



# Taxicab Advisory Committee Agenda

Click link to access the meeting:

<https://www.zoomgov.com/j/1607273020>






Zoom Meeting ID

## Ways to Join



**Computer:** Click the link above. You will be prompted to run the Zoom browser or Zoom application. Once signed on to the meeting, you will have the option to join using your computer audio system or phone.

### Webinar Features:

 Raise Hand	▶	Use the <b>raise hand</b> feature every time you wish to make a public comment.
	▶	Participants can enable <b>closed captioning</b> by clicking the CC icon. You may also view the full transcript and change the font size by clicking 'subtitle settings'. These features are not available via phone.
	▶	This symbol shows you are <b>muted</b> , click this icon to unmute your microphone.
	▶	This symbol shows you are currently <b>unmuted</b> , click this button to mute your microphone.
	▶	The chat feature should be used by panelists and attendees solely for "housekeeping" matters as comments made through this feature will not be retained as part of the meeting record. See the <b>Live Verbal Public Comment</b> for instructions on how to make a public comment.



**Smartphone or Tablet:** Download the Zoom app and join the meeting by clicking the link or using the webinar ID (found in the link).



### Phone:

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).
2. If you are joining by phone only, dial: **+1-669-900-9128** or **+1-253-215-8782** and type the meeting ID found in the link, press #. You will have access to the meeting audio, **but will NOT be able to view the PowerPoint presentations.**



**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.

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**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.

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**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.

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**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.

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**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.

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**\*Contact Information:** Contact the Clerk of the Committee via email at [Brenda.Jackson@sdmts.com](mailto:Brenda.Jackson@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/1607273020>






## 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.

ID de la reunión  
en Zoom

## Funciones del Seminario En Línea:

 Levantar la mano	►	Use la herramienta de <b>levantar la mano</b> cada vez que desee hacer un comentario público.
	►	Los participantes pueden habilitar el <b>subtitulado</b> 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 <b>silencio</b> , haga clic en este ícono para quitar el silenciador de su micrófono.
	►	Este símbolo indica que su micrófono se encuentra <b>encendido</b> . 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 <b>Comentario público verbal</b> 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 [Brenda.Jackson@sdmts.com](mailto:Brenda.Jackson@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

November 19, 2025 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) 254-5252; Webinar ID: 160 727 3020; <https://www.zoomgov.com/j/1607273020>

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	<b>Roll Call</b>	
2.	<b>Public Comments</b>	
3.	<b>Approval of Minutes</b> Action would approve the July 30, 2025, Taxicab Advisory Committee (TAC) Meeting Minutes.	Approve

### DISCUSSION ITEMS

4.	<b>Fiscal Year (FY) 2026 Amended Budget Forecast and Calendar Year (CY) 2026 Fee Schedule (Gordon Meyer and Leonardo Fewell)</b>	Informational
5.	<b>Autonomous For-Hire Vehicles (Leonardo Fewell)</b> That TAC discuss the Chair of TAC's request and provide direction to staff regarding autonomous for-hire vehicles.	Possible Action
6.	<b>Wildcatting Enforcement Update (Leonardo Fewell)</b>	Informational
7.	<b>Sustainable Measures for the Taxicab Industry (Leonardo Fewell)</b>	Informational
8.	<b>For-Hire Vehicle Administration (FHVA) Operations Update (Leonardo Fewell)</b>	Informational
9.	<b>Topics for Next Taxicab Advisory Committee Meeting (Leonardo Fewell)</b>	Informational

### OTHER ITEMS

10. **Committee Member Communications and Other Business**

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • [sdmts.com](http://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 multiple cities in San Diego County.



**11. Next Meeting Date: To Be Determined**

**12. Adjournment**

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

July 30, 2025

[Clerk's note: Except where noted, public, staff and Committee 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 (TAC) meeting to order at 1:04 p.m. A roll call sheet listing Taxicab Advisory Committee member attendance is attached as Attachment A.

**2. Public Comments**

There were no Public Comments.

**3. Approval of Minutes**

Chair Elo-Rivera moved to approve the minutes of the May 28, 2025, MTS Taxicab Advisory Committee meeting. Committee Member Seifu seconded the motion, and the vote was 9 to 0 in favor with Committee Member Lopez, Committee Member Tasem, Committee Member Tesfagebriel, Committee Member Ramirez, Committee Member Canizalez, and Committee Member Hussein absent and one (1) vacancy.

**DISCUSSION ITEMS**

**4. Taxicab Advisory Committee Election Results (Leonardo Fewell)**

Leonardo Fewell, MTS For-Hire Vehicle Administration (FHVA) Manager, presented on the Taxicab Advisory Committee (TAC) election results. He discussed: the election process, the number of seats allocated to each category of permit holders and lease drivers, the timeline for when self-nomination forms were e-mailed, and how electronic voting was conducted. Mr. Fewell then announced the winners in each category.

**Public Comment**

Tony Hueso – Provided a verbal statement to the Committee during the meeting. Hueso provided information on how the Taxicab Advisory Committee was formed in the 1990's by former San Diego Mayor Susan Golding and expressed the importance of the Committee's responsibility to articulate ideas that will benefit the taxicab industry and its customer base.

**Committee Comment**

Chair Elo-Rivera welcomed the new committee members and thanked them for their service while emphasizing the valuable contributions of taxi drivers throughout City Heights and throughout the 9<sup>th</sup> District. He expressed his appreciation for being able to serve alongside the committee members and presented certificates to former Committee members in recognition of their service on the TAC and introduced and awarded certificates to the newly elected Committee members.

### **Action Taken**

Informational item only. No action taken.

#### **5. Proposed Revisions to Taxicab Advisory Committee Guidelines (Leonardo Fewell)**

Mr. Fewell presented on proposed revisions to TAC guidelines. He discussed: removing the Gaslamp Quarter Association as an organizational member based on feedback given from the May 28, 2025, TAC meeting and replacing them with the Border Transportation Council (BTC). He mentioned BTC's mission and stated they are mainly focused on the San Ysidro Border area. Mr. Fewell stated that final approval to amend the TAC guidelines would be made at the September 11, 2025, MTS Board of Directors meeting. If approved, a formal introduction of the BTC representative would be made at the TAC meeting on November 19, 2025.

### **Public Comment**

Kamran Hamidi – Provided a verbal statement to the Committee during the meeting. Hamidi suggested the TAC Election could have been performed better, adding Non-Emergency Medical transport (NEMs) and charter representatives on the Committee, revising the categories for Committee member seats as categorizing members has less meaning, and instead elect members by majority vote. He finally suggested having a translator for Committee members who have a language barrier or lack English proficiency and hoped that Committee members still decide to participate in the meetings despite losing income between \$100 and \$200 every time they attend a TAC meeting.

### **Committee Comment**

Committee Member Tegegne asked if radio dispatch companies could be included in the meetings and inquired how to retain members who have been involved from the very beginning so they may continue to assist with the changes in the industry. Chair Elo-Rivera asked Mr. Fewell how he would ensure the institutional memory remained in place once experienced Committee members transitioned off the Committee. Mr. Fewell responded that invitations were extended to former Committee members requesting they remain involved with the Committee by participating through public comment, since they are experts in the industry. He said former members were vested in the industry and expressed interest in participating in the meetings and providing feedback. Mr. Fewell stressed that anyone in the industry or the public wishing to discuss an issue or concern or wanting to provide feedback, may do so via public comment, outreach, notifying For-Hire Vehicle Administration (FHVA) inspectors in the field, or by contacting him directly at the office. Additionally, Mr. Fewell stated that anyone who wished to remain involved in TAC matters could request to be added to an e-mail list of interested parties.

Committee Member Sanchez commented that he became a taxicab driver to see what drivers go through and is excited to provide feedback and knowledge on the subject matter, as well as being a champion for taxicab drivers' rights.

Committee Member Seifu stated that drivers were looking for change and this was the reason why there were new faces on the TAC. He mentioned the radio dispatch companies also need to look at drivers' concerns since there are new tech companies providing business for drivers and more dispatch company competition.

### **Action Taken**

Chair Elo-Rivera called for a vote to forward a recommendation to the MTS Board of Directors to approve the proposed membership revisions to the TAC guidelines. The vote was in favor



with 9 members voting yes, and Committee Member Tegegne voting no. Committee Member Tasem, Committee Member Tesfagebriel, Committee Member Ramirez, Committee Member Canizalez, and Committee Member Hussein were absent, with 1 vacancy.

\*[Clerk's Note: The verbal vote count mistakenly announced as 4 members absent. The total number of members absent was 5.]

**6. Wildcatter Enforcement Update (Leonardo Fewell)**

Mr. Fewell presented on wildcatter enforcement update. He stated this will be a standing item for future TAC meetings. He discussed the July 21, 2025, operation conducted by the California Public Utilities Commission (CPUC) and the San Diego Police Department (SDPD) at the San Ysidro and Otay borders to deter wildcatting. He spoke about MTS's role collaborating with law enforcement, public officials and key stakeholders, as well as FHVA's efforts to report, and track wildcatting activity that threatens public safety. Mr. Fewell recommended that the most effective approach to deter wildcatters would be for the City of San Diego to enforce strict curbside parking regulations at street-side staging areas. Additionally, Mr. Fewell stated that FHVA will collaborate with the District Attorney to explore the development of new codes or ordinances to support enforcement and vehicle impound procedures.

**Public Comment**

No public comment.

**Committee Comment**

Chair Elo-Rivera expressed appreciation for the work Mr. Fewell has done with the District Attorney Office, other governmental partners, and with the drivers. He stated these efforts do not diminish the struggle taxicab drivers go through daily with wildcatters but wanted to recognize the steps being taken to address the issue.

**Action Taken**

Informational item only. No action taken.

**7. Driver Recognition Program (Leonardo Fewell)**

Mr. Fewell presented on the Driver Recognition Program. He discussed consulting with various peer regulatory agencies on similar driver recognition programs. He stated drivers of all permitted FHVA modes who receive compliments and excel in their profession should be recognized. Mr. Fewell outlined the objective, scope and eligibility requirements and mentioned the nomination and selection process. He noted a winner for each category would be selected by MTS's Chief Executive Officer (CEO) or their designee, based on recommendations and the program's criteria. Mr. Fewell listed the various awards the winners of each category would receive and discussed how the award program and ceremony would be promoted. He stated it is anticipated that the Chair of the TAC will present the award around July 2026, at the third TAC meeting of 2026.

**Public Comment**

No public comment.

### **Committee Comment**

Chair Elo-Rivera stated he is looking forward to witnessing the program's implementation and seeing drivers receive recognition for the good work they are doing.

Chair Elo-Rivera asked Mr. Fewell to clarify if the driver recognition decal would only be applied to large vehicles. Mr. Fewell clarified that the decal would be large in size and would be applied to any vehicle driven by the winner, regardless of the vehicle's size.

Committee Member Marty stated she loves positive recognition for drivers since a lot of them that go into the Sheriff's office have great attitudes. She mentioned a concern about whether paratransit drivers would receive the award and recognition for their good work, or if that positive recognition would be given to the company they work for. Mr. Fewell responded that MTS has no stipulation on how the drivers are required to spend the gas and car wash award and stated the recognition program is only a proposal and MTS welcomes ideas from the Committee on ways to make it better.

### **Action Taken**

Informational item only. No action taken.

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

Mr. Fewell presented on the FHVA operations update. He provided details on email as the primary method of communication for all purposes, MTS Ordinance No. 11 § 1.8 (c), and FHVA staff availability and directory. He emphasized the importance of stakeholders notifying FHVA of any email changes to ensure they receive relevant information sent by MTS. He also noted that FHVA staff are available by appointment only. Mr. Fewell presented data on active and surrendered FHVA permits, field contacts, customer feedback cases, and issued citations and warnings. He discussed the San Diego Regional Airport Authority Board's access fee adjustment approval from \$2.98 to \$3.56 and requirements to display updated airport rate stickers. Mr. Fewell provided a summary of customer feedback cases, and airport ground transportation trips. Mr. Fewell thanked the San Diego Airport for providing ground transportation trip information to present to the committee.

### **Public Comment**

No public comment.

### **Committee Comment**

Committee Member Teegne requested communication and discussions before making decisions to determine flat airport rates. He pointed out that the total number of airport trips graphic showed how taxicab trips continue to be far less than those provided by Uber and believed that a taxicab flat rate could hurt taxicabs rather than help them compete.

Committee Member Seifu said the progress on airport flat rate discussions has slowed and it needs to resume as airport short trips continue to be a problem as the rates of fare are high and drivers are expected to provide good customer service. He proposed creating a small group that includes the airport, the union, and the tech dispatch companies to explore a solution and to discuss rates of fare at the airport. Chair Elo-Rivera asked Mr. Fewell if there was a way to work on some alternatives to the current rates of fare that would allow drivers to receive enough compensation based on the longer waiting times at the airport. Mr. Fewell responded that MTS wants to deliver a comprehensive, sustainable solution and believed that the root of the problem

is not the rates of fare, but the lack of taxicab trips. He stated that FHVA has been collaborating with the airport to develop methods to possibly reintroduce a permit system that would restrict certain drivers from working on designated days. Mr. Fewell mentioned that the airport was asked to address several questions and stated instead of creating a subcommittee, it would be most effective to wait for the airport's responses, present them at the next TAC meeting, and have a discussion at that time with the aim of implementing a solution at the airport level. He also mentioned that anyone from the Committee or any driver is welcome to discuss items with him in his office. He said that the problem of decreased taxicab trips is not unique to San Diego and taxi drivers in other cities are experiencing the same problem. Committee Member Seifu responded that the taxicab drivers should produce a solution instead of waiting for the airport's responses and Chair Elo-Rivera commented that he thought that was fair. Chair Elo-Rivera also suggested that MTS can act as a liaison between the taxicab drivers and the airport and reminded drivers that there is nothing that impedes them from meeting and develop solutions for further discussions

#### **Action Taken**

Informational item only. No action taken.

#### **OTHER ITEMS**

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

Mr. Fewell stated the next TAC meeting would be the last one for the year and is scheduled for November 19, 2025, where staff recommendations for topics of discussion should include: airport taxicab trips, 2026 administrative fee schedule, FHVA operations update and sustainable measures for taxicabs (Smart Meter Technology). Mr. Fewell mentioned members could email him with feedback on topics that should be considered and addressed in the agenda at the next TAC meeting.

#### **Public Comment**

No public comment.

#### **Committee Comment**

Committee Member Tegegne raised the topics of brainstorming flat rates from the Airport and obtaining a duplicate Sheriff's ID. Chair Elo-Rivera suggested Committee Member Tegegne follow up with FHVA after the meeting to get his questions answered and possibly add those topics mentioned to the next meeting.

#### **10. Committee Member Communications and Other Business**

There was no Committee Member Communications and Other Business discussion.

#### **11. Next Meeting Date**

The next Taxicab Advisory Committee meeting is scheduled for November 19, 2025, at 1:00 p.m.

**12. Adjournment**

Chair Elo-Rivera adjourned the meeting at 2:31 p.m.

/S/ Sean Elo-Rivera

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Chairperson  
San Diego Metropolitan Transit System

/S/ Brenda Jackson

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Committee Clerk  
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

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

ROLL CALL

MEETING OF (DATE): July 30, 2025

CALL TO ORDER (TIME): 1:04 PM

ADJOURN: 2:31 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	1:04 PM	2:31 PM
Able Seifu	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Odyssey Cab	1:04 PM	2:31 PM
Alemayehu Tegegne	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / AT Cab	1:04 PM	2:31 PM
Gonzalo Ayala	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Heritage Cab	1:04 PM	2:31 PM
Aklilu Fray	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / AK Cab	1:04 PM	2:31 PM
Laura Ramirez	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Cristobal Cab	1:46 PM	2:31 PM
Kidane Tesfagebriel	<input type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Western Cab	Absent	Absent
Letty Canizalez	<input type="checkbox"/>	None	<input type="checkbox"/>	SD Tourism Authority	Absent	Absent
Eduardo Gonzalez	<input checked="" type="checkbox"/>	Jose Raul Alcantar	<input type="checkbox"/>	Cross Border X-Press	1:04 PM	2:31 PM
Mikail Hussein	<input type="checkbox"/>	Peter Zschiesche	<input type="checkbox"/>	United Taxi Workers SD	Absent	Absent
Daryl Mayekawa	<input type="checkbox"/>	Thanh Nguyen	<input checked="" type="checkbox"/>	SD Convention Center	1:04 PM	2:31 PM
Marc Nichols	<input type="checkbox"/>	Michael Anderson	<input checked="" type="checkbox"/>	SD Regional Airport Authority	1:04 PM	2:31 PM
VACANT	<input type="checkbox"/>	None	<input type="checkbox"/>	N/A	N/A	N/A
Cesar Lopez	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Taxicab Lease Driver	1:20 PM	2:31 PM
Horacio Sanchez	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Taxicab Lease Driver	1:04 PM	2:31 PM
David Tasem	<input type="checkbox"/>	None	<input type="checkbox"/>	Taxicab Lease Driver	Absent	Absent
Non – Voting Committee Members						
Jonathan Garcia	<input checked="" type="checkbox"/>	Austin Shepard	<input type="checkbox"/>	SD Department of Agriculture, Weights and Measures	1:04 PM	2:31 PM
Jessica Marty	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	SD County Sheriff's Department Licensing Division	1:04 PM	2:31 PM

COMMITTEE CLERK: /S/ Brenda Jackson



## Agenda Item No. 4

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

November 19, 2025

#### SUBJECT:

Fiscal Year (FY) 2026 Amended Budget Forecast and Calendar Year (CY) 2026 Fee Schedule  
(Gordon Meyer and Leonardo Fewell)

#### INFORMATIONAL ONLY

##### Budget Impact

None

#### DISCUSSION:

MTS is required to “levy the fees necessary to recover the full cost of licensing and regulating these services.” (Pub. Util. Code § 120266, subd. (b).) Therefore, MTS operates its For-Hire Vehicle Administration (FHVA) on a full cost recovery basis, charging fees to the for-hire vehicle industry each year in amounts determined by MTS to be necessary to cover MTS’s operating and capital expenses.

The FHVA FY 2026 Budget was adopted by the MTS Board of Directors on May 15, 2025. Mid-year budget analysis and adjustments continue until Board adoption in March 2026. CY 2026 annual regulatory fees are not collected until March 2, 2026 (or April 3, 2026, if late fee paid). Thus, actual regulatory fee amounts received will not be known when the FHVA FY 2026 Amended Budget is adopted by the MTS Board of Directors around March 2026. The following is only a forecast of the FY 2026 Amended Budget. Actual amounts in the final mid-year budget adjustment may be different than what is described in this agenda item.

##### FY 2026 Amended Budget Forecast

Attachment A includes forecasted expenditures and revenues in a summary format. Attachment B includes the same information but in a more detailed format.

**Revenues:** FHVA receives operating revenue from annual regulatory fees as well as application/processing fees. Based on the proposed CY 2026 Fee Schedule, the revised forecast for operating revenue for FY 2026 operating revenues is \$817,000, an increase of \$46,000 (5.9%) from the original FY 2026 budget. Within operating revenues, regulatory fee revenue is increasing by \$52,000 (8.7%), due to increasing the regulatory permit fee as well as



increasing the permit volume forecast. The original FY 2026 budget assumed 1,469 permits at \$455 for Non-Emergency Medical (NEM)/Charters and \$360 for Taxicab/Jitney/Low Speed Vehicles (LSV)/Sightseeing. The amended budget forecast assumes 1,498 permits at \$490 for NEM/Charters and \$385 for Taxicab/Jitney/LSV/Sightseeing. The regulatory fee was increased by \$35 and \$25 respectively. Other operating revenue, which includes application and processing fees, is projected to be \$171,000, a decrease of \$6,000 (-3.4%) from the original FY 2026 budget. The decrease is primarily due to decreasing fees for new applications.

Expenses: Total operating expenses, excluding the overhead allocation, are projected to be \$929,000, an increase of \$39,000 (4.4%) from the original FY 2026 budget.

Personnel costs are projected to be \$685,000 in the FY 2026 amended budget forecast. The budget for personnel reflects wages and benefits for seven (7) full-time positions, including the new Regulatory Supervisor position which was hired in November 2024 (prior fiscal year). FY 2026 includes a full year of the Regulatory Supervisor position, leading to the relatively high increase in personnel costs when compared to FY 2025.

Outside Services are projected to be \$130,000 for FY 2026, an increase of \$9,000 (7.4%) from the original FY 2026 budget. The outside services budget includes printing services, radio network fees paid to the County, management training, uniform purchases, legal expenses, and implementation costs for new permitting software. Within outside services, the forecast for legal services is increasing from \$50,000 in the original FY 2026 budget to \$100,000 in the amended FY 2026 budget forecast. This is based on legal costs incurred already in FY 2026 and expected future costs for the remainder of the year. The projected increase in legal costs is being partially offset by a decrease in the budget for implementing a new permitting software. The original budget included \$50,000 for implementation, and that figure has been reduced to \$14,000 based on contracted prices for the new permitting software.

Materials and Supplies costs are projected to be \$500 in the amended FY 2026 budget.

Energy costs are projected to remain at the original budget of \$7,000. This includes a budget for additional gasoline to accommodate a fourth leased vehicle that was added to the fleet in FY 2025.

Risk Management costs are projected to be \$41,000 in FY 2026, a \$30,000 increase from the adopted FY 2026 budget. This typically includes the annual Special Liability Insurance premium for the FHVA but is increasing by \$30,000 to account for a claim payout that has already been charged in FY 2026. The legal costs related to that claim were recorded in FY 2025, leading to higher-than-average risk management costs in both FY 2025 and FY 2026. The claim payout costs are considered one-time in nature and are not included in future year forecasts.

General and Administrative costs are projected to be \$37,000, the same level as the original FY 2026 original budget. The proposed budget includes \$29,000 for facility rent and \$8,000 for office supplies and travel costs.

Vehicle Lease costs are projected to be \$29,000 in FY 2026, reflecting the leasing costs of four (4) inspection vehicles.

Overhead allocation charges are projected to remain at the original budget of \$44,000. These costs represent a share of the overall MTS administrative costs (Finance, Human Resources,

Information Technology, etc.) that are allocated to the various business divisions of MTS based on headcount. The overhead allocation is increasing sharply over FY 2025 levels because stimulus funds were offsetting some of the administrative costs in prior years, leading to a reduced overhead allocation to all MTS operating divisions, but those stimulus funds were depleted in FY 2025.

Net Revenues less Expenses: Total operating expenses, including the overhead allocation, are projected to be \$973,000 and total operating revenues are projected to be \$813,000, resulting in a projected net operating deficit of \$156,000 in FY 2026.

Contingency Reserves: The FHVA is a self-funded entity, meaning all expenses must be covered by FHVA revenues. If expenses exceed revenues, the deficit must be funded by the FHVA contingency reserve. Attachment C details the contingency reserves. The audited FY 2025 year-end contingency reserve balance was \$1,044,000. The current FY 2026 amended budget forecast projects the usage of \$110,000 from the contingency reserve in FY 2026, reflecting the projected \$156,000 net operating deficit partially offset by a projected interest allocation of \$45,000. This results in a projected contingency reserve balance of \$934,000 at the end of FY 2026.

Five-Year Forecast: Attachment D includes a five-year projection of revenues, expenses, and the contingency reserve balance given high-level assumptions regarding revenue and expense growth. Within this five-year forecast projection, operating revenues grow by an average of 4.9% per year, reflecting an assumed increase of \$35/\$25 increase to the regulatory fee each year for NEM/Charters and Taxicab/Jitney/LSV/Sightseeing, respectively. In this forecast, permit volumes are assumed flat at 1,498 permits as assumed in FY 2026 forecast for the next five years. Processing and application fee revenue is also assumed flat at FY 2026 levels, leaving the regulatory fee increase the only variable driving revenue growth from FY 2027 through FY 2031. Operating expenses are projected to decrease -5.0% in FY 2027 due to projecting lower legal costs as well as not having the one-time claim payout that occurred in FY 2026. After FY 2027, expenses are projected to grow by an average of 4.4%, primarily due to personnel costs, including wage growth and increases in healthcare costs.

Based on the high-level expense and revenue assumptions noted above, the FHVA is projected to have an operating deficit of \$63,000 in FY 2027, \$59,000 in FY 2028, \$58,000 in FY 2029, \$59,000 in FY 2030, and \$62,000 in FY 2031. Operating deficits must be funded by the contingency reserve. In this projection, the contingency reserve would decrease from \$1,044,000 at the end of FY 2025 to \$695,000 by the end of FY 2031. MTS will re-evaluate the regulatory fees on an annual basis to keep the FHVA fully funded and maintain adequate contingency reserves, while also trying to avoid large spikes in regulatory fees in the future.

FY 2025 Year End Results: Attachment E includes final FY 2025 year-end budget to actuals results in a consolidated format. Attachment F includes FY 2025 year-end budget to actuals in a detailed format. In FY 2025, operating revenues were favorable to budget by \$49,000 (6.4%), primarily due to favorable application/processing fee revenue. Operating expenses were unfavorable by \$30,000 (-3.6%), primarily due to unfavorable legal costs. FY 2025 ended with a net operating deficit of \$24,000, which was favorable by \$19,000 to budget.



Proposed CY 2026 Fee Schedule

FHVA annually adopts a Fee Schedule to recover FHVA's expenses for the administration and enforcement of for-hire vehicle permit requirements. The following is the proposed CY 2026 Annual Regulatory Fee.

Permit Type	Proposed CY 2026 Annual Regulatory Fee
NEM/Charters	\$490
Taxicab/Jitney/LSV/Sightseeing	\$385

The final CY 2026 Fee Schedule will be posted on MTS's website and be emailed to all permit holders around the end of November. Invoices for the annual regulatory fee will be emailed to permit holders around January 1, 2026. The deadline for the annual regulatory fee is Monday, March 2, 2026.

The annual regulatory fee, described in Sections 2.1, and 2.2 of the Proposed CY 2026 Annual Regulatory Fee, may be waived for Taxicab Wheelchair Accessible Vehicle (WAV) permit(s) upon approval and in accordance with FHVA's Taxicab WAV Policy-Fee Waiver Guidelines, which is available for review on the MTS website.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

Attachment: A. Consolidated FY 2026 Budget Report  
B. Detailed FY 2026 Budget Report  
C. FHVA Reserve Analysis  
D. Five-Year Reserve Forecast  
E. Consolidated FY 2025 Final Budget Results  
F. Detailed FY 2025 Final Budget Results  
G. CY 26 Fee Schedule (Proposed)

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FOR-HIRE VEHICLE (FHV) ADMINISTRATION  
(761) OPERATING BUDGET - CONSOLIDATED  
FISCAL YEAR 2026**

Att. A, Item 4, 11/19/2025

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED FORECAST FY26	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	821,253	771,770	817,345	45,575	5.9%
<b>TOTAL OPERATING REVENUES</b>	<b>821,253</b>	<b>771,770</b>	<b>817,345</b>	<b>45,575</b>	<b>5.9%</b>
<b>NON OPERATING REVENUE</b>					
SUBSIDY REVENUE	-	-	-	-	-
RESERVE REVENUE	24,371	162,223	155,648	(6,575)	-4.1%
OTHER INCOME	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>24,371</b>	<b>162,223</b>	<b>155,648</b>	<b>(6,575)</b>	<b>-4.1%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>845,624</b>	<b>933,993</b>	<b>972,993</b>	<b>39,000</b>	<b>4.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	417,917	469,739	469,739	-	0.0%
FRINGE EXPENSES	226,592	215,178	215,178	-	0.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>644,508</b>	<b>684,917</b>	<b>684,917</b>	<b>-</b>	<b>0.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	3,499	5,000	5,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	97,007	115,840	124,840	9,000	7.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>100,506</b>	<b>120,840</b>	<b>129,840</b>	<b>9,000</b>	<b>7.4%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	2,382	500	500	-	0.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>2,382</b>	<b>500</b>	<b>500</b>	<b>-</b>	<b>0.0%</b>
DIESEL FUEL/GASOLINE	4,400	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>4,400</b>	<b>7,000</b>	<b>7,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>29,143</b>	<b>11,000</b>	<b>41,000</b>	<b>30,000</b>	<b>272.7%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>40,810</b>	<b>37,064</b>	<b>37,064</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>24,608</b>	<b>28,857</b>	<b>28,857</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>846,358</b>	<b>890,178</b>	<b>929,178</b>	<b>39,000</b>	<b>4.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(25,105)</b>	<b>(118,408)</b>	<b>(111,833)</b>	<b>6,575</b>	<b>5.6%</b>
<b>OVERHEAD ALLOCATION</b>	<b>734</b>	<b>(43,815)</b>	<b>(43,815)</b>	<b>-</b>	<b>0.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(24,371)</b>	<b>(162,223)</b>	<b>(155,648)</b>	<b>6,575</b>	<b>4.1%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FOR-HIRE VEHICLE (FHV) ADMINISTRATION  
(761) OPERATING BUDGET - DETAIL  
FISCAL YEAR 2026**

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED FORECAST FY26	\$ CHANGE AMENDED/ ORIGINAL	\$ CHANGE AMENDED/ ORIGINAL
<b>OPERATING REVENUE</b>					
<b>OTHER INCOME</b>					
425100 TAXI VEHICLE ANNUAL REGULATORY FEES	681,175	594,770	646,345	51,575	8.7%
425150 TAXI REGULATORY FEE ADJUSTMENT	5,800	-	-	-	-
425160 TAXI REGULATORY FEE WRITE-OFF	(88,900)	-	-	-	-
425200 TAXI PROCESSING FEES	193,017	150,000	144,000	(6,000)	-4.0%
440200 CASH GAIN/LOSS	-	-	-	-	-
425900 OTHER INCOME	30,161	27,000	27,000	-	0.0%
<b>TOTAL OTHER INCOME</b>	<b>821,253</b>	<b>771,770</b>	<b>817,345</b>	<b>45,575</b>	<b>5.9%</b>
<b>TOTAL OPERATING REVENUES</b>	<b>821,253</b>	<b>771,770</b>	<b>817,345</b>	<b>45,575</b>	<b>5.9%</b>
<b>NON OPERATING REVENUE</b>					
491100 CONTINGENCY RESERVES	24,371	162,223	155,648	(6,575)	-4.1%
<b>TOTAL NON OPERATING REVENUE</b>	<b>24,371</b>	<b>162,223</b>	<b>155,648</b>	<b>(6,575)</b>	<b>-4.1%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>845,624</b>	<b>933,993</b>	<b>972,993</b>	<b>39,000</b>	<b>0</b>
<b>OPERATING EXPENSES</b>					
<b>LABOR EXPENSES</b>					
502010 ADMINISTRATIVE WAGES REGULAR	417,917	469,739	469,739	-	0.0%
502020 ADMINISTRATIVE WAGES OVERTIME	-	-	-	-	-
507010 TEMP HELP	-	-	-	-	-
<b>TOTAL LABOR EXPENSES</b>	<b>417,917</b>	<b>469,739</b>	<b>469,739</b>	<b>-</b>	<b>0.0%</b>
<b>FRINGE EXPENSES</b>					
521100 FICA	32,424	35,000	35,000	-	0.0%
523100 HEALTH & WELFARE - MGMT	131,858	118,150	118,150	-	0.0%
523120 HEALTH & WELFARE - MGMT DEDUCTIONS	(21,693)	(18,419)	(18,419)	-	0.0%
523600 UNEMPLOYMENT INSURANCE	42	-	-	-	-
524200 VACATION - REGULAR CASH BASIS	41,158	44,374	44,374	-	0.0%
524220 VACATION PAYOFF	5,759	5,000	5,000	-	0.0%
524300 HOLIDAY	25,135	26,458	26,458	-	0.0%
524900 OTHER PAID ABSENCE	293	400	400	-	0.0%
525100 WORKERS COMP - DISABILITY PAYMENTS	-	-	-	-	-
525150 WORKERS COMP - MEDICAL PAYMENTS	-	-	-	-	-
525250 WORKERS COMP - APPLICANT LEGAL	-	-	-	-	-
525300 WORKER COMP - RECOVERIES	-	-	-	-	-
525500 WORKERS COMP - LEGAL FEES	-	-	-	-	-
525600 WORKERS COMP OUTSIDE SERVICES	-	-	-	-	-
526100 CLOTHING ALLOWANCE	2,100	-	-	-	-
526300 OTHER FRINGE BENEFITS	9,516	4,215	4,215	-	0.0%
<b>TOTAL FRINGE EXPENSES</b>	<b>226,592</b>	<b>215,178</b>	<b>215,178</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL PERSONNEL EXPENSES</b>	<b>644,508</b>	<b>684,917</b>	<b>684,917</b>	<b>-</b>	<b>0.0%</b>
<b>OUTSIDE SERVICES EXPENSES</b>					
<b>REPAIR/MAINTENANCE SERVICES</b>					
536200 NON REV VEHICLE MAINTENANCE SERVICES	3,499	4,000	4,000	-	0.0%
536300 FACILITY MAINTENANCE REPAIR SVC	-	-	-	-	-
536500 EQUIP MAINTENANCE REPAIR SVC	-	1,000	1,000	-	0.0%
<b>TOTAL REPAIR/MAINTENANCE SERVICES</b>	<b>3,499</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>0.0%</b>
<b>OTHER OUTSIDE SERVICES</b>					
571110 GENERAL LEGAL EXPENSES	85,121	50,000	100,000	50,000	100.0%
571142 CONSTRUCTION SERVICES	-	-	-	-	-
571170 EMPLOYEE MAINTENANCE	884	-	-	-	-
571180 MANAGEMENT TRAINING	1,200	2,500	2,500	-	0.0%
571190 MAINTENANCE TRAINING	-	-	-	-	-
571200 OPERATOR TRAINING	-	-	-	-	-
571210 GENERAL SERVICE AGREEMENTS	-	-	-	-	-
571230 PUBLIC NOTICES	-	-	-	-	-
571240 OTHER PRINTING SERVICES	2,810	3,000	3,000	-	0.0%
571250 GENERAL OUTSIDE SERVICES	5,883	59,840	18,840	(41,000)	-68.5%
571280 UNIFORM PURCHASES	1,109	500	500	-	0.0%
<b>TOTAL OTHER OUTSIDE SERVICES</b>	<b>97,007</b>	<b>115,840</b>	<b>124,840</b>	<b>9,000</b>	<b>7.8%</b>
<b>TOTAL OUTSIDE SERVICES</b>	<b>100,506</b>	<b>120,840</b>	<b>129,840</b>	<b>9,000</b>	<b>7.4%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FOR HIRE VEHICLE (FHV) ADMINISTRATION (761)  
OPERATING BUDGET - DETAIL  
FISCAL YEAR 2026**

Attachment B

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED FORECAST FY26	\$ CHANGE AMENDED/ ORIGINAL	\$ CHANGE AMENDED/ ORIGINAL
<b>MATERIALS AND SUPPLIES</b>					
<b>OTHER MATERIALS AND SUPPLIES</b>					
545300 MAINTENANCE SUPPLIES (NON REV VEHICLES)	-	-	-	-	-
545400 MAINTENANCE SUPPLIES (FACILITIES)	-	-	-	-	-
545500 EQUIPMENT MAINTENANCE SUPPLIES	639	-	-	-	-
545910 INVOICE DISCOUNT TAKEN	-	-	-	-	-
545700 SAFETY AND MAINTENANCE SUPPLIES	1,743	500	500	-	0.0%
<b>TOTAL OTHER MATERIALS AND SUPPLIES</b>	<b>2,382</b>	<b>500</b>	<b>500</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>2,382</b>	<b>500</b>	<b>500</b>	<b>-</b>	<b>0.0%</b>
<b>ENERGY</b>					
<b>DIESEL FUEL</b>					
541100 DIESEL FUEL	-	-	-	-	-
541200 GASOLINE	4,400	7,000	7,000	-	0.0%
541300 FUEL TAXES	-	-	-	-	-
<b>TOTAL DIESEL FUEL</b>	<b>4,400</b>	<b>7,000</b>	<b>7,000</b>	<b>-</b>	<b>0.0%</b>
<b>UTILITIES</b>					
552100 FACILITY ELECTRIC	-	-	-	-	-
553100 GAS	-	-	-	-	-
554100 WATER	-	-	-	-	-
555100 TELEPHONE	-	-	-	-	-
<b>TOTAL UTILITIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL ENERGY</b>	<b>4,400</b>	<b>7,000</b>	<b>7,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>					
561110 PAYOUT LIABILITY CLAIMS	-	-	30,000	30,000	-
564110 RISK LEGAL LIABILITY EXPENSES	15,666	-	-	-	-
564120 RISK LEGAL OTHER EXPENSES	3,065	-	-	-	-
562210 PREMIUM WORKMAN'S COMP EXCESS	10,412	11,000	11,000	-	0.0%
<b>TOTAL RISK MANAGEMENT</b>	<b>29,143</b>	<b>11,000</b>	<b>41,000</b>	<b>30,000</b>	<b>272.7%</b>
<b>GENERAL AND ADMINISTRATIVE</b>					
575120 RENT	29,064	29,064	29,064	-	0.0%
575130 OFFICE SUPPLIES	1,244	1,000	1,000	-	0.0%
575150 NON CAPITAL FURNITURE/OFFICE EQUIPMENT	5,170	2,000	2,000	-	0.0%
575170 NON MAINTENANCE GENERAL SUPPLIES	-	100	100	-	0.0%
575180 LICENSES AND PERMITS	-	-	-	-	-
575220 DUES AND SUBSCRIPTIONS.	-	-	-	-	-
575230 TRAVEL AND MEETINGS	5,331	3,400	3,400	-	0.0%
575270 POSTAGE	-	500	500	-	0.0%
579900 OTHER MISC.	-	1,000	1,000	-	0.0%
<b>TOTAL GENERAL AND ADMINISTRATIVE</b>	<b>40,810</b>	<b>37,064</b>	<b>37,064</b>	<b>-</b>	<b>0.0%</b>
<b>VEHICLE / FACILITY LEASE</b>					
596150 NON REVENUE VEHICLE LEASE COSTS	24,608	28,857	28,857	-	0.0%
<b>TOTAL VEHICLE / FACILITY LEASE</b>	<b>24,608</b>	<b>28,857</b>	<b>28,857</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>846,358</b>	<b>890,178</b>	<b>929,178</b>	<b>39,000</b>	<b>4.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(25,105)</b>	<b>(118,408)</b>	<b>(111,833)</b>	<b>6,575</b>	<b>-5.6%</b>
<b>OVERHEAD ALLOCATION</b>					
597151 OVERHEAD ALLOCATION	734	(43,815)	(43,815)	-	0.0%
<b>TOTAL OVERHEAD ALLOCATION</b>	<b>734</b>	<b>(43,815)</b>	<b>(43,815)</b>	<b>-</b>	<b>0.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(24,371)</b>	<b>(162,223)</b>	<b>(155,648)</b>	<b>6,575</b>	<b>-4.1%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

**Fiscal Year 2024 (Audited)**

Contributions / (Usage)	151,649
Interest Allocation	66,380
<b>Contingency Balance - FY 2024 (Audited)</b>	<b>1,000,686</b>

**Fiscal Year 2025 (Audited)**

Contributions / (Usage)	(24,369)
Interest Allocation	67,783
<b>Contingency Balance - FY 2025 (Audited)</b>	<b>1,044,100</b>

**Fiscal Year 2026 (Projected)**

Contributions / (Usage)	(155,648)
Interest Allocation	45,415
<b>Contingency Balance - FY 2026 (Projected)</b>	<b>933,867</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FHV ADMINISTRATION  
FIVE-YEAR FORECAST**

	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>FY 2031</b>
Operating Revenues	\$ 821,253	\$ 817,345	\$ 861,425	\$ 905,505	\$ 949,585	\$ 993,665	\$ 1,037,745
Operating Expenses*	845,624	972,993	924,648	964,774	1,007,264	1,052,290	1,100,040
<b>Net Operating Income (Loss)</b>	<b>\$ (24,371)</b>	<b>\$ (155,648)</b>	<b>\$ (63,223)</b>	<b>\$ (59,269)</b>	<b>\$ (57,679)</b>	<b>\$ (58,625)</b>	<b>\$ (62,295)</b>
<b>Contingency Reserve - Begining Balance</b>	<b>\$ 1,000,686</b>	<b>\$ 1,044,098</b>	<b>\$ 933,865</b>	<b>\$ 893,348</b>	<b>\$ 844,080</b>	<b>\$ 796,401</b>	<b>\$ 747,776</b>
Contributions/Usage from Operating Activities	\$ (24,371)	\$ (155,648)	\$ (63,223)	\$ (59,269)	\$ (57,679)	\$ (58,625)	\$ (62,295)
Interest Allocation	\$ 67,783	\$ 45,415	\$ 22,707	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
<b>Contingency Reserve - Ending Balance</b>	<b>\$ 1,044,098</b>	<b>\$ 933,865</b>	<b>\$ 893,348</b>	<b>\$ 844,080</b>	<b>\$ 796,401</b>	<b>\$ 747,776</b>	<b>\$ 695,481</b>
<b>Contingency Reserve % of Op. Expenses</b>	<b>123.5%</b>	<b>96.0%</b>	<b>96.6%</b>	<b>87.5%</b>	<b>79.1%</b>	<b>71.1%</b>	<b>63.2%</b>
<b>NEM Charter Reg Fee</b>	<b>\$ 455</b>	<b>\$ 490</b>	<b>\$ 525</b>	<b>\$ 560</b>	<b>\$ 595</b>	<b>\$ 630</b>	<b>\$ 665</b>
<b>Taxi/Other Reg Fee</b>	<b>\$ 360</b>	<b>\$ 385</b>	<b>\$ 410</b>	<b>\$ 435</b>	<b>\$ 460</b>	<b>\$ 485</b>	<b>\$ 510</b>
<b>Regulatory Fee Change</b>		<b>\$ 35</b>	<b>\$ 35</b>	<b>\$ 35</b>	<b>\$ 35</b>	<b>\$ 35</b>	<b>\$ 35</b>
		<b>\$ 25</b>	<b>\$ 25</b>	<b>\$ 25</b>	<b>\$ 25</b>	<b>\$ 25</b>	<b>\$ 25</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FOR-HIRE VEHICLE (FHV) ADMINISTRATION (761)  
BUDGET TO ACTUALS - CONSOLIDATED  
FISCAL YEAR 2025**

Att. E, Item 4, 11/19/2025

	ACTUAL FY25	AMENDED BUDGET FY25	VARIANCE	VARIANCE %
<b>OPERATING REVENUE</b>				
PASSENGER REVENUE	-	-	-	-
ADVERTISING REVENUE	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-
OTHER INCOME	821,253	771,771	49,482	6.4%
<b>TOTAL OPERATING REVENUES</b>	<b>821,253</b>	<b>771,771</b>	<b>49,482</b>	<b>6.4%</b>
<b>NON OPERATING REVENUE</b>				
SUBSIDY REVENUE	-	-	-	-
RESERVE REVENUE	24,371	44,192	(19,821)	-44.9%
OTHER INCOME	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>24,371</b>	<b>44,192</b>	<b>(19,821)</b>	<b>-44.9%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>845,624</b>	<b>815,963</b>	<b>29,661</b>	<b>3.6%</b>
<b>OPERATING EXPENSES</b>				
LABOR EXPENSES	417,917	415,000	(2,917)	-0.7%
FRINGE EXPENSES	226,592	221,639	(4,953)	-2.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>644,508</b>	<b>636,639</b>	<b>(7,870)</b>	<b>-1.2%</b>
SECURITY EXPENSES	-	-	-	-
REPAIR/MAINTENANCE SERVICES	3,499	5,001	1,502	30.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-
OTHER OUTSIDE SERVICES	97,007	93,476	(3,531)	-3.8%
PURCHASED TRANSPORTATION	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>100,506</b>	<b>98,477</b>	<b>(2,029)</b>	<b>-2.1%</b>
LUBRICANTS	-	-	-	-
TIRES	-	-	-	-
OTHER MATERIALS AND SUPPLIES	2,382	500	(1,883)	-376.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>2,382</b>	<b>500</b>	<b>(1,883)</b>	<b>-376.8%</b>
DIESEL FUEL/GASOLINE	4,400	6,000	1,600	26.7%
CNG	-	-	-	-
TRACTION POWER	-	-	-	-
UTILITIES	-	-	-	-
<b>TOTAL ENERGY</b>	<b>4,400</b>	<b>6,000</b>	<b>1,600</b>	<b>26.7%</b>
<b>RISK MANAGEMENT</b>	<b>29,143</b>	<b>10,412</b>	<b>(18,730)</b>	<b>-179.9%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>40,810</b>	<b>44,064</b>	<b>3,254</b>	<b>7.4%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>24,608</b>	<b>20,604</b>	<b>(4,004)</b>	<b>-19.4%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>846,358</b>	<b>816,696</b>	<b>(29,661)</b>	<b>-3.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(25,105)</b>	<b>(44,926)</b>	<b>19,821</b>	<b>44.1%</b>
<b>OVERHEAD ALLOCATION</b>	<b>734</b>	<b>734</b>	<b>(0)</b>	<b>0.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(24,371)</b>	<b>(44,192)</b>	<b>19,821</b>	<b>44.9%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FOR-HIRE VEHICLE (FHV) ADMINISTRATION (761)  
BUDGET TO ACTUALS - DETAIL  
FISCAL YEAR 2025**

	ACTUAL FY25	AMENDED BUDGET FY25	VARIANCE	VARIANCE %
<b>OPERATING REVENUE</b>				
<b>OTHER INCOME</b>				
425100 TAXI VEHICLE ANNUAL REGULATORY FEES	681,175	594,770	86,405	14.5%
425150 TAXI REGULATORY FEE ADJUSTMENT	5,800	-	5,800	-
425160 TAXI REGULATORY FEE WRITE-OFF	(88,900)	-	(88,900)	-
425200 TAXI PROCESSING FEES	193,017	150,000	43,017	28.7%
440200 CASH GAIN/LOSS	-	-	-	-
425900 OTHER INCOME	30,161	27,000	3,161	11.7%
<b>TOTAL OTHER INCOME</b>	<b>821,253</b>	<b>771,771</b>	<b>49,482</b>	<b>6.4%</b>
<b>TOTAL OPERATING REVENUES</b>	<b>821,253</b>	<b>771,771</b>	<b>49,482</b>	<b>6.4%</b>
<b>NON OPERATING REVENUE</b>				
491100 CONTINGENCY RESERVES	24,371	44,192	(19,821)	-44.9%
<b>TOTAL NON OPERATING REVENUE</b>	<b>24,371</b>	<b>44,192</b>	<b>(19,821)</b>	<b>-44.9%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>845,624</b>	<b>815,963</b>	<b>29,661</b>	<b>3.6%</b>
<b>OPERATING EXPENSES</b>				
<b>LABOR EXPENSES</b>				
502010 ADMINISTRATIVE WAGES REGULAR	417,917	415,000	(2,917)	-0.7%
502020 ADMINISTRATIVE WAGES OVERTIME	-	-	-	-
507010 TEMP HELP	-	-	-	-
<b>TOTAL LABOR EXPENSES</b>	<b>417,917</b>	<b>415,000</b>	<b>(2,917)</b>	<b>-0.7%</b>
<b>FRINGE EXPENSES</b>				
521100 FICA	32,424	35,000	2,576	7.4%
523100 HEALTH & WELFARE - MGMT	131,858	131,858	-	0.0%
523120 HEALTH & WELFARE - MGMT DEDUCTIONS	(21,693)	(17,733)	3,960	-22.3%
523600 UNEMPLOYMENT INSURANCE	42	-	(42)	-
524200 VACATION - REGULAR CASH BASIS	41,158	42,000	841	2.0%
524220 VACATION PAYOFF	5,759	5,000	(760)	-15.2%
524300 HOLIDAY	25,135	23,000	(2,135)	-9.3%
524900 OTHER PAID ABSENCE	293	300	6	2.1%
525100 WORKERS COMP - DISABILITY PAYMENTS	-	-	-	-
525150 WORKERS COMP - MEDICAL PAYMENTS	-	-	-	-
525250 WORKERS COMP - APPLICANT LEGAL	-	-	-	-
525300 WORKER COMP - RECOVERIES	-	-	-	-
525500 WORKERS COMP - LEGAL FEES	-	-	-	-
525600 WORKERS COMP OUTSIDE SERVICES	-	-	-	-
526100 CLOTHING ALLOWANCE	2,100	-	(2,100)	-
526300 OTHER FRINGE BENEFITS	9,516	2,215	(7,301)	-329.6%
<b>TOTAL FRINGE EXPENSES</b>	<b>226,592</b>	<b>221,639</b>	<b>(4,953)</b>	<b>-2.2%</b>
<b>TOTAL PERSONNEL EXPENSES</b>	<b>644,508</b>	<b>636,639</b>	<b>(7,870)</b>	<b>-1.2%</b>
<b>OUTSIDE SERVICES EXPENSES</b>				
<b>REPAIR/MAINTENANCE SERVICES</b>				
536200 NON REV VEHICLE MAINTENANCE SERVICES	3,499	4,000	502	12.5%
536300 FACILITY MAINTENANCE REPAIR SVC	-	-	-	-
536500 EQUIP MAINTENANCE REPAIR SVC	-	1,000	1,000	100.0%
<b>TOTAL REPAIR/MAINTENANCE SERVICES</b>	<b>3,499</b>	<b>5,001</b>	<b>1,502</b>	<b>30.0%</b>
<b>OTHER OUTSIDE SERVICES</b>				
571110 GENERAL LEGAL EXPENSES	85,121	80,000	(5,121)	-6.4%
571142 CONSTRUCTION SERVICES	-	-	-	-
571170 EMPLOYEE MAINTENANCE	884	-	(884)	-
571180 MANAGEMENT TRAINING	1,200	2,500	1,300	52.0%
571190 MAINTENANCE TRAINING	-	-	-	-
571200 OPERATOR TRAINING	-	-	-	-
571210 GENERAL SERVICE AGREEMENTS	-	-	-	-
571230 PUBLIC NOTICES	-	-	-	-
571240 OTHER PRINTING SERVICES	2,810	2,000	(810)	-40.5%
571250 GENERAL OUTSIDE SERVICES	5,883	6,976	1,094	15.7%
571280 UNIFORM PURCHASES	1,109	2,000	891	44.5%
<b>TOTAL OTHER OUTSIDE SERVICES</b>	<b>97,007</b>	<b>93,476</b>	<b>(3,531)</b>	<b>-3.8%</b>
<b>TOTAL OUTSIDE SERVICES</b>	<b>100,506</b>	<b>98,477</b>	<b>(2,029)</b>	<b>-2.1%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FOR HIRE VEHICLE (FHV) ADMINISTRATION (761)  
BUDGET TO ACTUALS - DETAIL  
FISCAL YEAR 2025**

	ACTUAL FY25	AMENDED BUDGET FY25	VARIANCE	VARIANCE %
<b>MATERIALS AND SUPPLIES</b>				
<b>OTHER MATERIALS AND SUPPLIES</b>				
545300 MAINTENANCE SUPPLIES (NON REV VEHICLES)	-	-	-	-
545400 MAINTENANCE SUPPLIES (FACILITIES)	-	-	-	-
545500 EQUIPMENT MAINTENANCE SUPPLIES	639	-	(639)	-
545910 INVOICE DISCOUNT TAKEN	-	-	-	-
545700 SAFETY AND MAINTENANCE SUPPLIES	1,743	500	(1,244)	-248.9%
<b>TOTAL OTHER MATERIALS AND SUPPLIES</b>	<b>2,382</b>	<b>500</b>	<b>(1,883)</b>	<b>-376.8%</b>
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>2,382</b>	<b>500</b>	<b>(1,883)</b>	<b>-376.8%</b>
<b>ENERGY</b>				
<b>DIESEL FUEL</b>				
541100 DIESEL FUEL	-	-	-	-
541200 GASOLINE	4,400	6,000	1,600	26.7%
541300 FUEL TAXES	-	-	-	-
<b>TOTAL DIESEL FUEL</b>	<b>4,400</b>	<b>6,000</b>	<b>1,600</b>	<b>26.7%</b>
<b>UTILITIES</b>				
552100 FACILITY ELECTRIC	-	-	-	-
553100 GAS	-	-	-	-
554100 WATER	-	-	-	-
555100 TELEPHONE	-	-	-	-
<b>TOTAL UTILITIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL ENERGY</b>	<b>4,400</b>	<b>6,000</b>	<b>1,600</b>	<b>26.7%</b>
<b>RISK MANAGEMENT</b>				
561110 PAYOUT LIABILITY CLAIMS	-	-	-	-
564110 RISK LEGAL LIABILITY EXPENSES	15,666	-	(15,666)	-
564120 RISK LEGAL OTHER EXPENSES	3,065	-	(3,065)	-
562210 PREMIUM WORKMAN'S COMP EXCESS	10,412	10,412	-	0.0%
<b>TOTAL RISK MANAGEMENT</b>	<b>29,143</b>	<b>10,412</b>	<b>(18,730)</b>	<b>-179.9%</b>
<b>GENERAL AND ADMINISTRATIVE</b>				
575120 RENT	29,064	29,064	-	0.0%
575130 OFFICE SUPPLIES	1,244	1,000	(244)	-24.4%
575150 NON CAPITAL FURNITURE/OFFICE EQUIPMENT	5,170	6,000	830	13.8%
575170 NON MAINTENANCE GENERAL SUPPLIES	-	100	100	100.0%
575180 LICENSES AND PERMITS	-	-	-	-
575220 DUES AND SUBSCRIPTIONS.	-	-	-	-
575230 TRAVEL AND MEETINGS	5,331	6,400	1,069	16.7%
575270 POSTAGE	-	500	500	100.0%
579900 OTHER MISC.	-	1,000	1,000	100.0%
<b>TOTAL GENERAL AND ADMINISTRATIVE</b>	<b>40,810</b>	<b>44,064</b>	<b>3,254</b>	<b>7.4%</b>
<b>VEHICLE / FACILITY LEASE</b>				
596150 NON REVENUE VEHICLE LEASE COSTS	24,608	20,604	(4,004)	-19.4%
<b>TOTAL VEHICLE / FACILITY LEASE</b>	<b>24,608</b>	<b>20,604</b>	<b>(4,004)</b>	<b>-19.4%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>846,358</b>	<b>816,696</b>	<b>(29,661)</b>	<b>-3.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(25,105)</b>	<b>(44,926)</b>	<b>19,821</b>	<b>-44.1%</b>
<b>OVERHEAD ALLOCATION</b>				
597151 OVERHEAD ALLOCATION	734	734	(0)	0.0%
<b>TOTAL OVERHEAD ALLOCATION</b>	<b>734</b>	<b>734</b>	<b>(0)</b>	<b>0.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(24,371)</b>	<b>(44,192)</b>	<b>19,821</b>	<b>-44.9%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>



**Metropolitan  
Transit  
System**

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)  
FOR-HIRE VEHICLE ADMINISTRATION  
2026 FEE SCHEDULE**

**1. Annual Regulatory Fee per Vehicle** (If not paid or post-marked by close of business, Monday, March 2, 2026, the permit(s) is not renewed).

- |       |   |        |
|-------|---|--------|
| 1.1   | Non-Emergency Medical / Charter   | \$ 490 |
| 1.2   | Taxicab / Jitney / Low-Speed Vehicle / Sightseeing  | \$ 385 |
| 1.2.1 | Annual Regulatory Fee may be waived for Taxicab Wheelchair Accessible Vehicle (WAV) permit(s) upon approval and in accordance with Taxicab WAV Policy – Fee Waiver Guidelines       |        |
| 1.3   | Permit Renewal Late Fee (if missed the Deadline, the Annual Regulatory Fee and Permit Renewal Late Fee will be accepted, so long as received by close of business on April 3, 2026) | \$ 65  |

**2. Permit Application**

- |       |   |        |
|-------|---|--------|
| 2.1   | <u>Permit application (New Company)</u>   | \$ 915 |
| 2.1.1 | Plus each permit in excess of one (1)   | \$ 90  |
| 2.1.2 | Prorated Regulatory Fee (Section 1.0; based on application approval date)   |        |
| 2.1.3 | Fees described in Section 2.1 may be waived for Taxicab WAV permit(s) upon approval and in accordance with Taxicab WAV Policy – Fee Waiver Guidelines |        |
| 2.2   | <u>Permit application (Add Vehicle to Existing Company)</u>   |        |
| 2.2.1 | Adding new permitted vehicle to existing company  | \$ 90  |
| 2.2.2 | Prorated Regulatory Fee (Section 1.0; based on application approval date)   |        |



2.2.3 Fees described in Section 2.2 may be waived for Taxicab WAV permit(s) upon approval and in accordance with Taxicab WAV Policy – Fee Waiver Guidelines

### 3. Driver Training Class

3.1	Class Fee	\$ 40
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### 4. Operational Requests

4.1	Jitney route – new, change or additional route request	\$ 130
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4.2	Jitney zone, if installed	\$ 80
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4.3	Corporation / LLC name change (same officers)	\$ 75
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4.4	<u>Fictitious name / Doing Business As (DBA) change</u>	\$ 55
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	4.4.1 Plus per-vehicle fee	\$ 25
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4.5	<u>Dispatch Service Change (unless as part of the in-person annual renewal process)</u>	\$ 55
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	4.5.1 Plus per-vehicle fee	\$ 25
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4.6	Add corporation officer / LLC member (each)	\$ 75
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### 5. Vehicle Inspection (Non-Mechanical Items)

5.1	As a result of failing scheduled inspection	\$ 45
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5.2	Re-schedule inspection with less than 24-hour notice	\$ 45
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5.3	Failure to appear for inspection appointment	\$ 45
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5.4	Supplemental scheduled inspection (Out of Service)	\$ 75
-----	--	-------

5.5	Re-inspection pursuant to a 72-hour notice	\$ 75
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5.6	Failure to produce mechanical inspection by due date	\$ 60
-----	--	-------

5.7	MTS Regulated Vehicle reflective decals each (replacement only)	\$ 15
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## 6. Dispatch Services

6.1 Initial review of new dispatch service organization \$ 180

## 7. Permit Type Reassignment (same permit holder)

7.1 Permit Type Reassignment under same Permit Holder (per vehicle) \$ 195

7.1.1 Annual Regulatory Fee (See Section 1.0; paid upon filing of permit reassignment application)

### PAYMENT

- The 2026 regulatory fee is due for each permit held as of January 1, 2026, irrespective of whether permit is later surrendered, abandoned, or revoked. The permit is considered not renewed if fee is not paid or post-marked by close of business on March 2, 2026, or by April 3, 2026 if no Permit Renewal Late Fee is received.
- For new permits issued after January 1, 2026, prorated regulatory fee is due when permit is issued.
- Other fees (i.e. non-Annual Regulatory Fee) are due when the request is made.
- A \$40 “Returned Payment Fee” applies when a payment is submitted with a personal check but there are insufficient funds to cover the payment amount.
- No refunds will be issued.

### REQUIREMENTS RELATED TO FEE SCHEDULE

- Fees have been established to affect the full cost recovery of activities associated with for-hire vehicle regulation, in accordance with California Public Utilities Code Section 120266, MTS Ordinance No. 11, Section 1.5 (c), and MTS Board Policy No. 34, Section 34.4.1.
- Fee Schedule will be posted on MTS’s Website and be emailed to all Permit Holders. The Fee Schedule will go into effect 30 calendar days thereafter, in accordance with MTS Ordinance No. 11, Section 1.5 (c)(1).
- Any person may object to a particular fee by filing, within ten (10) calendar days of posting, an appeal with the Chief Executive Officer in accordance with MTS Ordinance No. 11, Section 1.5 (c)(2) and Section 1.17, and Administrative Regulation 89-1, provided “that the sole issue to be determined on review is whether the fee or charge exceeds the reasonable costs for personnel salaries and administrative overhead associated with the particular administrative service or function”.

## REFERENCES

- California Public Utilities Code Section 120266; [MTS Ordinance No. 11](#); and [MTS Board Policy No. 34](#); Administrative Regulation 89-1; and Taxicab WAV Policy Goal and Fee Waiver Guidelines.

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Sharon Cooney, Chief Executive Officer

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Date



Metropolitan  
Transit  
System

Item No. 4, 11/19/2025

# **FY 2026 Amended Budget Forecast and CY 2026 Fee Schedule**

Taxicab Advisory Committee

# FHVA Budget Overview

- Per MTS's enabling legislation, FHVA is required to be a self-funded entity (i.e. 100% cost-recovery).
- Budget compromises of:
  - Expense – Largest cost is salaries and associated benefits (currently 7 staff); outside services
  - Revenue – annual regulatory, permit application fees and other fees (*regulatory fee revenue not known until 9 months into each budget year*)
  - Contingency Reserve – used when operating deficit; added to when revenues exceed expenses; when unexpected costs /unexpected drops in revenue; save for capital projects; and/or otherwise mitigate financial risks that could impact operations and administration

# FHVA Budgeting Goals

- Aim to avoid steep increases to annual fees
  - Helps permit holders to plan for operational costs; sudden increases may make it infeasible to continue business for some permit holders
- Aim to maintain current operation levels so can continue ensuring public safety and preventing unfair consumer practices
  - FHVA aims to avoid sudden staff reductions; termination of expense contracts; reducing enforcement activities etc.
  - To maintain current operation levels, also requires recognition that every year, our expenses are increasing
- Aim to be financially able to make improvements to operations and administrative activities when appropriate
- Aim to have flexibility and ability to respond to unexpected permit drops, unexpected costs or other factors



# Ad Hoc Finance Working Group

- Representatives from Non-Emergency Medical (NEM), Charter, Taxicabs, and For-Hire Vehicle Regulatory Agencies
- Hosted 2 meetings and provided information on:
  - Budgeting goals
  - FHVA budget processes and annual analysis
  - Factors impacting revenue, expenses and contingency reserves
  - 5-year forecasts, showing multiple years of operating deficits
  - Staff not recommending a contingency reserve target as it would not meet FHVA's budgeting goals
  - Proposed FY26 Amended Budget Forecast and CY26 Fee Schedule

# Feedback Received

- Majority of For-Hire Vehicle Regulators are not full cost recovery (e.g. access to a city's general funds, subsidies); Exception Sunline (target of 2 year of operating expenses within contingency reserve)
- Support for FHVA Budgeting Goals and annual budgeting processes
- Support for continuing Ad-Hoc Finance Working Group to provide transparency and opportunity for feedback before fees are set
- Recognized multiple years of operating deficit not sustainable and modest fee increase now assists in preventing larger fee spikes later
- Review a Contingency Reserve Target, potentially 1 year up to 2 years, of operating expenses
- Support use of interest-bearing account on FHVA cash

# Response to Feedback

- Maintain the FHVA Ad-Hoc Finance Working Group
- Maintain current annual budget analysis process.
  - Continue to review multiple factors annually, without establishing reserve target which can be too rigid and may not meet goals (e.g. avoid steep spikes in reg. fee when possible). However, will review guardrails each year for what are sufficient contingency reserve levels.
    - For FY 26, an informal guardrail range of 50% to 150% of operating expenses within the contingency reserve may be appropriate reference point to consider.
- Utilize a Fee Schedule Memo to explain how MTS reached its decisions related to annual regulatory fees
- Comprehensive analysis of other fees charged based on estimated time and associated salary cost to perform each task

# Proposed CY 26 Regulatory Fee

- Proposing for CY 26 the following Annual Regulatory Fee:
  - NEM/Charter: Previous (\$455) / Revised (\$490)
    - Increased - % change (7.7%)
  - Taxi/Jitney/LSV: Previous (\$360) / Revised (\$385)
    - Increased - % change (6.9%)
      - *The last 5 years, able to keep reg. fee low. Was \$600 in CY15-20; and \$700 in CY21.*
- For CY 26, can sustain modest \$35/\$25 increase based on budget analysis, goals and contingency reserve level
  - Modest increases now will assist in reducing need for larger fee increase / spike in future.
    - Operating expenses increased 15.1% from FY 25 to the amended FY 26 forecast.
  - Operating deficits for FY25 and 26. Future operating deficits are projected, which is not sustainable. May require fee increases in future.

# Operating Revenue

	<b>FY25 ACTUAL</b>	<b>FY26 ORIGINAL</b>	<b>FY26 AMENDED</b>	<b>\$ VARIANCE</b>	<b>% VARIANCE</b>
Annual Regulatory Fees	\$ 598,075	\$ 594,770	\$ 646,345	\$ 51,575	8.7%
Processing/Other Fees	223,178	177,000	171,000	(6,000)	-3.4%
<b>Total Operating Revenue</b>	<b>\$ 821,253</b>	<b>\$ 771,770</b>	<b>\$ 817,345</b>	<b>\$ 45,575</b>	<b>5.9%</b>

- Annual Regulatory Fee
  - Finished FY25 with 1498 active permits
  - FY26 original budget assumed 1469 permits in total with permit fee of \$455 and \$360
  - FY26 amended forecast assumes 1498 permits with permit fee of \$490 and \$385
    - Regulatory fees increased \$35/\$25 respectively
- Processing/Other Fees
  - Projecting \$171,000 in application/processing/other revenue based on lowered application fees
  - \$52K reduction from FY25 levels

# Operating Expenses

	<b>FY25 ACTUAL</b>	<b>FY26 ORIGINAL</b>	<b>FY26 AMENDED</b>	<b>\$ VARIANCE</b>	<b>% VARIANCE</b>
Personnel Costs	\$ 644,508	\$ 684,917	\$ 684,917	\$ -	0.0%
Outside Services	100,506	120,840	129,840	9,000	7.4%
Materials & Supplies	2,382	500	500	-	0.0%
Energy	4,400	7,000	7,000	-	0.0%
Risk	29,143	11,000	41,000	30,000	272.7%
General & Administration	65,418	65,921	65,921	-	0.0%
Overhead Allocation	(734)	43,815	43,815	-	0.0%
<b>Total Costs</b>	<b>\$ 845,624</b>	<b>\$ 933,993</b>	<b>\$ 972,993</b>	<b>\$ 39,000</b>	<b>4.2%</b>

- Personnel Costs – 7 FTEs, including new Regulatory Inspector Supervisor that started in November 2024
- Outside Services – includes vehicle maintenance, printing, RCS radio fees, \$100K budget for legal, and \$14K for software
- Risk – includes special liability insurance premium for FHV admin and one-time \$30K for claim payout
- Energy – gasoline for non-revenue vehicles
- G&A – includes building rent and NRV lease costs
- Overhead Allocation – allocation of MTS administrative expenses

# Net Operating Income

	<b>FY25 ACTUAL</b>	<b>FY26 ORIGINAL</b>	<b>FY26 AMENDED</b>	<b>\$ VARIANCE</b>	<b>% VARIANCE</b>
Total Operating Revenue	\$ 821,253	\$ 771,770	\$ 817,345	\$ 45,575	\$ 0
Total Operating Costs	845,624	933,993	972,993	39,000	4.2%
<b>Net Operating Income</b>	<b>\$ (24,371)</b>	<b>\$ (162,223)</b>	<b>\$ (155,648)</b>	<b>\$ 6,575</b>	<b>-4.1%</b>
Contingency Reserves	(24,371)	(162,223)	(155,648)	6,575	-4.1%
<b>Revenues Less Expenses</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	

- FHV Administration is self-funded and must fund operating deficits with contingency reserves
- Net operating deficit of \$24K in FY25, offset by \$68K interest allocation
- Projecting net operating deficit of \$156K in FY26 amended forecast

# Reserves

## **Fiscal Year 2024 (Audited)**

Contributions / (Usage)	151,649
Interest Allocation	66,380
<b>Contingency Balance - FY 2024 (Audited)</b>	<b>1,000,686</b>

## **Fiscal Year 2025 (Audited)**

Contributions / (Usage)	(24,369)
Interest Allocation	67,783
<b>Contingency Balance - FY 2025 (Audited)</b>	<b>1,044,100</b>

## **Fiscal Year 2026 (Projected)**

Contributions / (Usage)	(155,648)
Interest Allocation	45,415
<b>Contingency Balance - FY 2026 (Projected)</b>	<b>933,867</b>



# 5-Year Forecast

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Operating Revenues	\$ 821,253	\$ 817,345	\$ 861,425	\$ 905,505	\$ 949,585	\$ 993,665	\$ 1,037,745
Operating Expenses*	845,624	972,993	924,648	964,774	1,007,264	1,052,290	1,100,040
<b>Net Operating Income (Loss)</b>	<b>\$ (24,371)</b>	<b>\$ (155,648)</b>	<b>\$ (63,223)</b>	<b>\$ (59,269)</b>	<b>\$ (57,679)</b>	<b>\$ (58,625)</b>	<b>\$ (62,295)</b>
<b>Contingency Reserve - Begining Balance</b>	<b>\$ 1,000,686</b>	<b>\$ 1,044,098</b>	<b>\$ 933,865</b>	<b>\$ 893,348</b>	<b>\$ 844,080</b>	<b>\$ 796,401</b>	<b>\$ 747,776</b>
Contributions/Usage from Operating Activities	\$ (24,371)	\$ (155,648)	\$ (63,223)	\$ (59,269)	\$ (57,679)	\$ (58,625)	\$ (62,295)
Interest Allocation	\$ 67,783	\$ 45,415	\$ 22,707	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
<b>Contingency Reserve - Ending Balance</b>	<b>\$ 1,044,098</b>	<b>\$ 933,865</b>	<b>\$ 893,348</b>	<b>\$ 844,080</b>	<b>\$ 796,401</b>	<b>\$ 747,776</b>	<b>\$ 695,481</b>
<b>Contingency Reserve % of Op. Expenses</b>	<b>123.5%</b>	<b>96.0%</b>	<b>96.6%</b>	<b>87.5%</b>	<b>79.1%</b>	<b>71.1%</b>	<b>63.2%</b>
<b>NEM Charter Reg Fee</b>	<b>\$ 455</b>	<b>\$ 490</b>	<b>\$ 525</b>	<b>\$ 560</b>	<b>\$ 595</b>	<b>\$ 630</b>	<b>\$ 665</b>
<b>Taxi/Other Reg Fee</b>	<b>\$ 360</b>	<b>\$ 385</b>	<b>\$ 410</b>	<b>\$ 435</b>	<b>\$ 460</b>	<b>\$ 485</b>	<b>\$ 510</b>
<b>Regulatory Fee Change</b>		<b>\$ 35</b>	<b>\$ 35</b>	<b>\$ 35</b>	<b>\$ 35</b>	<b>\$ 35</b>	<b>\$ 35</b>
		<b>\$ 25</b>	<b>\$ 25</b>	<b>\$ 25</b>	<b>\$ 25</b>	<b>\$ 25</b>	<b>\$ 25</b>

- Outyear assumptions:
  - Operating revenues increase at average of 4.9% per year (regulatory fee increases \$35/\$25 per year in this forecast, but CY 2026 Fee Schedule only decides what the CY 2026 regulatory fee will be and not future years)
  - Expenses decrease -5.0% in FY27 and then grow by average of 4.4% per year after
    - FY27 costs decrease due to projected lower legal costs (\$50K vs. \$100K) and FY26 had one-time claim payout
  - Reserve projected to decrease over time

# Proposed CY 26 Fee Schedule

Fee Description	Previous CY 25 Fee	Proposed CY 26 Fee
<b>Annual Regulatory Fee (Per Vehicle):</b>		
NEM, Charter	\$455	\$490 (Increased 7.7%)
Taxi, Jitney, Low-Speed Vehicle (LSV), Sightseeing	\$360	\$385 (Increased 6.9%)
Taxicab Wheelchair Accessible Vehicle (WAV) Fee Waiver	Fee Waived	Continuing with No Change
Permit Renewal Late Fee (per Permit Holder)	\$100	\$65 (Decreased)

# Proposed CY 26 Fee Schedule

Fee Description	Previous CY 25 Fee	Proposed CY 26 Fee
<b>Permit Application:</b>		
• Transferring Permits	\$875	Permits no longer transferable. Applicants may acquire permits through Permit Application Process.
• <b>New Company</b>	\$1,500	\$915 (Decreased)
• Plus, if applicant a corporation	\$200	Removed
• Plus, Each Permit in Excess of One (1)	\$200	\$90 (Decreased)
• <b>Add Vehicle to Existing Company</b>	\$200	\$90 (Decreased)
• Taxicab WAV Fee Waiver	Fee Waived	Continuing with No Change
<b>Driver Training Class:</b>	\$30	\$40 (Increased)

# Proposed CY 26 Fee Schedule

Fee Description	Previous CY 25 Fee	Proposed CY 26 Fee
<b>Operational Requests:</b>		
• Jitney Route - New, Change, or Additional Route	\$250	\$130 (Decreased)
• Jitney Zone if Installed	\$250	\$80 (Decreased)
• Taxicab Stand Installation Fee	\$250	Removed
• Corporation/LLC Name Change (Same Officers)	\$100	\$75 (Decreased)
• <b>Fictitious Name / Doing Business as (DBA) Change</b>	\$100	\$55 (Decreased)
• Plus Per-Vehicle Fee	\$50	\$25 (Decreased)

# Proposed CY 26 Fee Schedule

Fee Description	Previous CY 25 Fee	Proposed CY 26 Fee
<b>Operational Requests - Continued:</b>		
• <b>Dispatch Service Change</b> (Unless as Part of the In-Person Annual Renewal Process)	\$50	\$55 (Increased)
• Plus Per-Vehicle Fee	\$10	\$25 (Increased)
• <b>Add Corporation Officer/LLC Member (Each)</b>	\$100	\$75 (Decreased)
• Rate of Fare Filing (other than taxicabs)	\$50, plus per vehicle fee of \$10	Removed
• Replacement Vehicle	\$50	Removed
• Change of Stockholder	\$100	Removed

# Proposed CY 26 Fee Schedule

Fee Description	Previous CY 25 Fee	Proposed CY 26 Fee
<b>Vehicle Inspection (Non-Mechanical Items) - Continued:</b>		
• Failing Scheduled Inspection	\$50	\$45 (Decreased)
• Re-Scheduling Inspection with Less than a 24-Hour Notice	\$50	\$45 (Decreased)
• Failure to Appear for an Inspection Appointment	\$50	\$45 (Decreased)
• Supplemental Scheduled Inspection	\$50	\$45 (Decreased)
• Re-Inspection Pursuant to a 72-Hour Notice	\$25	\$75 (Increased)
• Failure to Produce Mechanical Inspection by Due Date	\$30	\$40 (Increased)

# Proposed CY 26 Fee Schedule

Fee Description	Previous CY 25 Fee	Proposed CY 26 Fee
<b>Vehicle Inspection (Non-Mechanical Items) - Continued:</b>		
<ul style="list-style-type: none"> <li>MTS Vehicle Reflective Decals Each</li> <li>Replacement Only – (Previously Sold Separately) Now Included as part of Permit Application Fee</li> </ul>	\$10	\$15 (Increased)
<b>Dispatch Services:</b>		
<ul style="list-style-type: none"> <li>Review of New Dispatch Service Organization</li> </ul>	\$150	\$180 (Increased)
<ul style="list-style-type: none"> <li>Dispatch Name Change</li> </ul>	\$50	Removed
<b>Permit Re-Assignment:</b> <ul style="list-style-type: none"> <li>(Same Permit Holder Per-Vehicle)</li> </ul>	\$250	\$195 (Decreased)
<b>Returned Payment Fee:</b>	\$35	\$40 (Increased)

# Next Steps

- After TAC Meeting, will review feedback
- CEO will adopt final CY 2026 Fee Schedule
  - Will be posted on the FHVA website and email will be sent to all permit holders (likely end of November)
    - Information will be sent on invoices and payment of annual regulatory fee, including dates/times/location of in-person renewal collection
- Fee Schedule will then go into effect on 1/1/2026
- Deadline for Annual Regulatory Fee Payment:
  - Monday, March 2, 2026, at close of business
    - Can pay a per permit holder late fee in addition to regulatory fee up to 4/3/26



# Questions/Comments



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## **Agenda Item No. 5**

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

November 19, 2025

#### **SUBJECT:**

Autonomous For-Hire Vehicles (Rosa Olascoaga-Vidal, City of San Diego, Office of Council Member Sean Elo-Rivera)

#### **RECOMMENDATION:**

That Taxicab Advisory Committee (TAC) discuss the Chair of TAC's request and provide direction to staff regarding autonomous for-hire vehicles.

#### **Budget Impact**

None

#### **DISCUSSION:**

Autonomous for-hire vehicles are self-driving vehicles that transport passengers for-hire without a human driver. Autonomous for-hire vehicles are currently regulated in part by California Department of Motor Vehicle (DMV) and California Public Utilities Commission (CPUC). Because the CPUC regulates autonomous for-hire vehicles, similar to its regulation of Transportation Network Companies (TNCs) like Uber and Lyft, they are not regulated by MTS.

Earlier this year, Waymo began testing its autonomous vehicles in San Diego. At the February 26, 2025 TAC Meeting, Agenda Item No. 7, staff provided information concerning autonomous for-hire vehicles and requested that TAC provide a recommendation to staff on what additional research or next steps should be conducted. No motion or action was taken. However, general feedback received included: concerns related to limited regulatory oversight; how TNCs, such as Waymo, are not on a level playing field in terms of regulation; and concerns on how it would impact taxicab passenger trips from the airport.

Waymo recently announced that they will begin conducting passenger trips in San Diego sometime in 2026. It is unclear how future operations by these autonomous for-hire vehicle companies may impact the for-hire vehicle industry at this time, as staff has limited knowledge of Waymo's operation plans.



TAC Chair Sean Elo-Rivera requested that an agenda item be brought forward for TAC to take action on recommending that the MTS Board of Directors and MTS TAC adopt a resolution and/or submit letters to the appropriate entities expressing its concerns involving autonomous for-hire vehicles.

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

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

# **Autonomous For-Hire Vehicles**

Taxicab Advisory Committee

# Autonomous For-Hire Vehicles



Science & Technology

## Driverless rideshare service Waymo coming to San Diego gets mixed reactions

By [Jacob Aere](#) / General Assignment Reporter  
Contributors: [Carlos Castillo](#) / Video Journalist  
Published November 13, 2025 at 5:00 PM PST



# Background

- Autonomous for-hire vehicles are self-driving vehicles that transport passengers without a human driver
- Autonomous for-hire vehicles (Example: Waymo) are currently regulated in part by California Department of Motor Vehicle (DMV) and California Public Utilities Commission (CPUC).
- At the February 26, 2025 TAC Meeting, Agenda Item No. 7, staff provided information concerning autonomous for-hire vehicles and requested that TAC provide a recommendation to staff on what additional research or next steps should be conducted.
- Waymo announced they will be conducting passenger trips in San Diego sometime in 2026.

# Potential Impacts of Autonomous For-Hire Vehicles in San Diego

- Mass Job Displacement
- Threat to Livelihoods
- Lack of Local Control
- Traffic and Public Transportation Disruptions
- Public Safety Risks

# Proposed Actions

- **Protect Livelihoods:** Safeguard local workers who rely on driving income.
- **Demand Local Control:** Create a process to provide city authority over AV deployment decisions.
- **Ensure Accountability:** Hold state regulators responsible for public safety standards.
- **Champion Responsible Policy:** Push for a community-centered approach to technology policy.



# Next Steps

Letter from the MTS TAC to include:

- Submit a formal protest to the California Public Utilities Commission (CPUC) regarding Waymo's Phase I Driverless Autonomous Vehicle Deployment Program Advice Letter for San Diego
- Submit a formal protest to the California Department of Motor Vehicles (DMV) regarding Waymo's autonomous vehicle permit for San Diego

# Next Steps

Recommend the MTS Board of Directors to support a resolution:

- Urging the California Legislature and Governor to restore local control and the right of communities to vote on whether autonomous vehicles may operate in their jurisdictions
- Submit a formal protest to the California Public Utilities Commission (CPUC) regarding Waymo's Phase I Driverless Autonomous Vehicle Deployment Program Advice Letter
- Submit a formal protest to the California Department of Motor Vehicles (DMV) regarding Waymo's autonomous vehicle permit
- Support prohibiting driverless vehicles from operating at San Diego International Airport, in order to protect airport ground transportation workers and ensure public safety.

# Recommendation

- Taxicab Advisory Committee (TAC) discuss the Chair of TAC's request and provide direction to staff regarding autonomous for-hire vehicles.

# Questions/Comments



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## **Agenda Item No. 6**

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

November 19, 2025

#### **SUBJECT:**

Wildcatting Enforcement Update (Leonardo Fewell)

#### **INFORMATIONAL ONLY**

##### Budget Impact

None

#### **DISCUSSION:**

For Hire Vehicle Administration (FHVA) will provide a presentation on the latest developments on wildcatter enforcement based on information provided by the California Public Utilities Commission (CPUC), the San Diego Police Department (SDPD), and the San Diego International Airport.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

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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 multiple cities in San Diego County.





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Item No. 6, 11/19/2025

# Wildcatting Enforcement Update

Taxicab Advisory Committee

# Wildcatting Enforcement Update

- Since 7/21/2025, San Diego Police (SDPD), and the California Public Utilities Commission (CPUC) have conducted three operations targeting wildcatting in the San Ysidro area
- As a result, four (4) alleged wildcatters were detained by SDPD
  - Four (4) persons were detained for possible violation of section 5411 PUC
  - Four (4) were impounded for 30-days (unknown if they were recovered by owner)
  - Pursuant to the vehicle impounds, four (4) follow-up administrative citations for \$1,500 (each) were issued by the CPUC

# Wildcatting Enforcement Update

- SDPD has been staffing its “Border Safety Detail” shifts on a limited overtime basis
- The Border Safety Detail has a broader focus on criminal activity (i.e. drug possession, trespassing, encroachment and illegal parking) but include cross-over enforcement into wildcatting
- SDPD believes these details indirectly disrupt wildcatting operations by the issuance of parking citations (34 parking citations issued)



# Wildcatting Enforcement Update

- Patrol operations and calls for service remain the primary responsibilities for SDPD
- Despite establishing partnerships and enforcement strategies with CPUC Investigators, wildcatting enforcement is done on a limited overtime basis
- According to SDPD, an increase in dedicated wildcatting enforcement funding is **critical** to expand and sustain wildcatting enforcement operations in San Ysidro and Otay Mesa

# Wildcatting Enforcement Update

- The San Diego Harbor Police (SDHP) and the San Diego Airport requested to be added as stakeholders for wildcatter enforcement
- On 10/04/2025, SDHP, CPUC and FHVA, conducted a transportation compliance detail targeting taxicabs, shuttles, and TNCs at the B St cruise ship terminal
- No wildcatting activity was detected, and no citations were issued by SDHP, CPUC or FHVA
- FHVA will participate in future compliance details at the cruise ship terminals and the San Diego airport

# Wildcatting Enforcement Update

- On 11/12/2025, FHVA briefed newly appointed leadership from the District Attorney's (DA) southern division office on wildcatting enforcement efforts
- Additionally, FHVA has reached out to agency stakeholders asking for feedback on the possible installation of curbside signs prohibiting wildcatter activity (i.e. signage content, applicable codes)
- FHVA and the DA agreed that installing signs may not be appropriate at this time and instead efforts should focus on increasing the frequency of the SDPD and CPUC enforcement details

# Questions/Comments



## Agenda Item No. 7

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

November 19, 2025

#### SUBJECT:

Sustainable Measures for the Taxicab Industry (Leonardo Fewell)

#### INFORMATIONAL ONLY

##### Budget Impact

None

#### DISCUSSION:

Since the introduction of Transportation Network Companies (TNCs), taxicab drivers have reported a steady decline in passenger demand for airport and city trips. Several technology, regulatory, economic, and social factors have contributed to the decline of the taxicab industry.

For-Hire Vehicle Administration (FHVA) recognizes these challenges and continually consults with peer regulatory agencies on best practices and measures that enable taxicabs to better compete in the for-hire vehicle industry. The consensus among regulatory agencies and industry experts is that the technological differences between taxicabs and TNCs place taxicabs at a significant disadvantage and contribute to consumer preferences toward TNCs.

Modern technology within taxicabs helps ensure consumer protections, public safety and is a strategy to help the taxicab industry compete with TNCs and other ride-hailing services. FHVA will provide a presentation on the available technologies for taxicabs that meet regulatory compliance, align with modern industry standards, and provide taxicabs with the opportunity to retain their customer base and better compete with TNCs.

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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Item No. 7, 11/19/2025

# **Sustainable Measures for the Taxicab Industry**

Taxicab Advisory Committee

# Background

- Drivers continue to report longer waiting times for trips at the airport and an overall decline in business
  - FHVA recognizes these challenges and continually consults with peer regulatory agencies on best practices and measures that enable taxicabs to better compete
- Technological differences between taxicabs and TNCs place taxicabs at a significant disadvantage and contribute to consumer preferences toward TNCs
  - Other regulatory agencies are requiring taxicabs to adopt modern technology for consumer protections, public safety and as a strategy to help the taxicab industry compete with TNCs
    - Almost half of FHVA permitted taxis already use modern of technology solutions.

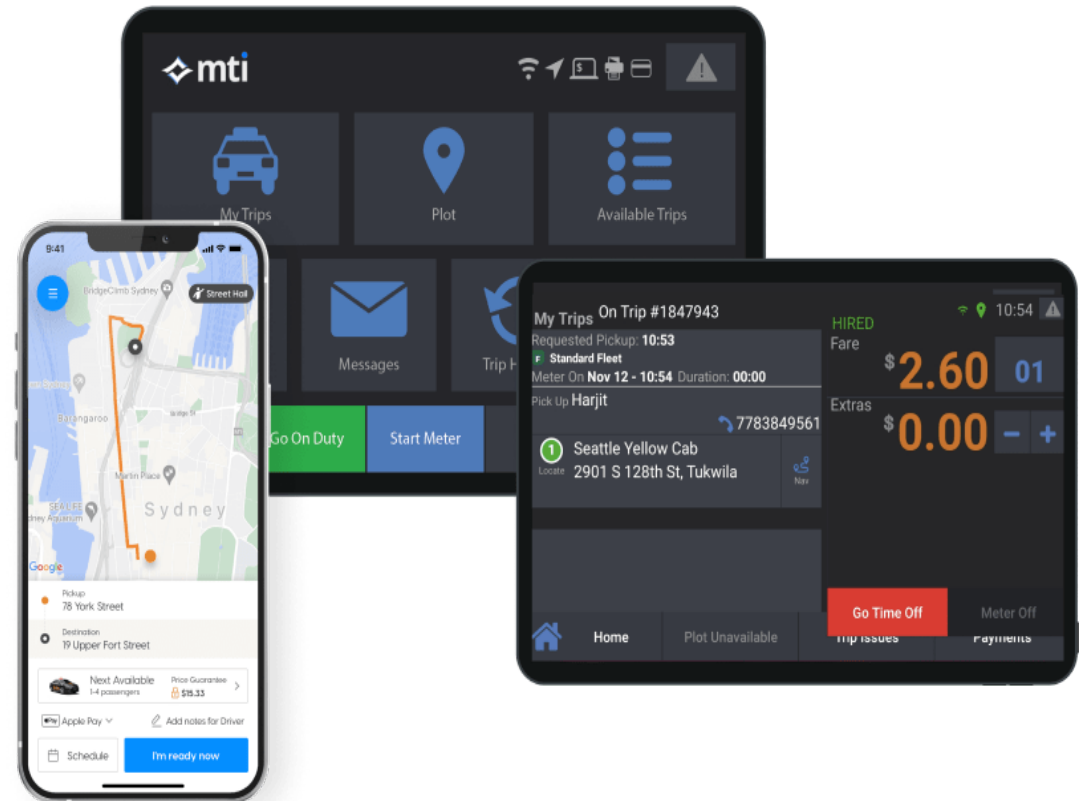
# Technology Challenges for Taxicabs

- Competition from Transportation Network Companies (TNCs)
  - TNCs offer easier app-based booking, payments and up-front pricing
- Consumer preferences and enabling technologies are rapidly changing. Taxis have been left behind
  - Customers now expect mobile-booking, real-time tracking, cashless payment, and up-front pricing.
- Autonomous (self-driving) vehicles
  - Already operating in various cities. Expected in San Diego in 2026
- Requests to implement flat-rates for airport originated trips
  - Technology needed for geo fencing and complaint investigations



# Soft Meters (Smart Meters)

- Digital systems that calculate taxi fares using GPS data and software algorithms, rather than traditional mechanical or hardware-based meters. This has become a key innovation in modernizing the taxicab industry and helping it stay competitive with ride-hailing platforms like Uber and Lyft.



# Soft Meter Benefits

- Accurate and Transparent Fare Calculation
  - Smart meters use GPS and digital sensors to calculate fares based on real-time data (distance, time, traffic)
    - Ensures fair and accurate fares for both drivers and passengers
    - Passengers can see fare details on-screen, building trust/transparency
    - Reduces disputes about overcharging or incorrect fares
- Integration with Modern Payment Systems
  - Smart meters can connect with contactless payment options
    - Credit/debit cards, Apple Pay, Google Pay, or QR-based apps
    - Passengers have the same convenience they expect from TNCs and reduce their cash-handling risk

# Soft Meter Benefits

- Real-Time Data and Reporting
  - Smart meters can automatically send data to a central dispatch or regulatory system
    - Trip Logs, fare totals, GPS routes, vehicle and driver credentials
- Integration with Dispatch and Fleet Systems
  - When connected to computerized dispatch systems, it allows:
    - Automatic trip assignments, upfront pricing, real-time tracking
    - Enhanced Security and Fraud Prevention
    - Digital meters are harder to tamper with than mechanical meters (easy install and programming)
    - Easy trip verification details if a dispute arises
    - GPS and data logs make fare manipulation or false routing difficult

# Soft Meter Benefits

- Improved Customer Experience; Passengers benefit from:
  - Instant e-receipts sent by text or email
  - Clear digital fare displays
  - Multiple payment options
  - A more modern, tech-enabled feel, helping taxis compete with app-based rides
- Cost and Maintenance Advantages
  - Fewer parts than mechanical meters result in lower maintenance costs
  - Software and fare updates can be done remotely
  - Easier integration with future technologies such as up-front pricing

# Contactless Payment

- Technology and systems that allow passengers to pay for their taxi rides without physically handing over cash or swiping a card. Instead, passengers can complete transactions simply by tapping a contactless-enabled card, smartphone, or wearable device on a payment terminal inside the cab



# Contactless Payment Integration

- The driver ends the trip, and the meter displays the final fare. Meter must be connected to the payment terminal for accuracy and transparency
- The fare amount is automatically transmitted to the contactless payment terminal
- The passenger taps their card or phone on the terminal
- The system processes the payment (usually in under 2 seconds)
- A receipt is printed or sent via SMS/email

# Contactless Payment Benefits

- Privacy and Maintaining Control
  - Passengers feel uncomfortable handing their card to another person and prefer to keep it in their possession, and swipe or tap it themselves, to prevent theft/fraud
    - Paying by handing over a card to driver requires drivers to ask for a tip amount, instead of allowing the passenger to select a tip on their own without someone knowing/watching what tip they select
- Reduces waiting time for drivers and passengers
  - Passengers prefer the speed of self-service payment systems like taps, payment display terminals or app-based methods (similar to TNCs)
- More secure transactions
  - PCI DSS (Payment Card Industry Data Security Standards)

# Contactless Payment Benefits

- Improved customer experience
  - Meets modern expectations similar to TNC's seamless payment model
- Health and hygiene
  - Especially valued after the COVID-19 pandemic due to minimal contact
- Competitive advantage
  - Helps traditional taxis compete with rideshare apps that already use digital payments
- Accountability
  - Digital records (i.e. receipts)



# Next Steps

- FHVA will be bringing back soft meters and contactless payment at the next TAC Meeting
  - It is an important topic that needs to be evaluated by all taxicabs to ensure sustainability and competitiveness in the market.
- Drivers can subscribe to any of the dispatch services that already provide these modern technologies for taxicabs'
  - FHVA will not charge a dispatch change fee if the request is done during the annual (in person) renewal collection period.
  - For 2026, the annual renewal period will be between January 2 and March 2, 2026.

# Questions/Comments



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## **Agenda Item No. 8**

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

**November 19, 2025**

**SUBJECT:**

**For-Hire Vehicle Administration (FHVA) Operations Update (Leonardo Fewell)**

**INFORMATIONAL ONLY**

**Budget Impact**

**None**

**DISCUSSION:**

FHVA will provide a report on the following topics and categories: number of active and surrendered permits by vehicle type, number of field contacts, issued citations, airport originated trips, customer feedback cases, other for-hire vehicle statistics, and administrative operations.

**/S/ Leonardo Fewell**

**Leonardo Fewell**

**For-Hire Vehicle Administration Manager**

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

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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 multiple cities in San Diego County.





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Item No. 8, 11/19/2025

# **For-Hire Vehicle Administration (FHVA) Operations Update**

**Taxicab Advisory Committee**

# 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 emails are returned by the next business day

# FHVA Operations Update

## Staff Directory

Title	Name	Phone Number	E-Mail Address
Manager (General Information)	Leonardo Fewell	(619) 235-2643	<a href="mailto:Leonardo.Fewell@sdmts.com">Leonardo.Fewell@sdmts.com</a>
Regulatory Supervisor (Field Enforcement, Complaints)	Sergio Iniguez	(619) 744-5969	<a href="mailto:Sergio.Iniguez@sdmts.com">Sergio.Iniguez@sdmts.com</a>
Regulatory Assistant (Permit Applications, Transfers)	Brenda Jackson	(619) 595-3086	<a href="mailto:Brenda.Jackson@sdmts.com">Brenda.Jackson@sdmts.com</a>
Regulatory Analyst (Permit Applications, Transfers)	Alexis Dizon	(619) 595-3081	<a href="mailto:Alexis.Dizon@sdmts.com">Alexis.Dizon@sdmts.com</a>
Regulatory Inspector (Vehicle Inspections)	Tom Lee	(619) 557-4534	<a href="mailto:Tom.Lee@sdmts.com">Tom.Lee@sdmts.com</a>
Regulatory Inspector (Driver Training)	Mark Palmer	(619) 398-9595	<a href="mailto:Mark.Palmer@sdmts.com">Mark.Palmer@sdmts.com</a>
Regulatory Inspector (Enforcement)	Joe Ross	(619) 398-9573	<a href="mailto:Joe.Ross@sdmts.com">Joe.Ross@sdmts.com</a>

# FHVA Operations Update

## Insurance Expirations

- Per Ordinance No. 11, 1.9:
  - (a) It shall be unlawful to operate a for-hire vehicle unless the permit holder establishes and maintains in effect one of the forms of financial responsibility specified in this section,
  - (b) A valid proof of insurance issued by the company providing the insurance policy required under this section shall be filed with and approved by the Chief Executive Officer
- It is the responsibility of the permit holder(s) to maintain valid insurance for all their FHVA permitted vehicles, **at all times**

# FHVA Operations Update

## Insurance Expirations

- To ensure public safety, FHVA must immediately suspend a permit for which there is no valid insurance on file
- Permit holders must communicate with their insurance broker to prevent a lapse in their insurance and for FHVA to receive a renewed Certificate of Insurance (COI) **before the current one expires**
- FHVA will send a suspension letter via e-mail to the permit holder, and if applicable, to the San Diego Airport
- A vehicle inspection and related fee is required to re-instate a suspended permit



# FHVA Operations Update

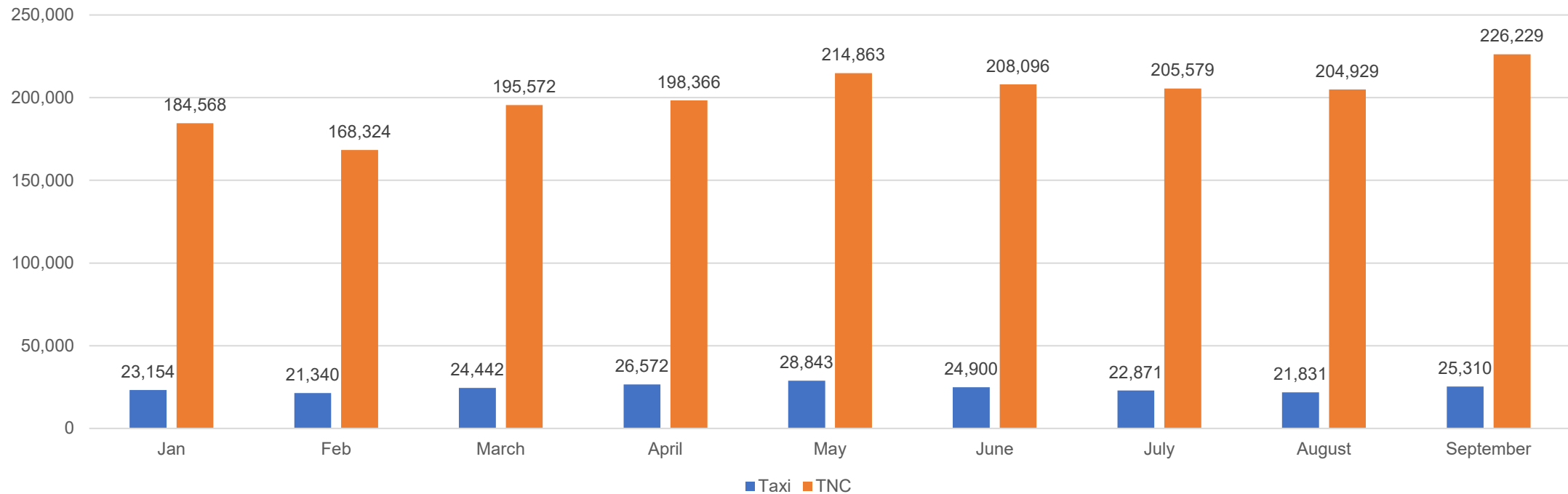
## Insurance Expirations

- If a permit is suspended, permit holders must surrender the permit(s) to FHVA within 72 hours or risk permanent permit revocation
- Permit holders may place their vehicle(s) back into service anytime, free or charge by contacting FHVA and requesting a vehicle inspection appointment
- Please contact FHVA for any questions or require more information

# FHVA Operations Update

## Airport Trips for CY25

Airport Trips (Pick-Up Trips)



	Jan	Feb	March	April	May	June	July	August	September
Taxi	11.1%	11.3%	11.1%	11.8%	11.8%	10.7%	10.0%	9.6%	10.1%
TNC	88.9%	88.7%	88.9%	88.2%	88.2%	89.3%	90.0%	90.4%	89.9%

# FHVA Operations Update

## Airport Generated Trips

- Taxicab drivers and permit holders have requested FHVA to analyze a possible flat-rate for airport originated trips
  - A flat-rate would compensate for longer waiting times to obtain a trip and for short distance trips (e.x. Liberty Station, Point Loma, Spanish Landing, Rental Car building)
- Other airports allow taxicabs to charge a flat-rate for airport originated trips
- The San Diego Airport (SAN) has expressed its support for a possible flat-rate if authorized by FHVA

# FHVA Operations Update

## Airport Generated Trips

- To better evaluate a flat-fare for airport originated trips, FHVA reached out to the San Diego International Airport (SAN) and inquired on the following:
  - Could SAN consider re-adopting an A/B permit system, as in previous years?
  - Could SAN work with taxi drivers to adopt or devise a permit operating schedule that would allow for a reduced number of taxicabs to operate on certain days?
  - Could SAN provide information on LAX's taxicab operation system and whether it is feasible for taxicabs operating out of the Airport?
  - Without excluding current permits, would the Airport be open to working with the industry on re-instituting a permit cap for taxis?

# FHVA Operations Update

## Airport Generated Trips

- FHVA inquiries to the Airport (continued)
  - Could the Airport's Gatekeeper system be utilized to establish geo-fencing parameters to determine trip distance zones (to determine short trips) or establish a time limit for taxicabs to complete a trip and return to a preferred place in the virtual queue?
  - Would the Airport consider working with taxicabs on adopting this "front of the line" concept for short trips? (short trip distance is TBD)
  - Will the Airport still be open to adopting a "front of the line" concept for short trips? (San Francisco International Airport (SFO) has a similar idea for their taxicabs)
  - Once terminal construction is completed, are there any relocation plans for taxicab pick-up curbside staging areas away from the terminals?

# FHVA Operations Update

## Airport Generated Trips

- Implementing a flat-rate for airport-originated trips, without considering the underlying concerns expressed by taxi drivers (i.e., longer wait times for trips, losing their spot in the queue for a short trip), may not result favorably for the taxi industry
  - Maximum rates are already some of the highest in California, a flat-rate for airport originated trips that is higher than the current maximum rates could further reduce passenger trips
- FHVA will not authorize a flat-rate for airport originated trips, without considering technology and policy solutions at the airport level first
  - Will continue to work with the Airport to address these policy questions
  - Technology upgrades (e.g. payment integration, point of sale terminals, GPS technology for zone geo-fencing)

# FHVA Operations Update

## Active and Surrendered Permits

Number of Active vs. Surrendered For-Hire Vehicle Permits (as of 11/05/2025)					
Permit Type	Total Number of Permits	% of Overall Permits	Currently Active Permits	Number of Permits Surrendered	% Surrendered Permits
Charter	102	6.1%	95	7	6.8%
Jitney	6	0.4%	6	0	0%
LSV	40	2.4%	26	14	35%
NEM	650	39%	630	20	3%
Taxi	869	52.1%	761	108	12.4%
<b>Total (All Types)</b>	<b>1667</b>	<b>100%</b>	<b>1518</b>	<b>149</b>	<b>9%</b>

# FHVA Operations Update

## Field Contacts

2025 (July-August-September) FHVA Field Inspections and Stats												
	San Diego	National City	Chula Vista	La Mesa	El Cajon	Lemon Grove	Santee	Oceanside	Poway	Imperial Beach	San Ysidro/Otay Mesa	TOTAL
Contacts	1443	175	229	104	100	24	56	87	49	34	319	2620
Cites	2	0	0	3	0	0	0	2	0	0	0	7
Parking	1	0	0	0	0	0	0	0	0	0	1	2
Warnings	1	0	3	2	0	2	0	3	0	0	0	11
Field Rep	0	1	1	0	0	0	0	0	1	1	0	4

### 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 re-inspection to ascertain violation has been corrected



# FHVA Operations Update

## Field Contacts

Contact per Vehicle Type		
Vehicle Type	Contacts	Percent
Taxi	1372	52.4%
NEM / Charter	1234	47.1%
Jitney	9	0.34%
Low Speed Vehicle	5	0.19%
<b>Total</b>	<b>2620</b>	<b>100%</b>

# FHVA Operations Update

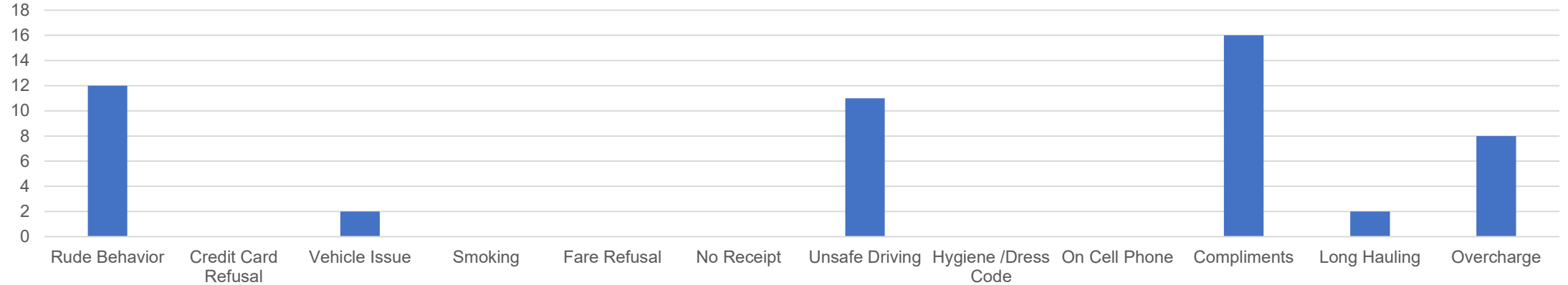
## Field Contacts

Issued Warnings	
Does not have Sheriff ID	7
Sheriff ID Not Worn or Displayed	0
No Trip Log / Incomplete	0
Mechanical	0
No Operation Permit	4
<b>Other :</b>	
Expired Registration	0
No Fire Extinguisher	0
Window Tint	0
No AC	0
No Horn	0
<b>Total Warnings</b>	<b>11</b>

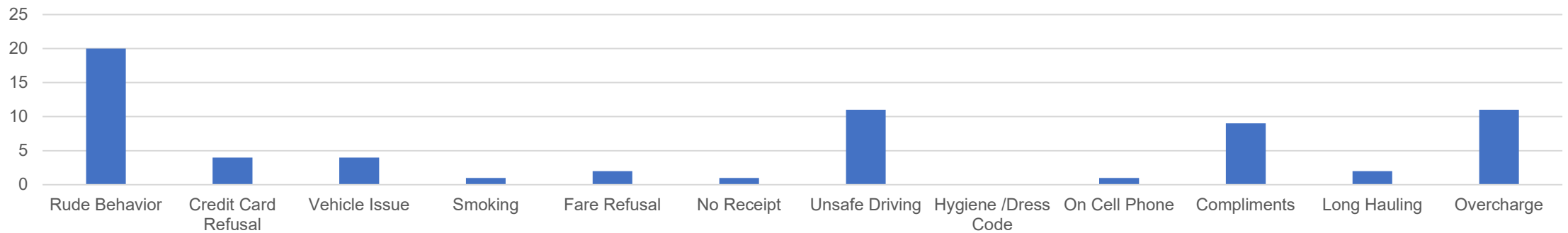
# FHVA Operations Update

## Customer Feedback Cases

Customer Feedback Cases April-June



Customer Feedback Cases July-September



# Questions/Comments



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## **Agenda Item No. 9**

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

November 19, 2025

#### **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 TAC meeting for 2026 on a time and date to be determined. Currently, staff recommend the following agenda items:

- 2026 Taxicab Maximum Rates of Fare
- Proposed Ordinance No. 11 Revisions
- For-Hire Vehicle Administration (FHVA) Operations Update

/S/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

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Item No. 9, 11/19/2025

# Topics for Next Taxicab Advisory Committee (TAC) Meeting

# Topics for Next TAC Meeting

- Feedback is requested on what topics should be addressed at the next TAC meeting
- Currently, staff recommends the following agenda items:
  - 2026 Taxicab Maximum Rates of Fare
  - Proposed Ordinance No. 11 Revisions
  - For-Hire Vehicle Administration Operations Update



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Item No. 10-11, 11/19/2025

# **Committee Member Communications and Other Business**

## **Taxicab Advisory Committee**





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Item No. 12, 11/19/2025

# **Adjournment**

## **Taxicab Advisory Committee**