



Taxicab Advisory Committee Agenda

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

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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. Unmute yourself to speak

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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



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



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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.



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



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***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

Haga clic en el enlace para acceder a la reunión:

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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

February 27, 2026 at 1:00 P.M.

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

Teleconference Participation: (669) 254-5252; Webinar ID: 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 Taxicab Advisory Committee Meeting Minutes.	Approve
DISCUSSION ITEMS		
4.	Public Hearing: 2026 Maximum Rates of Fare (Leonardo Fewell)	Informational
5.	2026 Airport Ground Transportation Access Fees (Marie Cole of San Diego International Airport and Leonardo Fewell)	Informational
6.	2026 Regulatory Fee Payment Update (Leonardo Fewell)	Informational
7.	For-Hire Vehicle Administration (FHVA) Operations Update (Leonardo Fewell)	Informational
OTHER ITEMS		
8.	Topics for Next Taxicab Advisory Committee Meeting (Leonardo Fewell)	Informational
9.	Committee Member Communications and Other Business	
10.	Next Meeting Date: May 13, 2026 at 9:00 A.M.	
11.	Adjournment	

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



**Metropolitan
Transit
System**

Agenda Item No. 4

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

February 27, 2026

SUBJECT:

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

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

In accordance with MTS Board Policy No. 34, "For-Hire Vehicle Services", the annual change in the All Urban Western Transportation Consumer Price Index (CPI) for the San Diego region is the sole calculation method to determine the taxicab maximum rates for both city and airport originated trips. Taxicabs equipped with Point of Sale (POS) devices electronically connected to the taximeter and printed or electronically conveyed receipt capabilities may charge 6% more than the maximum rates of fare for taxicabs without such devices. Please note, if a taxicab permit holder is utilizing electronically booked trips in accordance with For Hire Vehicle Administration (FHVA) requirements, maximum rates of fare do not apply.

There was a significant increase in the 2025 CPI annual change compared to 2024. As a result, there was a \$0.20 increase to the flag drop rate, a \$0.20 increase to the per-mile rate, and \$1.00 increase to the per-hour waiting time rate. All rate categories are rounded to the nearest 0.10 cent.

Adoption by taxicab permit holders of the 2026 maximum rates is optional. The 2026 maximum rates are only the ceiling amount that can be charged. Taxicab permit holders may, at their discretion, continue to utilize their current rates of fare charged or charge a lesser amount than the 2026 maximum rates. So long as the rates charged are equal to or less than the 2026 maximum rates of fare, the taxicab permit holder is in compliance with FHVA requirements.

For taxicabs equipped with a hard-meter, any change to the meter rates must be performed manually by an authorized taximeter service agent. For taxicabs equipped with a soft-meter, the dispatch service provider may make rate adjustments remotely through the soft-meter software programming. Please contact your dispatch service provider for more information.



Additionally, permit holders must register their taximeter and complete the certification process with the San Diego County Department of Agriculture, Weights and Measures. No steps with FHVA are needed if changing taximeter rates.

As part of their duties, FHVA Regulatory Inspectors will conduct taximeter inspections in the field. Any taxicab with taximeter rates higher than the authorized 2026 Maximum rates will be taken out of service until the taximeter is adjusted and a \$75 re-inspection fee will apply.

Below are the 2025 versus 2026 maximum rates of fare comparison:

2025 v. 2026 Taxicab Maximum Rates of Fare Comparison

2025 Taxicab Maximum Rates of Fare

	2025 Maximum Rates	2025 Max Rates +6% (POS Equipped)
Flag Drop	\$3.80	\$4.00
Per-Mile Rate	\$4.10	\$4.30
Per-Hour Waiting	\$33.00	\$35.00

2026 Taxicab Maximum Rates of Fare

	2026 Maximum Rates	2026 Max Rates +6% (POS Equipped)
Flag Drop	\$4.00	\$4.20
Per-Mile Rate	\$4.30	\$4.60
Per-Hour Waiting	\$34.00	\$36.00

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

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

- Attachments: A. MTS Board Policy No.34
B. 2026 Maximum Rates of Fare Calculations
C. 2025 All Urban Western Transportation CPI for the San Diego Region



**Metropolitan
Transit
System**

Policies and Procedures No. 34

Board Approval: 3/14/2024

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 Maximum 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 Trip 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 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.



Metropolitan Transit System

2026 Maximum Rates of Fare

	<u>2026 Maximum Rate of Fare</u>	<u>2026 Maximum Rate of Fare, Point-of-Sale (POS) Device Equipped Taxicabs, Additional 6%</u>
Flag Drop	\$4.00 flag drop	\$4.20 flag drop
Per Mile Rate	\$4.30	\$4.60
Per Hour Waiting Time	\$34.00	\$36.00

Instructions on How to Calculate Rates of Fare:

307.455 (Annual Consumer Price Index report value for 2025)
 -121.000 (1990 Value)
 186.455 (Replace "Y" with the subtracted value)

Flag Drop

Step 1 - $1.40 \times 186.455(Y) = 261.037$, convert it into a dollar amount **\$2.61**
 Step 2 - $\$1.40 + 2.61 = \4.01 round up/down to the nearest .10 cent = **\$4.00 flag drop**

Per Mile

Step 1 - $\$1.50 \times 186.455(Y) = 279.682$, convert it into a dollar amount **\$2.79**
 Step 2 - $\$1.50 + 2.79 = \4.29 round up/down to the nearest .10 cent = **\$4.30 per mile**

Wait Time

Step 1 - $\$12.00 \times 186.455(Y) = 2237.46$ convert it into a dollar amount **\$22.37**
 Step 2 - $\$12.00 + 22.37 = \34.37 round up/down to the nearest \$1.00 = **\$34.00 wait time**

Fraction Calculation

Step 1 - $\$4.30$ (per mile) / .10 cent (fraction in which the meter clicks) = 43 = 1/10th fraction

The Time it Takes for Each Fraction to Click the Meter

Step 1 - $\$34.00 / .43\text{cents} = 79.06$ (total clicks per hr.)
 Step 2 - 3600 (seconds per hour) / 79.06 = 45 seconds the meter will click

Databases, Tables & Calculators by Subject

 [Special Notices](#) 1/14/2026

Change Output Options:

From: To: 

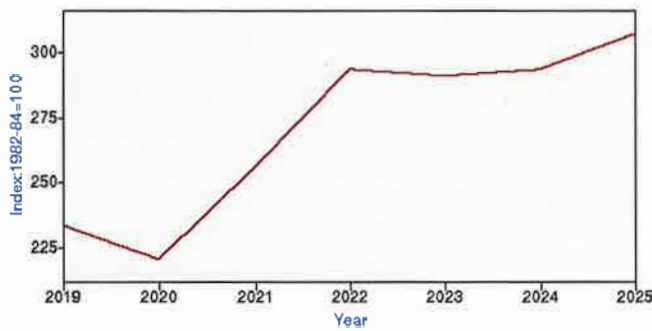
include graphs include annual averages

[More Formatting Options](#) 

Data extracted on: February 2, 2026 (1:57:58 PM)

Consumer Price Index for All Urban Consumers (CPI-U)

Series Id: CUUSS49ESAT
 Not Seasonally Adjusted
Series Title: Transportation in San Diego-Carlsbad, CA, all urban consumers, not seasonally adjusted
Area: San Diego-Carlsbad, CA
Item: Transportation
Base Period: 1982-84=100



Download:  [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2019	225.073		225.313		240.940		234.757		234.106		235.748		233.299	232.005	234.592
2020	231.819		223.714		210.241		218.122		218.701		224.415		220.628	220.500	220.757
2021	231.390		248.311		256.596		266.031		259.830		265.840		256.345	247.856	264.834
2022	274.672		295.251		300.607		301.990		299.113		289.404		293.475	291.916	295.033
2023	279.733		285.635		291.319		294.025		302.481		291.341		290.973	286.586	295.360
2024	286.099		294.740		302.397		294.030		290.951		291.556		293.422	295.089	291.756
2025	302.076		303.842		309.975		309.171		309.715		311.125		307.455	306.027	309.168



**Metropolitan
Transit
System**

Item No. 4, 02/27/2026

2026 Maximum Rates of Fare Taxicab Advisory Committee



2026 Maximum Rates of Fare

- In accordance with MTS Board Policy No. 34, the annual change in the Consumer Price Index (CPI) is the sole calculation method to determine the taxicab maximum rates for both city and airport originated trips
- Taxicabs equipped with Point of Sale (POS) devices electronically connected to the taximeter and printed or electronically conveyed receipt capabilities may charge 6% more than the maximum rates of fare for taxicabs without such devices
- The 2026 Maximum Rates of Fare **do not apply to** electronically booked trips in accordance with For Hire Vehicle Administration (FHVA) requirements
- There was a significant increase in the 2025 CPI annual change compared to 2024. As a result, there was an **increase** to the flag drop, per-mile, and waiting time rates

2026 Maximum Rates of Fare

2025 v. 2026 Maximum Rates of Fare Comparison

2025 Maximum Rates of Fare

	2025 Maximum Rates	2025 Max Rates +6% (POS Equipped)
Flag Drop	\$3.80	\$4.00
Per-Mile Rate	\$4.10	\$4.30
Per-Hour Waiting	\$33.00	\$35.00

2026 Maximum Rates of Fare

	2026 Maximum Rates	2026 Max Rates +6% (POS Equipped)
Flag Drop	\$4.00	\$4.20
Per-Mile Rate	\$4.30	\$4.60
Per-Hour Waiting	\$34.00	\$36.00

2026 Maximum Rates of Fare

- Adoption of the 2026 Maximum Rates of Fare is **Optional**
 - The 2026 maximum rates are only the ceiling amount that can be charged
 - Permit Holders **can choose** to charge rates that **are less** than the 2026 Maximum Rates of Fare
- Permit Holders may at their discretion continue to utilize the 2025 Maximum Rates of Fare, so long as they are equal to or less than the 2026 Maximum Rates of Fare. In this case, no additional steps are needed to be done with FHVA
- For Taxicabs equipped with traditional **hard-meters**:
 - Any change to taximeter rates must be performed manually by an authorized taximeter service agent who may charge for their service.
- For Taxicabs equipped with **soft-meters**:
 - The dispatch service provider may make rate adjustments remotely through the soft-meter software programming. Contact your dispatch service for more details

2026 Maximum Rates of Fare

- Permit holders must continue to complete the taximeter registration and certification process with the San Diego Department of Weights and Measures
- No additional steps are needed with FHVA if changing taximeter rates
- FHVA Regulatory Inspectors will conduct random taximeter inspections in the field
- Taxicabs that utilize rates higher than the authorized 2026 Maximum Rates will be taken out of service until the taximeter is adjusted
- A \$75 re-inspection fee will apply

Questions/Comments



**Metropolitan
Transit
System**

Agenda Item No. 5

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

February 27, 2026

SUBJECT:

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

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Marie Cole from the San Diego International Airport will provide a presentation on the Fiscal Years (FY) 2026-2028 Ground Transportation Access Fee Plan. The plan includes an increase to the current taxicab pick-up fee for airport originating trips, as well as a new (access) drop-off fee for all taxicab airport terminating trips.

For Hire Vehicle Administration (FHVA) will also provide a presentation on the steps needed to implement the new pick-up and drop-off fees, including changes to the taximeters, notice to passengers, and meter verification requirements.

/s/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

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

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



Ground Transportation Access Fee Plan

FY 2026 - FY 2028

February 2026



Agenda

- Objectives
- Current Users
- Approved Rate Changes
- Implementation Schedule
- Summary of Rates



Objectives



Enhance Consistency and Equity Across Transportation Modes

- Ensure fair and uniform treatment of all transportation modes to promote balanced usage and equitable access.



Simplify Processes for Operators and Reduce Administrative Costs

- Streamline fee collection and management procedures to improve operator experience.



Align Fees with Current Market Rates

- Adjust fees to be competitive with prevailing market standards, ensuring they are up-to-date and reflect the true value of the services provided.



Promote Sustainable Transportation Options

- Encourage the use of Alternative Fuel Vehicles (AFVs).

Current Ground Transportation Users and Fees

Current GT Operation

USERS

- Charter
- Taxi
- Transportation Network Company (TNC)
- Courtesy Shuttles
- Off-Airport Parking Shuttle (OAP)
- Off-Airport Rental Car Shuttle
- Vehicle for Hire (VFH)

AREAS

- Drop-Offs occur at the Departures Roadway (EDR) terminal curb and the Ground Transportation Islands
- Pick-Ups occur at the Ground Transportation Islands
- All modes have Transponders to capture activity, except TNCs and Charter.
- Transponders are configured to capture transactions on the Transportation Islands.
- Geofence technology is used to capture TNC activity.

Current Fee Structures

Per Trip Fee
(Pick Up on Transportation Islands Only)

- Taxi
- Courtesy Shuttles
- Off-Airport Parking Shuttles (OAP)
- Vehicle For Hire (VFH)

Per Trip Fee
(Pick-Up and Drop-Off)

- TNC

Annual Per Vehicle Fee

- Charter
- Off-Airport Rental Car Shuttle

+ Annual Application Fee

+ Transponder Installation

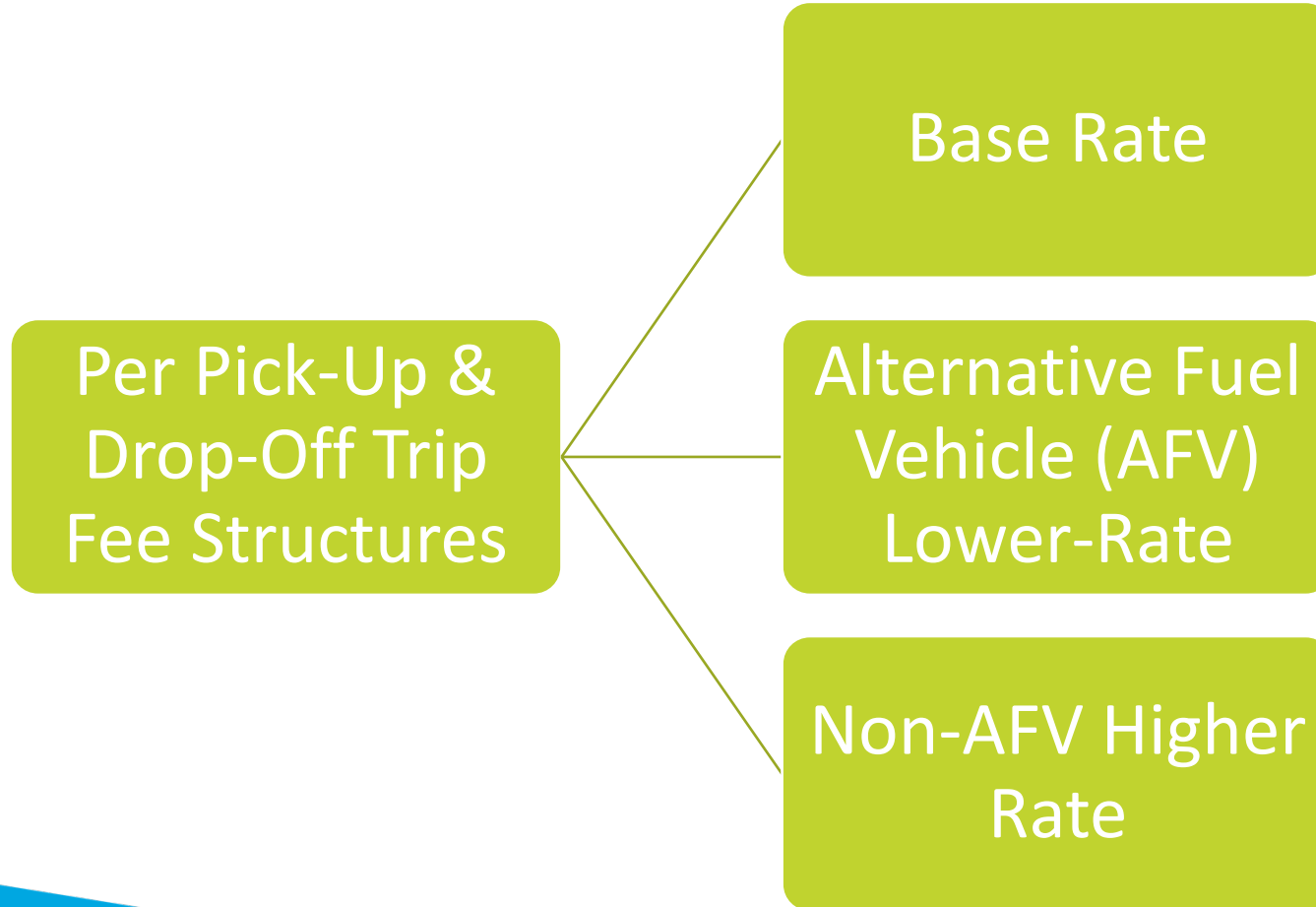
+ Add Vehicle Fee

APPROVED FY 2027 Fee Structure

Per Trip Fee
(Pick-up and Drop-Off)

- Taxi
- Vehicle For Hire (VFH)
- Charter
- Courtesy Shuttles
- Off-Airport Parking Shuttles (OAP)
- TNCs
- Off-Airport Rental Car Shuttles

AFV Rate Differentiation





Approved Access Fee Changes

Approved Changes Overview

1. Implement Per-Trip Fee Structure

- Transition all transportation modes to a per-trip fee system for both pick-up and drop-off services.

2. Expanded Coverage Area for RCC & T2 EDR

3. Schedule Incremental Rate Increases

- Plan and implement gradual rate increases from FY 2026 through FY 2028.

1. Per Trip Fee Structure

OBJECTIVES ACCOMPLISHED:



BENEFITS:

- ✓ Combines the existing three rate structures into a single, uniform rate structure.
- ✓ The single rate structure simplifies understanding of requirements and reduces administrative processes.
- ✓ Many peer airports already utilize a per-trip fee for commercial mode operations and are starting to charge for both pick-ups and drop-offs.
- ✓ Offers the opportunity to introduce differentiated rates for AFVs for charter operations.

2. Rate Increase In FY 2027

MODE CHANGES

1. Rate Increase for:
 - a) Taxi
 - b) TNC
 - c) Courtesy Vehicles & Off-Airport Parking Shuttles
 - d) Vehicle For Hire
 - e) Charter

NEW RATES - Pick-up & Drop-off

- Taxi
 - Courtesy
 - Off-Airport Parking
 - VFH
 - TNC
 - Charter
- 
- The diagram uses brackets to group items and arrows to point to rates:
- A large bracket groups Taxi, Courtesy, Off-Airport Parking, and VFH, pointing to "VARIES" which then points to three rates: \$5.00 (BASE), \$3.75 (AFV), and \$10.00 (Non-AFV).
 - A bracket groups TNC and Charter, pointing to an arrow that points to "\$5.00".

3. Expand Coverage Area to RCC & T2 EDR

APPROVED CHANGES

1. FY 2027 all modes are on a trip -based fee structure.
2. Charge for drop-off and pick-ups at the Rental Car Center (RCC) & Elevated Departure Roadways (EDR).
3. Utilize existing AVI infrastructure at loading/unloading areas.

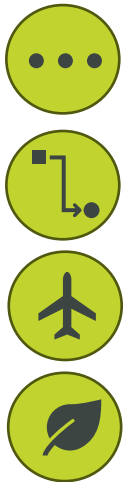
4. Incremental Rate Increases

APPROVED CHANGES

1. Approximately 5% annual increase for:
 - a) Pick-Up Fees
 - b) Drop-Off Fees
 - c) Application Fees
 - d) Add Vehicle Fees
 - e) Single-Day Operating Pass

5. Incremental Rate Increase

BENEFITS:



- ✓ Consistent percentage rate increases for all transportation modes.
- ✓ Consistent increases simplifies messaging to stakeholders and reduces administrative confusion.
- ✓ Align fee increases with the market and inflation.
- ✓ Percentage increase proportionally increases rates for Non-AFV to continue to provide a distinct rate differentiation.

A photograph of the San Diego skyline at sunset, with a teal gradient overlay. The word "Summary" is written in white, bold, sans-serif font across the middle of the image.

Summary

Implementation Schedule Summary

FY 26

- Increase Rates
- Increase Scope of Liquidated Damages
- Implement Automatic Prepaid Billing System
- Offer Single Day Operating Passes

FY 27

- Change Fee Structure for Charter and Off-Airport Rental Car Shuttle
- Implement Drop-Off Fees for All Modes
- Approximately 5% rate Increase in All Modes
- Expand Coverage Area to RCC and T2 EDR

FY 28

- Approximately 5% Increase in All Rates

Summary of Rates

ANNUAL FEES

	FY2025	FY 2026	FY 2027	FY 2028
TNC	NA	NA	NA	NA
Charter	\$225	\$225		
Taxi	NA	NA		
Vehicle For Hire				
Courtesy & Off-Airport Parking Shuttle				
Off-Airport Rental Car Shuttle	\$214 (Base) \$160 (AFV) \$428 (Non-AFV)	\$214 (Base) \$160 (AFV) \$428 (Non-AFV)		

Summary of Rates

PICK-UP FEES

	FY 2025	FY 2026	FY 2027	FY 2028
TNC	\$4.25	\$4.50	\$5.00	\$5.25
Charter	NA	NA		
Taxi	\$3.97 (Base) \$2.98 (AFV) \$7.94 (Non-AFV)	\$4.75 (Base) \$3.56 (AFV) \$9.50 (Non-AFV)	\$5.00 (Base) \$3.75 (AFV) \$10.00 (Non-AFV)	\$5.25 (Base) \$3.94 (AFV) \$10.50 (Non-AFV)
Vehicle For Hire	\$3.16 (Base) \$2.37 (AFV) \$6.32 (Non-AFV)			
Courtesy & Off-Airport Parking Shuttle	\$1.94 (Base) \$1.46 (AFV) \$3.88 (Non-AFV)			
Off-Airport Rental Car Shuttle	NA	NA		

Summary of Rates

DROP-OFF FEES

	FY 2025	FY 2026	FY 2027	FY 2028
TNC	\$4.25	\$4.50	\$5.00	\$5.25
Charter	NA	NA		
Taxi				
Vehicle For Hire				
Courtesy & Off-Airport Parking Shuttle			\$5.00 (Base) \$3.75 (AFV) \$10.00 (Non-AFV)	\$5.25 (Base) \$3.94 (AFV) \$10.50 (Non-AFV)
Off-Airport Rental Car Shuttle				

Summary of Rates

ADDITIONAL FEES

	Applies To	FY 2025	FY 2026	FY 2027	FY 2028
Application Fee	<i>All Modes</i>	\$200.00	\$210.00	\$220.00	\$230.00
Vehicle Add Fee	<i>All Modes, Except TNC</i>	\$100.00	\$105.00	\$110.00	\$115.00
Transponder Installation Fee	<i>All Modes, Except TNC</i>	\$75.00	\$75.00	\$75.00	\$75.00
Single Day Operator Pass	<i>All Modes, Except TNC</i>	NA	NA	\$50.00	\$52.50
Liquidated Damages	<i>All Modes</i>	\$100 per Offense			

GT Benchmarking

Courtesy Shuttles/Vehicles

	SAN Current	LAX	SFO	SNA	SJC
Pick Up Fee	\$ 3.56 AFV	\$ 2.57 - \$3.85	\$ 3.60 - \$10.80	\$ 3.00	\$ 3.75
Drop Off Fee		\$ 2.57		\$ 3.00	\$ 3.75

Taxi

	SAN Current	LAX	SFO	SNA	SJC
Pick Up Fee	\$ 3.56 AFV	\$ 1.70	\$ 5.50	\$ 3.00	\$ 3.75
Drop Off Fee				\$ 3.00	

TNC

	SAN Current	LAX	SFO	SNA	SJC
Pick Up Fee	\$ 4.50	\$ 4.00	\$ 5.50	\$ 3.00	\$ 3.75
Drop Off Fee	\$ 4.50	\$ 4.00	\$ 5.50	\$ 3.00	\$3.75

Charter

	SAN Current	LAX	SFO	SNA	SJC
Annual Fee	\$ 225.00	\$ 150.00	\$1,545 (0-10 vehs) - \$5,150 (41 vehs +)		\$ 200.00
Pick Up Fee		\$ 5.00 - \$8.00	\$ 3.60	\$ 3.00	
Drop Off Fee				\$ 3.00	

Vehicle For Hire

	SAN Current	LAX	SFO	SNA	SJC
Pick Up Fee	\$ 3.56 AFV	\$ 4.00	\$ 3.60 - \$10.80	\$ 3.00	\$ 3.75
Drop Off Fee				\$ 3.00	

Questions?



**Metropolitan
Transit
System**

Item No. 5, 02/27/2026

2026 Airport Ground Transportation Access Fees Taxicab Advisory Committee



2026 Airport Access Fees

- The following steps are needed for taxicabs that pick-up or drop-off at the San Diego Airport:
- Taxicabs that Pick-Up or Drop-Off passengers at the Airport:
 - Must have or apply for an Airport Ground Transportation permit
 - Please e-mail: GTpermits@san.org for assistance.
- If equipped with a **hard-meter**:
 - Must make appointment with an authorized service agent to adjust new pick-up fee, and program the new drop-off fee
 - Both pick-up and drop-off fees are added to the taximeter at the conclusion of the trip.

2026 Airport Access Fees

- If Taxicab is equipped with a **Soft-Meter**:
 - Adjustments to the new pick-up fee and addition to the new drop-off fee may be done remotely and instantly through the soft-meter software programming (please contact your dispatch service for more details)
 - Both pick-up and drop-off fees are added to the taximeter final fare at the conclusion of the trip
- Once the new Pick-Up and Drop-Off rates have been programmed into the taximeter, FHVA Regulatory Inspectors be on site at the Airport holding lot to:
 - Verify the new pick-up and drop-off rate amounts
 - Verify that both rates can only be added to the final fare at the conclusion of the trip
 - Affix “Notice to Passengers” stickers inside the rear and front parts of the taxicabs informing the passengers of the rates

2026 Airport Access Fees

- FHVA Regulatory Inspectors will be on site at the taxicab holding lot between 9 a.m. and 3 p.m. on the following dates:
 - Wednesday, July 1, 2026
 - Thursday, July 2, 2026
 - Monday, July 6, 2026
 - Tuesday, July 7, 2026
 - Wednesday, July 8, 2026
 - Thursday, July 9, 2026
 - Friday, July 10, 2026
- Inspections are free of charge
- FHVA will provide the Airport with a list of taxicabs that completed their inspections by July 10, 2026
 - The Airport may suspend those taxicabs that fail to complete inspections by July 10, 2026

2026 Airport Access Fees

- Airports generally serve as the number one destination for taxicab trips in most major cities worldwide.
- Out of 895 MTS permitted Taxicabs, 507 (approx. 57%) of taxicabs also have an airport Ground Transportation permit
- It would be detrimental to the Taxicab Industry if some taxicabs did not provide passenger service to the San Diego Airport
- FHVA does not require taxicabs to obtain an Airport Ground Transportation Permit
 - Some permit holders may choose not to provide pick-up trips at the San Diego Airport but are required by Ordinance No. 11 to not to refuse service based on trip destination

2026 Airport Access Fees

- FHVA will explore possible measures to facilitate the new Airport drop-off fee requirement while also aiming to minimize impacts to passengers and the Taxicab Industry.
- Future measures could include:
 - Exploring what rules or steps, have other Cities or Airports with similar drop-off requirements have implemented
 - Possible mandatory taxicab markings advising passengers of the ability for the taxicab to provide trips ending at the Airport
 - Discussions on the role dispatch services may have on requiring subscribers to provide service to the Airport
 - Convening a future ad-hoc meeting to discuss other possible measures or recommendations

Questions/Comments



**Metropolitan
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Agenda Item No. 6

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

February 27, 2026

SUBJECT:

2026 Regulatory Fee Payment Update (Leonardo Fewell)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

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

FHVA will provide TAC with an update on regulatory fee payments including upcoming deadlines, payment methods, and total permits that were billed for the 2026 calendar period.

/s/ Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

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





**Metropolitan
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Item No. 6, 02/27/2026

2026 Regulatory Fee Payment Update Taxicab Advisory Committee



2026 Reg Fee Payment Update

- FHVA Operating Revenue is based on the collection of Regulatory and other Administrative processing fees
- Per CPUC code section 120266, all FHVA activities administered by MTS must generate full cost recovery
- In accordance with the 2026 Administrative Fee Schedule, the annual regulatory fees are the following:
 - For Taxicab / Jitney / Low-Speed Vehicle / Sightseeing:
 - \$385 per vehicle
 - For Non-Emergency Medical / Charter:
 - \$490 per vehicle

2026 Reg Fee Payment Update

- On November 24, 2025, FHVA sent an e-mail to all permit holders on file with the following document information:
 - FHVA Manager memo
 - 2026 Fee Schedule
 - FHVA Budget and Fee Schedule memo
 - 2026 Annual Statement form
 - Mechanical Vehicle Inspection form
 - Dispatch Service Registration form
 - Current Taxi Wheelchair Accessible Vehicle (WAV) fee waiver request
 - New Taxi WAV Application Fee waiver request
- Additionally, on December 31, 2025, MTS sent a mass text message to the cell phones of all permit holders of file, reminding to check main and spam folders for emails sent by FHVA and steps on how to complete the renewal process

2026 Reg Fee Payment Update

- All payment invoices were sent via email around January 1, 2026
- FHVA billed a total of 1681 permits for 2026:
 - 877 Taxicabs
 - 6 Jitneys
 - 40 Low-Speed Vehicles
 - 655 Non-Emergency Medical
 - 103 Charter
- 5 permit holders submitted Wheelchair Accessible Vehicle (WAV) regulatory fee waivers totaling 7 WAV permits

2026 Reg Fee Payment Update

- Permit holders may submit regulatory fees via the following methods:
- By mail:
 - Mail Payment to: MTS FHVA, 100 16th St., San Diego, CA 92101-7490
- Drop-Off:
 - Drop off payment at the: MTS FHVA lobby (RED) drop box located at: 100 16th St., San Diego, CA 92101-7490
- In-person collection:
 - San Diego Airport Taxicab Holding Lot: Starting on January 5, 2026, until March 2, 2026, on Mondays through Thursdays, from 10:00 a.m. to 3:00 p.m., FHVA staff will collect payments, vehicle inspection forms, and annual statement forms; and
 - 1695 Main St, San Diego (Intersection with Sigsbee St): (Saturdays Only) Starting on January 10, 2026, until February 28, 2026, from 9:00 a.m. to 3:00 p.m., FHVA staff will collect payments, vehicle inspection forms, and annual statement forms.

2026 Reg Fee Payment Update

- The deadline to pay the annual regulatory fee is March 2, 2026, by COB
- To avoid a \$65 late payment fee, payments must be received by FHVA by March 2, 2026, by COB
- The late payment renewal deadline is April 3, 2026, by COB. Permits will be voided if no payment is received
- No cash or credit cards. Only personal or Cashiers Checks and Money Orders are accepted

Questions/Comments



**Metropolitan
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Agenda Item No. 7

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

February 27, 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: 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 (FHV) 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. 7, 02/27/2026

For-Hire Vehicle Administration 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 e-mails are returned by the next business day.

FHVA Operations Update

Staff Directory

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

FHVA Operations Update

Active and Surrendered Permits

Number of Active vs. Surrendered For-Hire Vehicle Permits (as of 2/23/2026g)				
Permit Type	Total Number of Permits	Currently Active Permits	Number of Permits Surrendered	% Surrendered Permits
Charter	103	95	8	5%
Jitney	6	6	0	0%
LSV	40	26	14	35%
NEM	666	649	17	2.5%
Taxi	898	753	145	15.5%
Total (All Types)	1713	1529	184	10.6%

FHVA Operations Update

Field Contacts

2025 QUARTERLY (OCTOBER - DECEMBER) F.H.V.A. FIELD INSPECTIONS & STATS												
	San Diego	National City	Chula Vista	Lemon Grove	El Cajon	LG	Santee	Oceanside	Poway	Imperial Beach	SY/OTAY	TOTAL
Contacts	1129	186	225	75	123	38	60	39	18	27	239	2159
Cites	4	0	0	0	0	0	0	0	0	0	0	4
Parking	1	0	0	0	0	0	0	0	0	0	0	1
Warnings	0	0	0	0	0	0	0	0	0	0	0	0
Field Rep	29	2	2	0	0	0	0	0	0	0	0	33

Definitions:

Contacts: Field contacts to verify driver and vehicle compliance

Cites: Notice to appear in court

Parking: Parking Citation (administrative fine)

Warnings: Verbal Warning to driver to correct violation

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

FHVA Operations Update

Field Contacts

Contact per Vehicle Type		
Vehicle Type	Contacts	Percent
Taxi	1068	49.5%
NEM / Charter	1071	49.5%
Jitney	17	0.96%
Low Speed Vehicle	3	0.1%
Total	2159	100%

FHVA Operations Update

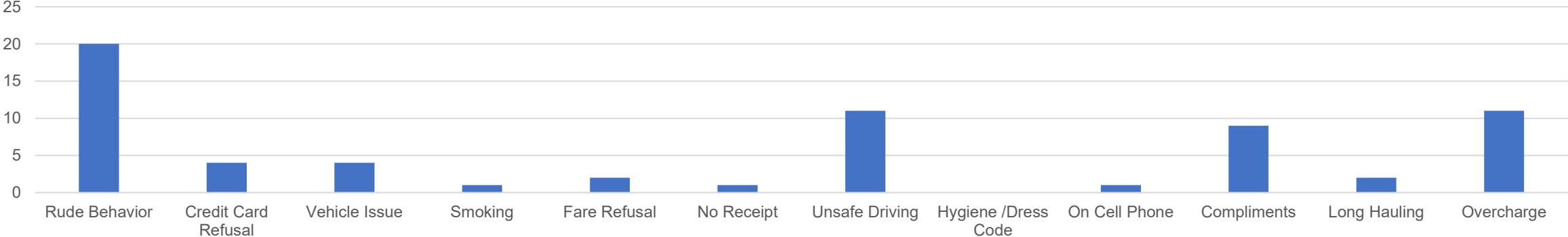
Field Contacts

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

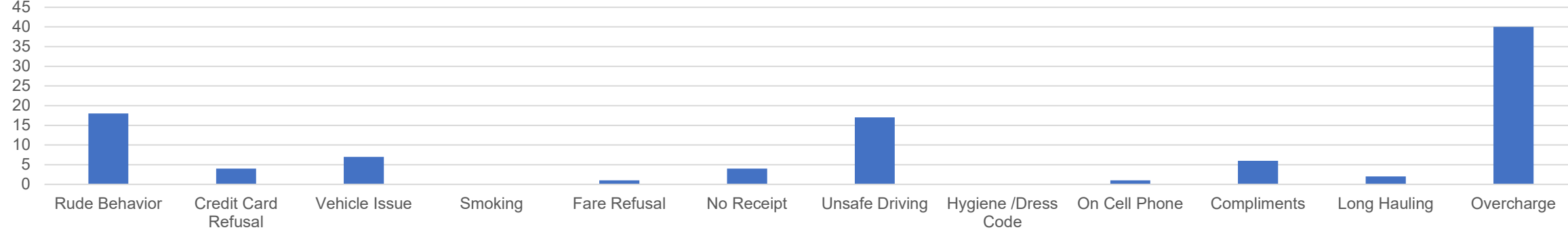
FHVA Operations Update

Customer Feedback Cases

Customer Feedback Cases (July- September 2025)



Customer Feedback Cases (October-December 2025)



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 for dispatch service changes, voluntary surrender and return to service
 - Annual statements and vehicle inspections needed for permit renewals
 - Vehicle insurance, registration and other necessary 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
- The target launch date for the FHVA online permitting solution is late 2026

FHVA Operations Update

Future Electronic Payments Only

- Currently FHVA only accepts checks or money orders for all payments
- Applicants and permit holders have expressed this is inconvenient as it requires additional time and costs to submit payments (cost for money orders, travel time to office, postage if payment is mailed, etc.)
- To provide better service and efficiency to applicants and permit holders, beginning January 1, 2027, FHVA will **only** accept Credit and Debit card payments via its upcoming online portal.
- FHVA will send e-mails, text messages reminding permit holders of electronic payment only requirement for 2027

FHVA Operations Update

Phone Text Messages Communications

- To enhance communication with applicants and permit holders, FHVA has begun sending mass text messages to all cell phones on file
- Text messages will remind of deadlines to complete payments or other important processes or upcoming events
- Permit holders will have the option to opt out from receiving text messages (not recommended)
- There is no need to reply to any text message sent by MTS
- E-mail will remain FHVAs primary method of communication. Text messages are not intended to replace e-mail communications

FHVA Operations Update

Wildcatting Enforcement Efforts

- The San Diego County District Attorney (DA) reached out to FHVA to discuss the possibility of extending the Wildcatter Public Safety Awareness Campaign (PSA) in to 2026
- FHVA will work with the DA and other stakeholder agencies to evaluate possible PSA content and locations, recommending focus on the Otay Mesa area where wildcatting activity has become more prevalent
- San Diego Police (SDPD) and the California Public Utilities Commission (CPUC) continue to conduct sting operations against wildcatting with the first sting operation for 2026 planned in the near future

FHVA Operations Update

Driver Incentive Program

- FHVA is collecting and reviewing passenger compliments dispatch service and NEMT/Charter company permit holder recommendations for its Driver Incentive Program to reward customer service, courtesy, professionalism, and compliance with regulations
- There will be 2 driver recipients:
 - One from the taxicab, Jitney and Low Speed Vehicle category, and
 - One from the Nonemergency Medical and Charter vehicle category
- Each Driver will receive various awards including an award plaque, a \$100 gas gift card, (4) car wash tickets, a Sheriff's ID Card renewal fee waiver, MTS promotional merchandise, and an award recognition vehicle decal

FHVA Operations Update

Driver Incentive Program

- The CEO or their designee will evaluate the recommendations and select the winner for each category
- FHVA will notify the award winners via e-mail and request their presence at the designated time and date for the July 21, 2026, TAC meeting to receive the award.
 - Drivers may choose to also have MTS showcase their professional profile on the MTS website.

FHVA Operations Update

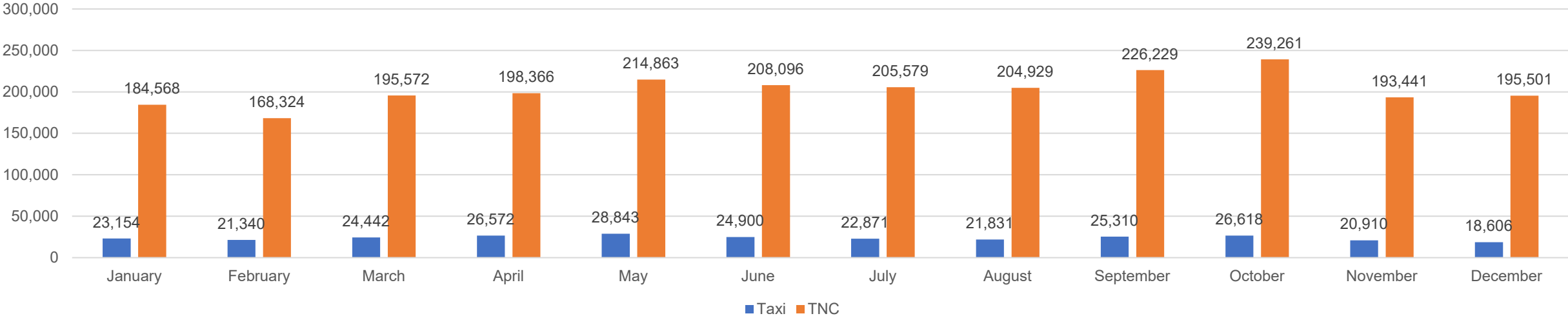
Prohibition of 1P Integration for TNC and Electronically Booked Trips

- On February 9, 2026, FHVA issued Administrative Regulation (AR 2026-01) prohibiting first party (1p) integration for TNC and Electronically booked trips
- All computerized dispatch systems utilized by dispatch services must utilize third party (3p) integration only
- The purpose to utilize 3p integration is to establish regulatory standards for the integration of TNC and other electronically booked trips and clarify that these trips are considered taxicab trips
- The deadline for dispatch service to adopt 3p integration was 02/23/2026

FHVA Operations Update

Airport Trips for CY 2025

Airport Trips (Pick-Up Trips)



	Jan	Feb	March	April	May	June	July	August	September	October	November	December
Taxi	11.1%	11.3%	11.1%	11.8%	11.8%	10.7%	10.0%	9.6%	10.1%	10%	9.8%	8.7%
TNC	88.9%	88.7%	88.9%	88.2%	88.2%	89.3%	90.0%	90.4%	89.9%	90%	90.2%	91.3%



Questions/Comments



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Agenda Item No. 8

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

February 27, 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 Wednesday, May 13, 2026. Currently, staff recommend the following agenda items:

- Proposed Ordinance No. 11 Revisions
- Sustainable Measures for the Taxicab Industry: Smart Meters
- 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. 8, 2/27/2026

Topics for Next Taxicab Advisory Committee (TAC) Meeting



Topics for Next TAC Meeting

- Feedback is requested on what topics should be addressed at the next TAC meeting
- Currently, staff recommends the following agenda items:
 - Proposed Ordinance No. 11 Revisions
 - Sustainable Measures for the Taxicab Industry: Smart Meters
 - For-Hire Vehicle Administration Operations Update