up-front subscription payments
 - Changes in dispatch technologies to provide trips
 - Lack of modern dispatch software to facilitate compliance with requirements
 - Continuing shift from taxicab fleet ownership to single owner-operators
 - Reliance on San Diego Airport for source of walk-up trips (over 70% of taxicabs have Airport permit)
 - Increased competition from TNCs that utilize app based technologies for trips
 - Decline in City street-hail trips due to increased short-trip mobility options
 - Enabling technologies that could allow sole permit holders to “self-dispatch”
 - Drivers who provide exclusive passenger walk-up service on private premises (i.e. Cross Border Xpress, Hotels and other Businesses)

Dispatch Service Technology and Requirements

- City of San Diego Council Policy 500-02 includes a provision to:
 - Add additional screening criteria as needed by regulatory action to fulfill the purpose of improving industry standards and customer service and keeping current with technology
- Next Steps:
 - FHVA will reach out to all nine dispatch services to request information and determine compliance with current requirements
 - Conduct peer agency review of dispatch service technology requirements
 - Consider establishing a temporary taxicab stakeholder working group to gather additional feedback and information
 - Based on all research findings, review whether MTS Ordinance No. 11 revisions may be appropriate

For-Hire Vehicle Administration Operations Update

Agenda Item #7

FHVA Operations Update

- E-mail is primary method of communication for all purposes
 - Check Spam/Junk Folders, set e-mail filters to accept FHVA e-mails
- Permit Holders must notify FHVA of any changes in their address, phone number or e-mail information
- FHVA staff available by appointment only. All calls and e-mails are returned by the next business day

Position	Name	Phone Number	E-Mail
Manager (General information)	Leonardo Fewell	(619) 235-2643	Leonardo.Fewell@sdmts.com
Admin. Assistant (Applications Transfers)	Carina Kenney	(619) 595-3086	Carina.Kenney@sdmts.com
Regulatory Analyst (Applications, Transfers)	Alexis Dizon	(619) 595-3081	Alexis.Dizon@sdmts.com
Regulatory Inspector (Vehicle Inspections)	Tom Lee	(619) 557-4524	Tom.Lee@sdmts.com
Regulatory Inspector (Driver Training)	Mark Palmer	(619) 398-9595	Mark.Palmer@sdmts.com
Regulatory Inspector (Enforcement)	Joe Ross	(619) 398-9573	Joe.Ross@sdmts.com

FHVA Operations Update

2023 PERMIT RENEWALS				
Permit Type	Number of Permits Billed	Number of Permits Renewed	Void Permits	% Voided Permits
Charter	91	80	11	3%
Jitney	4	3	1	25%
Low Speed Vehicle	22	22	0	0%
NEMT	494	483	11	2.5%
Taxi	709	686	23	3%
Total (All Types)	1320	1274	46	3.5%

FHVA Operations Update

Number of Active vs. Surrendered Permits

Number of Active vs Surrendered For-Hire Vehicle Permits (As of 5/15/2023)				
Number of Permit Holders: Taxi: 497 Low-Speed: 3 NEM/Charter: 61 Jitney: 2 TOTAL: 563				
Permit Type	Total Number of Permits	Number of Permits Surrendered	Currently Active Permits	% Loss in Active Permits
Charter	81	2	79	2%
Jitney	3	1	2	25%
Low Speed Vehicle	22	0	22	0%
NEMT	503	15	488	3%
Taxi	737	98	639	13%
Total (All Types)	1346	116	1230	9%

FHVA Operations Update

2023 (January-March Field Inspections)

2022 QUARTERLY (January-March) F.H.V.A. FIELD INSPECTIONS & STATS											
	SD	NC	CV	LM	ELC	LG	SNT	POW	IB	SY/OTAY	TOTAL
Contacts	1826	142	323	63	133	17	56	6	11	457	3034
Cites	0	0	1	0	0	0	0	0	0	0	1
Parking	27	0	0	0	0	0	0	0	0	3	30
Warnings	78	4	3	4	2	3	0	0	0	3	97
Field Rep	0	0	0	0	0	0	0	0	0	0	0

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

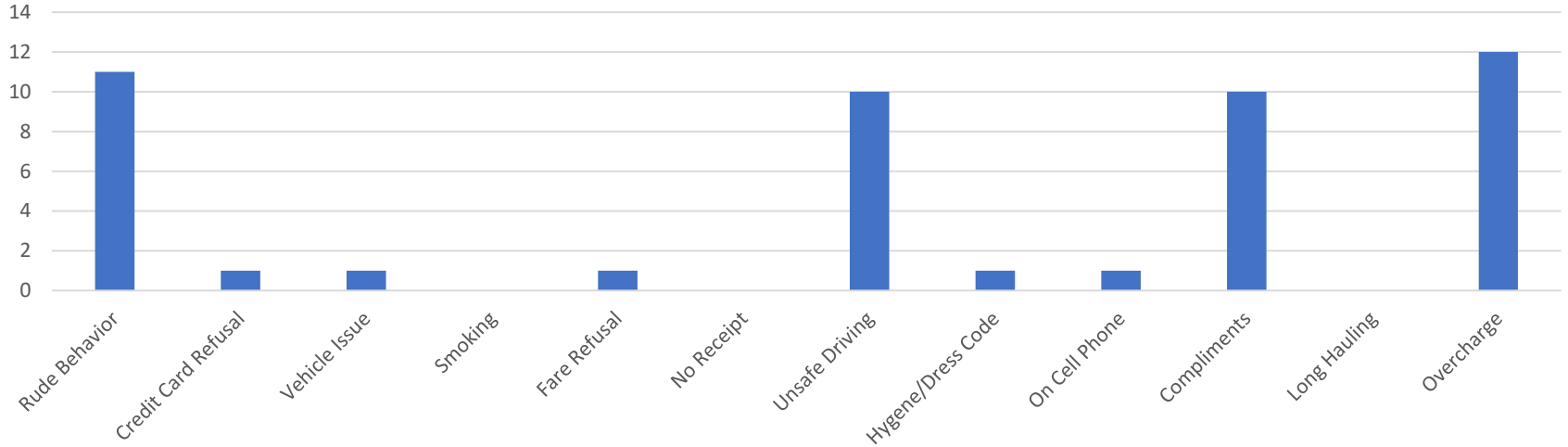
Vehicle Type	Contacts	Percent
Taxi	1878	61.9%
NEM/Charter	1148	37.8%
Jitney	2	0.1%
Low Speed Vehicle	6	0.4%
TOTAL	3034	100%

FHVA Operations Update

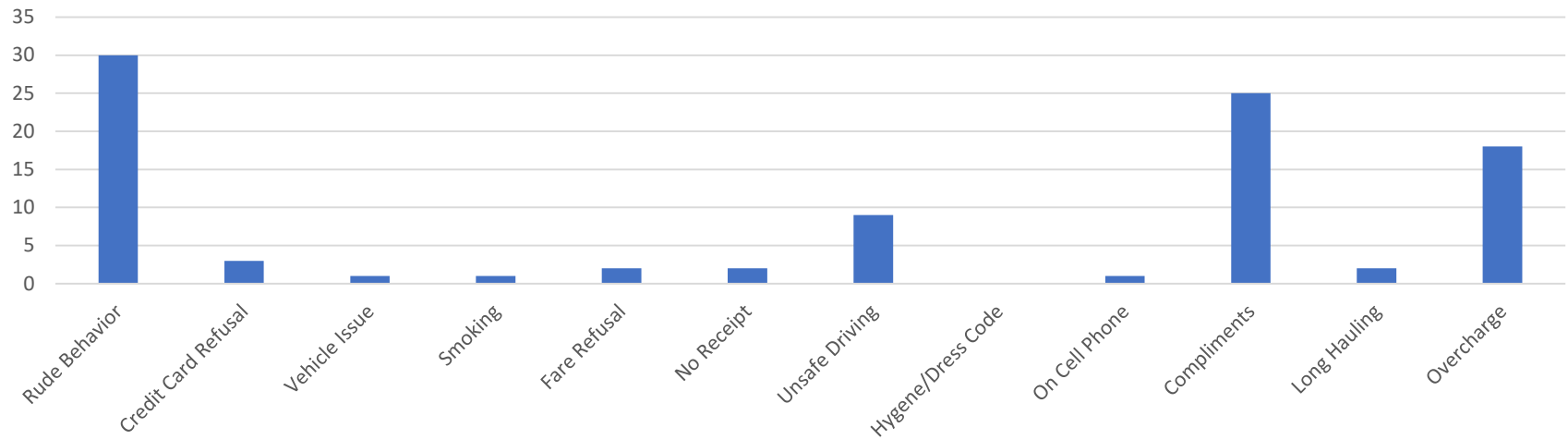
Warnings	
No Sheriff Driver ID	11
Has Sheriff Driver ID but they are not Displaying ID Visibly	70
Not Complete Trip Logs	6
Mechanical	0
No Permit	10
Other (e.g. no First Aid Kit in NEMs)	0

FHVA Operations Update

Customer Feedback Cases October-December 2022

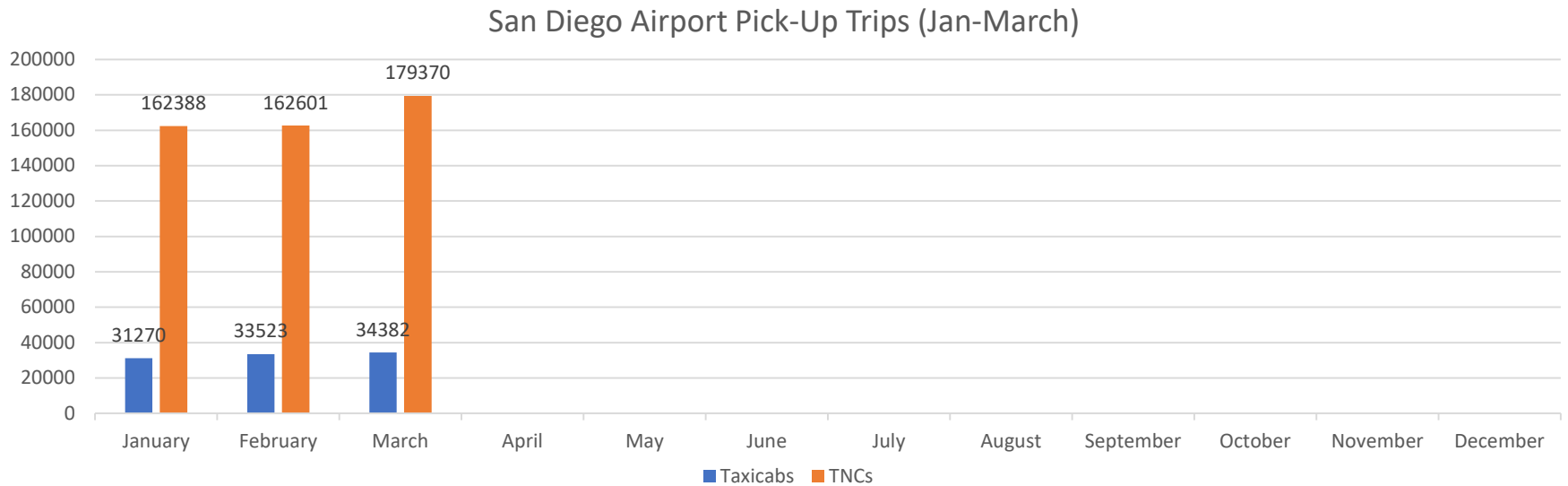


Customer Feedback Cases January-March 2023



FHVA Operations Update

San Diego Airport Taxicab and TNC trips



Topics for Next Taxicab Advisory Committee Meeting

Agenda Item #8

Topics for Next Taxicab Advisory Committee Meeting

- Continued discussions on Taxicab / UBER partnerships as necessary
- Continued discussions on review of dispatch technology and requirements
- Overview of advertisement opportunities at the San Diego Airport for taxicabs
- For-Hire Vehicle Administration Quarterly Report and Operations Update

Committee Member Communications

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