

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADVISORY COMMITTEE
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

September 11, 2019

[Clerk's note: Except where noted, public, staff and committee member comments are paraphrased].

1. Roll Call

Chairperson Ward called the Taxicab Advisory Committee (TAC) meeting to order at 10:00 a.m. A roll call sheet listing Taxicab Advisory Committee member attendance is attached.

2. Approval of Meeting Minutes – March 13, 2019 and July 19, 2019

Mr. Majid moved for approval of the meeting minutes of the March 13, 2019 and July 19, 2020 TAC Meeting, with a second by Mr. Banks. The vote was 9 to 0 in favor with Mr. Chasteen, Mr. Hilemon and Mr. Nichols absent.

3. Non-Agenda Public Comment

Mark McGee, Lease Driver - Mr. McGee spoke to address the current lack of taxi stands throughout Little Italy, greater San Diego and downtown areas. The areas of greatest need noted were Balboa Park and The Fish Market. He also noted that many stands are being utilized by Uber, Lyft and the general public. He said that San Diego Police Department does not have time for this type of enforcement so he is hoping MTS can do so.

4. Revisions to MTS Ordinance No. 11 Sections 2.3(h), 1.8(r) and 2.2(j)

Mr. Nelson reviewed the proposed revisions to Ordinance No. 11, Sections 2.3(h), 1.8(r) and 2.2(j); the changes state that whichever electronic payment device is used, it must be connected to meter, directly available to the customer without driver touching card, and provide printed, or electronically conveyed, receipts. The proposed revisions would also allow the merchant of record to be the taxi driver operating the taxi instead of only the permit holder or dispatch service.

Mr. Nelson reiterated that the proposed revisions do not require a specific device be used, only that the devices meet the processing and receipt requirements. He stated that these changes were proposed to bring MTS regulated taxis up to Industry Standard and to reduce the number of credit card related complaints. The formal complaints received for this calendar year, to date, total approximately 71, with 40% of complaints related to credit cards. He noted that Taxi Administration staff has been reduced by 40% to prevent any increase in Regulatory Fees; this reduction in staff allows less time to handle the complaints. The proposed revisions would also allow for the account holder of record to be updated.

Mr. Tasem asked that the proposed changes be returned back to the Workshop on Regulatory Matters (WORM) Committee for review and possible revision. He would like there to be an opportunity for taxi driver input; not just MTS staff. He said that he believes the requirements are cost prohibitive for individual drivers and this is why the drivers are so upset.

Chairperson Ward said that the items had been presented as informational items at the last TAC, reviewed at the WORM, and that as he noted nothing out of order the item would be presented and drivers in attendance would have the opportunity for Public Comment on the matter.

Mr. Banks said that many owners and drivers have operable equipment and he would like the item to return to the WORM for proper discussion. Chairperson Ward interrupted to direct Mr. Banks that per the Brown Act, no Board Member discussion regarding agenda items should be discussed prior the presentation of public comments. Mr. Nelson confirmed that this agenda item was publically noted with little public input or opposition. He said that returning the item back to the WORM would result in implementation delays.

Public Comment

Abel Seifu, Permit Holder- Mr. Seifu stated that he felt that MTS was working with Mr. Hamidi against the wishes of over 1,000-plus taxi drivers to make the proposed meter requirement changes. He said that in July of 2019, Mr. Hamidi presented the Airport Board with his equipment proposal and now wants MTS to approve the changes for his own business gain. He said that drivers have not been provided detailed information regarding the needed equipment, fees or other specifics. He said that Mr. Nelson has said that he is not requiring specific equipment, but Square cannot meet the proposed requirements and this means he will need to change his equipment. He said that for the complaints received by MTS, he and the drivers present, will pay the price. He said that he has emailed Mr. Nelson regarding the proposed changes and was told that the WORM voted to move forward. Mr. Seifu said he spoke with some committee members after the WORM meeting and based on the conversation he feels MTS "pushed the vote". He asked Chairperson Ward to step up and help the drivers with this issue.

Armstrong K. Deanany, Lease Driver- Mr. Deanany stated that for twenty years he has always been able to provide receipt and doesn't see why the changes are needed. He shared that the fees for VeriFone are very high and he wants to know how they will recuperate the costs incurred for this change.

Iraj Aryanpour, Permit Holder- Mr. Aryanpour said that Uber and Lyft are taking over the business. He said people like Uber and Lyft as they are cheap due to no regulation or overhead costs like taxi drivers have. He wonders if MTS is against the taxi industry because of the increased costs. He has been able to use Square, and other portable equipment, and everyone is happy. He said MTS reports that there are 844 cabs. It was just 2 years ago the rules changed to be able to use electronic equipment. He said there are only 8% complaints, and 92% are happy. He said as far as printing receipts, most taxis have this already and drivers are able to process payments without touching customers' credit cards. When he and other permit holders contacted Mr. Nelson by phone and email regarding credit card changes, it was recommended to talk to Mr. Hamidi. He did contact Mr. Hamidi and got no response. He said continued complaints are both due to MTS and Sheriff's Department negligence as they should be taking sheriff licenses away. He said better internal controls are needed. Mr. Aryanpour begged of committee members to please leave the current requirements as is or more drivers will be pushed out. He stated, "Let us survive."

Rey Salehi, Lease Driver- Mr. Salehi asked how many drivers have received complaints of overcharge. He said between full time and part time drivers there are 4,000 drivers. There were only 27 complaints and some of the customers were probably wrong. He said any organization will have some complaints, but thinks this is questioning integrity and he has been working for 40 years. He said all the required information is provided in each cab. He said he was initially excited about Mr. Nelson's style of management and he asks that he continue to work with them; not disappoint them by making it more difficult. He said he is disappointed with the TAC members for the vote to approve as they are there to defend and work for the drivers and owners. He would like to see some positive things done and that Uber and Lyft have already taken so much of their business. He asked that MTS not destroy them further, but do something good for them.

Faraidon Bustani, Permit Holder- Mr. Bustani showed an example of his receipts, and that they had all the information provided as required. He told Mr. Nelson 91 people called this year, but wondered about prior years as they have been using Square for around four years. He said customers like the technology, and they don't touch credit cards. He asked why MTS is talking about having the device connected to the meter, and said no customers are asking for old payment device; these are the kind of things that drive them out of business. He said he came to Mr. Nelson 6 months ago about the \$600 regulatory fee and was told that it cannot be reduced, as he would have to turn the lights off, lay people off, and would need to close office. Mr. Bustani said if drivers have no business, or job, and continue to be treated like this there will be fewer taxis and Taxicab Administration will be out of business. MTS keeps raising fees and not helping drivers but they should go after Lyft and Uber instead.

William Alozie, Lease Driver- Mr. Alozie said that we are in the 21st century but planning for the 16th century. Uber and Lyft have taken a lot of business away from taxi. He said using the Square credit card system is a very simple process. It is very easy and streamlined; you can send the records for accounting. The old equipment is outdated and cumbersome, and it is time to move forward with technology.

Mikail Hussein, United Taxi Workers of San Diego (UTWSD) - Mr. Hussein apologized on behalf of the drivers for the noise and applause but he understands where they are coming from as the stakes for them are very high. Issues have been arising as far back as 10 years ago and drivers were not being listened to so they had to organize and start talking about the issues. The drivers feel this change is not going to help them and he believes it's time to listen to the drivers. He said he would like to help drivers and wants the revision to be cancelled. Four years ago the Airport wanted to cancel the use of Square and drivers won the case by showing them they are wrong. He doesn't want to place blame on any person for the proposed revisions but hopes that it is seen that the drivers are really struggling and need help.

Kamran Hamidi, Permit Holder/Airport Dispatch- Mr. Hamidi said it was unfortunate that the attendees in the audience walked out and he knows airport drivers are very upset about the prior meeting. He said he wants to educate those about the proposed technology. He said it is not going to cost more, nor will using a different dispatch meeting the proposed revisions cost more. He would like to quell some of the witnessed dissention by proposing adding even .30 or .20 to the flag drop rather than the .50 the Chair suggested and will petition for the rate change. This would provide an extra 50.00 to add to driver income, he would also like to propose changing the 10 year rule to a 12 year rule. Mr. Hamidi asked committee members to consider this change as it will provide opportunity for increased tips. He is proposing a tablet that is

Najibullah Barkzai, Permit Holder- Mr. Barkzai said he has worked for 24 years as driver both in the City of San Diego and the airport and has never had a customer ask what kind of credit card machine he uses. They just ask if they take credit cards. Any type is convenient for drivers and customers and this should be acceptable to MTS. VeriFone is an old fashion machine, it costs money to remove equipment and to change service. Since Square is used now, he just uses the attachment and doesn't need to touch cards and can give three options for receipts. He loves the technology. He had a customer from The Omni hotel that left their phone; he was only one block away and she was able to call him right away. He said it is thanks to technology that she was able to get his information from the receipt and get her phone returned without waiting or contacting the dispatch service. He has customers asking for rides from prior receipt information; the old machines are not able to that. He said some people are trying to make their own business and create opportunity while decreasing taxi business. He says there are politics going on and war against drivers and owners. He said David Tasem works on the hard wired, old systems, and there are so many things wrong like fuse repairs, the whole system shutting down, and they charge 6% when Square is around 2.70%. He said regulatory fees are already high and if they get new equipment, and rules change again, they have to change equipment again. He said, "Please pay attention to the drivers".

Alan Beker, Permit Holder- Mr. Beker said that Square is so convenient for customers; you only have to enter customer email one time and it sends receipts automatically. This solves lost receipts which is very important for their international customers. Mr. Beker said he thinks this is just a way for Mr. Hamidi to have his hand in, and control, the taxi business and that maybe he should just become a cab driver.

Edris Wabha, Lease Driver- Mr. Wabha said he has been a driver since the 1980's, back then he was using a credit card slider and had written receipts and there were not many complaints. He said the problem is not in the credit card, but the service. It doesn't matter what equipment is used, and each has benefits and flaws. He has three devices so he can have options to process payments. He noted that there is no machine for cash receipts so he gives a hand written receipt from the company that has all the information required. He feels people are looking for business opportunities, and that they are going directly to the politician to get them to make changes. He said the current apps being used are functioning fine. He would have liked the meeting to open with a moment of silence in observance of 9/11 and the lives still being lost today.

Sayed Sadat, Permit Holder- Mr. Sadat said that the machine that connects to the meter is old fashioned and the new technology allowed them to switch to Square. He said they have enough with Uber and Lyft and it makes customers complain about taxi charges.

Henry Agoh, Permit Holder- Mr. Agoh said that the Chair said service has been given to thousands of people in the City and the airport. He said he doesn't understand what the issue is with 71 complaints, as this is really nothing. The VeriFone equipment is outdated and now they have new technology like Square; why go back to an old system that makes them have to go back to the radio service for payment. Square charges less; he asked if Radio Services will match the price. He said they are just trying to make money off drivers. He said with Square you get any complaints right away. They will send an email and you will not get paid so this makes drivers settle disputes right away. He thinks drivers should be able to deal with the issue first, it is more convenient for both customer and driver.

moved to the back of the seat, he said he has presented to the airport and they liked the technology and it most likely will be adopted. Airport has liked it and will likely be adopted. He said he thinks the lack of knowledge is impacting driver reaction. He said this type of technology is widely used in many places, from grocery stores to restaurants. He said that instead of going backwards to the 1980's, he hopes people will open their minds and they will be better off. He said he, Yellow Cab, and many other companies are putting in this new system. Mr. Hamidi said in order to educate the drivers he is willing to show them the proposed technology.

Peter Zschiesche, United Taxi Workers of San Diego (UTWSD)- Mr. Zschiesche noted that this was a very dynamic meeting. He said that he attended the last meeting where customer complaints were reviewed. He told Mr. Nelson that he thinks he should get the word out better and provide a larger meeting space as there was not enough room if additional attendees came. He said he encourages working harder at discussions and negotiations as he doesn't think the mission will be accomplished by pushing agendas through. He would like to focus more on discussing instead of just enacting. Giants like Uber and Lyft are enacting regulations on an already overregulated industry and creating extra burden without any resulting goodness. He said 51% of permit holders are single owner, which makes them a small business trying to fight larger multi-national corporations that have bribed the state into non-regulation. He said with Uber and Lyft you will be deactivated if you receive complaints but taxi drivers have no process to self-police. He said the complaint totals at hand are very low and that even retail expects a 2%-3% loss. He suggests that a process is developed that is address by the industry themselves, not increasing regulation. He thinks the issues should be dealt with on an individual level and suggests more dialogue so that the industry may address and solve the complaint issue themselves.

Abebe Antallo, Lease Driver- Mr. Antallo said he has been driving for 20 years. There has been a large percentage of work taken by Uber and Lyft, and drivers really need help. He said Square is working fine, and if there are problems why does this exist with taxis as Uber and Lyft are using the same technology. He said if the problem is with individual drivers, other drivers shouldn't be blamed. He would like to see those people who are abusing the technology addressed publicly. He said more drivers are going to be pushed to leave the business. This change will be hard as they don't have equipment, printers and more. Mr. Antallo said he is appealing to the Board not to approve the revision. He also stated that MTS should stop advertising for Lyft and Uber who is just taking taxi business. He said this is a conflict of interest, and that if MTS doesn't want to support them, then they should leave them alone.

Tony Hueso, Permit Holder/USA Cab- Mr. Hueso asked that everyone maintain civility in order to move forward to problem solve. He said he thinks the reaction is out of proportion, and that the WORM didn't understand the task they were faced with. He said Mr. Nelson is faced with the responsibility of public safety and protection of public; there has to be mechanisms in place. He said a lot of the information being shared is misinformation and people are not well informed. He said there are two safeguards for credit card matters that are not being used. The consumer is protected by the credit card provider, and has multiple options to use. They can contest the charge; utilize the regulatory agency protecting them by contacting MTS or contact the dispatch call center. He said he would like to try and find a solution, and would like the chance to work on the process as Mr. Zschiesche shared; he thinks there should be more emphasis on the tools available and not more regulation. He said mandating specific tools will lead to a loss of innovation.

Mostafa Sajjad, Permit Holder- Mr. Sajjad said he has been in the industry since 1998. He said everything has been said by prior speakers already but wanted to share a personal experience. While providing trips in both Temecula and Escondido, he was not able to process the customer credit card as VeriFone was not working. The office was not able to help him either, he did find old credit card slips and was able to manually process the large payments but it was very inconvenient for the customer and they were not happy with the long wait. This entire situation was created by VeriFone not working. He said he was reluctant to use Square, but after this experience he has finally started using it and has not had a bad experience for himself or his customers. He said that in this country if you commit a crime, you are sent to court-you do not punish the whole public, just the person who committed the act. He thinks if taxi drivers abuse the system, they should be dealt with individually and not all drivers punished for their actions.

TAC MEMBER COMMENTS

Mr. Banks stated that of the twenty complaints received, those drivers should be dealt with individually. He said those that do not have the Square program correctly should not pass MTS vehicle inspection and be given three days to correct it. He said better training is needed, not for everyone to be punished.

Mr. Tehrani thanked committee members for their patience as he was absent from both WORM and TAC meetings for some time. Now that he has had the chance to review the information more closely and with other members, he has revised his prior stance and would like to make a motion to return Agenda Item 4 back to the WORM.

Ms. Tanguay agreed with Mr. Tehrani and stated that it's important to get input from all sides. She said that people are already having difficulty paying the \$600 regulatory fees; she doesn't know how they would afford equipment. She shared that there was a very serious incident that happened recently that she shared with Mr. Nelson and Mr. Fewell so she has become very familiar with the complaint process and enforcement. She believes that it is very important to emphasize the importance of service and that more training is still needed. She requested that Agenda Item 4 be returned back to the WORM for further analysis.

Mr. Nelson said there is a well-documented process and procedure for all Customer Relations Management (CRM) cases. The initial report is entered into the system and assigned for investigation. The investigator contacts the customer, any witnesses, the permit holder and driver for information. A report is written with a recommendation of findings as sustained or unstained. When needed, investigators work with the Sheriff's Department and based on history or repeat offenses, the permit or Sheriff's ID may be revoked or suspended. Mr. Nelson said that he provided complaint statistics at the last meeting, they are also posted on the MTS website and he has not had anyone avail him for further questions or information. He said after such a long period of low attendance at the meetings he appreciates seeing so many people in attendance to share their opinion. He would like to see more and continued industry participation. He does agree that there is more training needed with Square and Tom Lee, Vehicle Inspector is frequently showing drivers how to use Square when he is inspecting vehicles. He said he is not opposed to adding additional information to the Driver Training Course, but he has also received many complaints that the class is too long. He said he looks forward to industry expert input and consensus regarding some of these matters.

Chair Ward said he recognizes the discussion has evolved into broader issues and he appreciates individuals talking about their "real world" impacts and sharing personal stories. He said there are broader industry stressors and the well vetted MTS Administration is charged with the process of balancing the needs of customer service, industry standards and national best practices. Although the members may not be ready today, they will need to come to an agreement between the industry and operators because there are changes that need to be made in order to achieve customer service and satisfaction, technology, and credit card security and safety standards and industry accountability. Chair Ward addressed the broader issue of rate changes and said he is open to that but said more input is needed. He doesn't want to create economic imbalance or disadvantage that will not be competitive; therefore it is very important to get the rates, or figures, correct. He said this could offset equipment costs and permit fees, and he will be accommodating for further discussion. He noted that this is not a good week for TNCs at the state capital due to the misclassification of workers. Although he recognizes funding comes from a separate bucket than the taxi industry, he does believe in parity and leveling the playing field. He said he believes the committee is headed in the right direction of fulfilling the missions of their responsibility and encourages all parties to stay engaged.

Mr. Palmeri said that it was likely that AB 5 was going to pass and asked Chair Ward where he stands regarding parity with taxi drivers. Mr. Ward clarified that the topic is not germane to the discussion but reiterated that he is supportive of seeing the playing field leveled.

Action Taken

TAC Committee members Mr. Tasem and Mr. Banks requested to return Agenda Item 4 to the WORM for further discussion and/or other possible solutions.

Mr. Tehrani moved to approve the motion to return the item to the WORM for further discussion, with a second by Ms. Tanguay. The vote was 9 to 0 in favor with Mr. Chasteen, Mr. Hilemon and Mr. Nichols absent.

5. Appointment of Antonio Hueso and George Abraham to Fulfill Remaining Category B Taxicab Advisory Committee Seats

Mr. Nelson reviewed the proposed appointment of Antonio Hueso and George Abraham to the TAC. The three (3) year required election was held beginning April 8, 2019 through May 20, 2019 according to the required guidelines, with the subcommittee vote count taking place on May 20, 2019. He explained that TAC seat vacancies hamper the ability to obtain the 51% attendance needed to reach a committee quorum for members to be able to vote and take action on agenda items; their appointment is being recommended to minimize the continued lack of quorum. They have been recommended due to their previous experience as TAC members representing Permit Holders, their commitment to providing valuable feedback during TAC meetings, industry knowledge consistent participation and showing a continued interest in being actively involved on TAC.

Public Comment

Mikail Hussein, United Taxi Workers of San Diego (UTWSD) - Mr. Hussein said he had talked with Mr. Nelson about the vacant seat and how they could be utilized. He asked what the two proposed appointees would do, as he doesn't think they will be able to bring the same response as shown today. He said Abel or Abebe would bring more driver involvement. He recommended that the nominees that got the highest number of votes be appointed. He said neither person put their name on the ballot. He thinks it's a mistake to appoint them. Mr. Nelson told him he will look into others and he never received information back. He said it would be nice to have the people who want to participate and know the issues of drivers. He said we should elect those who did participate.

Abebe Antallo, Lease Driver- Mr. Antallo said the constitution states no taxation without representation; he thinks it should be same with the taxi industry. He said two guys we picked to grab seats without driver input. He said it should be fair to all drivers, and he said they cannot represent drivers. It should be the person on the street who knows everything and not just someone from the office who didn't even nominate themselves. Mr. Antallo asked if this is fair.

TAC MEMBER COMMENTS

Mr. Banks said that both George and Tony are association members who have done a lot to be involved, they should not be punished because they forgot to vote.

Mr. Nelson explained that the seats being filled are for Category B Permit Holders, not driver seats. He said there were other people with more votes but they were in Category A. He said there is the possibility about changing the Committee makeup for future elections. It is important to have a quorum so seats must be filled. The proposed nominees were picked due to meeting the qualifications and the importance of meeting the quorum.

Ms. Tanguay said she can see both side of the arguments, but she said there is a difference between being on the streets and running a business. The committee requires different factions for different categories. The proposed nominees have contracts and contribute at the ownership level to the committee. She is on the streets to see and report what is happening from the driver viewpoint. She said it is very important to have members who are willing to serve.

Chair Ward stated he is appreciative of hearing the voice of the UTWSD as they provide a very important perspective and he thinks it's very important to have the right range of people and voices. He said he does not like even numbered Boards/Committees as this still requires a 9 member vote for quorum and suggested the possibility of realigning to a 15 member committee.

Action Taken

Mr. Majid moved to approve the motion to approve the appointments of Antonio Hueso and George Abraham to fulfill remaining category B Taxicab Advisory Committee seats, with a second by Mr. Nahavandian. The vote was 9 to 0 in favor with Mr. Chasteen, Mr. Hilemon and Mr. Nichols absent.

Mr. Abraham and Mr. Hueso were appointed to the TAC immediately following the approved vote.

6. Revisions to Taxicab Advisory Committee Guidelines

Mr. Nelson reviewed the proposed revisions to the TAC Guidelines. The proposed changes include removing one hotel industry seat, reducing the number of voting members from 17 to 16, the filling of the driver representative vacancy with the appointment of the UTWSD representative. New additions to the guidelines include allowing any member to appoint an alternate, as well as the formal process for removals and resignations. Both of these items have been recommended to deal with the continued problem of not having a quorum for TAC meetings. A formal process for subcommittees has also been proposed; standing subcommittees will require Board of Directors approval and ad hoc committees will require the approval of the Chief Executive Officer or designee.

Action Taken

Mr. Banks moved to approve the revisions to Taxicab Advisory Committee Guidelines, with a second by Ms. Tanguay. The vote was 9 to 0 in favor with Mr. Chasteen, Mr. Hilemon and Mr. Nichols absent.

7. Proposal to Allow the Current Taxicab Administration Regulatory Fee to be Paid in Bi-Annual Payments for Fiscal Year 2020 (FY20)

Mr. Nelson stated MTS Taxicab Administration staff has received multiple requests from permit holders to allow alternate payment deadlines for the once a year vehicle regulatory fee instead of waiting until the end of the year and making one large payment. The trial payment options will allow for bi-annual payments for fiscal year 2020; the first payment due date will be January 13, 2020 with the second due date being June 8, 2020. It will not be mandatory to pay in two installments, and permit holders can opt to pay the entire fee by the final deadline without penalty.

Mr. Banks asked about the possibility of paying by credit card or processing payments online. He said he has an IT person who can set the system up for less than \$300. Mr. Nelson reported that he had a meeting with MTS IT staff and they suggested two ways to process payments; either with the Cayenne system, which requires coming to the office or providing the credit card information over the phone to process payment. The other option was processing payments through a third party portal and this requires more work to construct. He said it is very important there is no cost to the Taxicab Administration as the budget is cost recovery and very tight. As there is no cost associated with Cayenne it seems to be a better option. All IT solutions must be processed through MTS and no outside sources.

Chair Ward stated the current motion is just to allow bi-annual payments to minimize the burden to permit holders and setting up a credit card system should be addressed separately and administratively.

Action Taken

Mr. Hueso moved to approve the proposal to allow the current TAC Regulatory Fee to be paid in optional bi-annual payments, Ms. Tanguay seconded the motion, and the vote was 11 to 0 in favor with Mr. Chasteen, Mr. Hilemon and Mr. Nichols absent.

8. Committee Member Communications

Ms. Tanguay noted that there is a huge issue with taxi stands and that there used to be a sub-committee to deal with the issues. She said that taxi stands that are being removed are not being replaced with stands at other locations. This was the agreement with the city and it's not being honored. She said there is no enforcement happening at the stands and it is forcing drivers to double park. Chair Ward said he will relay to the information to code enforcement and the San Diego Police Department.

Mr. Hueso requested a supplementation of agenda items so that industry driven items can be also covered and considered; he wants to make sure members and colleagues are aware they may do this. Mr. Nelson replied that he has been soliciting for agenda items for the last two years, but rarely gets any communication back.

9. Next Meeting – December 2, 2019 at 2:00 pm.

10. Adjournment

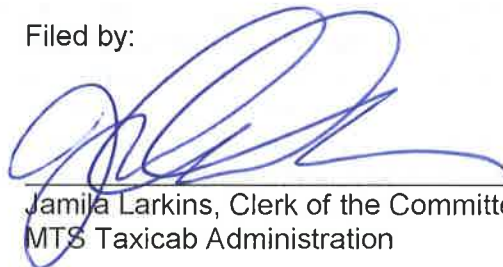
The meeting was adjourned at 11:44 am.

Accepted:



Chris Ward
Chair of Taxicab Advisory Committee

Filed by:



Jamila Larkins, Clerk of the Committee
MTS Taxicab Administration

Attachments: Roll Call Sheet
Kamran Hamidi handout

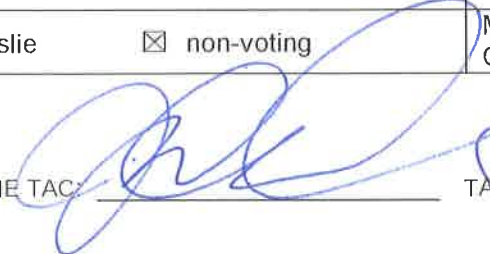
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADVISORY COMMITTEE (TAC) MEETING
ROLL CALL

MEETING OF (DATE): September 11, 2019

CALL TO ORDER (TIME): 10:04 am

ADJOURN: 11:44 am

COMMITTEE MEMBER	(Alternate)	ORGANIZATION	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Christopher Ward (Chair)	<input checked="" type="checkbox"/>	MTS Board of Directors/SD City Council	10:00	11:44
Alfred Banks	<input checked="" type="checkbox"/>	Taxicab Lease Driver	10:03	11:44
Ryan Chasteen	<input type="checkbox"/>	Hotel Industry		
Brian Hilemon	<input type="checkbox"/>	San Diego Tourism Authority		
Marc Nichols	<input type="checkbox"/>	San Diego County Regional Airport Authority		
Akbar Majid	<input checked="" type="checkbox"/>	Taxicab Owner/SDYC Holdings, LLC	10:00	11:44
Daryl Mayekawa	<input checked="" type="checkbox"/>	San Diego Convention Center	10:00	11:44
Guillermo Morquecho	<input checked="" type="checkbox"/>	Taxicab Lease Driver	10:00	11:44
Houshang Nahavandian	<input checked="" type="checkbox"/>	Taxicab Owner/ESM Corporation	10:00	11:44
Tony Palmeri	<input checked="" type="checkbox"/>	Travelers Aid Society	10:00	11:44
Margo Tanguay	<input checked="" type="checkbox"/>	Taxicab Lease Driver	10:00	11:44
David Tasem	<input checked="" type="checkbox"/>	Taxicab Lease Driver	10:00	11:44
Nasser Tehrani	<input checked="" type="checkbox"/>	Taxicab Owner/N.A.T. Cab Co.	10:00	11:44
VACANT	<input type="checkbox"/>	Lease Driver		
VACANT	<input type="checkbox"/>	Taxicab Owner/Permit Holder		
VACANT	<input type="checkbox"/>	Taxicab Owner/Permit Holder		
VACANT	<input type="checkbox"/>	Industry Organization		
Garret Cooper	<input type="checkbox"/> non-voting	San Diego County Department of Agriculture, Weights and Measures		
John Kinkaid	<input type="checkbox"/> non-voting	San Diego County Sheriff's Department Licensing Division		
Edna Rains	<input type="checkbox"/> non-voting	MTS Chief Executive Officer		
Paul Jablonski	<input type="checkbox"/> non-voting	MTS Chief of Staff		
Sharon Cooney	<input type="checkbox"/> non-voting	MTS Taxicab Administration Manager	10:00	11:44
Kenneth Nelson	<input checked="" type="checkbox"/> non-voting	MTS Staff Attorney/Regulatory Compliance	10:00	11:44
Samantha Leslie	<input checked="" type="checkbox"/> non-voting			

CLERK OF THE TAC: 

TAXICAB ADMINISTRATION MANAGER: 

February 2015

Metropolitan Transit System TAXICAB ADMINISTRATION

*A K Hamidi
Hand out*

RESPONSIBILITY The Metropolitan Transit System (MTS) Taxicab Administration has contractual agreements through June 30, 2019, to license and regulate taxicab, jitney, charter, sightseeing, low speed vehicles and nonemergency medical vehicles within the cities of El Cajon, Imperial Beach, La Mesa, Lemon Grove, Poway, San Diego and Santee. Responsibilities include: determining owner eligibility; inspecting vehicles; issuing permits; monitoring compliance with administrative and operational regulations; and investigating passenger complaints.

STAFFING The Taxicab Administration staff includes one Manager, three Regulatory Analysts and six Regulatory Inspectors.

FEES Under California State Public Utilities Code Section 120266, taxicab regulatory activities administered by MTS must generate full cost recovery. The following fees have been adopted by the Chief Executive Officer to fund the program.

Permit Application

All except one-year transferable taxicab (Plus \$300 for each vehicle in excess of one)	\$3,000
One-year transferable taxicab (Plus \$200 for each permit in excess of one)	\$1,750
Transfer clearance	\$200 per permit (one-year transferable taxicab)
Regulatory Fee	2015 fee per vehicle is \$600
Taxicab or Jitney stop	\$250 installation fee; subject to City of San Diego and the Unified Port District approval (when on Unified Port District property).

INSPECTIONS Vehicle inspections are performed by certified staff mechanics. These inspections are done as part of the Taxicab Administration's responsibility to ensure passengers have a comfortable trip in a safe and clean vehicle.

Vehicles	Vehicles are inspected for body condition and mechanical condition, such as suspension, steering, shocks, exhaust, tires, brakes and electrical items; proper registration; interior and exterior cleanliness; color scheme; proper markings; and meter seal.
Drivers	Drivers shall be hygienically clean, well-groomed, neat and suitably dressed.

TAXICABS

Fleet	Fleet size will vary depending on the number of approved applications.
Fares (general)	Rates may vary from company to company up to a fixed amount set by MTS.

	2014 Maximum
Flag Drop:	\$3.10
Per Mile:	\$3.30
Per Hour:	\$27.00

Fares (Int'l Airport) MTS sets uniform rates for all taxicab trips from the San Diego International Airport:

Flag Drop:	\$2.80
Per Mile:	\$3.00
Per Hour:	\$24.00

Currently, an additional fee of \$2.00 per trip may be charged through the taxi meter on trips from the airport only.

Service Passengers may telephone reservations for a taxicab. All taxicabs must be equipped with a two-way radio and subscribe to a radio dispatch service. Passengers may also hail taxicabs on the street or at any taxicab stand. *Obtaining a receipt enables the passenger to trace lost items if necessary.*

JITNEYS	Fleet	Eight jitneys among eight owners.
	Fares	Charged per person, per route. Must be posted prominently outside and inside each vehicle.
CHARTERS	Fleet	None.
	Fares	Vary, and service is by a prearranged written contract paid on a per-mile basis.

NONEMERGENCY MEDICAL	Fleet	205 vehicles among 23 owners.
	Fares	Exclusive Ride - established on a per capita plus per-mile basis. Shared Ride - on a per capita plus per-mile basis, or on a per capita plus per-zone basis.

