

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

July 15, 2020

10:00 a.m.

Meeting will be held via webinar

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Taxicab Advisory Committee Clerk at least two working days prior to the meeting. Meeting webinar/teleconference instructions can be accessed at the following link:
<https://www.sdmts.com/about-mts-meetings-and-agendas/other-committee>

		ACTION <u>RECOMMENDED</u>
1.	<u>Roll Call</u>	
2.	<u>Approval of Minutes</u> – January 15, 2020	Approve
3.	<u>Non-Agenda Public Comment</u> The public may address the Committee regarding a matter <u>not</u> on the agenda. Each speaker has three minutes to speak. If you have a report to present, please submit copies to the Clerk of TAC.	
4.	<u>Proposed Revisions to City Council Policy No. 500-02</u> Action would forward a recommendation to the City of San Diego to review and approve proposed revisions to City Council Policy No. 500-02.	Approve
5.	<u>Revisions to Taxicab Advisory Committee Guidelines</u> Action would forward a recommendation to the Board of Directors to approve proposed membership revisions to the Taxicab Advisory Committee Guidelines.	Approve
6.	<u>COVID-19 Sanitary Measures for Taxicab, Jitney, Low Speed, Charter and Nonemergency Medical Transport Vehicles and Associated Administrative Penalties</u>	Informational



- | | | |
|-----|---|---------------|
| 7. | <u>Preliminary Report on Regulatory Fee Payments and Voluntary Surrender Permit Update</u> | Informational |
| 8. | <u>National Science Foundation Civic Innovation Challenge Grant Opportunity</u> | Informational |
| 9. | <u>Committee Member Communications</u>
Brief comment on any taxicab related item not included in the Agenda. | |
| 10. | <u>Next Meeting</u> : October 14, 2020 | |
| 11. | Adjournment | |

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

DRAFT

January 15, 2020

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

1. Roll Call

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

2. Approval of Meeting Minutes – December 2, 2019

Mr. Hueso moved for approval of the meeting minutes of the September 11, 2019 TAC Meeting, with a second by Mr. Palmeri. The vote was 10 to 0 in favor with Mr. Chasteen, Mr. Hilemon, and Mr. Nichols absent and one member vacancy.

3. Non-Agenda Public Comment

Mark McGee, Lease Driver - Mr. McGee spoke to address the current lack of taxi stands throughout San Diego and downtown areas. The areas of greatest need noted were Balboa Park, Broadway Pier, The Fish Market, the San Diego Zoo and some Pacific Beach areas. He stated that this is not only a great need for the drivers themselves but for the public, particularly the disabled and elderly. He said there is also a great abuse of taxi stands by other non-taxi vehicles, especially on weekend evenings in the Gaslamp Area. He said he has pointed out the problem to San Diego Police Department but they do not have the resources to address the issue. In addition to Lyft, Uber, UPS and scooter charging vehicles, there are even downtown employees who use the spots for entire days while working. He believes that most people park there as they know that there is no enforcement by Police or MTS Enforcement.

4. Fiscal Year (FY) 2020 Amended Budget

Gordon Meyer, MTS Operating Budget Supervisor presented a PowerPoint on Taxicab Administration Finances including: a summary and detailed budget report, the current contingency reserve balance, and a report of the finalized FY20 amended budget. A copy of the presentation and supplemental reports were provided with the original meeting packet. Ms. Cooney and Chair Ward noted the efforts by the Taxicab Administration Department to affect savings where possible. Chair Ward and Ms. Cooney both shared that they recognize the reduction in ability to make revenue and the difficulties facing permit holders; as such, they are invested in assisting with efforts to aid in the support and success of the industry.

Public Comment

No Public Comment.

Committee Member Comment

Mr. Hussein said that he has gone to the MTS Board previously to inquire about a possible reduction, or waiver, of rent costs and would like to know what decision was made. He also mentioned that Taxi Administration is heavily staffed, although he knows they have let some people go; he would like to know if there has been any research into what other regulatory agencies in other areas are doing with their operations.

Mr. Hueso asked if permit counts included all modes of regulated transportation. Mr. Fewell gave a verbal report of the permit breakdown as: 847 Taxicabs, 20 Low Speed Vehicle, 159 Charter vehicles, 376 Nonemergency Vehicles and 8 Jitneys for a combined total of 1,410. Mr. Meyer clarified that the permit figure of 1273 was used for budgeting purposes to account for voided/revoked permits, he noted that last years final figure was 1255. Mr. Fewell confirmed Mr. Hueso's question regarding NEM vehicles and the likelihood that those permits will continue to increase. Ms. Cooney said that may be impacted due to the way the State is handling Managed Care Providers and how they are paying for medical transportation. Those discussions are still ongoing so it is unclear if this will benefit NEM's, taxis or other TNC's. She is having conversations with Sacramento to keep a close watch on any potential negative impact to our industry.

Action Taken

None. Informational only.

5. Maximum Rates of Fare

Leonardo Fewell, Taxicab Administration Manager presented the 2020 Maximum Rates of Fare released by the US Bureau of Labor Statistics on January 14, 2020. In addition to the established Maximum Rates of Fare taxicabs equipped with Point of Sale Devices (POS) 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. Mr. Fewell noted that taxicab companies may adopt the 2020 maximum rates of fare immediately thereafter by filing a Statement of Rates of Fare form and finalizing a taximeter inspection by Taxicab Administration.

Public Comment

Kamran Hamidi, SD Airport Dispatch/VIP Taxi-Mr. Hamidi thanked the committee for the support of Agenda Item 4. He stated that currently anyone can complete a Statement of Rates of Fare with MTS to raise their rate to the maximum. He said that city rates and airport rates will now be aligned with the use of the CPI method and the additional 6% with POS technology. AB1069 allows drivers to charge up to the maximum rate but they may also charge a lower fare if desired. He did note that San Diego is really behind on industry technology.

Committee Member Comment

Ms. Tanguay said that she is in favor of keeping the rates as they are, and even possibly reducing them, to be more competitive. Mr. Banks asked if it is possible for a permit holder to opt out of increasing the rate. Mr. Fewell clarified that the rates established are a Maximum

Rate but adoption of the rate increase is *completely optional*. Mr. Tehrani said that business is really not good and many customers are not happy with the existing prices; he questioned the decision to increase rates in such a market. He said this is going to contribute to further killing the taxi market. Mr. Hueso thinks that there is misunderstanding of what the maximum rate means. He said the industry is fairly saturated and needs to find other cost saving methods, such as more economical vehicles. He said that he will not be raising rates as the market is dictating prices and it is already very difficult to be competitive. In speaking with other permit holders, he has found that they will not be raising their rates either. Mr. Majid asked if this rate increase would impact airport rates, he also asked if perhaps the rates should be frozen to reduce confusion. Mr. Nichols, San Diego County Regional Airport Authority clarified this change applies to City maximum rates only and do not impact airport rates at all, the airport does not have a separate rate but rather an established "trip/access fee". Mr. Abraham said that there is very little work already, this matter was discussed at the Workshop on Regulatory Matters (WORM) and he feels it is a waste of time to have discussions regarding rate increases. Mr. Banks would like to see the rates frozen as well, he asked if this is something that needs to be presented to the State. Ms. Cooney said that industry interest, and request, were the motivating factors in both the maximum rate increase and the additional 6% for Point of Sale equipment. Chair Ward reiterated that charging an increased rate, up to the maximum, is a personal business decision to be made by each permit holder. He said that customer feedback regarding this matter, particularly in regards to airport fare confusion, will be monitored and reported back to the committee.

Action Taken

None. Informational only.

6. February 12, 2020 Deadline for Permits Held by Corporations and LLC's to Meet Council Policy 500-02 Screening Criteria Extended to January 1, 2021

Mr. Fewell noted that February 12, 2020 vehicle requirement changes due to Policy 500-02 could create a potential loss of regulatory fees for 133 taxicab permits. Council Policy No. 500-02 states that new taxicab permit holders must have a vehicle that 1) is no older than 10 years of the model age and 2) not have a salvage title. For all existing permit holders held by corporations or limited liability companies, City Council Policy No. 500-02 required compliance within 5 years. In response to these concerns, MTS Taxicab Administration has reviewed this issue. Mr. stated in order to allow time for the City of San Diego to review this issue, MTS Taxicab Administration will not enforce these two requirements until January 1, 2021. If by January 1, 2021 the City of San Diego has not adopted changes to Council Policy 500-02 in regards to vehicle age limits and title status, MTS will enforce Council Policy 500-02 and MTS Ordinance No. 11 as currently stated.

Public Comment

Kamran Hamidi, SD Airport Dispatch/VIP Taxi – Mr. Hamidi said that Policy 500-02 also addresses security cameras and that he has been using dash cameras for around three years. He thinks cameras can help reduce regulatory burden on MTS and aids with driver safety. He has notices, in English and Spanish, informing passengers that they are being recorded. He said this is another step towards moving ahead in technology.

Committee Member Comment

Ms. Tanguay shared that she has been a lease driver since 1979 and that she recalls that many permit holders were told to register as LLC's and now they are being faced with this additional expense when there is no business or money. She feels like this is discriminatory. Chair Ward clarified that the item being presented today is to extend the deadline and that there will be further conversations taking place at the WORM and the City level. Mr. Hussein would like the off-street parking regulation to be addressed as well. Mr. Banks asked if there is any enforcement happening around cameras in taxis, he thinks that many customers are opposed to the use of cameras.

Action Taken

None. Informational only.

7. Workshop on MTS For-Hire Vehicle Insurance Requirements

Mr. Fewell reviewed the MTS Taxicab Administration minimum required public liability insurance requirements and coverage amount limits for Taxicabs and for-hire vehicles. The minimum required public liability insurance limit for taxicabs (9 passengers or less) is \$350,000 combined single limit. The insurer must have a minimum A.M. Best rating of A-minus (A-) or above, and a financial size category of no less than VII (seven), or a similar Standard and Poor's rating.

He noted that there have been multiple requests from Taxicab Advisory Committee members, drivers and permit holders to revise the current MTS for-hire vehicles insurance requirements, specifically, to eliminate insurance company minimum standard ratings with the expected result of lower insurance premiums for the San Diego taxicab industry.

Mr. Fewell said minimum insurance requirements are established in the interest of public and passenger safety and that MTS current insurance coverage limits and requirements are on par with similar regulatory agencies in the state of California. In order for MTS to consider revisions to the current for-hire vehicle insurance requirements, and in an effort to find effective and sustainable solutions that may result in lower insurance premiums for taxicabs, Taxicab Administration will convene an invitation only, one-day workshop Friday, January 17, 2020 at 10:00 am.

Public Comment

No Public Comment.

Committee Member Comment

Mr. Hussein asked if changes in the rating would happen in time for insurance policy renewals in April. Mr. Fewell acknowledged the urgency and hopes to have any approved changes in place by the time policy renewals happen.

Action Taken

None. Informational Only.

8. Revisions to Taxicab Advisory Committee Membership

Mr. Fewell reviewed the Taxicab Advisory Committee (TAC) committee member make up and recent changes. On December 2, 2019, TAC member Anthony Palmeri, San Diego Traveler's Aid Society announced his retirement and Hotel Industry Representative, Mr. Ryan Chasteen has relocated out of state. Neither organization reappointed a new representative. On the suggestion of the WORM sub-committee members both the Gaslamp Quarter Association (GQA) and Cross Border Xpress (CBX) airline bridge terminal in Otay Mesa were recommended as potential committee members. Both organizations expressed interest in participating in the TAC, a proposal to amend the Taxicab Committee Guidelines will be presented at the next scheduled TAC meeting and provided to the MTS Board of Directors for final approval.

Public Comment

No Public Comment.

Committee Member Comment

Mr. Tasem asked why CBX was invited to join as they are a privately-owned company, he said that he thought the Committee was to be comprised of public entities. Mr. Fewell explained that there is no regulation that Committee members be public organizations; he also noted that CBX was approached based on the WORM recommendation. He said there is a lot of development happening in the Otay Mesa area and CBX's participation is an opportunity for a good business partnership. Mr. Tasem would like them to change their requirements regarding required permitting to work at CBX. Mr. Banks shared that he has had problems at CBX as well, he would like to see MTS and CBX work together. Mr. Ward suggested that once a CBX representative attends a meeting more time be spent to suss out such matters. Mr. Hussein said that he feels there needs to be value to whomever is added to the TAC and that he also has had problems with CBX in the past regarding their policies and procedures. He feels that it is not a good idea to invite CBX and thinks it would be preferable to add an NEM company as they currently do not have representation. He alternatively suggested more single cab permit holders. Ms. Cooney explained opportunity of inviting an organization like CBX; their attendance will provide for relationship building, facilitate shared policy and regulation development, and encourage accountability across agencies. Mr. Hueso echoed that there are significant transportation opportunities for taxicabs and this should be seen as a positive. Mr. Ward suggested that once CBX attends a meeting, more time be spent to suss out any issues or concerns

Action Taken

None. Informational Only.

9. Additional Committee Member Comment

10. Next Meeting – April 15, 2020 at 10:00 am.

11. Adjournment

The meeting was adjourned at 11:07 am.

Accepted:

Filed by:

Chris Ward
Chair of Taxicab Advisory Committee

Jamila Larkins, Clerk of the Committee
MTS Taxicab Administration

Attachments: Roll Call Sheet
2020 Maximum Rates of Fare

DRAFT

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

MEETING OF (DATE): January 15, 2020

CALL TO ORDER (TIME): 10:00 am

ADJOURN: 11:07 am

COMMITTEE MEMBER		(Alternate)		ORGANIZATION	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Christopher Ward	<input checked="" type="checkbox"/>			MTS Board of Directors/SD City Council	10:00 am	11:07 am
George Abraham	<input checked="" type="checkbox"/>			Taxicab Owner/Eritrean Cab Co.	10:25 am	11:07 am
Alfred Banks	<input checked="" type="checkbox"/>			Taxicab Lease Driver	10:00 am	11:07 am
Vacant	<input type="checkbox"/>			Organizational Representative		
Brian Hilemon	<input type="checkbox"/>			San Diego Tourism Authority		
Antonio Hueso	<input checked="" type="checkbox"/>			USA Cab, LTD	10:00 am	11:07 am
Mikail Hussein	<input checked="" type="checkbox"/>	Abebe Antallo	<input type="checkbox"/>	United Taxi Workers Federation San Diego	10:00 am	11:07 am
Daryl Mayekawa	<input checked="" type="checkbox"/>			San Diego Convention Center	10:00 am	11:07 am
Akbar Majid	<input checked="" type="checkbox"/>			Taxicab Owner/SDYC Holdings, LLC	10:00 am	11:07 am
Guillermo Morquecho	<input type="checkbox"/>			Taxicab Lease Driver		
Houshang Nahavandian	<input checked="" type="checkbox"/>			Taxicab Owner/ESM Corporation	10:00 am	11:07 am
Marc Nichols	<input checked="" type="checkbox"/>	Michael Anderson	<input type="checkbox"/>	San Diego County Regional Airport Authority	10:03 am	11:07 am
Vacant	<input type="checkbox"/>		<input type="checkbox"/>	Organizational Representative		
Margo Tanguay	<input checked="" type="checkbox"/>			Taxicab Lease Driver	10:04 am	10:50 am
David Tasem	<input checked="" type="checkbox"/>			Taxicab Lease Driver	10:00 am	11:07 am
Nasser Tehrani	<input checked="" type="checkbox"/>			Taxicab Owner/N.A.T. Cab Co.	10:00 am	11:07 am
Garret Cooper non-voting	<input type="checkbox"/>			San Diego Department of Agriculture, Weights and Measures		
Edna Rains non-voting	<input checked="" type="checkbox"/>			San Diego County Sheriff's Department Licensing Division	10:00 am	11:07 am
Sharon Cooney non-voting	<input checked="" type="checkbox"/>			MTS Chief of Staff	10:09 am	11:07 am
Leonardo Fewell non-voting	<input checked="" type="checkbox"/>			MTS Taxicab Administration Manager	10:00 am	11:07 am
Paul Jablonski non-voting	<input type="checkbox"/>			MTS Chief Executive Officer		
Samantha Leslie non-voting	<input checked="" type="checkbox"/>			MTS Staff Attorney/Regulatory Compliance	10:00 am	11:07 am

CLERK OF THE TAC: 

TAXICAB ADMINISTRATION MANAGER: 

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

2020 Maximum Rates of Fare

	<u>2020 Maximum Rate of Fare</u>	<u>2020 Maximum Rate of Fare, Point of Sale (POS) Device Equipped Taxicabs, additional 6%</u>
Flag Drop	\$3.00 flag drop 1/10 of a mile	\$3.20 flag drop 1/10 of a mile
Per Mile Rate	\$3.20	\$3.40
Per Hour Waiting Time	\$25.00	\$27.00

Instructions on how to calculate rates of fare:

233.299 (Annual Consumer Price Index report value for 2019)

-121.000 (1990 Value)

112.299 (Replace "Y" with the subtracted value)

Flag Drop

Step 1- $\$1.40 \times 112.299(Y) = 157.2186$ convert it into a dollar amount \$1.572186

Step 2- $\$1.40 + 1.1572186 = \2.972186 round up/down to the nearest .10 cent = **\$3.00 flag drop**

Per Mile

Step 1- $\$1.50 \times 112.299(Y) = 168.4485$ convert it into a dollar amount \$1.684485

Step 2- $\$1.50 + 1.684485 = \3.184485 round up/down to the nearest .10 cent = **\$3.20 per mile**

Wait Time

Step 1- $\$12.00 \times 112.299(Y) = 1347.588$ convert it into a dollar amount \$13.47588

Step 2- $\$12.00 + 13.47588 = \25.47588 round up/down to the nearest \$1.00 = **\$25.00 wait time**

Fraction Calculation

Step 1- $\$3.20$ (per mile) / .10 cent (fraction in which the meter clicks) = 20 = 1/16th fraction

The Time It Takes For Each Fraction to Click the Meter

Step 1- $\$25.00 / .20$ cent (or 1/16th in which the meter clicks) = 125

Step 2- 3600 (seconds per hour) / 125 = 28.8 seconds the meter will click 1/16th of a mile every 28.8 seconds the taxicab moves





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Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

July 15, 2020

SUBJECT:

PROPOSED REVISIONS TO CITY COUNCIL POLICY NO. 500-02

RECOMMENDATION:

That the Taxicab Advisory Committee forward a recommendation to the City of San Diego to review and approve proposed revisions to City Council Policy No. 500-02.

Budget Impact:

None with this item.

DISCUSSION:

The City of San Diego (City) contracts with San Diego Metropolitan Transit System (MTS) to regulate for-hire vehicles, such as taxicabs, within the City's jurisdiction. The City of San Diego (City) retains the right to make decisions or provide recommendations to MTS regarding fundamental policy decisions. City Council Policy No. 500-02 (Policy No. 500-02) sets forth the overall policy framework for taxicab permits.

The taxicab industry has requested that MTS Taxicab Administration remove and/or reduce regulations in order to maintain the economic viability of the taxicab market. MTS Taxicab Administration has identified several proposed revisions to Policy No. 500-02 that would address concerns while also meeting MTS's goals of ensuring public safety and consumer protections. MTS Taxicab Administration recommends revision to the following Policy No. 500-02 requirements:

1. Six (6) month commercial driving experience for permit applicants

Proposal: Remove requirement in Policy No. 500-02, Section 1(A)(b) that applicant must "provide evidence of at least six-months' experience driving a taxicab, TNC, charter party carrier service, or similar service-oriented transportation or managing a demand responsive transportation service, or similar service-oriented business".



Background: Unnecessary and restrictive barrier to entering into the taxicab business.

Alternative: MTS would require permit holder applicants to take MTS driving training course to ensure applicants are aware of the basic principles associated with operating a taxicab business. The MTS driver training program covers topics such as: laws and regulations, permit holder and lease driver responsibilities, customer service, the Americans with Disabilities Act (ADA), driver safety and crime prevention.

2. Evidence of ability to meet insurance requirements

Proposal: Remove requirement in Policy No. 500-02, Section 1(A)(c-d) that applicant must “provide evidence of ability to meet insurance requirements”.

Background: Previously, some taxicab operators enrolled in high deductible insurance plans or insurance pools. These are no longer used.

Alternative: MTS would provide applicants with current estimated costs of insurance premiums to assist applicants in their decision on whether to proceed with permit application.

3. Evidence of financial ability to meet permit holder requirements

Proposal: Remove requirement in Policy No. 500-02, Section 1(A)(d) that applicant must “provide evidence of ability to finance the meeting of Screening Criteria and regulatory requirements”.

Background: There are privacy concerns with reviewing bank statements and unclear how much money is necessary to be financially stable to operate.

Alternative: MTS would provide permit applicants the estimated costs to operate taxicabs to assist applicants in their decision on whether to proceed with the permit application.

4. Accessible vehicle requirement when applying for second vehicle permit

Proposal: Replace requirement in Policy No. 500-02, Section 1(B)(c) that vehicles must “be ADA-compliant (applies to first permit, thereafter 50% of vehicles must comply)” with “meet ADA requirements” and add “be consistent with MTS Taxicab Administration regulations and policies involving accessible vehicles (i.e. wheelchair accessible)”.

Background: This requirement was added in 2012 and has shown to be an ineffective way to increase the number of accessible vehicles. Permit holders not applying for a second taxicab permit due to decline in business and high costs of accessible vehicles. Currently, there are only 3 accessible taxicabs in operation.

Alternative: MTS would continue to require compliance with ADA (e.g. allowing service animals, stowing foldable mobility devices) and also work with community groups, industry stakeholders, and other taxicab regulatory agencies to develop a MTS Taxicab Administration Accessible Taxicab Vehicle Plan that would establish innovative ideas to increase the number of accessible taxicab vehicles in the San Diego region.

5. Global Positioning System (GPS) equipped vehicles

Proposal: Replace requirement in Policy No. 500-02, Section 1(B)(d) that vehicles must “be equipped with a Global Positioning System (GPS)” with requirement that Operation and Customer Service Plans include “utilization of GPS”.

Background: Equipping the vehicle with a GPS transponder represents an unnecessary cost in terms of hardware equipment and subscription costs to permit holders. Advances in technology now allow smartphones to use GPS applications.

Alternative: Allow drivers to use smartphones with GPS functionality, or GPS equipped vehicles while in operation.

6. Security Cameras

Proposal: Replace the requirement in Policy No. 500-02, Section 1(B)(e) that vehicles must “be equipped with security cameras” with requirement that Operation and Customer Service Plan include “safety and security measures for drivers and passengers (e.g. security cameras, emergency signaling device, or other emergency electronic communications)”.

Background: This requirement was added in 2012 after incidents of violence against taxicab drivers. MTS Taxi Administration has never enforced due to conflicting requirements regarding video event recorder within California Vehicle Code section 26708 subdivision (a). Security cameras may also be costly to buy, install and maintain.

Alternative: Recognizing that there are many ways to ensure safety of drivers and passengers, security cameras would become an optional requirement. Customer service plans would now describe what types of safety and security measures will be used (e.g. emergency signaling devices on taxicabs, distress electronic communications to dispatch).

7. Vehicles be no older than 10 years of the model age.

Proposal: Replace the requirement in Policy No. 500-02, Section 1(B)(f-g) that vehicle must “be no older than 10 years of the model age” with “be no older than 15 years of the model age at all times”.

Background: Many permit holders have expressed their financial inability to purchase newer vehicles given the current market. This restriction forces permit holders to replace a vehicle that may otherwise be low-mileage, in good condition, and passes MTS’s comprehensive 49 safety point vehicle yearly inspections.

Alternative: To still ensure Policy No. 500-02 addresses City’s desire to maintain a modern fleet of taxicabs, but also recognizing a vehicle older than 10 years may still be considered safe vehicle, the vehicle age requirement would increase to 15 years of model year age at all times (i.e. every permit renewal). Existing requirements relating to California Air Resource Board emission standards would still be enforced.

8. Restriction on salvage title.

Proposal: Remove the requirement in Policy No. 500-02, Section 1(B)(g) that vehicle must “not have a salvage title”.

Background: A revived salvage title is a vehicle that was considered a total loss by the owner or insurance company and then restored back to operational condition. The California Department of Motor Vehicles (DMV) requires every salvage vehicle to undergo a vehicle safety inspection to ascertain the brakes, airbags, headlights, lamps and other safety equipment is functional. Only then will it issue a registration card. This inspection by the DMV, as well as the 49-safety point vehicle inspection by MTS Taxicab Administration, ensure that even a vehicle with a salvage title is safe.

Alternative: Since whether or not a vehicle has a revived salvage titles does not necessarily deem a vehicle unsafe, MTS recommends removing this requirement

and continuing to require current proof of vehicle registration and annual vehicle inspections and field inspections as necessary.

9. Adequate administrative facilities

Proposal: Replace the requirement in Policy No. 500-02, Section 1(C)(a) that “adequate facilities must be demonstrated for administrative functions” with a requirement that Operation and Customer Service Plan include “where administrative functions will be conducted”.

Background: Whether a permit holder has an office or uses their home as their workplace for administrative matters does not have an impact on safety of vehicle or customer protections. Also due to COVID-19, flexibility on where work environments are located is necessary.

Alternative: MTS would allow permit holders to use home address as business address or if concerns that home address would be a disclosable public record, home address will be kept confidential if provided one of the following business addresses: Post Office Box address, dispatch service address or office address.

10. Adequate vehicle maintenance facilities

Proposal: Replace the requirement in Policy No. 500-02, Section 1(C)(b) that “adequate facilities must be demonstrated for vehicle maintenance” with requirement that Operation and Customer Service Plan include “vehicle maintenance plan”.

Background: Whether an applicant plans on using their own maintenance shops (historically the case for larger permit holders) or pay a commercial repair shop for a vehicle maintenance is not pertinent to MTS Taxicab Administration review of a permit application. What is pertinent, is when vehicles are identified to have safety issues, they are addressed appropriately at certified mechanics.

Alternative: Applicants would be required to incorporate a general vehicle service plan (e.g. frequency and types of preventative maintenance the vehicle will undergo) as part of their operation and customer service plan. MTS would continue, at its discretion, to request copies of repair invoices as necessary to confirm repairs completed accordingly.

11. Off-street vehicle storage when not in service

Proposal: Remove the requirement in Policy No. 500-02, Section 1(C)(c) that adequate facilities must be demonstrated for “off-street vehicle storage when not in service”.

Background: MTS has not prioritized the enforcement of this requirement unless a complaint received. No records of such complaints have been received in recent years. Off-street parking may not be available nearby a permit holder’s home or if it is, it may be cost prohibitive. In addition, many permit holders and lease drivers utilize their taxicab as a family vehicle or for personal use when not in operation.

Alternative: Rely on existing city parking and vehicle code regulations relating to parking within residential streets (e.g. 72-hour parking requirement).

12. 24-hour dispatch staffing.

Proposal: Replace the requirement in Policy No. 500-02, Section 1(D)(a) that dispatch must be “staffed 24 hours” with “able to receive and respond to service requests or other operational questions” and add requirement to include within Operational and Customer Service Plan “lost and found procedures”.

Background: Dispatch service requests, along with operational requests (e.g. lost and found inquiries) have declined and with the reduction in business, it can be costly and impractical to physically staff storefront dispatch offices 24 hours a day.

Alternative: MTS will continue to require that the public has the ability to communicate with dispatch services at all times. MTS will work with taxicab industry to determine more appropriate solutions than requiring storefront dispatch offices staffed 24 hours a day (e.g. storefront business hours; require all lost and found items to be returned to dispatch by next business day; call forwards after hours).

13. Permits held by corporations or limited liability companies (LLCs) to comply with current screening criteria.

Proposal: Replace the requirement in Policy No. 500-02, Section “Policy” that “all permits held by corporations and LLCs shall comply with Screening Criteria within five years of the adoption of this Policy” with “all existing permits shall comply with Screening Criteria within five years of the effective date of this Policy”.

Background: February 12, 2020 was the previous deadline for all existing permits held by corporations or LLCs to comply with Policy No. 500-02 (e.g. salvage title, model vehicle age). On January 15, 2020, MTS Taxicab Administration approved a moratorium until January 1, 2021 to provide additional time to review whether revisions to Policy No. 500-02 are appropriate. Some permit holders are concerned that corporations and LLCs are being unfairly targeted with compliance, compared to partnerships and sole proprietorships.

Alternative: Regardless of ownership type, all existing permit holders would need to comply with screening criteria within five years of the revised Policy No. 500-02 effective date (to be determined). For instance, if the above proposed revisions are approved, all existing permit holders would have to ensure within five years they had a vehicle no older than 15 years at all times.

If the Taxicab Advisory Committee approves the proposed revisions to Policy No. 500-02, MTS would submit the revisions to a future City of San Diego Public Safety and Livable Neighborhoods Communities Meeting or City Council Meeting for review and approval. If approved by the City, it would then require MTS Board of Directors approval in order for MTS Taxicab Administration to enforce and implement.

/s/ Leonardo Fewell

Leonardo Fewell

Taxicab Administration Manager

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

Attachment A. Proposed Changes to Policy No. 500-02 (red-line) version

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

SUBJECT: TAXICAB PERMITS
POLICY NO.: 500-02
EFFECTIVE DATE: ~~March 14, 2015~~ TBD

BACKGROUND:

Regulation of taxicab service is in the interest of providing residents and visitors to the City of San Diego with a good quality local transportation service. Towards this end, the City finds it desirable to regulate the issuance of taxicab permits.

PURPOSE:

To establish a policy for the issuance of additional taxicab permits, for the purpose of expanding the taxi industry to meet growing demand for taxi service throughout the City, and providing opportunity for both existing and new taxi operators and for experienced drivers.

POLICY:

The City will issue taxicab permits to applicants who can demonstrate that they have the experience and resources to provide outstanding quality service to customers and the community.

New permits will be issued on a full cost recovery basis. All applicants will first have to submit an application and satisfy Screening Criteria based on quality and customer service standards.

Permit holders of newly awarded permits must demonstrate that they are in compliance with Screening Criteria as a condition of annual permit renewal or the permit may be suspended or revoked.

When any taxicab permit is transferred, the transferee must satisfy Screening Criteria at time of transfer and thereafter as a condition of annual permit renewal or the permit may be suspended or revoked.

All existing permits ~~held by corporations or limited liability companies~~ shall comply with Screening Criteria within five years of the ~~adoption effective date~~ of this Policy.

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IMPLEMENTATION:

Screening Criteria will be evaluated on a pass-fail basis. Each element must be a “pass” in order for the applicant to have been considered to have satisfied the screening. Applicants are responsible for providing complete and accurate information needed for the screening evaluations.

1. Screening Criteria

A. Applicants must:

- a. Meet regulatory requirements for a taxicab permit holder and operator specified in ordinance and regulation.
- ~~b. Provide evidence of at least six months’ experience driving a taxicab, transportation network vehicle, charter party carrier services, or similar service-oriented transportation or managing a demand responsive transportation service, or similar service-oriented business.~~
- ~~c. Provide evidence of ability to meet insurance requirements.~~
- ~~d. Provide evidence of ability to finance the meeting of screening criteria and regulatory requirements.~~

B. Vehicles must:

- a. Meet regulatory and ordinance requirements
- b. Meet California Air Resources Board criteria for Zero Emission Vehicle or Low Emission Vehicle
- ~~c. Be Meet ADA requirements -compliant (applies to first permit, thereafter at least 50% of vehicles must comply)~~
- ~~e.d. Be consistent with MTS Taxicab Administration regulations and policies involving accessible vehicles (i.e. wheelchair accessible).~~
- ~~d. Be equipped with a Global Positioning System (GPS)~~
- ~~e. Be equipped with security cameras~~
- ~~f.e. Be no older than 150 years of the model age at all times~~
- ~~g. Not have a salvage title~~

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~~C.~~ Adequate facilities must be demonstrated for:

~~a.~~ Administrative functions

~~b.~~ Vehicle maintenance

~~c.~~ Off street vehicle storage when not in service

~~D.C.~~ Dispatch must be:

a. ~~Staffed able to receive and respond to service requests or other operational questions 24 hours a day~~

b. Computerized

c. Utilize a Global Positioning System (GPS)

~~E.D.~~ Operation and Customer service plan must include:

a. Acceptance of credit cards

b. Customer complaint system

~~c.~~ Record keeping of every call, dispatch, trip, and complaint.

~~d.~~ Utilization of GPS

~~e.~~ Safety and security measures for drivers and passengers (e.g. security cameras, emergency signaling device, or other emergency electronic communications)

~~f.~~ Lost and found procedures

~~g.~~ Where administrative functions will be conducted

~~e.h.~~ Vehicle maintenance plan

~~F.E.~~ Additional screening criteria may be added as needed by regulatory action to fulfill the purpose of improving industry standards and customer service and keeping current with technology.

HISTORY:

“Taxicabs - Certificates of Convenience and Necessity”

Adopted by Resolution R-72292 - 08/21/1962

Amended by Resolution R-216590 - 08/11/1976

Amended by Resolution R-217293 - 12/15/1976

Amended by Resolution R-222474 - 12/19/1978

Repealed by Resolution R-258090 - 03/14/1983

“Taxicabs - Permits”

Added by Resolution R-260636 - 05/07/1984

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Amended by Resolution R-261739 - 10/15/1984
Amended by Resolution R-271307 - 06/28/1988
Amended by Resolution R-295355 - 08/06/2001
Amended by Resolution R-302130 - 12/06/2006
Amended by Resolution R-307494 - 06/26/2012
Amended by Resolution R-309308 - 11/25/2014
Amended by Resolution TBD



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Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

July 15, 2020

SUBJECT:

REVISIONS TO TAXICAB ADVISORY COMMITTEE GUIDELINES

RECOMMENDATION:

That the Taxicab Advisory Committee (TAC) forward a recommendation to the Board of Directors to approve proposed membership revisions to Taxicab Advisory Committee Guidelines.

Budget Impact:

None with this item.

DISCUSSION:

To address vacancies on the Taxicab Advisory Committee (TAC) that cause concerns with meeting quorum, the following revisions are proposed to the TAC Guidelines:

- 1) Remove the San Diego Traveler's Aid Society and replace with the Gaslamp Quarter Association:

On December 2, 2019, member Anthony Palmeri announced his retirement and the withdrawal of the San Diego Traveler's Aid Society's membership on the TAC.

Based on feedback from the Workshop on Regulatory Matters (WORM) sub-committee members to address the vacancy, MTS reached out to the Gaslamp Quarter Association, a merchant's association representing more than 400 businesses located within the boundaries of the Gaslamp Quarter.

MTS has confirmed that Mr. Michael Trimble, Executive Director for the Gaslamp Quarter Association is interesting in joining TAC. It is recommended that the Gaslamp Quarter Association be added to ensure there are still six (6) members of the TAC that represent the organizational interests pertaining to taxicab transportation. It is



recommended that the Gaslamp Quarter Association be added as Gaslamp Quarter businesses are a catalyst for taxicab trips and a significant number of taxicab stands are located within the area.

2) Remove the Hotel Industry's and replace with Cross Border Xpress (CBX)

The TAC representative from the Hotel Industry, Mr. Ryan Chasteen, has relocated out of state and failed to respond to requests pertaining to the appointment of a replacement member. MTS Taxicab Administration staff was unable to find any other hotel representative to sit on the committee.

Based on feedback from the Workshop on Regulatory Matters (WORM) sub-committee members to address the vacancy, MTS reached out to CBX, a pedestrian bridge for passengers to cross from the border to Tijuana International Airport.

MTS has confirmed that Mr. Jorge Goytortua, Chief Executive Officer for CBX, is interested in joining TAC. It is recommended that CBX be added as they have become an increasing source of business for taxicabs and would be a beneficial partner for TAC.

Upon TAC approval of the appointment of the Gaslamp Quarter Association and CBX, a proposal to amend the Taxicab Advisory Committee Guidelines will be presented to Board of Directors at the July 30, 2020 meeting for final approval.

/s/Leonardo Fewell

Leonardo Fewell

Taxicab Administration Manager

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

Attachment: A. Taxicab Advisory Committee Guidelines



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE GUIDELINES

1 PURPOSE

The Taxicab Advisory Committee's purpose is to:

- 1.1 Provide feedback to the Chief Executive Officer and designated staff on taxicab matters to formulate recommended courses of action that the Chief Executive Officer or Board of Directors, whichever applicable, may review for approval;
- 1.2 Review summaries of administrative hearing officer decisions concerning taxicab owner and driver penalties;
- 1.3 Discuss taxicab owners'/drivers' written grievances;
- 1.4 Review summaries of complaints concerning taxicab service;
- 1.5 Review vehicle inspection criteria, process, results, and rankings;
- 1.6 Review the Chief Executive Officer's Annual Fee Schedule; and
- 1.7 Comment on MTS's work program concerning taxicab matters.

2 MEMBERSHIP

Sixteen voting members are appointed as follows:

- 2.1 One representative of the MTS Board of Directors appointed on an annual basis, who will be designated by the MTS Board of Directors to serve as Chair of the Taxicab Advisory Committee.
- 2.2 One member appointed by the San Diego Convention and Visitor's Bureau, the San Diego County Regional Airport Authority, San Diego Convention Center, ~~San Diego Travelers Aid Society, the Hotel Industry,~~ Gaslamp Quarter Association, Cross Border



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

Xpress, and the United Taxi Workers of San Diego (UTWSD), each serving a three-year term.

- a. Each organization or agency may designate one (1) alternate member by providing written notification to the MTS Clerk of the Taxicab Advisory Committee.
 - b. The UTWSD member must either be: a current member of the UTWSD; or be a current employee or other authorized representative of the UTWSD.
- 2.3 Five taxicab owners with at least three years' experience and in good standing, each serving a three-year term, elected by taxicab owners, divided as follows: two seats are designated for representation of owners of one to three taxicabs; and three seats are designated for representation of owners of four or more taxicabs.
- 2.4 Four taxicab lease drivers in possession of a San Diego Sheriff's Department-issued Taxicab Driver Identification Card valid in the MTS areas of jurisdiction, being in good standing with the Sheriff's Licensing Division, and currently serving as a driver for at least three years leading up to the election. The election shall comply with the following guidelines:
 - a. Lease driver representatives shall be elected by licensed drivers operating in MTS areas of jurisdiction.
 - b. Lease driver representative elections shall take place every three years at the same time as the owner representative elections.
- 2.5 The taxicab owners, lease drivers and UTWSD representatives shall meet the eligibility requirements at all times while serving on the Taxicab Advisory Committee.
- 2.6 A taxicab owner member unable to attend a meeting may appoint an alternate from the same or similarly sized company to attend in their absence.
- 2.7 A taxicab driver unable to attend a meeting may appoint a driver with a similar experience level (within 2 years), not less than three years, to attend in their absence.
- 2.8 The Taxicab Advisory Committee or the Chief Executive Officer or designee shall make an interim appointment if a member's seat becomes vacant within the three-year term.
- 2.9 The Vice Chair will be the Taxicab Administration Manager.
- 2.10 One non-voting member will be appointed by the County of San Diego's Department of Agriculture, Weights and Measures.
- 2.11 One non-voting member will be appointed by the County of San Diego Sheriff's Department.

3 REMOVAL AND RESIGNATION

- 3.1 Any member who misses four (4) consecutive meetings may be subject to removal. For any member who has missed three (3) consecutive meetings, a documented warning shall be provided to the member.

- 3.2 A member may resign by providing written notification to the MTS Clerk of the Taxicab Advisory Committee.

4 MEETINGS

- 4.1 Taxicab Advisory Committee meetings are subject to the provisions of the Ralph M. Brown Act, California Government Code, Section 54950, et. seq.
- 4.2 Taxicab Advisory Committee meetings will be held quarterly at the offices of MTS.
- 4.3 The agenda for each meeting will be posted in the MTS lobby.
- 4.4 The agenda, backup materials, and minutes of the previous meeting will be sent to each member in advance of the meetings, upon request.
- 4.5 The Chair may call additional meetings, as necessary.
- 4.6 Fifty-one percent attendance is a quorum to hold a meeting.

5 VOTING

- 5.1 Each voting member of the Taxicab Advisory Committee has an equal vote.
- 5.2 Fifty-one percent of the votes of those in attendance will approve an item.
- 5.3 A roster of the Taxicab Advisory Committee members who voted will be provided to the MTS Board of Directors, along with the item, for MTS Board action on an agenda item.

6 SUBCOMMITTEES

- 6.1 MTS Board of Directors approval is required to establish a standing subcommittee. The Workshop of Regulatory Matters is a standing subcommittee for Taxicab Advisory Committee and is subject to the Brown Act.
- 6.2 Chief Executive Officer or designee approval is required to establish an ad hoc subcommittee.

7 APPROVAL

- 7.1 These Guidelines were revised by the MTS Board of Directors on ~~October 10~~July 30,
2020, 2019.
- 7.2 The MTS Chief Executive Officer shall have the authority to implement additional procedures to carry out elections and maintain regular and orderly meetings of the Taxicab Advisory Committee.



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Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

July 15, 2020

SUBJECT:

COVID-19 SANITARY MEASURES FOR TAXICAB, JITNEY, LOW SPEED, CHARTER
AND NONEMERGENCY MEDICAL TRANSPORT VEHICLES AND ASSOCIATED
ADMINISTRATIVE PENALTIES

INFORMATIONAL ITEM

Budget Impact:

None with this item.

DISCUSSION:

Immediately following the Workshop on Regulatory Matters (WORM) Meeting on June 17, 2020, Taxicab Administration implemented mandatory COVID-19 sanitary measures for Taxicab, Jitney, Low Speed, Charter and Nonemergency Medical Transport vehicles. These measures were implemented as part of MTS Taxicab Administration's commitment to provide safe for-hire vehicle transportation service.

To determine the most appropriate safety measures, MTS Taxicab Administration reviewed the following mandates and guidance: The County of San Diego (County) Health Orders; the Centers for Disease Control and Prevention (CDC) sanitary recommendations for Rideshare, Taxi, Limo, and other Passengers and Drivers of For-Hire vehicles; and COVID-19 related measures implemented by other for-hire and TNC industries. MTS continues to monitor the aforementioned sources of mandates and guidance and may modify the mandatory COVID-19 sanitary measures at any time to provide safe for-hire vehicle transportation service

A 10-day period beginning June 17, 2020 and ending on June 27, 2020 was given to allow permit holders and lease drivers to comply with these measures.



To promote public outreach, on June 19, 2020, MTS issued a news media release announcing New safety Protocols for Taxicab Drivers and Passengers. Additionally, Taxicab Administration distributed an informational memorandum and sample COVID-19 response plan to Taxicab Advisory Committee members, dispatch services, interested parties and other industry stakeholders. The following is a list of the COVID-19 sanitary measures that were implemented on June 17, 2020 and remain in force until further notice:

1. Driver Temperature/Symptom Screening (REQUIRED) - Drivers shall take their temperature at the beginning of their shift or, if a thermometer is unavailable, screen yourself for the following symptoms: cough, shortness of breath or trouble breathing, headache, fever, chills, muscle or body aches, fatigue, sore throat, congestion or runny nose, new loss of taste or smell, nausea or vomiting, and diarrhea. Drivers shall not be allowed to work if a temperature reading is 100 degrees or more, or you have symptoms of COVID-19.
2. Driver Face Coverings (REQUIRED) - Drivers shall wear face coverings while transporting and/or interacting with passengers.
3. Cleaning Measures (REQUIRED) - Drivers shall clean and disinfect both inside and outside rear door handles, as well as seat belts, immediately after the conclusion of each trip. Commercial grade cleaning/disinfectant products shall be used. Contact MTS Taxicab Administration for a list of recommended products.
4. Front Passenger Seat (REQUIRED) - No passengers are allowed to sit in the front passenger seat of a Taxicab or Nonemergency Medical Transport Vehicle unless a partition, as described below, is used between the front driver and front passenger seat.
5. Posting of COVID-19 Plan (REQUIRED) - Each vehicle shall clearly and conspicuously display in the passenger compartment a description of the safety measures implemented. Included as an attachment is a sample of the COVID-19 Response Plan.
6. Vehicle Cleanliness (REQUIRED) – MTS Ordinance No. 11 section 1.8(h)(2) and section 13 requires every vehicle exterior and interior to be “reasonably” clean at all times. Vehicle interior shall be free of foreign matter, offensive odors, and litter. The seats shall be kept reasonably clean and without large wear spots. The door handles and doors shall be intact and clean. This is a requirement that has been in place prior to COVID-19 and is included here to highlight its importance as a sanitary measure.
7. Partitions between Front and Rear Passenger Seats (RECOMMENDED) - It is recommended that a Plexi-glass or soft-plastic partition, consisting of clear plastic sheeting of no less than 0.27 mm in thickness, be installed between the front (driver) and rear (passenger) compartments. The partition would substantially create an enclosure for both the driver and passenger(s).

To allow fare credit card or cash payments while minimizing contact between drivers and passengers, a flap opening of sufficient dimensions (at least 6 inches in height x 6 inches in width) may be located on the lower-center area of the partition, or wherever the credit card acceptance device is located. Any similar type of industry standard

automotive Personal Protective Equipment (PPE) that meets the above stated criteria is acceptable.

8. Additional Cleaning Measures (RECOMMENDED) – It is recommended that the driver use hand sanitizer and/or wipes after handling of passenger's luggage and/or handling of cash or credit cards.

9. Car Ventilation (RECOMMENDED) – If acceptable by passenger, it is recommended that windows be open to allow for ventilation. It is also recommended to avoid using the recirculated air option for the car's ventilation during passenger transport; use the car's vents to bring in fresh outside air.

MTS Taxicab Administration primary goal for enforcement is educational, and not punitive. MTS Taxicab Administration will be utilizing warnings and re-training as the primary tool for enforcement. After two warnings are issued to any driver and/or permit holder, administrative penalties will apply which include, but are not limited to: five-day Driver I.D. Suspension and/or removing vehicle from service until corrected (RTC). The vehicle will remain out of service pending a vehicle inspection by MTS Inspectors to verify the violation(s) have been corrected.

/s/Leonardo Fewell

Leonardo Fewell

Taxicab Administration Manager

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

Attachment: A. COVID-19 Response Plan - Sample

COVID-19 RESPONSE PLAN

Business Name

Our primary goal is to keep passengers safe during the COVID-19 pandemic.

The best ways to keep yourself and others safe:

- Avoid use of public spaces if you have a cough or fever
- Wear facial coverings
- Maintain social distance from others
- Do not engage in unnecessary physical contact

Measures **Business Name** Implemented in Response to COVID-19:

- Driver will wear facial covering
- Driver has screened themselves for COVID-19 symptoms and/or taken temperature prior to starting shift. Driver will not report to work if sick
- Driver will disinfect door handles and seatbelts at the end of each trip
- Front passenger seat will not be occupied to assist with social distancing



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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

July 15, 2020

SUBJECT:

PRELIMINARY REPORT ON REGULATORY FEE PAYMENTS AND VOLUNTARY
SURRENDER PERMIT UPDATE

INFORMATIONAL ITEM

Budget Impact:

None with this item.

DISCUSSION:

Taxicab Administration operating revenue is based on the collection of regulatory and other administrative processing fees. Under California Public Utilities Code Section 120266, taxicab regulatory activities administered by MTS must generate full cost recovery.

In an effort to assist permit holders due to the significant losses associated with the COVID-19 pandemic, on March 27, 2020, MTS announced it would extend the regulatory fee full payment deadline from June 8, 2020, to September 1, 2020. Permit holders who wished to retain their permits could make the full \$600 regulatory fee payment or a partial \$200 payment on or before June 8, 2020. The remaining \$400 portion to be paid on or before September 1, 2020. Failure to pay the remaining \$400 regulatory fee portion will result in permit revocation. No further payment extensions will be provided.

The following is a preliminary report of all operating permits for which full or partial payments were received as of July 8, 2020:

Permit Payment Status	Number of Permits	% of Billed Permits
Permits - Paid in Full:	390	27%
Permits - Partial Payments:	927	63%
Permits - No Payment Received:	153	10%
Total # Permits Billed:	1,470	-



Permit holders were also allowed to place their vehicle under voluntary surrender at any time and free of charge. MTS provides proof that the vehicle is placed under voluntary surrender as necessary for the purpose of suspending insurance premium and dispatch service subscription payments while the vehicle is not operating.

The following graphic contains information on the current number of issued and surrendered permits, by permit type as of July 8, 2020.

Permit Type	Total Number of Permits	Number of Permits Surrendered	Currently Active Permits	% Loss in Active Permits
Charter	171	68	103	40%
Jitney	8	6	2	75%
Low Speed Vehicle	27	6	21	22%
Nonemergency Medical	394	39	355	10%
Taxi	850	545	305	64%
Total	1450	664	786	46%

Taxicab Administration continues to assist permit holders by allowing them to return their vehicles in to service at any time and at no additional inspection costs. In order to place a vehicle back in to service, permit holders need to provide Taxicab Administration with proof of valid commercial insurance and a dispatch service authorization form.

/s/Leonardo Fewell
Leonardo Fewell
Taxicab Administration Manager

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



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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE

July 15, 2020

SUBJECT:

NATIONAL SCIENCE FOUNDATION CIVIC INNOVATION CHALLENGE GRANT
OPPORTUNITY

INFORMATIONAL ITEM

Budget Impact:

None with this item.

DISCUSSION:

On March 14, 2020, UCSD requested a collaborative partnership with MTS on the National Science Foundation's "Civic Innovation Challenge" grant competition. The competition consists of a \$50,000 planning grant to be awarded this fall, and a follow-up \$1,000,000 full grant starting by fall 2021.

The grant would focus on developing a way to connect a traveler's origin/destination and a transit station/stop, commonly referred to as the first/last mile. Grant funds would be used to develop a taxi dispatch software application that would synchronize with a future MTS fare collection and trip planning mobile application. Through the MTS mobile application, passengers could pay for both their MTS fare and their taxicab fare in order to complete their trip. This pilot program would both assist MTS's goal of increasing ridership on public transportation and provide a source of business for the local taxicab industry.

If the grant application is successful, MTS plans to conduct public engagements with community stakeholders to receive feedback that will be used by UCSD to develop this pilot program. According to UCSD, The National Science Foundation should announce the grant award recipients late in the fall of 2020. MTS will provide TAC with an update on the next meeting scheduled for Wednesday, October 14, 2020.



/s/ Leonardo Fewell

Leonardo Fewell

Taxicab Administration Manager

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

Attachment: A. UCSD Request for Partnership Letter dated March 14, 2020

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EMAIL: LIRANI@UCSD.EDU
URL: QUOTE.UCSD.EDU/LIRANI

May 14, 2020

Ms. Sharon Cooney
Chief of Staff, Deputy and Interim Chief Executive Officer, MTS
San Diego Metropolitan Transit System
Trolley Plaza
San Diego, CA 92101

RE: Request for Partnership on NSF Civic Innovation Challenge

Dear Ms. Cooney,

I am an Associate Professor of Communication & Computer Science at UC San Diego, working with United Taxi Workers San Diego on how technology can help address first-and-last mile transport issues. I write to request a collaborative partnership with the MTS on the National Science Foundation's "Civic Innovation Challenge" grant competition, which consists of a \$50,000 planning grant starting this fall and a follow-up \$1,000,000 full grant starting by fall 2021. Our team would lead and manage the grant from here at UCSD but seek to include the fullest collaboration with MTS including the sharing of grant funds.

The general purpose of the large grant is to fund projects that can produce real community impact within one to two years through collaboration of researchers and civic partners. The planning grant allows for activities to lay the groundwork for a pilot project implementation. You can find information on the program at <https://nsfcivicinnovation.org/>. We propose a project, summarized below, to address one of the grant's key challenge areas: "Communities and mobility: offering better mobility options to solve the spatial mismatch between housing affordability and jobs." The formal solicitation can be found here: <https://www.nsf.gov/pubs/2020/nsf20562/nsf20562.htm>.

Our team has worked extensively with United Taxi Workers San Diego over the last year, speaking with stakeholders to understand transit challenges and holding workshops with taxi workers. As you may know Ken Nelson, Taxi Manager, arranged a good meeting with some of your MTS staff last year to help us learn about your plans to expand the platform. We also met with SANDAG staff to get their input. Our expertise is the study of the interface between the development of technologies and the communities they seek to serve. We learned of the current issues in our local taxi industry through other recent grant-funded work with United Taxi Workers of San Diego. We believe that our own work can contribute to MTS efforts with expertise in engineering, technological change, and social impacts.



Broadly, we propose a planning grant to lay the groundwork for integrating taxis as first and last mile transportation in conjunction with public transit that serves many San Diego communities. Our focus, as suggested by Leonardo Fewell, will be a pilot of software to connect the mid-coast trolley riders to taxi connections to destinations such as Sorrento Valley. Broadly, our planning process will encompass stakeholder engagement and design around three key elements:

- A taxi cooperative association to coordinate with MTS
- Driver dispatch software application
- Taxi information and dispatch integration into MTS apps

We are aware that MTS has limited resources and now, with COVID-19, perhaps even greater challenges facing all public transportation, of how to implement new technologies that best serve the community. We offer this grant opportunity and our local expertise at UCSD to assist you in these challenges.

We have a tight deadline of July 1st to submit our proposal for the initial planning grant, so we request a virtual meeting with you to fully explore this opportunity and gain your support as a partner. We have attached a copy of the kind of letter of support that the National Science Foundation will require of us.

We know you are especially burdened by the tragic and untimely death of Mr. Jablonski and seek to make this process as easy as possible for you and MTS staff that have helped us so far.

Sincerely,

A handwritten signature in dark ink, appearing to read "Lilly Irani", is written on a light-colored background.

Lilly Irani
Associate Professor, Communication & Computer Science
The Design Lab
UC San Diego