



Taxicab Advisory Committee Agenda

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

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



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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 two 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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***Contact Information:** Contact the Clerk of the Committee via email at Brenda.Jackson@sdmts.com, phone at (619) 595-4977 or by mail at 1255 Imperial Ave. Suite 1000, San Diego CA 92101.



Agenda del Comité Consejero de Taxis

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Funciones del Seminario En Línea:

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



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



Teléfono:

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



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

Comentarios Públicos a Través de Zoom

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

Comentarios Públicos Realizados Únicamente por Teléfono

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



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



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



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

Instrucciones para brindar comentarios públicos en persona:

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

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



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



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



***Información de Contacto:** Comuníquese con el secretario del Comité por correo electrónico en Brenda.Jackson@sdmts.com, por teléfono al (619) 595-4977 o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**



**Metropolitan
Transit
System**

Taxicab Advisory Committee Meeting Agenda

May 13, 2026 at 9:00 A.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: https:160 727 3020; <https://www.zoomgov.com/j/1607273020>

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	Roll Call	
2.	Public Comments	
3.	Approval of Minutes Action would approve the November 19, 2025 and February 27, 2026 Taxicab Advisory Committee Meeting Minutes.	Approve
DISCUSSION ITEMS		
4.	Proposed Amendments to For-Hire Vehicle Services Regulations (Leonardo Fewell) Action would forward a recommendation to the Board of Directors to approve the proposed revisions to Ordinance No. 11 and MTS Board Policy No. 34, "For-Hire Vehicle Services".	Approve
5.	Sustainable Measures for Taxicabs: Smart Meter Technology (Leonardo Fewell)	Informational
6.	For-Hire Vehicle Administration (FHVA) Operations Update (Leonardo Fewell)	Informational
OTHER ITEMS		
7.	Topics for Next Taxicab Advisory Committee Meeting (Leonardo Fewell)	Informational
8.	Committee Member Communications and Other Business	
9.	Next Meeting Date: July 21, 2026 at 10:00 A.M.	
10.	Adjournment	

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



MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

TAXICAB ADVISORY COMMITTEE (TAC)

November 19, 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 meeting to order at 1:03 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**

Committee Member Zschiesche moved to approve the minutes of the July 30, 2025, MTS Taxicab Advisory Committee meeting. Committee Member Seifu seconded the motion, and the vote was 10 to 0 in favor with Committee Member C. Lopez, Committee Member Tasem, Committee Member E. Lopez, Committee Member Tesfagebriel, Committee Member Ramirez, and Committee Member Canizalez absent.

DISCUSSION ITEMS

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

Leonardo Fewell, MTS For-Hire Vehicle Administration (FHVA) Manager, presented on the Fiscal year (FY) 2026 amended budget forecast and calendar year (CY) 2026 fee schedule. He stated that FHVA is required to be a self-funded entity per MTS's enabling legislation. He provided a comprehensive overview of the following items: budgeting goals; FHVA's budget processes and annual analysis; factors influencing revenue, expense, and contingency reserves; and FHVA's five-year forecasts. He further explained the staff's decision not to recommend a contingency reserve target because it would not align with FHVA's budgeting objectives. Mr. Fewell's presentation also included the proposed FY26 amended budget forecast and the CY26 fee schedule. He summarized feedback received during two ad hoc meetings and outlined the actions MTS and FHVA will undertake in response, emphasizing commitment to transparency, including an explanation of the proposed CY26 regulatory fees. Gordon Meyer, MTS Manager of Financial Planning, offered an overview on FHVA's budget, anticipated changes for the current year, the five-year outlook, and the rationale for the regulatory fee increase along with expectations for future trends.

Public Comment

There were no Public Comments.

Committee Comment

Committee Member Zschiesche expressed gratitude that the staff's consideration of establishing boundaries and articulating what MTS believes to be an appropriate level provides transparency and clear information that helps drivers understand the reasoning underlying the budget.

Chair Elo-Rivera thanked Mr. Fewell for convening the ad hoc meetings and noted that these discussions were important for understanding the context behind upcoming increases and exploring ways to mitigate them. He also acknowledged that while no one likes to see fees rise, he appreciated that several fees were reduced or eliminated.

Action Taken

Informational item only. No action taken.

5. Autonomous For-Hire Vehicles (Rosa Olascoaga Vidal)

Chair Elo-Rivera gave some context before his Deputy Chief of Strategic Initiatives, Rosa Olascoaga Vidal, presented on item #5. He noted that they have heard Waymo plans to begin operating in San Diego next year and said this could pose an existential threat to people who make their living by driving taxicabs or rideshares. He added that he wants to explore what can be done to protect workers and families who rely on that income, and to ensure there is a real conversation about the community's ability to have a say in technologies that could significantly disrupt people's livelihoods and upend the community.

Ms. Olascoaga Vidal presented on autonomous for-hire vehicles (AVs) reporting they are operating in California, with companies like Waymo rapidly expanding and positioning themselves to enter cities like San Diego. She mentioned that AVs are regulated in part by the California Department of Motor Vehicles (DMV) and the California Public Utilities Commission (CPUC), noting that Waymo is currently testing in San Diego, including at the San Diego International Airport (SAN). She stated Waymo does not have authorization to begin for-hire operations, but they announced they plan to conduct passenger trips in San Diego sometime in 2026. Ms. Olascoaga Vidal highlighted major concerns of AVs in San Diego, pointing out that they could threaten drivers' livelihoods, that cities have almost no authority with AV services, and that other cities have seen AVs block intersections, stop unexpectedly, disrupt transit services, and create serious public safety risks. She outlined a set of principles and proposed actions to guide the recommendations to staff considering safeguards to protect drivers' livelihoods, to ensure technology changes do not come at the expense of local jobs, and for San Diego to have a say in whether and how AVs operate in San Diego. She proposed action on protecting livelihoods, demand for local control, ensuring accountability and responsible policy. Ms. Olascoaga Vidal outlined potential next steps for the TAC, recommending a formal protest letter from the TAC be submitted to the CPUC regarding Waymo's Phase 1 Driverless Autonomous Vehicle and Deployment Program and submit a formal protest to the California DMV regarding Waymo's AV permit for San Diego. She additionally stated that the TAC could recommend the MTS Board of Directors adopt a resolution formally opposing Waymo's driverless vehicle deployment in San Diego by submitting a protest position which would urge California legislators and the Governor to restore local authority. She recommended that TAC discuss the Chair's request and provide staff with directions regarding for-hire AVs.

Public Comment

There were no Public Comments.

Committee Comment

Chair Elo-Rivera stated that the recommendation is asking for thoughtful oversight and for a process that respects the people who work and live in San Diego.

Committee Member Zschiesche began by making a motion to recommend the MTS Board to accept the proposed steps. He pointed out that in the past, the state gave localities in California the right to regulate the taxi industry in the public's interest, knowing that all cities in California would not make the same rules. He stated there should be a carve out for "robo taxis" and that the people of San Diego should be given a say on how, when, and what the impacts are going to be. He emphasized that there is a need for local regulations and a dialogue between Waymo and MTS to clarify Waymo's goals and their potential impact on San Diego's residents.

Chair Elo-Rivera clarified the motion on the floor had two components. The first was for a letter from the TAC, to be submitted for formal protest to the CPUC and the DMV; the second part was for a recommendation to the MTS Board of Directors to support a resolution that would have the four components shown on slide #7. Committee Member Zschiesche moved to approve both parts of the recommendation, and Committee Member Seifu seconded the motion.

Samantha Leslie, MTS Deputy General Counsel, stated she wanted to clarify the next steps, and explained that if the motion is approved, MTS would implement it as best as possible. She also noted that MTS staff currently lacks the expertise required to file a protest with the CPUC and the DMV and may need to have an outside consultant or to hire outside counsel to assist in this effort.

Chair Elo-Rivera stated that as the regulatory agency for the taxicab industry and transit agency for San Diego, his understanding was that MTS had not been given clarity on how to object at the state level to the introduction of autonomous vehicles to the San Diego region. He stated this was a problem as there were many potential impacts and implications to MTS as the taxicab regulatory agency and potential disruptions to the five-year budget projections that certainly could be disrupted by the introduction of autonomous vehicles. He stated the implications and impacts for the taxicab industry and emphasized the need for local control.

Committee Member Zschiesche suggested for MTS to take action to issue the letter of protest and then stand by for feedback from DMV and CPUC if the protest was properly submitted.

Chair Elo-Rivera welcomed the input of committee members and said that as a City Councilmember he is committed to protecting peoples' jobs and stated there cannot be a level playing field against a non-human competitor.

Committee Member Anderson asked if there was a budget from TAC to carry out the suggested protest actions and if any other agencies or anyone else had challenged the deployment of autonomous vehicles.

Chair Elo-Rivera stated that there was state legislation that had been introduced urging the state to restore local control for autonomous vehicles.

Ms. Olascoaga Vidal stated the CPUC has a 21-day comment period when letters of opposition may be submitted.

Committee Member Tegegne said that autonomous vehicles are similar to when Uber started operating and that at a minimum, MTS should request a limit on how many AVs may operate in San Diego.

Chair Elo-Rivera stated that this was not about being anti-innovation but rather about being pro-people and doing both without disregarding the need for human beings.

Action Taken

Committee Member Zschiesche moved to approve the motion and Committee Member Seifu seconded the motion. The vote was 11 to 1 in favor, with Committee Member Anderson voting no, and Committee Members Tasem, Tesfagebriel, Ramirez, and Canizalez absent.

6. Wildcatting Enforcement Update (Leonardo Fewell)

Mr. Fewell presented on the wildcatting enforcement update. He thanked the leadership from the San Diego Police Department (SDPD), Captain Leo, Lieutenant Dempsey and Officer Carlos Eddington for attending the meeting. He stated that since July 21, 2025, three operations were conducted by the SDPD and CPUC, targeting wildcatting in the San Ysidro area resulted in wildcatters being detained and their vehicles being impounded for 30-days. Mr. Fewell stated that since the SDPD Border Safety Detail staff have limited overtime shifts, the cross-over enforcement they provide to disrupt wildcatting operations requires additional funding to support effective enforcement in San Ysidro and Otay Mesa. He noted that the San Diego Harbor Police (SDHP) and the Airport requested to be additional stakeholders for wildcatter enforcement.

Public Comment

There were no Public Comments.

Committee Comment

Committee Member Zschiesche thanked the officers and staff assisting with the wildcatting enforcement effort.

Committee Member Lopez asked for more police enforcement at San Ysidro, stating that he and Committee Member Ramirez have been considered whistleblowers and have been threatened by wildcatters.

Officer Eddington stated the SDPD is aware of the wildcatting issues, understands Committee Member Lopez's frustration, and indicated they are encountering ongoing operational limitations. He mentioned the SDPD Southern Division enforcement team had been eliminated due to staffing challenges and additionally, the SDPD is now facing budget constraints. Officer Eddington discussed how SDPD is collaborating with the DA and the CPUC to create an effective operational detail, placing greater focus on drivers and vehicles, which has resulted in 30-day impounds. He noted that, despite staffing challenges and operational constraints, the team is doing the best they can.

Chair Elo-Rivera pledged his commitment to raising awareness of the wildcatting issue with the Chief of Police during the budget season and ensuring it is adequately resourced.

Action Taken

Informational item only. No action taken.

7. Sustainable Measures for the Taxicab Industry (Leonardo Fewell)

Mr. Fewell presented on sustainable measures for the taxicab industry. He explained that drivers have been reporting longer wait times for airport trips and an overall decline in business. He noted that technological differences between taxicabs and transportation network companies (TNCs) are driving consumers to prefer TNCs. Mr. Fewell pointed out that half of FHVA permitted taxis already use modern technology solutions that help them compete more

effectively with TNCs. He went on to describe the technological challenges facing taxicabs, elaborating on soft meters (smart meters) and their advantages, and discussed in detail the integration and benefits of contactless payment systems.

Public Comment

There were no Public Comments.

Committee Comment

Committee Member Seifu inquired about when actual figures on the flat rate issue would be available, noting that people are eager for an update.

Committee Member Anderson stated that, consistent with other TNCs, the Airport supports a flat rate if that is the group's preference. He also indicated that the Airport may consider requiring all taxicab drivers to use a standardized technology, enabling a consistent product, uniform customer service, and a level playing field for all.

Chair Elo-Rivera asked Mr. Fewell what he sees as the main barriers to implementation.

Mr. Fewell responded there are no challenges as far as MTS is concerned since these technological solutions have gradually entered the San Diego market and are no longer cost prohibitive. He stated three providers integrated with current dispatch services to provide these technological solutions, leaving adoption of the solutions up to the permit holders. He emphasized that technology is a key factor why consumer preferences are shifting to TNCs and pointed out that there are now viable options to compete more effectively. Mr. Fewell stated he would address Committee Member Seifu's question about flat rates in the next agenda item and addressed Committee Member Anderson's response, stating that the SAN has been able to adopt their own rules, driving the requirements for taxicabs operating at SAN.

Chair Elo-Rivera asked if there are any requirements of permit holders adopting the solutions. Mr. Fewell responded that currently, there are no strict requirements by the ordinance. Chair Elo-Rivera encouraged the group to act early to stay ahead of this and avoid having the technology solution imposed on them.

Committee Member Zschesche cautioned that regulating the taxicab industry would be difficult because drivers are highly diverse and operate as independent businesses with different priorities. He stated that since the arrival of Uber and Lyft, drivers have had to adapt to constant changes beyond their control, yet many continue to stay and persevere. He emphasized that this is a very human, decentralized industry with a wide range of experiences, and stakeholders must navigate these challenges as best they can.

Committee Member Seifu asked Mr. Fewell if the hold up for not having a flat rate was due to some radio dispatch companies not having soft meters. Mr. Fewell responded that soft meters would be part of the solution, but not the underlying reason for not implementing a flat-rate yet, and that the Airport has a major influence on how this flat-rate system is developed.

Chair Elo-Rivera stated he would address Agenda Item 11 now, stating we do not know the next meeting date and asking Mr. Fewell to combine Agenda Items 8 and 9 due to time constraints.

Action Taken

Informational item only. No action taken.

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

Mr. Fewell presented on FHVA operations update. He outlined the following information: e-mail is the primary method of communication for all purposes, permit holders are required to notify FHVA of any changes to their contact information per the ordinance, staff contact information can be found on-line, valid certificate of insurance (COI) is the permit holder's responsibility to maintain, and to ensure consumer protection, if insurance has expired, the permit(s) will be suspended immediately (permit holder must surrender permit(s) to FHVA within 72 hours or risk permanent permit revocation), and SAN will be notified and will disconnect them from the airport queue. Mr. Fewell noted that once there is a lapse in insurance, the permit holder is required to have a vehicle inspection, ensuring the new COI matches with the vehicle being insured. He thanked Committee Member Anderson for providing statistics showing the upward trend for TNCs gaining consumer preference (about 90%) versus taxicabs preferred about 10% of the time. Mr. Fewell addressed Committee Member Seifu's question about the potential flat rate for airport-originated trips, noting that SAN has expressed support for implementing one if authorized by FHVA. Mr. Fewell pointed out that once MTS receives answers to the questions sent to the airport, MTS will be able to better analyze a flat rate option and address the drivers' concerns about short trips from the airport. He stated that MTS is looking forward to working with the airport and wants to be thorough and to have a sustainable solution, but without addressing these questions and the drivers' underlying concerns, a flat rate is not the optimal solution.

Public Comment

There were no Public Comments.

Committee Comment

Chair Elo-Rivera commented to Committee Member Anderson that it sounded like there would be some value in having some questions answered from the airport.

Committee Member Anderson explained that the key issue among the ten items on the slides is whether there are too many drivers. He said the airport was asked if it would consider implementing a cap, and they indicated they are open to revisiting that option. He then reiterated that there are currently too many drivers at the airport.

Chair Elo-Rivera asked whether the same question is being raised about rideshare drivers and noted that a longer, more focused discussion is needed on this issue, especially once AVs are introduced, there will still be an underlying demand problem. He added that he will engage with the airport authority board members on this topic.

Action Taken

Informational item only. No action taken.

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

This discussion was waived due to time constraints.

Public Comment

There were no Public Comments.

Committee Comment

There were no Committee Comments.

Action Taken

Informational item only. No action taken.

OTHER ITEMS

10. Committee Member Communications

There was no Committee Member Communications and Other Business discussion.

11. Next Meeting Date: To be Determined

12. Adjournment

Chair Elo-Rivera adjourned the meeting at 2:56 P.M.

Chairperson
San Diego Metropolitan Transit System

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): November 19, 2025

CALL TO ORDER (TIME): 1:03 PM

ADJOURN: 2:56 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	1:02 PM	2:56 PM
Able Seifu	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Odyssey Cab	1:02 PM	2:56 PM
Alemayehu Tegegne	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / AT Cab	1:02 PM	2:56 PM
Gonzalo Ayala	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Heritage Cab	1:02 PM	2:56 PM
Aklilu Fray	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / AK Cab	1:02 PM	2:10 PM
Laura Ramirez	<input type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Cristobal Cab	ABSENT	ABSENT
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	1:02 PM	2:56 PM
Mikail Hussein	<input type="checkbox"/>	Peter Zschiesche	<input checked="" type="checkbox"/>	United Taxi Workers SD	1:02 PM	2:56 PM
Daryl Mayekawa	<input type="checkbox"/>	Thanh Nguyen	<input checked="" type="checkbox"/>	SD Convention Center	1:02 PM	2:56 PM
Marc Nichols	<input type="checkbox"/>	Michael Anderson	<input checked="" type="checkbox"/>	SD Regional Airport Authority	1:02 PM	2:56 PM
Eric Lopez	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Border Transportation Council (BTC)	1:07 PM	2:56 PM
Cesar Lopez	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Taxicab Lease Driver	1:07 PM	2:56 PM
Horacio Sanchez	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Taxicab Lease Driver	1:02 PM	2:56 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	1:02 PM	2:56 PM
Jessica Marty	<input type="checkbox"/>	None	<input type="checkbox"/>	SD County Sheriff's Department Licensing Division	ABSENT	ABSENT

COMMITTEE CLERK: /S/ Brenda Jackson

MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

TAXICAB ADVISORY COMMITTEE (TAC)

February 27, 2026

[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 meeting to order at 1:05 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**

Due to the absence of a quorum, the committee was unable to proceed with the approval of the November 19, 2025 minutes. The approval of the November 19, 2025 minutes will be deferred to the next TAC meeting.

4. **Public Hearing: 2026 Maximum Rates of Fare (Leonardo Fewell)**

Leonardo Fewell, MTS For Hire Vehicle Administration Manager, presented on Public Hearing: 2026 Maximum Rates of Fare. He presented an overview of the proposed 2026 Maximum Rates of Fare, including a comparison between the 2025 and 2026 rates. He discussed MTS Board Policy No. 34, noting that taxicabs equipped with Point of Sale (POS) systems may charge up to 6% more, and clarified that the 2026 maximum rates do not apply to electronically booked trips. He highlighted a significant increase in the 2025 Consumer Price Index (CPI) annual change compared to 2024 and provided a comparison of standard rates as well as rates with the additional 6% for POS-equipped vehicles. Mr. Fewell explained that adoption of the 2026 rates is optional, allowing permit holders to continue using the 2025 rates at their discretion. He also outlined changes impacting taxicabs with traditional hard meters and soft meters, as well as the taximeter registration and certification process through the County of San Diego Department of Weights and Measures. Additionally, he noted that FHVA regulatory inspectors will conduct random field inspections, and any taxicabs found in violation of the 2026 maximum rates will be taken out of service until corrected and subject to a \$75 re-inspection fee.

Public Comment

Akbar Majid – Provided a verbal statement to the Committee during the meeting. Akbar thanked the Chair and committee. He stated that optional rate increases often lead to higher fares, which could harm public perception, impact operators, and increase airport wait times. He urged the industry not to raise rates.

Committee Comment

Committee Member Able Seifu thanked the Chair and requested an update on the flat-rate issue that had been under discussion since May 2024. He stated that the proposed rate would drive our customers away from the airport, despite being described as optional. He expressed concern that repeated rate increases were occurring without addressing the underlying problem and urged the Board to develop a workable solution that would support the industry. Mr. Fewell

explained that current rate considerations were being evaluated in the context of historically high inflation based on the CPI. He stated that these conditions changed the intent behind a potential flat rate, noting that if the purpose was to compensate for reduced airport trips and short trips, the resulting flat rate would likely exceed already-recorded maximum rates. Mr. Fewell emphasized that neither the committee nor the industry favored adopting rates higher than the highest levels already recorded. He added that while the administration continued to explore a potential airport flat rate, consumer protection and proper implementation were priorities. He emphasized that technology, specifically smart-meter systems using geo fencing or distance-based tools was key for enforcement and complaint investigations. He concluded that the administration would not recommend rates that priced taxis further out of the market and stated that updates on technological developments would be presented at the May TAC meeting for assessment.

Committee Member Peter Zschiesche thanked Akbar for his public comment and explained that while the CPI was an objective tool, it no longer aligned with the realities of the taxi market. He stated that reliance on the CPI guaranteed rising rates that could price taxis out of the market and noted that the tool may have been useful in the past but did not serve the industry today. Committee Member Peter Zschiesche proposed holding an Ad Hoc meeting to openly discuss alternatives to CPI based pricing and to better understand airport specific considerations. He emphasized that industry decentralization made coordination more difficult but stressed the importance of exploring new pricing mechanisms to preserve the taxi market. Chair Elo-Rivera asked Mr. Fewell if an Ad Hoc meeting could be held. Mr. Fewell stated that staff consults with peer regulators nationwide and noted that many jurisdictions used alternatives to the CPI, sometimes set by agencies or developed with industry input. He clarified that the CPI used locally was a transportation specific index for the San Diego/Carlsbad area but acknowledged that inflation continued to drive increases. He expressed concern that CPI based rates limited small taxi operators' pricing control, compared to other small businesses, and agreed to explore convening an Ad Hoc meeting to evaluate alternative pricing options, thanking participants for their input. Committee Member Peter Zschiesche stated that the taxi industry consists of hundreds of small business owners whose maximum rates were set by a regulatory agency, unlike many other small businesses that control their own pricing. He stated that tying taxi rates to a regional CPI driven by unrelated industries was inappropriate and further limited drivers' ability to compete. He emphasized that CPI based pricing reduced taxi drivers' control over how they entered the marketplace and concluded that a better understanding of the CPI's complexity was necessary to explore alternative pricing options, thanking participants for their input and time.

Committee Member Horacio Sanchez thanked Chair Elo-Rivera and Mr. Fewell and acknowledged efforts to establish fair rates for taxi drivers. He stated that, at the airport, the optional nature of rate increases created challenges because taxi companies were unable to advertise lower rates. As a result, drivers were effectively forced to operate at the highest allowed rate to remain competitive, which he noted often led to confusion and operational issues. He advocated for a standardized rate at the airport.

Committee Member Michael Anderson thanked Mr. Fewell for involving industry stakeholders in the rate setting process and acknowledged the effort to achieve fair pricing for taxi drivers. He stated that variable pricing was common across industries such as hotels, airlines, and transportation network companies, and emphasized the importance of continuing to move toward technology-supported solutions. He expressed willingness to collaborate as variable pricing and technological changes were implemented. Committee Member Michael Anderson stated that the airport could work with MTS on adjustments such as signage and marketing strategies to clearly communicate taxi pricing to passengers. He concluded by affirming support

for continued coordination on how taxi services were marketed at the airport, including how pricing was presented and promoted. Mr. Fewell thanked Committee Member Michael Anderson for his comments and expressed appreciation for the collaboration. He stated that he looked forward to following up with him and his team to convene an Ad Hoc meeting focused on developing more uniform practices and consistency for taxi operations at the airport. Chair Elo-Rivera responded by thanking Mr. Fewell and shared his perspective as a customer. He explained that while taxis were often more readily available from the airport, fare uncertainty made them less competitive compared to app-based services that clearly displayed cost and wait time. He stated that providing passengers with clear and verifiable pricing would meaningfully enhance the customer experience and improve the competitiveness of taxis at the airport. Chair Elo-Rivera concluded by expressing appreciation for everyone's willingness to work collaboratively on the issue.

Action Taken

Informational item only. No action taken.

DISCUSSION ITEMS

5. 2026 Airport Ground Transportation Access Fees (Marie Cole of San Diego International Airport and Leonardo Fewell)

Leonardo Fewell, MTS For Hire Vehicle Administration Manager, and Marie Cole San Diego International Airport presented on Airport Access Fees. They presented on: Objectives, current users, approved rate changes, implementation schedule, summary of rates and 2026 Airport Access Fees.

Public Comment

There were no Public Comments.

Committee Comment

Committee Member Peter Zschiesche stated that MTS Ordinance No. 11 had been adopted at a time when the airport did not charge fees for passenger drop-offs. He stated that requiring taxi drivers to continue providing this service while incurring new airport charges was unfair. Committee Member Peter Zschiesche suggested that modifying MTS Ordinance No. 11 should be considered as an option. He explained that the existing requirement forced drivers to absorb penalties or financial costs that were not part of their business. Mr. Fewell agreed with Committee Member Peter Zschiesche and stated that the issue had been identified early on and explained that the staff was exploring possible measures to avoid penalizing any driver who chose not to, or was unable to, provide airport service due to newly imposed airport charges. Chair Elo-Rivera thanked Mr. Fewell for the presentation and stated that the issue would likely prompt a significant conversation throughout the City of San Diego and region, extending beyond the taxi industry. He noted that rising cost of living concerns would draw broader public attention and expressed interest in seeing how the public responded. He added that from a city perspective, new charges regardless of how common they were elsewhere, had consistently generated public opposition and increasing frustration. He concluded by acknowledging the anticipated challenges ahead.

Action Taken

Informational item only. No action taken.

6. 2026 Regulatory Fee Payment Update (Leonardo Fewell)

Leonardo Fewell, MTS For Hire Vehicle Administration Manager, presented on 2026 Regulatory Fee Payment Update. He provided an update on the 2026 Regulatory Fee payment, FHVA operating revenue, FHVA communication with all permit holders, permit invoice process, and total invoices processed for 2026. Payment options for permit holders and due dates for varied permit fees and late payments were provided.

Public Comment

There were no Public Comments.

Committee Comment

Committee Member Peter Zschiesche asked about the percentage of people who had paid their fees. Mr. Fewell explained that most permit holders typically wait until the deadline to submit payments. He reported that an influx of payments had been received over the past week and assessed that approximately 75–80% of payments had been made, which is positive progress. Mr. Fewell noted that these numbers did not include those who had inquired about the late payment period. Committee Member Peter Zschiesche stated that a WhatsApp notice would be sent over the weekend to permit holders to encourage timely payment and help them avoid late fees. Mr. Fewell noted that a mass text message had been sent earlier that day reminding permit holders to renew. There was a strong response to the text message which resulted in many follow-up calls. Mr. Fewell stated that renewal numbers would be available after April 3rd.

Action Taken

Informational item only. No action taken.

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

Leonardo Fewell, MTS For Hire Vehicle Administration Manager, presented on For Hire Vehicle Administration Operations Update. He discussed: FHVA Operations Updates, update on staff directory, update on active and surrendered permits, data and field contacts, customer feedback cases, future online permitting portal, electronic payments, phone text messages communication, wildcatting enforcement efforts, driver incentive program, Prohibition of 1P Integration for TNC and Electronically Booked Trips and Airport Trips for CY 2025

Public Comment

There were no Public Comments.

Committee Comment

There were no Committee Comments.

Action Taken

Informational item only. No action taken.

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

Leonardo Fewell, MTS For Hire Vehicle Administration Manager, presented on Topics for Next Taxicab Advisory Committee Meeting. He outlined: Proposed Ordinance No. 11 Revisions, Sustainable Measures for the Taxicab Industry: Smart Meters, For-Hire Vehicle Administration Operations Update.

Public Comment

Tony Hueso – Provided a verbal statement to the Committee during the meeting. Tony thanked the committee and addressed ongoing negotiations with the airport, expressing opposition to what he described as a “double tax” on trip fees. He noted the issue remains under discussion, with plans to meet the new airport chair, and emphasized the need for industry support.

Committee Comment

There were no Committee Comments.

Action Taken

Informational item only. No action taken.

OTHER ITEMS

9. Committee Member Communications

There was no Committee Member Communications and Other Business discussion.

10. Next Meeting Date

The next Taxicab Advisory Committee meeting is scheduled for May 13, 2026, at 9:00 a.m.

11. Adjournment

Chair Elo-Rivera adjourned the meeting at 2:15 p.m.

Chairperson
San Diego Metropolitan Transit System

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): February 27, 2026

CALL TO ORDER (TIME): 1:07 p.m.

ADJOURN: 2:15 p.m.

COMMITTEE MEMBER		ALTERNATE		ORGANIZATION	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Voting Committee Members						
Sean Elo-Rivera (Chair)	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	MTS Board of Directors/ SD City Council	1:07 PM	2:15 PM
Able Seifu	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Odyssey Cab	1:07 PM	2:15 PM
Alemayehu Tegegne	<input type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / AT Cab	Absent	Absent
Gonzalo Ayala	<input type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Heritage Cab	Absent	Absent
Aklilu Fray	<input type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / AK Cab	Absent	Absent
Laura Ramirez	<input type="checkbox"/>	None	<input type="checkbox"/>	Permit Holder / Cristobal Cab	Absent	Absent
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	1:07 PM	2:15 PM
Mikail Hussein	<input type="checkbox"/>	Peter Zschiesche	<input checked="" type="checkbox"/>	United Taxi Workers SD	1:07 PM	2:15 PM
Daryl Mayekawa	<input type="checkbox"/>	Thanh Nguyen	<input type="checkbox"/>	SD Convention Center	Absent	Absent
Marc Nichols	<input type="checkbox"/>	Michael Anderson	<input checked="" type="checkbox"/>	SD Regional Airport Authority	1:07 PM	2:15 PM
Eric Lopez	<input type="checkbox"/>	None	<input type="checkbox"/>	Border Transportation Council (BTC)	Absent	Absent
Cesar Lopez	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Taxicab Lease Driver	1:07 PM	2:15 PM
Horacio Sanchez	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Taxicab Lease Driver	1:07 PM	2:15 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	1:07 PM	2:15 PM
Jessica Marty	<input type="checkbox"/>	None	<input type="checkbox"/>	SD County Sheriff's Department Licensing Division	Absent	Absent

COMMITTEE CLERK: _____



Agenda Item No. 4

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

May 13, 2026

SUBJECT:

Proposed Amendments to For-Hire Vehicle Services Regulations (Leonardo Fewell)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Taxicab Advisory Committee forward a recommendation to the Board of Directors to approve the proposed revisions to MTS Ordinance No. 11 and MTS Board Policy No. 34, "For-Hire Vehicle Services".

Budget Impact

None with this action.

DISCUSSION:

Per MTS's enabling legislation, MTS may enter into agreements with jurisdictions to regulate for-hire vehicles, such as taxicabs, non-emergency medical vehicles, low-speed vehicles, charter vehicles and jitneys. For-hire vehicle regulation includes: ensuring each vehicle has undergone a safety inspection; each vehicle has valid liability insurance; each permit holder (i.e. business owner) has passed a fingerprint-based criminal background check; confirming drivers have been validly licensed by the Sheriff's Department; investigating passenger complaints; and in the field monitoring and enforcement. The MTS For-Hire Vehicle Administration (FHVA) is statutorily required to be full cost recovery. The cost to administer for-hire vehicle regulations is covered by fees assessed on permit holders.

MTS Ordinance No. 11 describes the requirements for-hire vehicle transportation service. MTS Board Policy No. 34 describes how MTS establishes maximum rates of fares and regulatory fees. MTS continually aims to identify ways to reduce or remove its regulatory requirements and assist the industry to remain competitive so long as its main policy goals of ensuring public safety and consumer protection are being met. Aligned with this purpose, MTS conducted a comprehensive review and recommends the proposed revisions to MTS Ordinance No. 11 and MTS Board Policy No. 34 as follows:



County of San Diego Sheriff's Office (Sheriff) Licensing of Drivers – MTS Ordinance No. 11, Sections 1.1 (k), 1.8 (g), 1.12, 1.13 (c), 1.14 (removing in its entirety), 1.16, 1.17 (f), 1.19 (a)

A Driver's Identification Card is a license issued by the County of San Diego Sheriff's Office (Sheriff) which permits a person to drive a for-hire vehicle. MTS requires all permitted vehicles to be operated by a driver with a valid Sheriff issued Driver's Identification Card. Sheriff is responsible for deciding applicant's eligibility requirements, requiring the completion of background checks and drug testing on applicants, and deciding what information is included on the Sheriff's Driver Identification Card.

Sheriff has historically performed this function for all taxicab drivers. Many years ago, the Sheriff agreed to also conduct this function for other for-hire vehicle drivers, such as non-emergency medical vehicle drivers, low-speed vehicle drivers, jitney drivers and charter drivers. Sheriff has both relied on its own regulatory ordinances to process eligibility decisions relating to taxicab drivers and has relied on MTS Ordinance No. 11 to process certain eligibility decisions for other for-hire vehicle drivers since the Sheriff's regulatory ordinances were silent on the eligibility requirements for drivers of non-emergency medical vehicles, jitneys, charters and low speed vehicles.

Sheriff recently updated its regulatory ordinances to include Driver Identification Card eligibility requirements for all permit holder types and no longer relies on MTS Ordinance No. 11 provisions. Since it is no longer necessary to maintain Driver Identification Card eligibility requirements in MTS Ordinance No. 11, and to reduce confusion since MTS does not license drivers of for-hire vehicles, MTS proposes removing Driver Identification Card eligibility requirements from MTS Ordinance No. 11.

Rates of Fare for Non-Emergency Medical, Charters, Jitney, Low-Speed Vehicles – MTS Ordinance No. 11 Sections 1.3, 1.13 (a)(6), 2.2 (a), 2.2 (h), 3.1, 4.1, 5.1, 6.1, and 7.3

It has been FHVA's requirement that non-emergency medical, charters, jitney, and low-speed vehicles permit holders provide staff what rates they will charge passengers and/or organizations when applying for a permit. However, since there are no maximum rates of fare established for non-emergency medical, charters, jitney, and low-speed vehicles, the process is an unnecessary step and it is recommended that it be removed. Nonetheless, FHVA will continue to maintain the authority to investigate any complaint that a permit holder or driver charged more than the disclosed or agreed upon rate.

Annual Fee Schedule - MTS Ordinance No. 11 Section 1.5 and MTS Board Policy No. 34 Section 34.4.2

Per MTS's enabling legislation, FHVA must be full cost-recovery. All expenses of the FHVA must be paid by the fees received from permit holders. Fees are established each year as part of the FHVA Annual Fee Schedule. FHVA provides the proposed fee schedule to the MTS Taxicab Advisory Committee at a public hearing, and then after review of comments, the Chief Executive Officer adopts and publishes the fee schedule on the FHVA website and notifies all permit holders. A limited appeal may be filed on the sole issue of "whether the fee or charge exceeds the reasonable costs of personnel salaries and administrative overhead associated with the particular administrative service or function." The limited appeal is reviewed first by the Chief Executive Officer and then if the appeal is denied, the opportunity to be heard by the Office of Administrative Hearing Administrative Law Judge is provided.

Whenever there is an appeal hearing, FHVA hires outside legal counsel to defend MTS in the administrative hearings, pays for all administrative law judge hearing costs (court reporter, hearing judge rate, hearing fees etc.), and staff time may be needed to prepare and be available as a potential witness to the hearing.

Last year, FHVA undertook a review of its budget and fee schedule establishment process. Based on this review, FHVA recommended various changes, which includes adding a working group that includes all permit holder types and other regulatory peer agencies to ensure feedback is provided to staff before adoption of a new Fee Schedule, developing a memorandum explaining the process it undertook to set the new fees to increase transparency into the process, and revising how it explains and presents information about the budget and fee setting to better explain the policy goals involved.

MTS also undertook a review of the appeal process and found that offering the ability to appeal these administrative fees, which is similar to fees charged by municipalities for costs such as permit application fees or other similar administrative tasks, is not legally required or customarily offered by other similar public agencies.

Since FHVA has implemented various improvements to increase stakeholder feedback and transparency into the budget and fee schedule process, it is recommended that the ability to file a limited appeal on the fee schedule be removed.

Removing Permit Transfers – MTS Ordinance No. 11, Section 1.5, 1.11 (e)

After completing a comprehensive review of the Annual Fee Schedule, the ability to transfer a vehicle and the associated fees were removed from the 2026 FHVA Fee Schedule. Applicants may acquire a new permit through the permit application process if interested in a new permit. Therefore, it is recommended that language regarding transferring permits be also removed from MTS Ordinance No. 11.

Airport Access Fees and Refusing Trips Based on Trip Destination into Private Property – MTS Ordinance No. 11, Sections 1.8, and 2.2 (b) and MTS Board Policy No. 34, Section 34.3

The San Diego International Airport (Airport) charges an Airport Access Fee for all taxicabs picking up passengers at the Airport. The majority of taxicab permit holders have the Airport required transponder and pay for annual fees in order to participate in this program. Effective July 1, 2026, the Airport will also be requiring that any taxicabs dropping off a passenger pay a drop off fee. Similar to the pick up process, dropping off at the Airport by a taxicab will also require a transponder and annual fees. Where before a taxicab that did not routinely operate out of the airport did not have to pay for a transponder or annual fees when dropping off passengers at the Airport, they will now be required to do so. FHVA anticipates some taxicab permit holders may choose to not operate in the airport due to these new fees. Since this is private property, FHVA cannot require taxicab permit holders to participate in this Airport Access Fee program. Therefore, FHVA proposes revising MTS Ordinance No. 11 to clarify language regarding Airport Access Fees and allow taxicabs to opt-out of taking trips to certain destinations if private property, so long as it is properly disclosed to prospective passengers prior to agreeing to a trip.

Although FHVA will not require for-hire vehicles to enter private property when they do not maintain the required authorizations, FHVA finds that it would be detrimental for the taxicab

industry if some taxicabs did not provide trips to the airport. Passengers may be negatively impacted if they are uncertain if a taxicab will take them within the airport property or not. Staff will be reviewing what incentives can be used to increase the likelihood of all taxicabs offering service to the airport.

Non-Emergency Medical Vehicle Requirements– MTS Ordinance No. 11, Sections 1.8 (j), 5.2, and 5.3

MTS utilizes a non-emergency medical vehicle working group to receive feedback from the industry on FHVA requirements. MTS recently met with this working group to speak with them on recommendations from the County of San Diego on ways MTS Ordinance No. 11 should be revised in relation to non-emergency medical and gurney van trips. The working group provided comments and recommended the following be revised within MTS Ordinance No. 11.

Currently, it is MTS practice to require that non-emergency medical vehicles and charter vehicles have a fire extinguisher, red reflectors and a first aid kit. To follow state requirements, MTS recommends removing the requirement that charter vehicles maintain this equipment and only require this specialty equipment for non-emergency medical vehicles.

Further, it is recommended that MTS Ordinance No. 11 be revised to add applicable state requirements for Medi-Cal reimbursed non-emergency medical and gurney vans trips. This includes what equipment should be maintained in a gurney vans, use of seatbelts for ambulatory passengers and other operating requirements.

Lastly, if a non-emergency medical vehicle is being operated by both a driver and a driver assistant, the driver assistant will now also be required by MTS and Sheriff to maintain a Sheriff issued Driver Identification Card and be trained in CPR and first-aid.

Interior Postings Within Vehicles – MTS Ordinance No. 11, Section 1.8 (m)

Currently, it is required that taxicabs provide interior postings listing their permit type, permit number, contact information for FHVA, and the permit holder name. MTS recommends adding that the taxicab dispatch name, phone number and email be also included on this listing to assist passengers in the event they forget or lose items, they can contact the applicable dispatch service organization for assistance.

Removing Physical Map Requirement – MTS Ordinance No. 11, Section 1.8 (o)

Currently, taxicabs are required to either use GPS or a physical, recent map in order to efficiently identify the best route to travel to reach a passenger's desired destination. Carrying or using a physical map is no longer necessary due to technological advances with GPS. It is recommended this optional requirement to have a physical map be removed.

Electronic Trip Receipts to Passenger - MTS Ordinance No. 11, Section 1.8 (s)

Currently, a driver is required to offer a printed receipt to a passenger after payment of fare. It is recommended that this requirement be revised to require the driver to offer either a printed or electronic receipt, such as through a text or email. It is FHVA's understanding that all taxicabs already have the capability to offer electronic receipts.

Agreements with Private Businesses – MTS Ordinance No. 11, Section 1.8 (x)

Currently, there is a provision within MTS Ordinance No. 11 that prohibits for-hire vehicles from soliciting business from or making agreements with commercial businesses such as a hotel. This prohibition has not in practice been enforced by FHVA and may unnecessarily restrict for-hire vehicles from garnering business. Therefore, it is recommended that it be removed.

Contactless Payments – MTS Ordinance No. 13, Section 1.8, 2.2, and 2.3

Currently, it is required that taxicabs accept all major credit cards. However, not all taxicabs maintain the appropriate software or equipment to accept contactless credit card payments. The Airport has received complaints from passengers about taxicabs not offering this type of payment method, since many passengers are now utilizing contactless payments as their sole way of paying for goods and services. Contactless payment is becoming a more customary payment method offered by businesses and it is recommended that MTS Ordinance No. 11 be revised to require that this technology advancement be offered by taxicabs. It is unknown to FHVA how many taxicabs do not maintain the necessary equipment to offer contactless payment. FHVA will develop a marketing and enforcement plan accordingly.

Days to Place Vehicle in Service – MTS Ordinance No. 1.13 (a)(7)

Currently, it is required that a permit holder must provide a vehicle for inspection after applying for a permit within sixty (90) days after the approval date. In practice, it is rare for a permit holder to need this length of time to provide a vehicle for inspection and thus it is recommended this be reduced to 60 days.

Removing Taxicab Stand Filing Fee – MTS Ordinance No. 2.5 (c)

After completing a comprehensive review of the Annual Fee Schedule, the 2026 Fee Schedule removed the fee to request a new taxicab stand be installed. Since a taxicab stand would benefit all taxicabs, it was determined that it would not be appropriate to charge the fee upon the requestor. It is recommended this provision be removed to align with the removal of the fee from the Fee Schedule.

Other revisions to MTS Ordinance No. 11 are minor and non-substantive (e.g. replacing the term “medallion” with “permit number”; replacing the term “spare vehicle” with “temporary vehicle”; moving provisions that only apply to one vehicle mode out of the general operating requirement sections).

/s/ Leonardo Fewell

Leonardo Fewell
For-Hire Vehicle Administration Manager

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

Attachments: A. Proposed Revisions to MTS Ordinance No. 11 (red-line track changes)
B. Proposed Revisions to MTS Board Policy No. 34 (red-line track changes)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 11
(as amended through ~~March 14, 2024~~, X, 2026)

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

MTS CODIFIED ORDINANCE NO. 11

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 11

(as amended through ~~March 14, 2024~~, X, 2026)

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

SECTION 1.0 - GENERAL REGULATIONS

Section 1.1 - Definitions

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

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

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

- (1) Transports passengers or parcels or both over the public streets of the City;
- (2) Is routed at the direction of the hiring passenger;
- (3) Is prearranged in writing for hire;
- (4) Is not made available through "cruising"; and
- (5) Is hired by and at the service of a person for the benefit of themselves or a specified group.

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

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

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

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

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

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

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

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

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

(k) "Driver's identification card" shall mean license, issued ~~pursuant to this Ordinance by the County of San Diego Sheriff's Office (Sheriff)~~, which permits a person to drive or assist in the operation of a for-hire vehicle and safety of the passenger within the City or County.

(l) "Electronically Booked" shall mean a taxicab trip booked through a taxicab dispatch service organization or transportation network company's online enabled application or internet website that provides an up-front price. An up-front price shall be considered the total cost including all fees, exclusive of tip, that a passenger has agreed to pay at the time of booking.

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

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

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

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

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

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

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

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

(s) A "low-speed vehicle" or "LSV" is a motor vehicle, other than a motor truck, having an unladen weight of 1,800 pounds or less, that is capable of propelling itself at a minimum speed

of 20 miles per hour and a maximum speed of 25 miles per hour, on a paved level surface. It shall only operate within a geographic boundary as approved by MTS. For the purposes of this section, a "low-speed vehicle" or "LSV" is not a golf cart, except when operated pursuant to California Vehicle Code Section 21115 or 21115.1.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(kk) "Vehicle for Developmentally Disabled Persons (VDDP) driver certificate" shall mean certificate issued by California Highway Patrol pursuant to Vehicle Code section 12523.6, which is required for any driver who primarily transports persons with developmental disabilities on a for-hire

basis. A VDDP driver certificate with a commercial driver’s license may be used in lieu of a driver identification card to drive a for-hire vehicle within the City or County, unless for a taxicab.

- (Section 1.1 amended X/X/2026)**
- (Section 1.1 amended 3/14/2024)**
- (Section 1.1 amended 10/19/2023)**
- (Section 1.1 amended 1/20/2022)**
- (Section 1.1 amended 11/12/2020)**
- (Section 1.1 amended 10/10/2019)**
- (Section 1.1 amended 2/14/2019)**
- (Section 1.1 amended 11/8/2018, effective 1/1/2019)**
- (Section 1.1 amended 9/20/2018)**
- (Section 1.1 amended 12/14/2017)**
- (Section 1.1 amended 5/12/2016)**
- (Section 1.1 amended 8/7/2003)**
- (Section 1.1 amended 11/14/2002)**
- (Section 1.1 amended 6/24/1999)**
- (Sections 1.1(d), 1.1(R)(1) amended 6/22/1995)**
- (Section 1.1 amended 1/12/1995)**
- (Section 1.1 amended 6/27/1991; effective 7/27/1991)**
- (Section 1.1 amended 5/23/1991; effective 6/23/1991)**

Section 1.2 - Operating Permits

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

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

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

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

Section 1.3 - Application for Permit

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

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

(2) ~~If applying as a corporation, e~~Operating records are required, as defined in Section 1.10;

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

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

~~(5) The rates of fare which the applicant proposes to charge for vehicle for hire services. This requirement does not apply to taxicab permit applicants;~~

~~(56)~~ If the application is for a jitney or LSV, a detailed description of the geographic area in which said permit shall be in ~~existence~~operation; and

~~(76)~~ Such other information as the Chief Executive Officer may in their discretion require.

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

- (Section 1.3 amended X/X/2026**
- (Section 1.3 amended 3/14/2024**
- (Section 1.3 amended 1/20/2022)**
- (Section 1.3 amended 11/12/2020)**
- (Section 1.3 amended 11/8/2018, effective 1/1/2019)**
- (Section 1.3 amended 12/14/2017)**
- (Section 1.3 amended 2/12/2015)**
- (Section 1.3 amended 11/15/2012)**
- (Section 1.3 amended 8/7/2003)**
- (Section 1.3 amended 11/14/2002)**

Section 1.4 - Issuance of Permit

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

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

(1) That the applicant is under eighteen (18) years of age; or

(2) That ~~the~~ applicant has been convicted of, or held by any final administrative determination to have been in violation of any statute, ordinance, or regulation which would have resulted in suspension or revocation of the permit in accordance with Section 1.13 of this Ordinance; or

(3) That the applicant provided false information of a material fact in an application within the past year.

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

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

(Section 1.4 amended X/X/2026)
(Section 1.4 amended 12/8/2022)
(Section 1.4 amended 11/12/2020)
(Section 1.4 amended 11/8/2018, effective 1/1/2019)
(Section 1.4 amended 12/14/2017)
(Section 1.4 amended 2/12/2015)
(Section 1.4 amended 11/15/2012)
(Section 1.4 amended 11/14/2002)

Section 1.5 - ~~Transfer and Administration of Permits~~Annual Fee Schedule

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

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

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

~~(1) Changes in fee schedules affecting permits shall comply with MTS Board Policy No. 34 and be posted, at a minimum, on the MTS website and notice of such posting will be sent to all permit holders' email address. Changes shall be effective thirty (30) calendar days thereafter.~~

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

(Section 1.5 amended X/X/2026)
(Section 1.5 amended 11/12/2020)
(Section 1.5 amended 11/8/2018, effective 1/1/2019)
(Section 1.5 amended 12/14/2017)

(Section 1.5 amended 2/12/2015)
(Section 1.5 amended 8/7/2003)
(Section 1.5 amended 11/14/2002)

Section 1.6 - Blank

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

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

Section 1.7 - Blank

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

(Section 1.7 was deleted 9/24/1998)

Section 1.8 - Equipment and Operating Regulations

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

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

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

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

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

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

(3) Permit holders who fall under one or more of the following categories must enroll in the DMV pull-notice program: if registered with the State of California as a Corporation

and or LLC; if own more than one vehicle; employs or contracts a lease driver(s); and/or vehicle is otherwise driven by more than one driver.

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

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

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

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

(13) Any other condition which reasonably and rationally pertains to the operating safety of the vehicle or to passenger or pedestrian safety.

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

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

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

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

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

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

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

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

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

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

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

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

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

(9) Windows. The windshield shall be without cracks or chips that could interfere with the driver's vision. All other windows shall be intact and able to be opened and closed

as intended by the manufacturer. The windows and windshield shall be maintained in a reasonably clean condition so as not to obstruct visibility.

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

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

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

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

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

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

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

~~— A first-aid kit containing medical items to adequately attend to minor medical problems.~~

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

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

(m) There shall be displayed in the passenger compartment of each for-hire vehicle between the sun visors, in full view of the passengers in the front and rear seats, a card not less than standard letter size ~~eleven~~ (11) inches wide by eight and half ~~six~~ (8 1/2) inches high in size. Posted on this card, utilizing "Universe" font in black ink on white background, shall be:

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

2) Below this, the card shall include the ~~vehicle medallion~~ Permit nNumber in three-inch numerals.—

3) Below the ~~medallion~~ Permit nNumber, the name, address, and phone number of the MTS For-Hire Vehicle Administration and the permit holder and/or permit holder trade name shall be printed, 1/4-inch in height. If a taxicab, the name, phone number and email of the dispatch service shall also be included.

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

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

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

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

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

~~(1) The number of the license of the driver;~~

~~(2) The name and business address of the driver;~~

~~(3) The name of the owner of the vehicle; and~~

~~(4) A small photograph of the driver.~~

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

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

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

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

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

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

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

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

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

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

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

(3) The term "neat and suitably dressed" shall be interpreted to mean that: driver is wearing appropriate clothing to operate a for-hire vehicle; ~~drivers shall wear shoes;~~ driver cannot wear as an outer garment any of the following: ~~undershirt or underwear, tank~~

tops, body shirts (see-through mesh), swim wear, jogging or warm-up suits or sweatshirts or similar attire, jogging or bathing shorts or trunks, or sandals; and trouser-type shorts that are no shorter than four inches above the center of the kneecap are permissible.

~~(aa) For hire vehicles shall comply with the California Vehicle Code, e.g., not impede traffic, and, where applicable, not operate on streets where posted speed limits are above 35 miles per hour.~~

~~(z)~~ For-hire vehicle drivers, including taxicab, shall not load or unload passengers in traffic lanes.

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

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

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

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

~~(fee)~~ A driver may decline to accept a taxicab trip that is Electronically Booked, so long as all other requirements of Section 1.8 are followed.

~~(ggff)~~ A driver shall not refuse or discourage a prospective or actual fare based upon trip length within City or County. A vehicle designated as an LSV, sightseeing or jitney may refuse a prospective or actual fare if the trip distance is outside allowed areas of operations.

~~(hggg)~~ A driver shall not refuse or discourage a prospective or actual fare based upon method of payment. Driver shall not refuse payments by credit card or contactless credit card payment methods.

~~(gg)~~ A driver shall not refuse or discourage a prospective or actual fare based upon trip destination. This requirement does not apply if:

(1) The trip destination requires access to private property (e.g. airport operator) which the vehicle does not maintain the necessary authorizations to enter, so long as proper prior notice is provided to the prospective passenger by the driver or if trip is dispatched or electronically booked, then by the dispatch service.

~~(iihh)~~ A failure to promptly dispatch (within the standards required by Sections 2.6(a)(1), (2), and (3) of this Ordinance), or any action by a driver of any taxicab or LSV to shall not refuse or discourage a prospective or actual passenger fare based on trip purpose (e.g. transport food ~~stuffs~~ or who must meet a medical appointment).

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

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

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

- (Section 1.8 amended X/X/2026)**
- (Section 1.8 amended 3/14/2024)**
- (Section 1.8 amended 12/8/2022)**
- (Section 1.8 amended 1/20/2022)**
- (Section 1.8 amended 11/12/2020)**
- (Section 1.8 amended 10/10/2019)**
- (Section 1.8 amended 11/8/2018, effective 1/1/2019)**
- (Section 1.8 amended 12/14/2017)**
- (Section 1.8 amended 10/13/2016)**
- (Section 1.8 amended 5/12/2016)**
- (Section 1.8 amended 2/12/2015)**
- (Section 1.8 amended 8/7/2003)**
- (Section 1.8 amended 11/14/2002)**
- (Section 1.8 amended 9/24/1998)**
- (Section 1.8 amended 2/13/1997)**
- (Section 1.8 amended 6/24/1993)**

Section 1.9 - Public Liability

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

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

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

(b) A valid proof of insurance issued by the company providing the insurance policy required under Subsection (a) (1) of this section shall be filed with and approved by the Chief Executive Officer. This certificate shall provide that MTS is a named certificate holder and shall be placed in each vehicle, per California Vehicle Code Section 16020. It shall also provide that the insurer will notify MTS of any cancellation and that the cancellation notice be received at least thirty (30) days prior to cancellation of the policy. The certificate shall also state:

- (1) The full name of the insurer;
- (2) The name and address of the insured;
- (3) The insurance policy number;
- (4) The type and limits of coverage;

- (5) The specific vehicle(s) insured;
- (6) The effective dates of the certificate; and
- (7) The certificate issue date.

(Section 1.9 amended 11/12/2020)
(Section 1.9 amended 9/17/2015)
(Section 1.9 amended 11/14/2002)

Section 1.10 - ~~Financial~~ Ownership and Operating Records: Reporting Requirements

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

(1) ~~Reasonable financial records~~ responsibility to conduct for-hire vehicle operations in accordance with the requirements of this Ordinance, including but not limited to the current executed taxicab driver lease agreement that includes all aspects of the business relationship between the permit holder and the lessee, and written receipts of all payments from lessee in accordance with good accounting practices;

(2) Ownership records; and

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

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

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

(1) Copies of the Articles of Incorporation as filed;

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

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

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

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

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

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

(43) Any other similar records.

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

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

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

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

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

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

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

- ~~(Section 1.10 amended X/X/2026)~~
- ~~(Section 1.10 amended 3/14/2024)~~
- ~~(Section 1.10 amended 12/8/2022)~~
- ~~(Section 1.10 amended 11/12/2020)~~
- ~~(Section 1.10 amended 11/8/2018, effective 1/1/2019)~~
- ~~(Section 1.10 amended 5/12/2016)~~
- ~~(Section 1.10 amended 2/12/2015)~~
- ~~(Section 1.10 amended 8/7/2003)~~
- ~~(Section 1.10 amended 11/14/2002)~~
- ~~(Section 1.10 amended 6/24/1993)~~

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

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

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

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

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

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

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

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

(Section 1.11 amended X/X/2026)
(Section 1.11 amended 2/14/2019)
(Section 1.11 amended 10/13/2016)
(Section 1.11 amended 8/7/2003)
(Section 1.11 amended 11/14/2002)
(Section 1.11 amended 2/13/1997)

Section 1.12 - Driver's Identification Cards

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

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

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

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

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

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

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

~~(1) Any person under the age of eighteen (18) years.~~

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

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

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

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

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

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

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

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

(Section 1.2 amended X/X/2026)

- (Section 1.12 amended 12/8/2022)**
- (Section 1.12 amended 1/20/2022)**
- (Section 1.12 amended 11/12/2020)**
- (Section 1.12 amended 10/10/2019)**
- (Section 1.12 amended 11/8/2018, effective 1/1/2019)**
- (Section 1.12 amended 12/14/2017)**
- (Section 1.12 amended 5/12/2016)**
- (Section 1.12 amended 11/15/2012)**
- (Section 1.12 amended 8/7/2003)**
- (Section 1.12 amended 11/14/2002)**
- (Section 1.12 amended 9/24/1998)**
- (Section 1.12 amended 10/30/1997)**
- (Section 1.12 amended 11/9/1995)**

Section 1.13 - Suspension and Revocation of Permit

- (a) Permits may be suspended or revoked by the Chief Executive Officer at any time in case:
 - (1) The Chief Executive Officer finds the permit holder's past record to be unsatisfactory with respect to satisfying the provisions of this Ordinance.
 - (2) The permit holder fails to comply with the applicable provisions of this Ordinance.

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

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

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

(6) The ~~LSV or a~~ taxicab are operated at a rate of fare greater than the maximum rates of ~~fare~~ authorized by the Chief Executive Officer or posted on the taxicab ~~or LSV pursuant to Section 2.2 (a) of this Ordinance~~, unless the taxicab trip is Electronically Booked.

(7) The permit holder fails to begin operating the for-hire vehicle for which the permit is first approved within ~~ninety-sixty~~ (60~~90~~) days after the approval date.

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

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

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

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

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

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

- ~~(Section 1.13 amended X/X/2026)~~
- ~~(Section 1.13 amended 3/14/2024)~~
- ~~(Section 1.13 amended 12/8/2022)~~
- ~~(Section 1.13 amended 1/20/2022)~~
- ~~(Section 1.13 amended 2/14/2019)~~
- ~~(Section 1.13 amended 11/8/2018, effective 1/1/2019)~~
- ~~(Section 1.13 amended 12/14/2017)~~
- ~~(Section 1.13 amended 10/13/2016)~~
- ~~(Section 1.13 amended 5/12/2016)~~
- ~~(Section 1.13 amended 8/7/2003)~~
- ~~(Section 1.13 amended 11/14/2002)~~
- ~~(Section 1.13 amended 6/24/1999)~~

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

~~The text of Section 1.14 is deleted in its entirety effective X, X 2026.~~

- ~~(a) Driver's identification cards issued by the Sheriff may be suspended or revoked by the Chief Executive Officer at any time in case:~~
- ~~(1) The Chief Executive Officer finds the driver's past record to be unsatisfactory with respect to satisfying the provisions of this Ordinance; or~~
 - ~~(2) The driver fails to comply with the applicable provisions of this Ordinance; or~~
 - ~~(3) Circumstances furnish grounds for the denial, suspension, revocation or refusal to renew the driver's identification card by the Sheriff under the terms of the applicable Ordinance of the County of San Diego; or~~
 - ~~(4) Their California Driver's License is revoked or suspended; or~~
 - ~~(5) The driver is convicted of reckless driving or driving while under the influence of intoxicating liquors and/or narcotics; or~~
 - ~~(6) The driver has been convicted of assault, battery, resisting arrest, solicitation of prostitution, any crime involving force and violence, or reasonably and rationally is related to the ability or integrity of the driver to operate a for hire vehicle or transport passengers; or~~

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

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

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

~~(Section 1.14 deleted X/X/2026)~~
~~(Section 1.14 amended 1/20/2022)~~
~~(Section 1.14 amended 10/10/2019)~~
~~(Section 1.14 amended 5/12/2016)~~
~~(Section 1.14 amended 8/7/2003)~~
~~(Section 1.14 amended 11/14/2002)~~
~~(Section 1.14 amended 6/24/1999)~~

Section 1.15 - Surrender of ~~Medallion~~Permit

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

~~(Section 1.15 amended X/X/2026)~~
~~(Section 1.15 amended 11/14/2002)~~

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

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

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

(c) Except as provided in Subsection (d), once an administrative appeal is filed, the revocation or suspension of the permit ~~or driver's identification card issued by the Sheriff or~~, the effect of the notice of prohibition to operate, or the imposition of the fine, shall be stayed pending the final determination of the administrative appeal.

(d) If, in the Chief Executive Officer's opinion, the continued operation of a for-hire vehicle ~~or possession of a driver's identification card issued by the Sheriff~~ represents an unsafe

condition for any passenger or pedestrian, the revocation or suspension of the related permit, ~~driver's identification card~~, or the effect of any notice of prohibition to operate shall not be stayed. A revocation or suspension of a permit imposed for failure to comply with Section 1.8 (g) or Section 1.9 is rebuttably presumed to represent an unsafe condition pending the determination of the appeal or the correction of the violation, whichever shall occur first. Notwithstanding, no ~~medallion~~ Permit Number shall be reaffixed to a vehicle until the violation under Sections 1.8 (g) or 1.9 has been corrected.

(Section 1.16 amended X/X/2026)
(Section 1.16 amended 1/20/2022)
(Section 1.16 amended 11/12/2020)
(Section 1.16 amended 10/10/2019)
(Section 1.16 amended 8/7/2003)
(Section 1.16 amended 11/14/2002)

Section 1.17 - Procedure Upon Administrative Appeal

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

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

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

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

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

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

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

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

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

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

(Section 1.17 amended X/X/2026)
(Section 1.17 amended 5/12/2016)
(Section 1.17 amended 11/15/2012)

Section 1.18 - Exceptions to Provisions

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

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

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

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

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

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

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

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

~~(a)~~—Except where Board action is specifically required in this Ordinance, the Chief Executive Officer may adopt any rules and regulations reasonable and necessary to implement the provisions of this Ordinance. The Chief Executive Officer shall promulgate a schedule of administrative fines and penalties for violations of this Ordinance in lieu of the revocation or suspension of a permit ~~or identification card issued by the Sheriff~~, a copy of which schedule shall be ~~filed with the Clerk of the Board~~ available on the MTS website.

(Section 1.19 amended X/X/2026)
(Section 1.19 amended 10/10/2019)
(Section renumbered to 1.19 9/24/1998)

Section 1.20 - Americans with Disabilities Act

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

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

SECTION 2.0 - TAXICABS AND/OR LSVs

Section 2.1 - Types of Service

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

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

Section 2.2 - Rates of Fare

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

(b) ~~Rates for trips originating at the airport may include an extra charge equal to the Airport Access Fee assessed against the individual taxicab operator by the San Diego County Regional Airport Authority. The extra may not be charged on any trip that does not originate at the airport or on any trip where the taxicab operator does not pay the fee to the San Diego County Regional Airport Authority. For an Airport Operator that charges Airport Access Fees to taxicabs,~~ the extra charge may only be charged by the taxicab to the passenger by visually identifying the Airport Access Fee on the taxicab meter and adding it to the final fare at the end of the trip. A driver may not verbally request separate payment of the Airport Access Fee. All taxicabs utilizing the Airport Access Fee must have a decal, approved by the Chief Executive Officer and the County of San Diego Office of Weights and Measures. The decal shall identify and accurately describe the extra charge consistent with regulatory requirements.

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

(d) In accordance with Government Code Section 53075.5, the taxicab permit holder or taxicab driver shall disclose fares, fees or rates to the passenger. If providing trips booked through an online enabled application, internet website, or dispatch service, it may be disclosed by website, mobile telephone application or telephone dispatch requests. If providing trips through walkup rides or street hails, it may be disclosed on the exterior of the vehicle, internet enabled application, or be clearly visible in either print or electronic form inside the taxicab.

(1) If a trip was Electronically Booked, notice that maximum rates do not apply for trips Electronically Booked must be conspicuously posted wherever maximum rates of fare are disclosed or posted.

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

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

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

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

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

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

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

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

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

(f) It shall be unlawful for any driver of a taxicab, while carrying exclusive or group ride passengers, to display the flag or device attached to the Taximeter in such a position as to denote that the vehicle is for hire, or is not employed, or to have the flag or other attached device in such a position as to prevent the Taximeter from operating. It shall be unlawful for any driver to throw the

flag into a position which causes the Taximeter to record when the vehicle is not actually employed, or to fail to throw the flag or other device into non-recording position at the termination of each and every service.

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

(h) It shall be unlawful for any permit holder and/or driver of a taxicab ~~or LSV~~ to demand of a passenger a charge for hire which is greater than the current maximum rate ~~approved, as per MTS by the~~ Board Policy No. 34 and as established pursuant to Section 2.2 (a) or (b) of this Ordinance, unless the taxicab trip is Electronically Booked.

(i) It shall be unlawful for any permit holder and/or driver to demand of a passenger that is requesting a taxicab trip through a walkup, street hail or phone call to a dispatch service organization a charge for hire which is greater than the authorized maximum rate pursuant to Section 2.2 (a) or (b) of this Ordinance. It shall also be unlawful for any dispatch service organization, permit holder and/or driver to request or demand that a passenger requesting a taxicab trip through a walkup or street hail or phone call to a dispatch service organization to instead have the taxicab trip Electronically Booked.

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

- (Section 2.2 amended X/X/2026)**
- (Section 2.2 amended 3/14/2024)**
- (Section 2.2 amended 1/20/2022)**
- (Section 2.2 amended 12/12/2019)**
- (Section 2.2 amended 11/8/2018, effective 1/1/2019)**
- (Section 2.2 amended 12/14/2017)**
- (Section 2.2 amended 5/12/2016)**
- (Section 2.2(c)(2) amended 11/15/2012)**
- (Section 2.2(b) amended 4/19/2012)**
- (Section 2.2 amended 8/7/2003)**
- (Section 2.2 amended 5/8/2003)**
- (Section 2.2 amended 11/14/2002)**
- (Section 2.2 amended 6/24/1999)**
- (Section 2.2 amended 9/24/1998; Section 2.2c operative May 1, 1999)**
- (Section 2.2 amended 10/30/1997)**
- (Section 2.2 amended 4/10/1997)**

Section 2.3 - Equipment and Specifications

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

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

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

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

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

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

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

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

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

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

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

(A) The permit holder's trade name shall be permanently affixed to the upper edge of the front and rear windshields and lower part of both left and right rear windows, three (3) inches high, utilizing "Univers" or other Chief Executive Officer

pre-approved font in any solid color to produce maximum contrast adequately spaced for maximum readability.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- (Section 2.3 amended X/X/2026)**
- (Section 2.3 amended 1/20/2022)**
- (Section 2.3 amended 11/12/2020)**
- (Section 2.3 amended 12/12/2019)**
- (Section 2.3 amended 11/8/2018, effective 1/1/2019)**
- (Section 2.3 amended 12/14/2017)**
- (Section 2.3 amended 10/13/2016)**
- (Section 2.3 amended 5/12/2016)**
- (Section 2.3 amended 2/12/2015)**
- (Section 2.3 amended 11/15/2012)**
- (Section 2.3 amended 6/27/2002)**
- (Section 2.3 amended 9/24/1998; Section 2.3c operative May 1, 1999)**
- (Section 2.3 amended 6/27/1991; effective 7/27/1991)**
- (Section 2.3 amended 4/10/1997)**

Section 2.4 - Operating Regulations

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

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

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

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

(2) A driver with a disability that prevents them from handling items as defined in subsection (1) above must receive prior approval from MTS and provide supporting documentation of such a disability. After receiving MTS approval, a driver may affix a small sign either in the passenger section of the vehicle to be clearly visible to a rear seat passenger or on the inside of the trunk cover lid stating that, "DRIVER HAS DISABILITY THAT PREVENTS HANDLING OF LUGGAGE."

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

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

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

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

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

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

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

(k) It shall be unlawful for the driver or operator of any taxicab or LSV to remain standing in any established taxicab or LSV stand or passenger loading zone, unless the driver or operator remains within twelve (12) feet of their taxicab or LSV, except when the driver or operator is actually engaged in assisting passengers to load or unload.

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

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

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

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

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

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

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

(Section 2.4 amended 3/14/2024)
(Section 2.4 amended 1/20/2022)
(Section 2.4 amended 11/8/2018, effective 1/1/2019)
(Section 2.4 amended 12/14/2017)
(Section 2.4 amended 10/13/2016)
(Section 2.4 amended 5/12/2016)
(Section 2.4 amended 2/12/2015)
(Section 2.4 amended 11/15/2012)
(Section 2.4 amended 8/7/2003)
(Section 2.4 amended 11/14/2002)
(Section 2.4 amended 6/24/1999)
(Section 2.4 amended 2/13/1997)
(Section 2.4 amended 6/27/1991; effective 7/27/1991)

Section 2.5 - Stands

(a) The Chief Executive Officer may establish, locate and designate shared use taxicab/LSV stands for one or more taxicabs/LSVs, which stands when so established shall be appropriately designated "Taxis/LSVs Only." The operating regulations of this Ordinance shall apply

to such stands and to taxicab/LSV stands established by the San Diego Unified Port District in areas under its jurisdiction within the City.

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

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

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

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

~~(Section 2.5 amended X/X/2026)~~
~~(Section 2.5 amended 11/15/2012)~~
~~(Section 2.5 amended 8/7/2003)~~

Section 2.6 - Dispatch Services

(a) In order to provide taxicab dispatch service required by Section 2.3(g, h), the dispatch service organization adding or changing subscribers, shall establish and conform to written policies and procedures concerning the following:

- (1) Standard time elapse for answering the telephone service-request line(s).
- (2) Standard time elapse for the taxicab's arrival at requested pick-up location.
- (3) Passenger's request for a specific driver ("personals").
- (4) Additional two-way communication devices (mobile or cellular phones) in taxicabs
- (5) Lost and found for passengers' items.

~~()~~

(6) Immediately notify the permit holder of all lost items and inquiries.

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

(b) Dispatch service organizations shall, be able to receive and respond to service requests or other operational questions 24 hours a day as further described at Section 2.6 (c), have staff on duty for lost and found pick-ups and drop offs during reasonable hours or by appointment, at a preapproved physical commercial business location, answer telephone-request line(s), properly dispatch those requests to all members, ~~provide radio response to all licensed radio frequencies/channels,~~ and respond to direct requests from drivers, permit holders, and MTS as well as law enforcement and local regulatory agencies.

(c) A dispatch service organization shall maintain compliance with the 24 hour operation requirement though a live person answering phone calls, automated voice recognition technology so long as it provides the option to connect to a live person, or by forwarding trip requests to a different dispatch service organization that provides 24 hour operations.

(d) A dispatch service organization shall utilize a transportation or fleet management specialized computerized system designed to automate the flow of information between a dispatch service organization and driver that at a minimum electronically records: trip information (i.e. address or location description) of both start and end locations; the route taken; and the up-front price if Electronically Booked.

(e) A dispatch service organization shall at all times have the ability to provide in real time, the GPS location of every taxicab while the taxicab is in service. It shall be the responsibility of the dispatch service organization to provide the GPS tracking method through a computerized dispatch software or other similar technology.

(f) Dispatch services shall keep electronic or written records of all requests for taxi service, calls dispatched, the time(s) each taxicab goes in and out of service, and final fare for all trips. Final fare may be calculated by Dispatch services through trip data. These records shall be kept on file for a minimum of six (6) months, and made available to MTS, upon request.

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

(h) Dispatch services shall not refuse or discourage a prospective or actual fare based on trip purpose (e.g. transport food or who must meet a medical appointment).

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

(Section 2.6 amended X/X/2026)
(Section 2.6 amended 3/14/2024)
(Section 2.6 amended 11/12/2020)
(Section 2.6 amended 11/8/2018, effective 1/1/2019)
(Section 2.6 amended 12/14/2017)
(Section 2.6 amended 10/13/2016)
(Section 2.6 amended 11/15/2012)
(Section 2.6 amended 8/7/2003)
(Section 2.6 amended 9/24/1998)
(Section 2.6 added 6/27/1991; effective 7/27/1991)

Section 2.7 - Driver Safety Requirements

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

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

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

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

- (Section 2.7 amended 11/12/2020)*
- (Section 2.7 amended 11/8/2018, effective 1/1/2019)*
- (Section 2.7 amended 12/14/2017)*
- (Section 2.7 amended 10/13/2016)*
- (Section 2.7 amended 5/12/2016)*
- (Section 2.7 amended 11/15/2012)*
- (Section 2.7 amended 8/7/2003)*
- (Section 2.7 added 9/24/1998)*

Section 2.8 – Prearranged Trips by Taxicabs

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

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

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

- (Section 2.8 amended 11/12/2020)*
- (Section 2.8 amended 2/14/2019)*
- (Section 2.8 added 11/8/2018, effective 1/1/2019)*

SECTION 3.0 - CHARTER VEHICLES

Section 3.1 - Rates of Fare

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

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

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

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

(Section 3.1 amended X/X/2026)
(Section 3.1 amended 1/20/2022)
(Section 3.1 amended 4/10/1997)

Section 3.2 - Operating Regulations

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

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

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

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

(Section 3.2 amended X/X/2026)
(Section 3.2 amended 12/14/2017)
(Section 3.2 amended 11/14/2002)

SECTION 4.0 - SIGHTSEEING VEHICLES

Section 4.1 - Rates of Fare

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

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

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

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

(Section 4.1 amended X/X/2026)
(Section 4.1 amended 11/8/2018, effective 1/1/2019)
(Section 4.1 amended 4/10/1997)

Section 4.2 - Operating Regulations

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

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

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

(Section 5.0 amended 11/12/2020)

SECTION 5.0 - NONEMERGENCY MEDICAL VEHICLES

Section 5.1 - Rates of Fare

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

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

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

~~(d) The rate of fare for exclusive ride service shall may be established on a per capita plus per mile basis or by a prearranged written contract on a per-mile or per-hour basis.~~

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

(Section 5.1 amended X/X/2026)

(Section 5.1 amended 1/20/2022)

(Section 5.1 amended 12/14/2017)

(Section 5.1 amended 4/10/1997)

Section 5.2 - Operating and Equipment Regulations

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

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

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

(d) For operation and equipment purposes, Gurney Vvans are nonemergency medical vehicles. A Gurney Vvan is a vehicle that is specially constructed, modified, or equipped and/or

used to transport patients who cannot travel in an upright, sitting position, and for whom the need for any medical care, treatment, or procedure other than pre-established devices solely maintained by the patient is not required, likely, or foreseeable.

If a Gurney Van: :

- (1) Each vehicle shall have appropriately installed ~~and used~~ passenger gurney seatbelts.
- (2) Each vehicle shall have the appropriate number of floor-mounted approved gurney retention mechanisms.
- (3) Each vehicle shall be equipped with an appropriate supply of single-use gurney linens.
- (4) Each vehicle shall be equipped with at least one (1) gurney compliant with current local, state, industry, and federal standards, and must be maintained in clean condition and good working order.

(e) ~~Nonemergency medical vehicles NEMT Services~~ shall not provide transportation when any passenger's medical care, treatment, or procedures, other than pre-established devices solely maintained by the patient, are required, likely, or foreseeable.

(f) ~~NEMT Services~~ Nonemergency medical vehicles shall not enter a hospital emergency department through the ambulance bay, ambulance-only doors, or other entry points without a hospital staff escort.

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

- (1) in the use of any of the vehicle's special equipment;
- (2) concerning supervision of or assistance to the disabled passengers whom the driver is to transport.

(h) Each non-emergency medical vehicle shall contain:

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

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

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

(4) Seatbelts for all seats used by ambulatory clients.

(5) ~~(5)~~ Equipment necessary to comply with California Occupational Safety and Health Administration (Cal OSHA) standards for exposure to blood borne and airborne pathogens.

(Section 5.2 amended X/X/2026)
(Section 5.2 amended 6/22/1995)
(Section 5.2 amended 6/24/1993)

Section 5.3 - Driver and Driver Assistant Identification Cards and Training

In addition to the requirements set forth in Section 1.12, nonemergency medical vehicle Drivers and Driver Assistants shall acquire and maintain valid proof of proper first-aid and cardiopulmonary resuscitation (CPR) training. Driver Assistant shall mean every person employed by, or acting as an agent of the Non-Emergency Medical Vehicle Permit Holder who travels inside the for-hire vehicle for the purpose of assisting with all aspects of operation of the vehicle and safety of the passenger.

(Section 5.3 amended X/X/2026)
(Section 5.3 added 6/24/1993)

SECTION 6.0 - JITNEY VEHICLES

Section 6.1 - Rates of Fare

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

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

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

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

(Section 6.1 amended X/X/2026)
(Section 6.1 amended 1/20/2022)
(Section 6.1 amended 11/8/2018, effective 1/1/2019)
(Section 6.1 amended 4/10/1997)

Section 6.2 - Jitney Routes

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

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

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

- (2) A detailed written description of the route, to include starting location, ending location, and the street name and direction of travel for all streets to be used in the route;
- (3) A map in sufficient detail to clearly indicate the proposed route;
- (4) The fare to be charged; and
- (5) Such other information as the Chief Executive Officer may, in their discretion, require.

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

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

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

(f) The Chief Executive Officer may change a route that has been approved previously when the Chief Executive Officer finds it necessary to do so. A change of route may be necessary when a street has been closed temporarily or permanently because of construction, or the direction of a street has been changed, or a street has been vacated, or for similar reasons as determined by the Chief Executive Officer. The Chief Executive Officer shall notify in writing any permit holder whose route has been changed. ~~The Chief Executive Officer's change of a route is subject to appeal under Section 1.16 of this Ordinance.~~

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

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

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

(Section 6.2 amended X/X/2026)
(Section 6.2 amended 1/20/2022)
(Section 6.2 amended 11/12/2020)

(Section 6.2 amended 11/14/2002)

Section 6.3 – Operating Regulations

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

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

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

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

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

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

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

(Section 6.3 amended X/X/2026)
(Section 6.3 amended 11/14/2002)

Section 6.4 - Jitney Holding Zones

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

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

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

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

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

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

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

(Section 6.4 amended 1/20/2022)
(Section 6.4 amended 11/15/2012)

Section 6.5 - Equipment and Specifications

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

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

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

SECTION 7.0 – LOW-SPEED VEHICLES

Section 7.1 – Low-Speed Vehicle (LSV) Definition

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

(Section 7/1 amended 3/14/2024)
(Section 7.1 amended 2/14/2019)
(Section 7.1 amended 11/8/2018, effective 1/1/2019)
(Section 7.0 and 7.1 added 8/7/2003)

Section 7.2 – Establishment of Zones

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

(Section 7.2 added 8/7/2003)

Section 7.3 – Zone Rates of Fare

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

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

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

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

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

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

(Section 7.3 amended X/X/2026)
(Section 7.3 amended 1/20/2022)
(Section 7.3 amended 10/13/2016)
(Section 7.3 added 8/7/2003)

Section 7.4 – Spare Vehicle Policy~~BLANK~~

~~The text of Section 7.4 is deleted in its entirety effective X,X, 2026. (a) The following sets out procedures for LSV permit holders to place a spare vehicle into service as either a temporary replacement for a permitted vehicle that is out of service for recharging or mechanical problems.~~

~~(1) Spare LSVs must be marked with the approved company markings.~~

~~(2) In place of the medallion number, the spare LSV must be marked "Spare LSV." Where more than one spare LSV is being requested, under the provisions of paragraph 9, the LSVs will be marked "Spare LSV 1," "Spare LSV 2," and so on. The "Spare LSV" marking should be sized to fit in approximately the same space as the medallion number would otherwise be placed with legibility and visibility being the primary criteria.~~

~~(3) Spare LSVs must be inspected upon initial issuance and annually thereafter.~~

~~(4) All spare LSVs must meet all MTS insurance requirements.~~

~~(5) To use a spare LSV that meets the requirements of 1 through 4 above, the permit holder must communicate in writing (facsimile is acceptable), a request to place a spare LSV into service.~~

~~The request must state:~~

~~(A) — the medallion number of the LSV being taken out of service, the reason for being out of service, and the location of the out of service LSV; and~~

~~(B) — the estimated time the spare LSV will be in use.~~

~~(6) — When the out of service LSV is ready to re-enter service, the permit holder must immediately notify MTS in writing (facsimile is acceptable).~~

~~(7) — The out of service LSV may not be required to be reinspected to be placed back into service.~~

~~(8) — The spare LSV must be removed from service at the time the LSV it has been replacing is placed back into service.~~

~~(9) — Under normal circumstances, a permit holder may utilize spare LSVs. Permit holders may utilize spare LSVs in a ratio of 3:1 permits held.~~

~~(10) — Spare LSVs that are placed in service may only operate inside of the MTS-approved zone or zones. A permit holder shall not operate more spare vehicles than he/she has regular permitted vehicles.~~

~~(11) — A permit holder found to have operated a spare LSV in deliberate violation of these procedures will be subject to immediate suspension/revocation of the permit and the loss of the spare LSV utilization privilege.~~

~~**(Section 7.4 deleted X/X/2026)**~~

~~**(Section 7.4 amended 10/13/2016)**~~

~~**(Section 7.4 amended 10/16/2003)**~~

~~**(Section 7.4 added 8/7/2003)**~~

Section 7.5 – ~~LSV Driver Identification Cards~~BLANK

~~(a) — Refer to Section 1.12 of this Ordinance to reference driver and permit holder ID requirements. The text of Section 7.5 is deleted in its entirety effective X.X, 2026.~~

~~**(Section 7.5 deleted X/X/2026)**~~

~~**(Section 7.5 added 8/7/2003)**~~

Section 7.6 - Equipment and Specifications

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

(b) Exterior Markings

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

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

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

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

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

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

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

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

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

(d) Low-Speed Vehicles shall comply with the California Vehicle Code, e.g., not impede traffic, and, where applicable, not operate on streets where posted speed limits are above 35 miles per hour.

(Section 7.6 amended X/X/2026)
(Section 7.6 amended 1/20/2022)
(Section 7.6 amended 11/8/2018, effective 1/1/2019)
(Section 7.6 amended 12/14/2017)
(Section 7.6 amended 10/4/2016)
(Section 7.6 added 8/7/2003)

SECTION 8 - EFFECTIVE DATE OF ORDINANCE

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

Amended: X/XX/2026

Amended: 3/14/2024
Amended: 10/19/2023
Amended: 12/8/2022
Amended: 1/20/2022
Amended: 11/12/2020
Amended: 12/12/2019
Amended: 10/10/2019
Amended: 2/14/2019
Amended: 11/8/2018
Amended: 9/20/2018
Amended: 12/14/2017
Amended: 10/13/2016
Amended: 5/12/2016
Amended: 9/17/2015
Amended: 2/12/2015
Amended: 11/15/2012
Amended: 4/19/2012
Amended: 10/16/2003
Amended: 8/7/2003
Amended: 5/8/2003
Amended: 11/14/2002
Amended: 6/27/2002
Amended: 5/23/2002
Amended: 6/24/1999
Amended: 9/24/1998
Amended: 10/30/1997
Amended: 4/10/1997
Amended: 2/13/1997
Amended: 11/9/1995
Amended: 6/22/1995
Amended: 1/12/1995
Amended: 6/24/1993
Amended: 6/27/1991
Amended: 5/23/1991
Amended: 10/11/1990
Repealed & Readopted: 8/9/1990
Amended: 4/12/1990
Amended: 4/27/1989
Adopted: 8/11/1988

Clerk Affidavit

PASSED AND ADOPTED, by the Board of Directors this 14th day of March 2024. The Ordinance amended was adopted by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

ATTEST my hand and the seal of the San Diego Metropolitan Transit System this 14th day of March 2024.

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System



Metropolitan Transit System

Policies and Procedures No. 34

Board Approval: 3/14/2024X/X/XXXX

SUBJECT:

FOR-HIRE VEHICLE SERVICES

PURPOSE:

To establish a policy with guidelines and procedures for the implementation of MTS Ordinance No. 11.

BACKGROUND:

Regulation of for-hire vehicle service is in the interest of providing the citizens and visitors to the MTS region and particularly the Cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, and Santee, with a good quality local transportation service. Toward this end, MTS finds it desirable to regulate the issuance of taxicab permits, to establish maximum rates of fare, and to provide for annual review of cost-recovery regulatory fees.

POLICY:

34.1 City of San Diego Entry Policy

New City of San Diego taxicab permits will be issued in accordance with San Diego City Council Policy No. 500-02, "Taxicab Permits".

34.2 Maximum Rates of Fare Policy

Except for Electronically Booked taxicab trips, as further defined at MTS Ordinance No. 11, maximum rate of fare for exclusive ride and group ride hire of taxicabs shall be made in accordance with the change in the Annual All Urban Western Transportation Consumer Price Index (CPI)/San Diego. The fare structure shall consist of the dollar amounts charged by permit holders for the flag drop, the per-mile charge, waiting-time charge, first zone, and each additional zone charge. The maximum rates of fare shall be computed annually by the Chief Executive Officer and presented at a noticed public hearing of the Taxicab Advisory Committee.

34.2.1 Maximum Rates of Fare Determination

Unless Section 34.2.2 applies, the maximum fare determination shall be adjusted annually based on the 1990 Western transportation CPI/San



Diego amounts of \$1.40 flag drop, \$1.50 per mile, and \$12.00 per hour waiting. Adjustments shall be rounded up or down, as appropriate, to the nearest even \$0.10 increment.

34.2.2 Maximum Rates of Fare Determination - Only for Taxicabs Equipped with Point Of Sale Devices Electronically Connected to the Taximeter and Equipped with Printed or Electronically Conveyed Receipt Capability

Taxicabs equipped with point of sale devices electronically connected to the taximeter and capable of printing or electronically conveying receipts may charge the an increase of 6% more than the Maximun Rates of Fare for Taxicabs without such devices, as determined pursuant to Section 34.2.1. Adjustments shall be rounded up or down, as appropriate, to the nearest \$0.10 increment.

34.3 Airport Taxicab Fare Policy

In addition to the applicable maximum rate of fare described in Section 34.2.1, a taxicab operator may charge an "extra" equal to the Airport [AccessTrip](#) Fee assessed against the individual taxicab operator by the San Diego County Regional Airport Authority. The extra may not be charged on any trip ~~that does not originate at the airport or on any trip~~ where the taxicab operator does not pay the fee to the San Diego County Regional Airport Authority. The extra charge may only be charged to the customer by utilizing the extra [charge feature button](#) on the taxicab meter. A driver may not verbally request payment.

34.4 Regulatory Fee Review

The following procedures will be utilized for the establishment of for-hire vehicle regulatory fees.

34.4.1 In accordance with State of California Public Utilities Code Section 120266, MTS shall fully recover the cost of regulating the taxicab and other for-hire vehicle industry. Pursuant to MTS Ordinance No. 11, Sections 1.3(b), 1.4(a), 1.4((c), and 1.5(d), the Chief Executive Officer establishes a fee schedule to effect full-cost recovery and notify affected permit holders of changes in the fee schedule.

34.4.2 The procedure for establishing a regulatory fee schedule will include an annual review of the audited expenses and revenue of the previous fiscal year associated with MTS for-hire vehicle activities. The revised fee schedule will be available for review by interested parties in November each year ~~and is subject to appeal as provided for in Ordinance No. 11, Section 1.5(d).~~

34.4.3 A fee schedule based on previous year expenses and revenue amounts will be put into effect each January.

POLICY.34.FOR-HIRE VEHICLE SERVICES

This policy was originally adopted on 12/8/88.

This policy was amended on 7/26/90.

This policy was amended on 5/9/91.
This policy was amended on 6/13/91.
This policy was amended on 1/28/93.
This policy was amended on 5/11/95.
This policy was amended on 10/31/02.
This policy was amended on 4/24/03.
This policy revised on 3/25/04.
This policy was amended on 4/26/07.
This policy was amended on 7/17/08.
This policy was amended on 4/19/12.
This policy was amended on 4/16/15.
This policy was amended on 12/12/2019.
This policy was amended on 10/19/2023.
This policy was amended on 3/14/2024.
This policy was amended on X/X/XXXX



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Item No. 4, 05/13/2026

Proposed Amendments to For-Hire Vehicle Regulations

Taxicab Advisory Committee



Proposed Amendments to For-Hire Vehicle Regulations

- County of San Diego Sheriff's Office (Sheriff) Licensing of Drivers – MTS Ordinance No. 11, Sections 1.1 (k), 1.8 (q), 1.12, 1.13 (c), 1.14 (removing in its entirety), 1.16, 1.17 (f), 1.19 (a)
 - A Driver's Identification Card is issued by the Sheriff and MTS requires it to operate a permitted for-hire vehicle.
 - The Sheriff recently updated its ordinances to include eligibility requirements for all for-hire vehicle driver categories.
 - The Sheriff no longer relies on MTS Ordinance No. 11 for its authority on Driver's Identification Card eligibility determinations.
 - MTS proposes removing Driver's Identification Card eligibility requirements from Ordinance No. 11.

Proposed Amendments to For-Hire Vehicle Regulations

- Rates of Fare for Non-Emergency Medical, Charters, Jitney, Low-Speed Vehicles – MTS Ordinance No. 11 Sections 1.3, 1.13 (a)(6), 2.2 (a), 2.2 (h), 3.1, 4.1, 5.1, 6.1, and 7.3
 - FHVA has historically required non-emergency medical, charter, jitney, and low-speed vehicle permit holders to submit proposed passenger and/or organizational rates during the permit application process.
 - There are currently no maximum fare rates established for these vehicle categories.
 - Because these fares are not regulated, requiring rate submissions is considered unnecessary.
 - FHVA recommends removing the rate submission requirement from the permit process.

Proposed Amendments to For-Hire Vehicle Regulations

- Annual Fee Schedule - MTS Ordinance No. 11 Section 1.5 and MTS Board Policy No. 34 Section 34.4.2
 - Permit holders currently have the ability to file a limited appeal of the annual fee schedule with MTS only on whether a fee exceeds the reasonable costs of providing the administrative service.
 - CEO reviews appeal and if denied, then to Administrative Law Judge
 - MTS conducted a review and found that providing a limited appeal on fee schedule amounts is not legally required and is uncommon among similar public agencies.
 - Because FHVA has enhanced transparency and stakeholder engagement (e.g. new finance working group to discuss fee schedule annually, memorandums to explain budget and fee schedule review process), it is recommended that the limited fee appeal process be removed.

Proposed Amendments to For-Hire Vehicle Regulations

- Airport Access Fees and Refusing Trips Based on Trip Destination into Private Property – MTS Ordinance No. 11, Sec. 1.8, 2.2 (b) and MTS Board Policy No. 34, Sec. 34.3
 - The Airport currently charges Airport Access Fees for pick ups
 - Most taxicab permit holders maintain required airport transponder and pay annual participation fees.
 - Effective July 1, 2026, Airport will require taxicabs dropping off passengers to pay a drop-off fee.
 - FHVA proposes revising MTS Ordinance No. 11 to:
 - Allow taxicabs to opt out of trips into private properties so long as disclosure to prospective passengers before accepting the trip.
 - FHVA staff will evaluate potential incentives to encourage continued taxicab service to the airport.

Proposed Amendments to For-Hire Vehicle Regulations

- Non-Emergency Medical Vehicle Requirements– MTS Ordinance No. 11, Sections 1.8 (j), 5.2, and 5.3
 - MTS currently requires non-emergency medical vehicles and charter vehicles to carry Fire extinguishers, Red reflectors, and First aid kits
 - To align with state requirements, MTS recommends:
 - removing these equipment requirements for charter vehicles and retaining the requirements only for non-emergency medical vehicles,
 - Incorporate state requirements for Medi-Cal reimbursed non-emergency medical and gurney van trips, and,
 - Require driver assistants operating in non-emergency medical vehicles will also be required to Maintain a Sheriff-issued Driver Identification Card complete CPR and first-aid training.

Proposed Amendments to For-Hire Vehicle Regulations

- Interior Postings Within Vehicles – MTS Ordinance No. 11, Section 1.8 (m)
 - Taxicabs are currently required to display interior postings that include Permit type, Permit number, FHVA contact information and Permit holder name.
 - MTS recommends expanding the posting requirements to also include Taxicab dispatch service name, Dispatch phone number and Dispatch email address.
 - The proposed change is intended to help passengers more easily recover lost or forgotten items by contacting the appropriate dispatch service organization.

Proposed Amendments to For-Hire Vehicle Regulations

- Removing Physical Map Requirement – MTS Ordinance No. 11, Section 1.8 (o)
 - MTS Ordinance No. 11 currently requires taxicabs to use either GPS technology or a recent physical map to identify efficient routes to passenger destinations.
 - Due to advances in GPS technology, maintaining a physical map is no longer considered necessary.
 - MTS recommends removing the optional requirement for taxicabs to carry a physical map.

Proposed Amendments to For-Hire Vehicle Regulations

- Electronic Trip Receipts to Passenger - MTS Ordinance No. 11, Section 1.8 (s)
 - Currently, a driver is required to offer a printed receipt to a passenger after payment of fare. It is recommended that this requirement be revised to require the driver to offer either a printed or electronic receipt, such as through a text or email.
- Agreements with Private Businesses – MTS Ordinance No. 11, Section 1.8 (x)
 - MTS Ordinance No. 11 currently prohibits for-hire vehicles from soliciting or entering agreements with commercial businesses (e.g., hotels).
 - The provision may unnecessarily limit business opportunities for for-hire vehicles. FHVA recommends removing this prohibition.

Proposed Amendments to For-Hire Vehicle Regulations

- Contactless Payments – MTS Ordinance No. 13, Section 1.8, 2.2, and 2.3
 - Taxicabs are currently required to accept all major credit cards.
 - Not all taxicabs are equipped to accept contactless payments due to software or hardware limitations.
 - Contactless payment is increasingly becoming a standard and expected payment method.
 - FHVA recommends requiring taxicabs to offer contactless payment options.
 - FHVA will develop a marketing and enforcement plan to address compliance and implementation.

Proposed Amendments to For-Hire Vehicle Regulations

- Days to Place Vehicle in Service – MTS Ordinance No. 1.13 (a)(7)
 - Permit holders are currently required to provide a vehicle for inspection within 90 days of permit approval.
 - In practice, most permit holders do not require the full 90-day period to complete inspections.
 - FHVA recommends reducing inspection timeframe from 90 to 60 days
- Removing Permit Transfers – MTS Ordinance No. 11, Section 1.5, 1.11 (e)
 - Permit transfers are no longer part of the fee schedule, it is recommended that permit transfer language be removed

Proposed Amendments to For-Hire Vehicle Regulations

- Removing Taxicab Stand Filing Fee – MTS Ordinance No. 2.5
(c)
 - The 2026 Annual Fee Schedule eliminated the fee for requesting installation of a new taxicab stand.
 - MTS recommends removing the corresponding ordinance provision to align with the updated fee schedule.

Proposed Amendments to For-Hire Vehicle Regulations

- Other revisions to MTS Ordinance No. 11 are minor and non-substantive (e.g. replacing the term “medallion” with “permit number”; replacing the term “spare vehicle” with “temporary vehicle”; moving provisions that only apply to one vehicle mode out of the general operating requirement sections).

Staff Recommendation

- That the San Diego Metropolitan Transit System (MTS) Taxicab Advisory Committee forward a recommendation to the Board of Directors to approve the proposed revisions to MTS Ordinance No. 11 and MTS Board Policy No. 34, “For-Hire Vehicle Services”.

Questions/Comments



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Agenda Item No. 5

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

May 13, 2026

SUBJECT:

Sustainable Measures for Taxicabs: Smart Meter Technology (Leonardo Fewell)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

For-Hire Vehicle Administration (FHVA) 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 smart-meter technology that enables up-front pricing and other consumer-oriented features, is an answer by the taxicab industry to the core advantages of Transportation Network Companies (TNCs) and other app-based for-hire vehicle services such as autonomous vehicles.

FHVA will provide a presentation on smart-meter technology features including how it can potentially provide the taxicab industry with easy and cost-effective measures to implement changes to rates of fares.

/s/Leonardo Fewell

Leonardo Fewell
For-Hire Vehicle Administration Manager

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

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Item No. 5, 05/13/2026

Sustainable Measures for Taxicabs: Smart-Meter Technology

Taxicab Advisory Committee



Smart-Meter Technology

- Smart-meter technology modernizes the traditional taxi meter by integrating GPS, digital payments, and real-time data systems.
- Smart-meters are a tool that helps taxicabs compete or integrate more effectively with transportation network companies (TNCs) like Uber and Lyft.
- Smart-meter technology transforms taxis from a traditional street-hail service into a connected, data-driven mobility option. When combined with up-front pricing and app integration, it significantly narrows the gap between taxis and TNCs, while leveraging taxis' existing strengths like regulated service and professional drivers.

Smart-Meter Technology

- Core Features of Smart-Meter Technology include:
 - GPS-Based Fare Calculation
 - Smart meters use GPS to calculate fares based on distance, time, or predefined pricing zones. This reduces reliance on mechanical meters and improves accuracy, especially in traffic or route deviations
 - Up-Front Pricing Capability
 - Passengers can receive a fare estimate before the trip begins, similar to TNC apps. This improves transparency, reduces disputes and eliminates “meter anxiety”
 - Integrated Digital Payments
 - Supports credit/debit cards, mobile wallets (like Apple Pay and Google Pay), and contactless payments eliminating cash-only limitations and supporting industry payment standards

Smart-Meter Technology

- Core Features of Smart-Meter Technology (continued):
 - Trip Data & Cloud Connectivity
 - Trip details (route, duration, fare, driver info) are recorded and transmitted in real time to a central system. This enhances public safety, allows for data reporting and facilitates complaint investigations
 - Passenger & Driver Apps Integration
 - Drivers can accept trips from third-party TNC platforms. Passengers can receive a fare estimate before the trip begins, (similar to TNC apps), and expand market access beyond street hails and dispatch calls
 - Digital Functionality
 - A smart-meter” runs as software rather than a physical device, allowing flexible pricing models (flat/distance/zone-based) fares, and easy remote fare programming, eliminating the need and costs for physical programming by an authorized service agent

Smart-Meter Technology

- Key Benefits for Taxicabs:
 - Better Competition and Enabling Integration with TNCs
 - By offering app-based booking, upfront pricing, and cashless payments, taxis can better match the convenience features of Uber and Lyft
 - Increased Transparency and Customer Trust
 - Passengers know the fare in advance, reducing concerns about overcharging
 - Operational Efficiency
 - Dispatch services can adjust strategies to maximize driver earnings through access to real-time data, instant messaging, trip analytics reducing deadhead trips, and improving driver productivity
 - Regulatory e & Reporting
 - Automated trip logs and access to trip history make it easier to comply Ordinance requirements regulations and audits for both permit holders and dispatch services
 - Improved Rider Experience
 - Faster payments, digital receipts, and app-based services create a smoother, more modern experience

Smart-Meter Technology

- Key Benefits of Up-front pricing:
 - Predictability and Transparency
 - Riders see the exact fare before the trip begins, eliminating uncertainty about traffic or route changes
 - Eliminates “Meter Anxiety” the major complaint about traditional taxis and fare determining difference between taxis and TNCs
 - Meter anxiety refers to the stress, fear, or discomfort passengers experience while watching a taxi meter increase in real-time during a trip, particularly when stuck in traffic or taking an unexpected route
 - It is a psychological phenomenon, often called the "taxi-meter effect" where the constant visual reminder of accumulating costs makes passengers feel as though they are losing money every second, rather than simply paying for a service
 - Better customer experience
 - Passengers can compare prices (including TNC surge spikes) and decide their best option
 - Evidence from the San Francisco up-front pricing pilot program shows improved customer confidence and trip planning

Smart-Meter Technology

- Key Benefits of Up-front pricing (continued):
 - Increased Ridership and Revenue
 - Evidence from the San Francisco up-front pricing pilot program shows an average of 25% higher driver earnings and,
 - Higher trip volumes after implementation due to a shift in consumer preferences
- Up-front pricing and smart-meter technology support tech parity between taxis and TNCs, allowing taxicabs to better highlight their inherent strengths:
 - Regulated safety and consumer protection standards
 - Professional drivers
 - Airport and street-hail (on demand) access
 - No extreme surge spikes

Smart-Meter Technology

Next Steps:

- FHVA encourages permit holders and dispatch services to adopt smart-meter technologies that enable up-front pricing and other industry standard features
- FHVA will provide TAC with smart-meter and other technology updates so it may consider future changes in regulations that standardize the adoption of sustainable measures for the taxicab Industry

Questions/Comments



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Agenda Item No. 6

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

May 13, 2026

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: ad-hoc meeting on taxicab rates of fare, annual permit renewals, 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

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Item No. 6, 05/13/2026

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

Future Online Permitting Portal

- FHVA has acquired an online permitting solution that will serve as its main database and allow applicants and permit holders to complete and submit:
 - Applications for new and additional permits
 - Requests dispatch service changes, surrenders and return to service
 - Annual statements and vehicle inspections needed for permit renewals
 - Vehicle insurance, registration and other documents and forms
 - Credit and Debit Card payments for all administrative fees
- Additionally, the online permit solution will allow FHVA to electronically complete supplemental inspections, provide digital payment receipts, and other features to facilitate business transactions.

FHVA Operations Update

Future Online Permitting Portal

- The target launch date for the FHVA online permitting portal is late 2026
- Once operational, permit holders may fully complete the annual renewal process online
- FHVA will only accept online payments. No other forms of payments will be accepted
- FHVA will provide updates and instructions to permit holders via email

FHVA Operations Update

Staff Directory

Title	Name	Phone Number	E-Mail Address
Manager (General Information)	Leonardo Fewell	(619) 235-2643	Leonardo.Fewell@sdmts.com
Regulatory Supervisor (Field Enforcement, Complaints)	Sergio Iniguez	(619) 744-5969	Sergio.Iniguez@sdmts.com
Regulatory Analyst (Permit Applications, General Information)	Alexis Dizon	(619) 595-3081	Alexis.Dizon@sdmts.com
Regulatory Assistant (Permit Applications, General Information)	Adriana Castro	(619) 595-3086	Adriana.Castro@sdmts.com
Regulatory Inspector (Driver Training)(Vehicle Inspections)	Mark Palmer	(619) 398-9595	Mark.Palmer@sdmts.com
Regulatory Inspector (Field Enforcement)(Vehicle Inspections)	Joe Ross	(619) 398-9573	Joe.Ross@sdmts.com

FHVA Operations Update

Ad-Hoc Meeting on Taxicab Rates of Fare

- On April 22, 2026, FHVA convened an Ad-Hoc meeting to discuss possible alternatives to the Consumer Price Index (CPI) max rate of fare calculation method.
- The Ad-hoc meeting was by invitation only. Attendees included permit holder, dispatch service, and peer regulatory agency and industry stakeholder representatives.
- FHVA provided information on its current rate setting BOard Policy No. 34 and current rates of fare.
- Attendees had an open table discussion on the method's other cities/peer agencies utilize to set their rates.

FHVA Operations Update

Ad-Hoc Meeting on Taxicab Rates of Fare

- Feedback was requested on FHVA's Maximum Rates of Fare policy, possible revisions, adoption or development of alternative rate setting method
- The group recommended exploring an alternate policy that would allow the taxicab industry to set their own rates that would better reflect their operational costs and allow them to better compete with TNCs
- In addition to exploring an alternate fare policy, the group recommended exploring adoption of a uniform rate policy for airport trips in the form of flat rates based on trip distance, destination zones or other factors

FHVA Operations Update

Ad-Hoc Meeting on Taxicab Rates of Fare

Next Steps

- FHVA will convene future ad-hoc meetings to explore possible changes to MTS's maximum rates of fare policy
- Identify how smart-meter technology can assist in implementing fare policies
- Request feedback and work with the Airport and Dispatch Services on best methods to implement possible changes to fare policies

FHVA Operations Update

Number Billed vs. Renewed For-Hire Vehicle Permits				
Permit Type	Number of Billed Permits	Number of Permits Renewed	Number Voided Permits	Voided Permits %
Charter	103	78	25	25%
Jitney	6	6	0	0%
LSV	40	0	40	100%
NEM	655	621	34	5%
Taxi	877	783	94	11%
Total (All Types)	1681	1488	193	11.5%

FHVA Operations Update

Number of Active vs. Surrendered For-Hire Vehicle Permits (as of 5/7/2026)				
Permit Type	Total Number of Permits	Currently Active Permits	Number of Permits Surrendered	% Surrendered Permits
Charter	92	92	0	0%
Jitney	6	6	0	0%
LSV	25	25	0	0%
NEM	656	641	15	2.5%
Taxi	826	738	88	10.5%
Total (All Types)	1605	1502	103	6.5%

FHVA Operations Update

Field Contacts

2026 QUARTERLY (JANUARY-MARCH) F.H.V.A. FIELD INSPECTIONS & STATS												
	San Diego	National City	Chula Vista	La Mesa	El Cajon	Lemon Grove	Santee	Oceanside	Poway	Imperial Beach	SY/OTAY	TOTAL
Contacts	797	215	133	44	16	0	18	12	14	8	32	1275
Cites	1	0	4	0	0	0	1	0	0	0	0	6
Parking	0	0	1	0	0	0	0	0	0	0	0	1
Warnings	0	2	0	0	0	0	0	0	0	0	0	2
Field Rep	0	0	0	0	0	0	0	0	0	0	0	0

Definitions:

Contacts: Field contacts to verify driver and vehicle compliance

Cites: Notice to appear in court

Parking: Parking Citation (administrative fine)

Warnings: Verbal Warning to driver to correct violation

Field Rep: Field Report requiring re-inspection to ascertain violation has been corrected

FHVA Operations Update

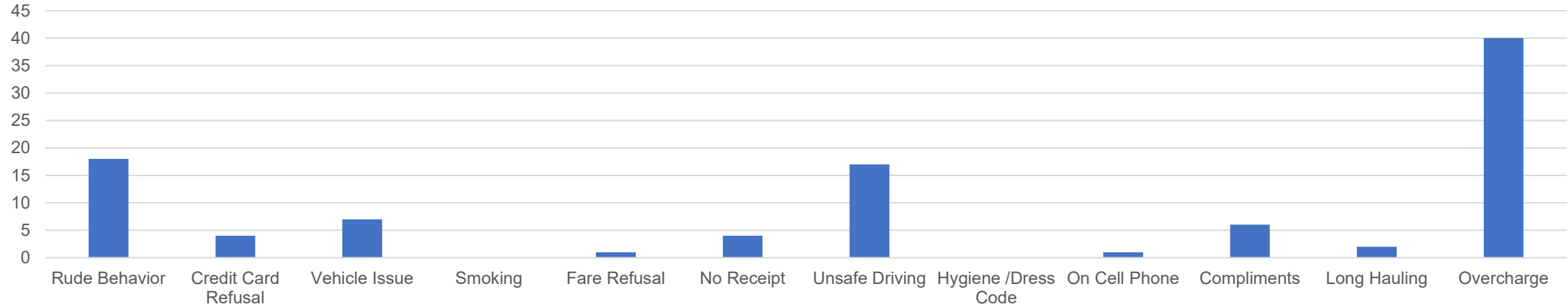
Contact per Vehicle Type		
Vehicle Type	Contacts	Percent
Taxi	220	17%
NEM / Charter	1043	81%
Jitney	2	0.2%
Low Speed Vehicle	24	2%
Total	1289	100%

FHVA Operations Update

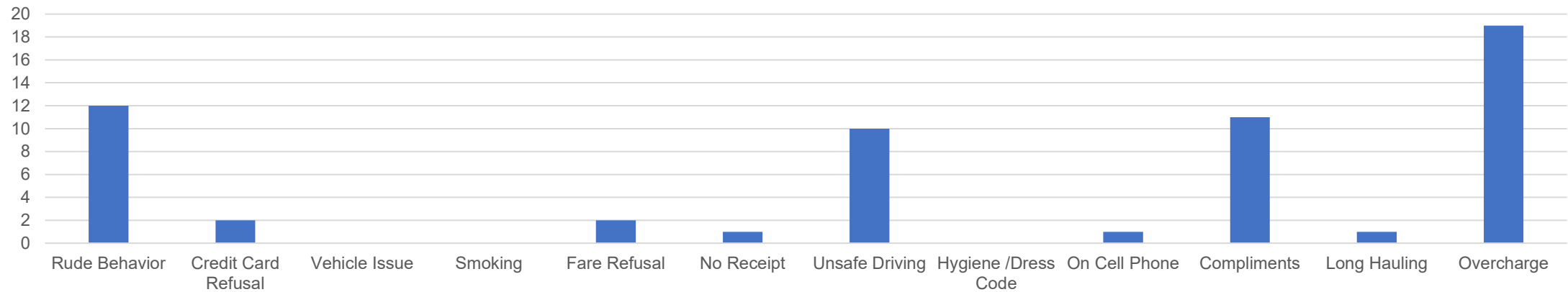
Issued Warnings	
Does not have Sheriff ID	1
Sheriff ID Not Worn or Displayed	0
No Trip Log / Incomplete	0
Mechanical	0
No Operation Permit	1
Other :	
Expired Registration	0
No Fire Extinguisher	0
Window Tint	0
No AC	0
No Horn	0
Total Warnings	2

Customer Feedback Cases

Customer Feedback Cases (October-December 2025)



Customer Feedback Cases (January - March 2026)



FHVA Operations Update

Airport Trips for CY 2026



	Jan	Feb	March
Taxi	9.4%	10.2%	9.9%
TNC	90.6%	89.8%	90.1%

Questions/Comments



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Agenda Item No. 7

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

May 13, 2026

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 scheduled for July 21, 2026 at 10:00am. Currently, staff recommend the following agenda items:

- Sustainable Measures for the Taxicab Industry
- 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

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Item No. 7, 05/13/2026

Topics for Next Taxicab Advisory Committee Meeting

Taxicab Advisory Committee



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:
 - Sustainable Measures for the Taxicab Industry
 - For-Hire Vehicle Administration (FHVA) Operations Update