



Taxicab Advisory Committee Agenda

May 22, 2024

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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. Two-minutes of time is allotted per speaker, unless otherwise directed by the Chair.

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1. Click the link found at the top of this instruction page
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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.



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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

22 Mayo 2024

Haga clic en el enlace para acceder a la reunión:

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ID de la reunión
en Zoom

Formas de Participar



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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.
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	▶	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).
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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 dos 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 dos 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.**



Taxicab Advisory Committee Meeting Agenda

May 22, 2024 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 21, 2024 Taxicab Advisory Committee Meeting Minutes.	Approve
DISCUSSION AND REPORT ITEMS		
4.	2024 Regulatory Fee Payment Update (Leonardo Fewell)	Informational
5.	Flat Rate Study for Airport Originated Trips (Leonardo Fewell)	Informational
6.	Recommendations on Taximeter Regulations for MTS Legislative Agenda (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 31, 2024 at 1:00 p.m.	
11.	Adjournment	

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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.



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

February 21, 2024

[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 1:05 p.m. A roll call sheet listing Taxicab Advisory Committee member attendance is attached.

2. Approval of Minutes

Akbar Majid moved to approve the minutes of the November 15, 2023, MTS Taxicab Advisory Committee meeting. Antonio Hueso seconded the motion, and the vote was 10 to 0 in favor with Able Seifu, David Tasem, Karen Higareda, Daryl Mayekawa, Michael Trimble, and Zewdu Girma absent.

3. Public Comments

Vaqar Hussein – Representing Nicolas Cab, made a verbal statement to the Board during the meeting. Mr. Hussein expressed frustration with illegal transportation at Otay and at San Ysidro. He asked the Board to help find a solution for the problem of illegal transporters who threaten and harass the taxi drivers.

Kamran Hamidi – Provided a verbal statement to the Board during the meeting. Mr. Hamidi expressed frustration with the “raiteros” who operate illegally at the US-Mexico border. He asked the TAC to address this issue by focusing on maintaining taxicab stands and having a police presence.

Laura Herrera – Representing Cristobal Cab, made a verbal statement to the Board during the meeting. Ms. Herrera expressed frustration with the ongoing issue of “raiteros” who threaten and harass the drivers at the taxicab stands. She requested that MTS and the police provide help.

Carlos Garcia – Provided a verbal statement to the Board during the meeting. Mr. Garcia expressed frustration with the “raiteros”. He has previously been forced to call the police on them and asked for help in keeping them safe.

Marco Quiroz – Provided a verbal statement to the Board during the meeting. Mr. Quiroz expressed frustration with the process of calling the police and having the illegal operators just leave the area. He asked that signs be placed to discourage illegal activities and that the police start to give tickets.

Christian Montes – Provided a verbal statement to the Board during the meeting. Mr. Montes expressed frustration with the illegal operators at the border. He pointed out that they have evidence posted on their website “Otay.Pics”. He asked for help in keeping them away from the taxicab stands.

Jairo Camacho – Provided a verbal statement to the Board during the meeting. Mr. Camacho expressed frustration with the “raiteros” not just at Otay, but also at CBX and San Ysidro. He is disappointed that this has been such an ongoing problem. He pointed out that these people are truly dangerous, and that police presence only discourages them for short amounts of time. He hopes that this Committee can help.

Chair Elo-Rivera commented that his office was already speaking with other authorities to help seek solutions to this issue, and he thanked those who spoke up.

4. 2024 Maximum Rates of Fare (Leonardo Fewell)

Leonardo Fewell, MTS FHVA Manager, presented on 2024 Maximum Rates of Fare. He presented on: the new 2024 Maximum Rates of Fare. Based on the Consumer Price Index (CPI), the 2024 Maximum Rates of Fare have been lowered. As a result, permit holders are required to adjust all taximeters to lower than the new standard. Mr. Fewell pointed out that all changes must be made by an authorized taximeter service agent within the 60-day adjustment period.

Public Comment

No public comment.

Board Comment

Margo Tanguay asked that MTS have a clear definition of what a hard-meter, soft-meter, and an electronic-meter.

Mr. Fewell responded that MTS did have definitions for those terms in Ordinance No. 11 and that it would be further elaborated on in Agenda Item 6.

Alfred Banks asked if drivers had the choice to change from the 2023 Maximum Rates of Fare to the 2024 Maximum Rates of Fare.

Mr. Fewell responded that if current rates were already below the 2024 Maximum Rates of Fare, then there was no need to change. He clarified that if a permit holder was charging the full 2023 Maximum Rates of Fare, which was higher, then they would be required to change their taximeter rate.

Informational item only. No action taken.

5. County of San Diego Agriculture, Weights and Measures Update (Austin Shepard)

Austin Shepard, Agriculture Weights and Measures, Deputy Agricultural Commissioner and Sealer of Weights and Measures, presented on County of San Diego Weights and Measures Update. He presented on: the process which makes up a Taximeter Inspection. These inspections are conducted on an annual basis and consist of verifying that fare information is posted, that time testing computation is correct, distance measuring is correct by running a mile course, that extra fees are correct, and that the lead and wire seal is present and intact.

Mr. Shepard outlined the fees associated with the annual Taximeter Renewal, which are sent out to current mailing information two months in advance. Current registration fees are \$148.20

per year, with a 50% delinquent fee assessed 30 days after the due date. He also clarified that inspection and registration fees may be due at different times during the year.

Mr. Shepard also provided information regarding scheduling Taximeter Inspections. They are conducted one week out of every month, by appointment which is scheduled by the inspector. He recommended that drivers pre-test their meters to prevent the potential of failure during the inspection.

Mr. Shepard pointed out that the presentation had not included information about soft vs. hard meters. He clarified that their current mile course was not able to test soft meters, but that one was in development.

Public Comment

Anonymous – Asked the Board during the meeting if he needed to repay his annual fees if he had his meter recalibrated.

Mr. Shepard clarified that if your meter was recalibrated, you do not need to repay the annual registration fee, but that you do need to have your meter reinspected.

Board Comment

Akbar Majid asked if Transportation Network Companies (TNC) use a global positioning system (GPS) meter to bypass the Agriculture Weights and Measures (AWM) regulations, and why do taxicabs have to adhere to these regulations.

Mr. Shepard acknowledged the frustration caused by these different standards, but pointed out that these regulations are based on state laws.

Antonio Hueso asked if it was still possible to schedule an appointment to inspect several taxicabs at once.

Mr. Shepard answered that the AWM had found that there was not enough demand to have a measured mile course which could accommodate that. He told Mr. Hueso that he should reach out to AWM and that option could possibly be reevaluated if there was sufficient demand.

Peter Zschiesche pointed out that TNC's do not get calibrated because they have lobbied to be free of public regulations. However, he acknowledged that this was a great starting point to have the industry coming together to speak with legislators to have TNC's be held to the same regulatory standards.

Chair Elo-Rivera asked Mr. Fewell if this was a possible topic that could be brought to the MTS Legislative Agenda. Mr. Fewell said that this would be brought to the attention of Samantha Leslie.

Mr. Shepard provided background on the two processes that approve weights and measures devices: "type approval" which is a one-time approval process done at the national or state level or the "annual certification" which is what is done by AWM. At this point TNCs go through the "type approval" process. He clarified that he has no position on this topic, but that taxicabs could perhaps choose to lobby to be considered under the "type approval" process.

Mr. Zschiesche appreciated the answer but pointed out that GPS based systems are constantly being updated without having reinspection. He felt that having those systems comply to an annual recertification would be a stronger ask.

Mr. Banks asked if AWM must inspect soft meters.

Mr. Shepard clarified that they do inspect soft meters; that currently they are unable to because of the lack of a measured mile course to accommodate them, but that should be available soon.

Chair Elo-Rivera asked for the TAC to clarify the position that they wished to take regarding the scope of the legislative action they wanted to bring to the Board.

Mr. Majid said that trying to have TNCs come under the same regulations as taxicabs would be unrealistic, and that it would be easier to alternatively have taxicabs subject to the lesser regulations which govern TNCs.

Mr. Zschiesche acknowledged that it would be difficult to bring TNCs under the local regulations like AWM.

Mr. Hueso pointed out that many legislators do not understand the hardships that the industry face.

Mr. Zschiesche asked if it would be possible to have an ad hoc meeting to refine the position they want to take.

Chair Elo-Rivera asked Mr. Fewell to possibly set up an ad hoc meeting or working group. He pointed out that Mr. Hueso's comments reiterate a sentiment that he has been hearing since he began on this Committee, which is that the playing field between taxis and TNCs is unfair.

Mr. Fewell asked Mr. Shepard if AWM sends out renewal notices electronically or through the mail. Mr. Shepard confirmed that they send paper notices via mail.

Informational item only. No action taken.

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

Leonardo Fewell, MTS FHVA Manager, presented on Proposed Ordinance No. 11 Revisions. He outlined the following items: The addition of MTS Ordinance No. 11, Section 1.1 which defines "electronically booked" trips as a taxicab trip booked through a taxicab dispatch service organization or TNC's online enabled application or internet website that provides an up-front price. An up-front price shall be considered the total cost including all fees, exclusive of tip, that a passenger has agreed to pay at the time of booking; amendment of MTS Ordinance No. 11, Section 1.1 to allow for three-wheeled vehicles to be considered a Low-Speed Vehicle (LSV); amendment of MT Ordinance No. 11 Section 1.3 to require operating records when a corporation applies for a permit; addition of MTS Ordinance No. 11 Section 1.8 to allow drivers to decline or accept "electronically booked" trips; the movement and clarification of provisions prohibiting trip refusal from MTS Ordinance No. 11 Section 2.4 to Section 1.8; removal MTS Ordinance No. 11, Section 1.10 which requires the submission of the issuance of shares of a taxicab company's corporate stock; the amendment to MTS Ordinance No. 11, Section 1.13 to allow an exception from the Maximum Rates of Fare for "electronically booked" trips; MTS Ordinance No. 11, Section 2.2 Disclosure of Fares now stipulate that maximum rates do not apply for "electronically booked" trips and prohibits non-"electronically booked" trips be

redirected by drivers to be “electronically booked” to obtain a higher fare; the addition to MTS Ordinance No. 11, Section 2.2 Soft Meter Certificate of Approval to add the National Conference on Weights and Measures as a certifying organization for soft meters.

Mr. Fewell presented several proposed revisions to MTS Ordinance No. 11, Section 2.6 Dispatch Services, which included: to allow dispatch services to meet the “24 Hour Operations” through a live person answering phone calls, voice recognitions technology that allows the passenger the option to connect to a live person, or by forwarding trip requests to a dispatch service organization that provides 24-hour operations; in lieu of a vague “Computerized Dispatch” requirement, to require a dispatch service organization to utilize a transportation or fleet management specialized computerized system designed to automate the flow of information between a dispatch service organization and driver and at a minimum, electronically record trip information start/end locations, route taken, and up-front price if “electronically booked”; and to amend the “GPS Location” requirement to require a dispatch service organization to have the ability to provide in real time, the GPS location of every taxicab while the taxicab is in service, and have the to provide the GPS tracking method through a computerized dispatch software or other similar technology.

Mr. Fewell notified the TAC that if these revisions were approved by the MTS Board on March 14, 2024, they would become effective 30 days after. For Dispatch services, he allowed a 60 day grace period after that adoption to become compliant.

Public Comment

No Public Comment.

Board Comment

Mr. Banks expressed his concern that 3-wheeled vehicles would be unsafe on Harbor Drive going to and from the airport.

Mr. Fewell answered that it would be up to the airport whether to permit those vehicles and that they were registered with the California Department of Motor Vehicles (DMV).

Mr. Banks expressed his concern again with them operating at the airport. Mr. Fewell reiterated that this was up to the airport, but that there were not any LSVs currently permitted by the San Diego Airport.

Ms. Tanguay said that Harbor Police had previously banned vehicles under 35 mph, and this should be discussed.

Mr. Fewell answered that there was not currently any conflict with the Port of San Diego and MTS permitted vehicles, but that MTS was ready to address any issues.

Mr. Hueso commented that we should still consider other factors at play that could level the playing field, such as artificial intelligence, which should be considered as revisions are made to Ordinance No. 11. He continued on to say that this conversation should be fluid and consider the regulations placed on similar industries.

Action Taken

Akbar Majid moved to Approve the motion Peter Zschiesche seconded the motion, and the vote was 10 to 0 in favor with Able Seifu, David Tasem, Karen Higareda, Daryl Mayekawa, Michael Trimble, and Zewdu Girma absent.

7. Flat Rate Study for Airport Originated Trips (Leonardo Fewell)

Leonardo Fewell, MTS FHVA Manager, presented on Flat Rate Study for Airport Originated Trips. He discussed: how this has been an often-requested topic to alleviate issues brought by permit holders such as increased waiting times, short trips, and having to return to the beginning of the virtual queue.

Mr. Fewell presented that the FHVA has compiled information from numerous airports to understand current industry standards and to initiate a conversation with taxicab stakeholders on developing a flat rate for airport originated trips.

Mr. Fewell notified the committee that the FHVA will convene a working group to share that compiled information, to discuss unique factors of a flat rate in San Diego, to determine the possible method for a flat rate, and to develop an online survey to enhance driver feedback and participation. The working group will be by invite only.

Public Comment

No Public Comment.

Board Comment

Mr. Hueso agrees that this is a worthy conversation to have to help get economic gain for short trips, but that we should also consider incentivizing discounts for longer trips.

Mr. Fewell agreed with Mr. Hueso's comments.

Chair Elo-Rivera commented that taxicabs remain the most underrated form of transportation from the airport, and that if implementing a flat rate will make them more visible then it will be an important conversation.

Informational item only. No action taken.

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

Leonardo Fewell, MTS FHVA Manager, presented on For-Hire Vehicle Administration Operations Update. He reiterated that the best method for communication with FHVA staff is via email, and that they work by appointment only. He requested that permit holders update their contact information in a timely manner.

Mr. Fewell outlined how 2024 Annual Regulatory Fee payments have been collected by staff in several locations across San Diego between January 2 and March 4, 2024, and urged permit holders to make their payments before the deadline to avoid the \$100 late fee. As of January 2, 2024 approximately 50% of the payments had been collected.

Mr. Fewell announced that the FHVA would be waiving the \$50 Dispatch Service Change Fee Waiver through June 30, 2024. Permit holders will still be required to submit the proper paperwork.

Mr. Fewell noted that there has been a substantial increase in taxicab and non-emergency medical transportation (NEMT) permits in 2024, with 1560 vehicles currently permitted. Of those permits 10% are currently non-operational, and 14.5% of taxicabs are under surrender. Those vehicles can be quickly returned to service when they choose to.

Mr. Fewell pointed out that there have been several contacts in the newly regulated City of Oceanside to invite operators to come into compliance.

Mr. Fewell noted that FHVA mainly receives complaints regarding rude behavior or overcharges due to short trips from the airport, which may be mitigated by a flat rate.

Mr. Fewell noted that TNCs continue to outpace taxicab trips at the airport.

Public Comment

No Public Comment.

Board Comment

Ms. Tanguay requested a copy of the PowerPoint being presented.

Mike Anderson thanked Mr. Fewell for the presentation.

Informational item only. No action taken.

OTHER ITEMS

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

Mr. Fewell requested feedback from the TAC members on what topics should be covered at the next meeting. He noted that staff recommending two agenda items: Flat-Rate Fare for Airport Originated Trips and the For-Hire Vehicle Administration Update.

Mr. Zschiesche asked that there be a topic on the feedback received from the Legislative Agenda on TNC/taxicab regulations.

Mr. Hueso mentioned that the topic of the illegal operators at the border brought up today should be addressed. He also recommended that we should revisit the conversation of the methodology used to calculate the rates of fare.

Mr. Fewell thanked the members for their suggestions.

Mr. Anderson mentioned that any flat rate conversation should be based on locations or zones, and that would be a positive for a lot of travelers.

Mr. Fewell pointed out that they did want to make data driven decisions, which was sorely lacking. He hoped that the revisions to dispatch service record keeping will help this.

Chair Elo-Rivera asked Lenny to inform people what data they may be able to start collecting to help this discussion. Mr. Fewell answered that subscribers could start by submitting trip sheets to their dispatch services; data which has not been available for decades.

George Abraham commented that Uber is dictating the taxicab market, and that the government and the TAC have to help the industry. He said that MTS and the city have not done anything to actually help drivers on the street.

Mr. Majid told Mr. Fewell that he would be happy to provide the data requested.

Mr. Hueso asked who did the last study on trip data, Mr. Fewell answered that it was SANDAG.

Mr. Banks expressed concern that taxi drivers would take advantage of the flat rate and try to apply it to trips in the city.

Agustin Hodoyan asked what the point of having a meter is if there were only going to be flat rates. Chair Elo-Rivera said that this was going to be part of the larger discussion of what a flat rate will look like.

10. Committee Member Communications

Ms. Tanguay commented that the taxicab industry is known for transporting illegal immigrants and that this was becoming an issue of safety. She also noted that it was “Heart Month” and that taxi drivers should consider taking CPR courses like NEMT drivers. She also pointed out there were a few English technicalities that needed to be cleaned up.

Mr. Hueso commented that the city was offering assistance to those affected by the flooding. Chair Elo-Rivera asked if he was referring to the Small Business Relief program. Mr. Hueso mentioned that there had been a taxi flooded during the disaster. Chair Elo-Rivera responded that there were currently several programs and that he wanted to get all the information before he disseminated any wrong information.

Mr. Hueso also mentioned that insurance renewals were coming up, and that policy holders should look into those conditions after the recent disasters.

11. Next Meeting Date

The next Taxicab Advisory Committee meeting is scheduled for July 31, 2024, at 1:00 p.m.

12. Adjournment

Chair Elo-Rivera adjourned the meeting at 3:00 p.m..

Chairperson
San Diego Metropolitan Transit System

Committee Clerk
San Diego Metropolitan Transit System

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

ROLL CALL

MEETING OF (DATE): February 21, 2024 CALL TO ORDER (TIME): 1:05 p.m.
ADJOURN: 3:00 p.m.

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	1:01 pm	3:00 pm
Able Seifu	<input type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Odyssey Cab		
Agustin Hodoyan	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Soul Cab	1:02 pm	3:00 pm
Alfred Banks	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Taxicab Lease Driver	1:04 pm	3:00 pm
Akbar Majid	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / SDYC Holdings	12:48 pm	3:00 pm
Antonio Hueso	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / USA Cab, LTD	1:04 pm	3:00 pm
David Tasem	<input type="checkbox"/>	None	<input type="checkbox"/>	Taxicab Lease Driver		
George Abraham	<input checked="" type="checkbox"/>	Daniel Fesshaye	<input type="checkbox"/>	Permit Holder / Eritrean Cab	1:00 pm	3:00 pm
Karen Higareda	<input type="checkbox"/>	None	<input type="checkbox"/>	Cross Border X-Press		
Daryl Mayekawa	<input type="checkbox"/>	None	<input type="checkbox"/>	SD Convention Center		
Marc Nichols	<input type="checkbox"/>	Michael Anderson	<input checked="" type="checkbox"/>	SD Regional Airport Authority	12:48 pm	3:00 pm
Margo Tanguay	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Taxicab Lease Driver	12:48 pm	3:00 pm
Michael Trimble	<input type="checkbox"/>	None	<input type="checkbox"/>	SD Gaslamp Quarter Association		
Letty Canizalez	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	SD Tourism Authority	12:50	3:00 pm
Mikail Hussein	<input type="checkbox"/>	Peter Zschiesche	<input checked="" type="checkbox"/>	United Taxi Workers SD	1:04 pm	3:00 pm
Zewdu Girma	<input type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Beezee Taxi		
Non – Voting Committee Members						
Jonathan Garcia	<input type="checkbox"/>	Austin Shepard	<input checked="" type="checkbox"/>	SD Department of Agriculture, Weights and Measures	1:00 pm	3:00 pm
Jessica Marty	<input type="checkbox"/>	None	<input type="checkbox"/>	SD County Sheriff's Department Licensing Division		

FOR COMMITTEE CLERK: /S/ Carina Michelle Kenney



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Agenda Item No. 4

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

May 22, 2024

SUBJECT:

2024 REGULATORY FEE PAYMENT UPDATE (LEONARDO FEWELL)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

For-Hire Vehicle Administration operating revenue is based on the collection of regulatory and other administrative processing fees. Under California Public Utilities Code Section 120266, all for-hire vehicle regulatory activities administered by MTS must generate full cost recovery.

For-Hire Vehicle Administration will provide the TAC with an update on regulatory fee payments that were billed and collected between January 1 and March 31 for the 2024 calendar period.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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





Agenda Item No. 5

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

May 22, 2024

SUBJECT:

FLAT RATE STUDY FOR AIRPORT ORIGINATED TRIPS (LEONARDO FEWELL)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

On May 10, 2024, For-Hire Vehicle Administration (FHVA) convened a working group meeting to share information on what other airports are doing for taxicab flat rates, discuss the unique factors in San Diego to consider when developing a flat rate for taxicabs, the creation of an online survey to gather feedback from drivers on the implementation of a flat rate for airport-originating trips.

FHVA will present a summary of the working group meeting findings and request additional feedback from TAC on how to proceed with developing recommendations for an airport flat rate.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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





Agenda Item No. 6

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

May 22, 2024

SUBJECT:

RECOMMENDATIONS ON TAXIMETER REGULATIONS FOR MTS LEGISLATIVE AGENDA
(LEONARDO FEWELL)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

At the February 21, 2024, TAC meeting, the San Diego County Department of Weights and Measures presented an informational item on its policies and procedures, required fees, and certification process associated with taxicabs and other for-hire vehicles. As some taxicab companies and dispatch services have begun to utilize soft meters, several TAC members questioned the disparities in how the Department of Agriculture, Weights and Measures verifies taximeters versus a transportation network company (TNC) application meter.

To close disparities and examine how to achieve a more level playing field between taxicabs and TNCs, it was requested that FHVA convene a working group to discuss recommendations that may be included in MTS's legislative agenda.

On April 3, 2024, FHVA held a working group meeting that examined state regulations governing taximeters and how they compare to TNC requirements for fare metering. FHVA will provide a presentation on what the working group has learned and its recommendations.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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





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Agenda Item No. 7

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

May 22, 2024

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 topics and categories: Recent meeting with the San Diego District Attorney and law enforcement agencies to discuss wildcatting activity in San Ysidro and Otay Mesa, number of permitted companies, number of active and surrendered permits by vehicle type, number of field contacts, issued citations, taxicab airport-originating trips, and other For-hire vehicle statistics, as well as an update on administrative operations.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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





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Agenda Item No. 8

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

May 22, 2024

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 31, 2024. At this time, staff recommends the following agenda items:

- Fiscal Year (FY) 2025 Budget
- Flat Rate Recommendation for Airport Originated Trips
- For-Hire Vehicle Administration Update

/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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5/2/2024

2024 Regulatory Fee Payment Update

Agenda Item # 4



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2024 Regulatory Fee Payment Update

- Invoices for all 2024 Regulatory Fee Payments were sent to all permit holders via e-mail by January 1, 2024
- Between January 2 and March 4, 2024, FHVA collected regulatory fee payments, vehicle inspection forms and annual statements at the Airport holding lot, San Ysidro, Otay Mesa and CBX and via drop box at the FHVA lobby
- Late payments were accepted until March 29, 2024, with an additional \$100 late fee
 - A total of 23 late fee payments were collected
- FHVA provided a Regulatory Fee waiver to 8 Wheelchair Accessible Vehicle (WAV) vehicles
 - USA Cab, CPS Transportation, Cool Cab, Patriot Transportation, AH Cab, M&R Cab



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05/10/2024

2024 Regulatory Fee Payment Update

Permit Renewals and Permits Voided 2024 Regulatory (Annual Renewal) Fees				
Permit Type	Number of Permits invoiced	Number of Permits Paid	Number of Permits Voided	% of Permits Voided
Charter	87	68	9	10%
Jitney	3	2	1	33%
Low Speed Vehicle	29	28	1	4%
NEMT	598	582	16	2.5%
Taxi	816	744	72	9%
Total (All Types)	1533	1424*	99	6.5%

*Not including 8 WAV permit waivers and 2 permits billed in error





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05/10/2024

2024 Regulatory Fee Payment Update

- Permit holders who wish to retain their permit(s) after the March 29, 2024, late renewal deadline **MUST** apply for a new permit
- Current permit holders and prospective applicants who wish to apply for a Taxicab WAV permit may request an application fee waiver to FHVA by June 28, 2024. FHVA may provide a Regulatory Fee waiver thereafter if the permit remains in good standing
- Contact FHVA for more information



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5/22/2024

Flat Rate Study for Airport Originated Trips

Agenda Item # 5



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05/10/2024

Flat Rate Study for Airport Originated Trips

- On May 10, 2024, FHVA held an ad-hoc meeting to present information compiled from the following airports to understand how a taxicab rate is determined and implemented:

Nashville Airport Authority

Harry Reid International (Las Vegas)

Kelowna International (British Columbia)

YYC Airport (Calgary)

Seattle Tacoma International

Ontario International

Charlotte Douglas International

Savannah Hilton-Head International

Atlanta Hartsfield-Jackson

Los Angeles International

San Jose International

Dallas Forth-Worth

Orlando International

Chicago O'Hare International

Miami International

Spokane International

Tulsa International

John Wayne International (Anaheim)





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Flat Rate Study for Airport Originated Trips

- Airports with no established flat rates:
- Kelowna (British Columbia)
 - Has not considered this option. Taxicabs may negotiate fares with customers. Would support it if City and taxicab operators agreed to a flat fare
- YYC International (Calgary)
 - Has not considered this option. Taxicabs may negotiate fares with customers. Would support it if City and taxicab operators agreed to a flat fare
- Spokane International (Washington)
 - Has not considered this option. Taxicabs charge metered rates
- Orlando International (Florida)
 - Taxicabs charge metered rates. May charge less than the metered rate
- Ontario International and John Wayne Airport (California)
 - Taxicabs charge metered rates. However, some companies offer flat rates per zip codes (not mandated by city)



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Flat Rate Study for Airport Originated Trips

- Airports with flat rates by zone + number of passengers:
- Nashville
 - Flat rate zones from the Airport: Gaylord Opryland, Downtown and Convention Center: 9 mi (30% higher), West End: 10 mi (17% higher) than metered rates
 - \$2 charge for each additional person. Meter starts at \$9 (covers about 3.6 miles) \$2.50 per mile thereafter
- Atlanta
 - Atlanta Business District. Flat rate zone to and from the Airport. \$2 charge for each additional person. Initial airport usage fee \$ 1.50 is added.
 - Downtown:10 mi (20% higher), Midtown:13 mi (10% higher), Buckhead:18 mi (2.5% higher) than metered rates
- Tulsa
 - If the final meter charge does not exceed \$10.00, then a minimum fare of \$10.00 will be charged. (Covers 5 miles) Extra passenger \$ 2
 - Downtown 8 mi (10% higher), Southern Hills Marriot 14 mi (10% higher), University of Tulsa 6 mi (12% higher), American Airlines 5 mi (10% higher), Tulsa Bus Plant 3 mi (50% higher) than metered rates



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Flat Rate Study for Airport Originated Trips

- Airports with flat rates by zone + number of passengers:
- Charlotte
 - Taxi Fee Structure – Downtown and 3-mile radius. Flat rate from the Airport. \$14 up to a 3 mi radius
 - Up to a 3 mi radius (40% higher), Uptown: 13 mi (10% higher) than metered rates
- Dallas
 - Metered Rates, for trips originated at Airport. \$ 4.12 surcharge. \$42 flat fee to business district + \$ 2 for extra passenger
 - Airport is located approx., 20 mi from business district. Business District 20 mi (11% higher)



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Flat Rate Study for Airport Originated Trips

- Airports with metered rates + number of passengers:
- Savanna
 - Metered Rates + \$5 per additional person. Additional passenger(s) is the only compensation method on top of metered fares
 - Airport is located approx., 15 miles from downtown Approx \$44
- Chicago
 - Flat rates per person for shared rides. Metered fares for exclusive rides. \$10 surcharge + \$1 for additional passenger
 - Downtown: 19 mi Approximately \$ 43.75. Additional passenger(s) is the only compensation method on top of metered fares



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Flat Rate Study for Airport Originated Trips

- Airports with minimum amount (distance):
 - Miami
 - Metered Rates, minimum of \$15 for trips originated at Airport. \$ 2 surcharge. Airport is located approx., 9 miles from downtown (approx. \$32.65 fare)
 - A minimum fare of \$15 is established for trips originated at Airport. If meter shows a higher fare than \$15, the greater amount shall be paid (covers about 3.6 miles)
 - San Jose
 - Metered Rates, minimum of \$15 for trips originated at Airport. \$ 3.75 surcharge. Airport is located approx., 4.8 miles from downtown (approx. \$ 17.90 fare)
 - A minimum fare of \$15 is established for trips originated at Airport. (covers 1 mile) metered fare thereafter
 - Los Angeles
 - Metered Rates, minimum of \$ 16.50 for trips originated at Airport. \$ 4 surcharge. Airport is located approx., 19.2 miles from downtown (approx. \$ 17.90 fare)
 - A minimum fare of \$16.50 is established for trips originated at Airport. (covers approx. 5 miles) metered fare thereafter
 - Flat fare between LAX and downtown (either direction) \$51.15 (30% less) than metered rate



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Flat Rate Study for Airport Originated Trips

- San Francisco with only metered rate:
- Metered rates apply to all destinations.
 - Destinations either 15 miles beyond the limits of the City and County of San Francisco or 15 miles beyond the boundaries of San Francisco International Airport are charged at 150% of the metered rate. \$5.50 surcharge
 - Airport is located approx., 16 miles from downtown (fare range \$44.62 - \$64.62)
 - Taxi drivers may charge less than the maximum rates



Metropolitan Transit System

05/10/2024

By Zone (Las Vegas)

Airport to Strip/Strip to Airport, Three Zones

Tier 1 Pricing

(Based on PADD 5 West Coast Regular Gasoline Index)

Zone 1 - Sunset North to Tropicana: \$22

Alexis Park
Delano
Desert Rose Resort
Excalibur
Four Seasons
Hard Rock
Howard Johnson by Wyndham

Luxor Hotel
Mandalay Bay
MGM Grand
Motel 6 Tropicana
OYO
Tropicana

Zone 2 - Tropicana North to Flamingo: \$26

Aria
Bally's
Bellagio
Elara by Hilton Grand Vacations
Jet Luxury at the Signature hotel
Marriott's Grand Chateau
New York New York
Paris

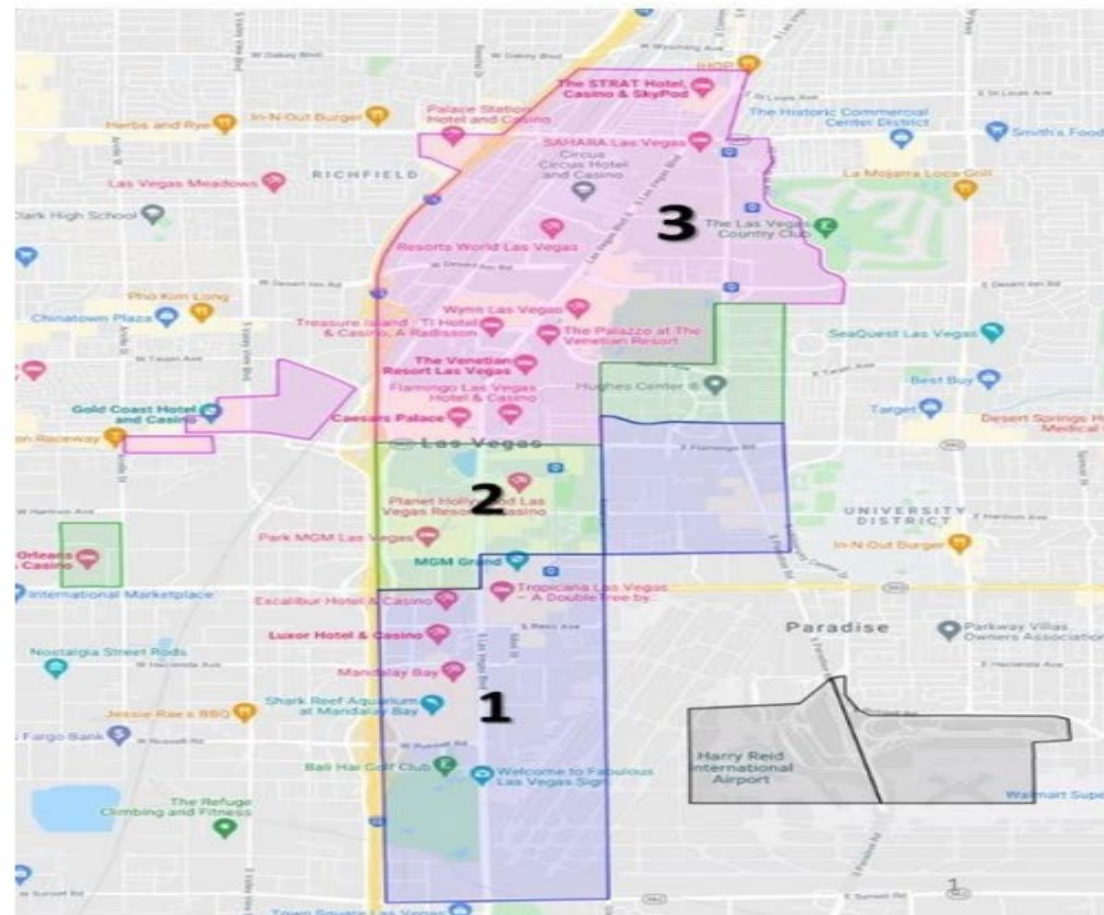
Park MGM
Planet Hollywood
Polo Towers
The Cosmopolitan
The Orleans
The Signature
Travelodge by Wyndham
Vdara

Zone 3- Flamingo North to Stratosphere: \$30

Artisan
Caesar's Palace
Circus Circus
Courtyard by Marriot Courtyard Conv. Center
Embassy Suites by Hilton Convention
Encore
Flamingo
Gold Coast
Harrah's
Hilton Grand Vacations
Las Vegas Convention Center
Las Vegas Marriott
Palace Station
Palms
Resorts World

Residence Inn Marriott Conv. Center
Rio
Sahara
Spring Hill Suites
Stratosphere
The LINQ
The Mirage
The Palazzo
The Venetian
The Westin
Treasure Island
Trump International
Westgate
Wynn

FAILING TO CHARGE THE CORRECT ZONE AMOUNT WILL LEAD TO A CITATION!





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05/10/2024

By Zones (Las Vegas)

- Approved by Nevada Taxicab Authority
- Agreed to by Taxi Companies
- Flat Fare for each of three zones within Las Vegas Strip
- After Calculations (distance):
- Zone 1 1 mi (30 % higher)
- Zone 2 2 mi (30 % higher)
- Zone 3 3 mi (30 % higher)
- Not including \$2.40 surcharge
- Taxi Fee Structure – **By Zones on Las Vegas Strip, If destination is beyond furthest zone, metered fee applies. \$ 2.40 Surcharge**
- Airport is located approx., 2-3 miles from Las Vegas Strip Destinations
- Zone 1 \$22
- Zone 2 \$26
- Zone 3 \$30
- Taxi Fee Structure
- \$ 5.25 Flag drop
- \$ 8.40 first mile
- \$ 3.15 per additional mile



FACTS (San Diego)

- Airport Originated trips : In 2023 TNCs provided 1,883,855 trips, vs 342,373 Taxicab trips (TNCs with over 400% trips than taxicabs)
- TNCs provide flexible fares surge and upfront pricing (may be more or less than taxicab fares)
- Neither TNCs or Taxicabs charge by number of passengers
- In 2020, the Airport lifted the taxi permit cap. There are currently 602 Airport permitted taxicabs. It is unknown how many TNCs operate at the Airport
- Taxicabs may work any day of the week by logging on to the Gatekeeper virtual queue. Airport may split permits in the future.
- On 05/07/2024 the Airport reported that 413 taxicabs elected to take an airport dispatch and completed 758 trips that averaged 1.84 dispatches per cab for the day



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05/10/2024

FACTS (San Diego)

- Data provided by Yellow Cab between Jan 1st and May 8th on Airport originated trips:
 - 15,857 trips
 - Average Trip Miles: 7.9 Miles
 - Average Trip Time: 18.2 Minutes
 - Average Fare: \$36
- For non-airport originated trips:
 - Trips: 82,449
 - Average Trip Miles: 7.47
 - Average Trip Fare: \$26.22



Destinations	Distance from Airport	Max Rate Fare Calculation (Includes \$2.98 surcharge)	+6% Point of Sale Fare Calculation (Includes \$2.98 surcharge)
Convention Center/ Gaslamp/Downtown	4 mi	\$22.78	\$23.78
Hotel Circle	7.5 mi	\$36.78	\$38.48
SD Zoo/Old Town	5 mi	\$26.78	\$27.98
Pacific Beach	9.6 mi	\$45.18	\$47.30
La Jolla	14.5 mi	\$64.78	\$67.88
Coronado	8.5 mi	\$40.78	\$42.68
San Ysidro Border	20 mi	\$86.78	\$90.98
Otay Mesa Border	25 mi	\$106.78	\$111.98



Summary of Findings

Airport Flat Rates are implemented through the following methods (May or May Not include Any Airport Surcharges):

- By Distance (Mileage)
 - Determined Flat Rate within distance range (i.e. within or up to 5 miles, regular rates apply beyond range)
- By Zone (City Areas)
 - Determined by Regulatory Agency irrespective of distance (i.e. Business, Tourist, Hotel and Historic Districts)
- A combination of base rates, by zone or by distance plus number of passengers
 - Metered rates or zone/distance flat rate + additional per passenger fee (i.e. \$40 metered fare + \$15 for 3 or more passengers (each))

Meter rates up to a certain distance, then charged at a higher rate (i.e. Meter rate up to 15 miles, beyond 15 miles, charged at 150% rate (San Francisco))



Summary of Findings

- Airport Flat Rates are generally higher compared with meter rates based on distance
- Flat rates set by zones or city areas are higher than base rates the shorter the distance with the Airport, rate gradually decreases as the distance increases
- Some Airports/Cities allow taxicabs to charge per additional passengers, in lieu of or in addition to a flat rate
- The longer the distance between the Airport and the downtown area or business district, the closer a flat rate is to the metered rate
- Some flat rates cover an initial short distance radius, and taximeter calculates metered rates beyond established flat rate distance boundary
- Some Taxicab Companies offer flat rates based on zip codes so long as they are within the maximum rates of fare (John Wayne Airport)
- Regulated Airport Flat Rates were devised in cooperation with the Taxicab Industry



Possible Proposals

- Flat Rate by destination (distance) city zones or zip codes
 - Downtown Gaslamp, Hotel Circle, Mission Valley Zone/Area
 - Consult with stakeholders on proposed boundaries
 - Metered rates apply beyond zone boundary
 - Determine how much higher % compared to maximum rates
- Determine minimum rate (airport exit fee) up to certain mileage
 - (i.e. \$15 for first or up to two miles, meter rates apply thereafter)
- Authorize an extra charge per passenger(s), or a combination of extra passenger charge and flat-rate per zone or distance (not recommended)
- Determine a flat rate based on average trip length (7.5 mi)
 - Use as baseline, considering San Diego's maximum rates are the highest



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05/10/2024

Next Steps

- FHVA will develop an online survey to gather driver feedback on a possible flat-rate. May work with UTWSD and UCSD for assistance.
- Inquire with Airport about possible changes to the current \$2.98 surcharge
- FHVA will present the survey results at a future TAC meeting



Metropolitan
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5/22/2024

Recommendations on Taximeter Regulations for MTS Legislative Agenda

Agenda Item # 6



**Metropolitan
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Recommendations on Taximeter Regulations for MTS Legislative Agenda

- **Background**
 - At the February 21, 2024, Taxicab Advisory Committee (TAC) meeting, members raised questions about the disparities in how the Department of Agriculture, Weights and Measures verifies taximeters versus a TNC app meter
 - TAC's San Diego County Weights and Measures representative stated any disparities are codified in state law, therefore this issue had to be addressed at the state level
 - As TNCs are regulated at the state level, the taxicab industry recognizes it is unlikely TNCs will be held to the same fare metering standards as taxicabs
 - FHVA convened an ad-hoc group to discuss recommendations to reduce these disparities that may be included in MTS's legislative agenda.



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Recommendations on Taximeter Regulations for MTS Legislative Agenda

- FHVA Identified the Applicable State Codes:
- Cal Gov Code § 53075.5 (B)
 - Requires any device or technology to calculate fares to be approved by the Division of Measurement Standards (including GPS metering) and to comply with B&P code sections 12500.5 & 12107
- Business and Professions Code § 12500.5
 - Requires state approval and certification of commercial instruments or devices and prohibits the use or sale of non-approved instrument or devices
- Business and Professions Code § 12107
 - Establishment of tolerances and specifications for commercial weighing and measuring apparatus based on National Conference on Weights and Measures and published in the National Institute of Standards and Technology Handbook 44



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Recommendations on Taximeter Regulations for MTS Legislative Agenda

- FHVA Identified the Applicable State Codes:
- Business and Professions Code § 12240
 - The county board of supervisors, by ordinance, may charge an annual registration fee (cost recovery basis)
- CA Code of Regulations, Title 4, Div 9, Ch 1, Pt 5: Handbook 44, Section 5.54 (taximeters)
 - Specific information on Application, Specifications, Notes, Tolerances and user Requirements
- CA Code of Regulations, Title 4, Div 9, Ch 3, Article 1 (inspection frequencies)
 - Taximeters shall be inspected at least annually. “inspection” applies to a sealer inspecting, trying, and testing a device for applicable specifications, tolerances, and other technical requirements
There is no distinction for GPS based soft meters



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Recommendations on Taximeter Regulations for MTS Legislative Agenda

- Requirements for Taximeters:
 - Annual Registration (Fees)
 - Current registration fees are \$148.20 annually
 - Business Location/Vehicle Fee - \$120.00
 - Taximeter Device Fee - \$26.00
 - Administrative Fee - \$2.20
 - Delinquent fee of 50% of the original assessed 30 days after the due date



**Metropolitan
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Recommendations on Taximeter Regulations for MTS Legislative Agenda

- **Requirements for Taximeters:**
 - **Certification**
 - All required fare information is posted inside taxicab
 - Time testing computations are correct
 - Distance measuring is correct
 - Any extras are displayed and correct
 - The lead and wire security seal is present and intact
 - Inspections are conducted on a certified, one-mile measured road course
- **These requirements apply for both Hard and Soft Taximeters!**



**Metropolitan
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Recommendations on Taximeter Regulations for MTS Legislative Agenda

- **TNC Based app metering:**
 - Handled at state level, no county involvement
 - TNCs charge drivers “platform or service fees” to “help” maintain business
 - No need for a TNC driver to register app meter with county sealer
 - No need for a TNC driver to pay fees to county or any other agency
 - No need for a TNC driver’s smartphone, tablet or other device to be sealed or registered
 - Not subject to maximum rates of fares or adjustments (dynamic pricing)
 - Not a considered a fare measurement instrument, but rather a pricing platform
 - No associated rate postings, placement of device or other app-based meter requirements
 - Local Weights and Measurements departments do not investigate overcharge complaints
 - TNCs internally investigate disputes. Passenger may report to State Dept. of Consumer Affairs or Local District Attorney Office



**Metropolitan
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Recommendations on Taximeter Regulations for MTS Legislative Agenda

- Discussions on proposed changes to taximeter regulations:
- Create a general exemption for Taximeters (both hard and soft-meters) from approval and certification requirements set forth in CA Gov Code 53075.5(b) and Business and Professions Code 12500.5.
 - Drivers could utilize any metering device or metering software product in the market.
 - As there would be no agency certification of taximeters, passengers would report possible fraud or overcharges to local regulatory agency (MTS) or law enforcement agency
 - Without oversight from a public agency, non-certified taximeters would be susceptible to fraud and tampering
 - Some dispatch services could conduct internal verifications for taximeter accuracy
- Remove inspection requirement, and therefore associated fees set forth in CA Code of Regulations, Title 4, Div 9, Ch 3, Article 1
 - Drivers would need to utilize an approved device, but would rely on authorized service agents to adjust, maintain, and certify taximeters
 - Authorized Service Agents may charge a variable, non-regulated fee to provide service





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Recommendations on Taximeter Regulations for MTS Legislative Agenda

- Discussions on proposed changes to taximeter regulations:
- Create a specific exemption for “Soft-Meters” from the inspection requirement, and therefore associated fees set forth in CA Code of Regulations, Title 4, Div 9, Ch 3, Article 1
 - Soft-Meters software may be audited and verified “digitally” without the need to verify individual devices installed at taxicabs
 - Dispatch services that utilize soft-meter technology would be point of contact with Weights and Measures
 - Remove requirement for each device to be certified.
- Revise Business and Professions Code § 12240 to exempt “taximeters” from annual registration fees
 - Drivers would still be subject to all certification requirements
 - Unknown if this proposal may be discussed at the County Level to provide cost relief



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Recommendations on Taximeter Regulations for MTS Legislative Agenda

- **Next Steps:**
 - FHVA will conduct internal discussions on the feasibility of the discussed proposals and reach out to County Weights and Measures for additional feedback
 - FHVA will provide a report to TAC on any recommended proposals and possible inclusion to the Legislative Agenda



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5/22/2024

For-Hire Vehicle Administration Operations Update

Agenda Item # 7



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FHVA Operations Update

- E-Mail is the primary method of communication for all purposes. It is the responsibility of the permit holders to check spam/junk folders and adjust e-mail filters to accept FHVA e-mails (sdmts.com) domain
- Per Ordinance No. 11 1.8 (c), Permit holders must notify FHVA of any changes in their address, phone number(s) or e-mail information
- FHVA staff is available by appointment only. All calls and e-mails are returned by the next business day

Title	Name	Phone Number	Email Address
Manager (General Information)	Leonardo Fewell	(619) 235-2643	Leonardo.Fewell@sdmts.com
Regulatory Assistance (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



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05/10/2024

FHVA Operations Update Wildcatter Working Group

- What is Wildcatting?
 - Persons referred to as "wildcatters" make their living near the San Ysidro and Otay Mesa border crossings, by providing unlicensed and unregulated transportation services, utilizing unlicensed vehicles in exchange for compensation.
- Where do Wildcatters Operate?
 - Most wildcatting activity takes place at three locations nearby border points of entry:
 - 700 Block East San Ysidro Boulevard (San Ysidro, City of San Diego),
 - 400 Block Virginia Avenue (San Ysidro, City of San Diego),
 - Roll Dr, and Via De la Amistad, (Otay Mesa, City of San Diego)



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FHVA Operations Update Wildcatter Working Group

- On April 9, 2024, representatives from San Diego City Council Districts 8 & 9, MTS, San Diego Police, California Public Utilities Commission and the San Diego District Attorney held a meeting with the following objectives:
- Bring awareness to the District Attorney and CPUC of wildcatting activity in the San Ysidro and Otay areas and the challenges to combat it
- Establish the limitations of MTS Code Compliance and Regulatory Inspectors when dealing with wildcatting.
- Outline each agency's capabilities, resources, and willingness to develop an action plan focusing on officer safety and effectiveness.
- Seek guidance from the District Attorney on the best course of action resulting in filing and prosecuting misdemeanors and issuing infractions
- Determine the need for continuous agency coordination and future meetings and report to stakeholders.



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FHVA Operations Update Wildcatter Working Group

- Next Steps:
 - MTS Marketing is currently developing sign content and public safety awareness (PSA)
 - FHVA is maintaining coordination with stakeholders for future sign installation
 - FHVA, MTS Marketing and SDPD will conduct a future site visit to San Ysidro and Otay mesa to determine the best locations for sign placements



FHVA Operations Update Active and Surrendered Permits

Number of Active vs Surrendered For-Hire Vehicle Permits (As of 05/20/2024)				
Permit Type	Total Number of Permits	Number of Permits Surrendered	Currently Active Permits	% Loss in Active Permits
Charter	93	4	89	5%
Jitney	2	0	2	0%
Low Speed Vehicle	42	0	42	0%
NEMT	605	14	591	2.5%
Taxi	800	100	700	13%
Total (All Types)	1542	118	1424	7.5%



FHVA Operations Update Field Contacts

2024 QUARTERLY (January-March) FHVA FIELD INSPECTIONS & STATS												
	San Diego	National City	Chula Vista	La Mesa	El Cajon	Lemon Grove	Santee	Poway	Imperial Beach	Oceanside	San Ysidro/ Otay Mesa	TOTAL
Contacts	1273	260	302	25	126	22	9	10	6	36	307	2376
Cites	0	0	0	0	0	0	0	0	0	0	0	0
Parking	1	0	0	0	0	0	0	0	0	0	0	1
Warnings	3	1	0	3	0	0	1	0	0	0	0	7
Field Rep.	0	0	0	0	1	0	0	0	0	0	1	2

Definitions:

Contacts: Field contacts to verify driver and vehicle compliance

Cites: Notice to Appear in Court

Parking: Parking Citation (administrative fine)

Warnings: Verbal Warning to driver to correct violation

Field Rep. Field Report requiring reinspection to ascertain violation has been corrected



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05/10/2024

FHVA Operations Update Field Contacts

Contacts Per Vehicle Type		
Vehicle Type	Contacts	Percent
Taxi	921	39%
NEM/Charter	1401	59%
Jitney	3	0.13%
Low Speed Vehicle	51	2%
Total	2376	100%



FHVA Operations Update Field Contacts

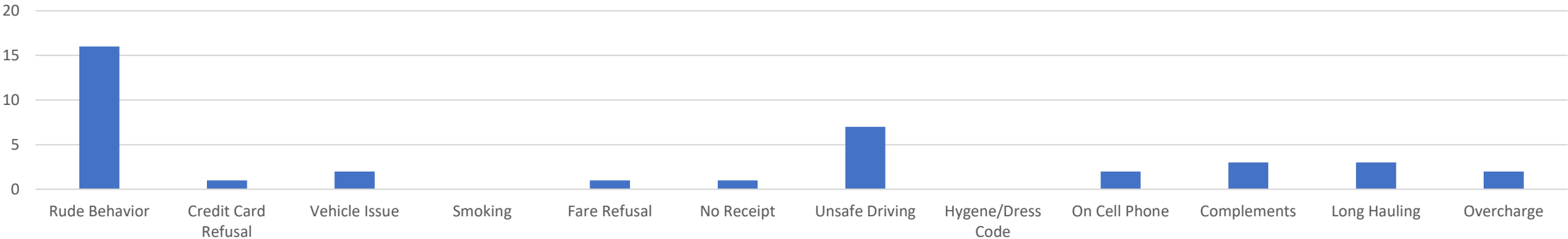
Issued Warnings	
Do Not Have Sheriff ID	2
Sheriff ID Worn/Vehicle Display	0
Trip Logs – Complete/Non-Complete	0
Mechanical	0
No Op. Permit	2
Other (Expired Reg Card In Vehicle)	3



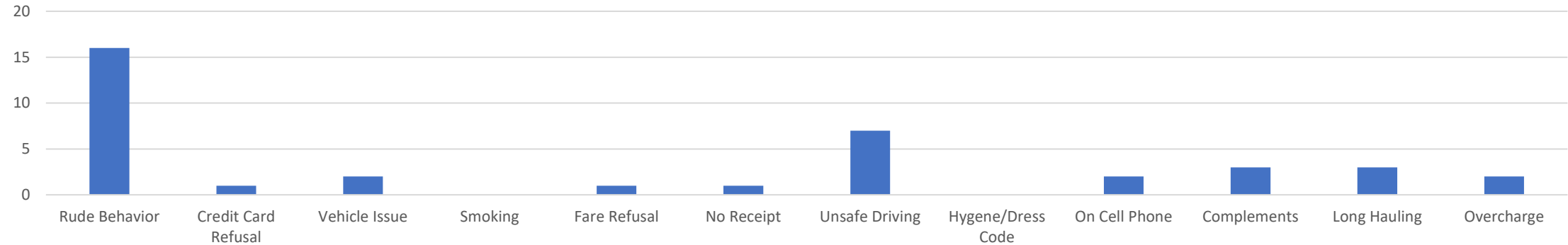
FHVA Operations Update

Customer Feedback Cases

Customer Feedback Cases October-December 2023



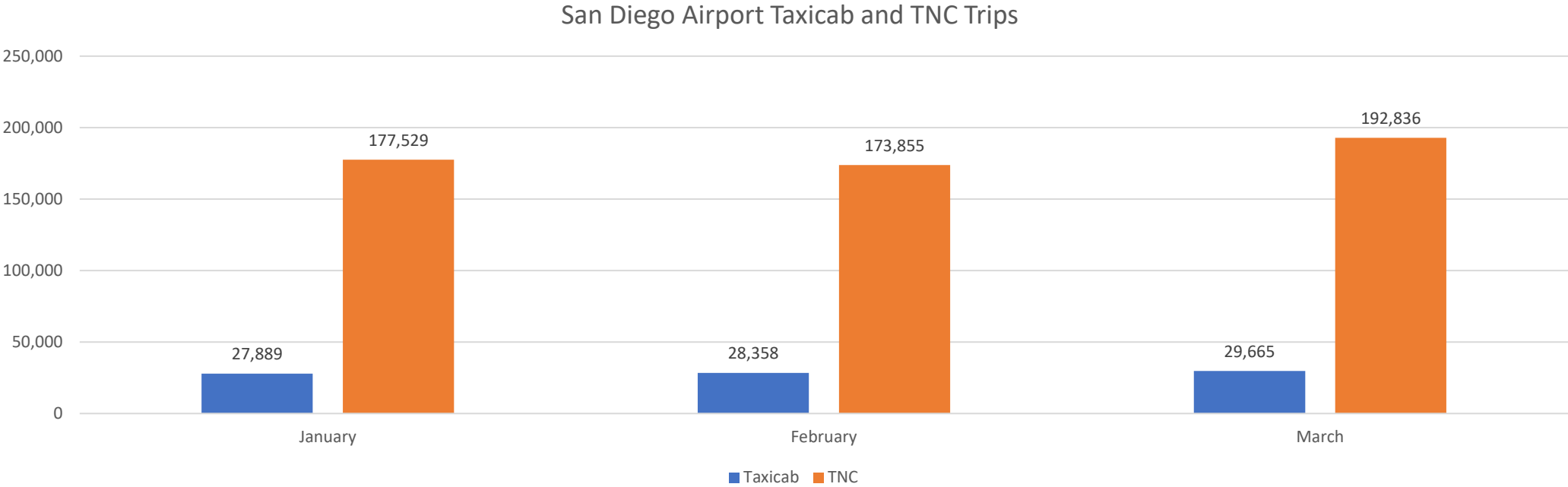
Customer Feedback Cases January-March 2024





FHVA Operations Update

Airport Trips





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5/22/2024

Topics for Nest Taxicab Advisory Committee Meeting

Agenda Item # 8



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Topics for Next Taxicab Advisory Committee Meeting

- Feedback is requested on what topics should be addressed at the Next Taxicab Advisory Committee Meeting. At this time, staff recommends the following agenda items:
- 2025 For-Hire Vehicle Administration Fiscal Year Budget
- Flat Rate Recommendations for Airport Originated Trips (Possible Survey Results)
- For-Hire Vehicle Administration Operations Update