



Taxicab Advisory Committee Agenda

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Zoom Meeting ID

Ways to Join



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

Webinar Features:

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



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Phone:

1. If you are joining the meeting audio by phone and viewing the meeting on a device, dial the number provided in the 'join audio' phone call tab of the initial pop-up, and enter the Meeting ID (found in the link).
2. If you are joining by phone only, dial: **+1-669-900-9128** or **+1-253-215-8782** and type the meeting ID found in the link, press #. You will have access to the meeting audio, **but will NOT be able to view the PowerPoint presentations.**



Live Verbal Public Comments:

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

Public Comments Made Via Zoom

1. Click the link found at the top of this instruction page
2. Click the raise hand icon located in the bottom center of the platform
3. The Clerk will announce your name when it is your turn to speak
4. Unmute yourself to speak

Public Comments Made by Phone Only

1. Dial **+1-669-900-9128**
2. Type in the zoom meeting ID found in the link and press #
3. Dial *9 to raise your hand via phone
4. The Clerk will call out the last 4 digits of your phone number to announce you are next to speak
5. Dial *6 to unmute yourself



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



Translation Services: Requests for translation services can be made by contacting the Clerk of the Committee* at least four working days in advance of the meeting.



In-Person Participation: In-person public comments will be heard first. Following in-person public comments, virtual attendees will be heard in the order in which they raise their hand via the Zoom platform. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

Instructions for providing in-person public comments:

1. Fill out a speaker slip located at the entrance of the Board Room;
2. Submit speaker slip to MTS staff seated at the entrance of the Board Room;
3. When your name is announced, please approach the podium located on the right side of the dais to make your public comments.

Members of the public are permitted to make general public comment at the beginning of the agenda or specific comments referencing items on the agenda during the public comment period. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting.



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



Reasonable Accommodations: As required by the Americans with Disabilities Act (ADA), requests for agenda information in an alternative format or to request reasonable accommodations to facilitate meeting participation, please contact the Clerk of the Committee* at least two working days prior to the meeting.



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



Agenda del Comité Consejero de Taxis

Haga clic en el enlace para acceder a la reunión:

<https://us02web.zoom.us/j/1607273020>

ID de la reunión
en Zoom

Formas de Participar



Computadora: Haga clic en el enlace más arriba. Recibirá instrucciones para operar el navegador de Zoom o la aplicación de Zoom. Una vez que haya iniciado sesión en la reunión, tendrá la opción de participar usando el sistema de audio de su computadora o teléfono.

Funciones del Seminario En Línea:

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



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



Teléfono:

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



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

Comentarios Públicos a Través de Zoom

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

Comentarios Públicos Realizados Únicamente por Teléfono

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



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



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



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

Instrucciones para brindar comentarios públicos en persona:

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

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



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



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



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



**Metropolitan
Transit
System**

Taxicab Advisory Committee Meeting

November 13, 2024 at 1:00 p.m.

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

Teleconference Participation: (669) 254-5252; Webinar ID: https:160 727 3020; <https://www.zoomgov.com/j/1607273020>

| NO. | ITEM SUBJECT AND DESCRIPTION | ACTION |
|------------------|------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 1. | Roll Call | |
| 2. | Public Comments | |
| 3. | Approval of Minutes Action would approve the May 22, 2024, Taxicab Advisory Committee Meeting Minutes. | Approve |
| DISCUSSION ITEMS | | |
| 4. | Fiscal Year (FY) 2025 Amended Budget Forecast (Gordon Meyer) | Informational |
| 5. | 2025 Fee Schedule (Leonardo Fewell) | Informational |
| 6. | Flat Rate Research for Airport Originated Trips (Leonardo Fewell) | Informational |
| 7. | Wildcatter Public Safety Awareness Campaign Update (Leonardo Fewell) | Informational |
| 8. | For-Hire Vehicle Administration Operations Update (Leonardo Fewell) | Informational |
| OTHER ITEMS | | |
| 9. | Topics for Next Taxicab Advisory Committee Meeting (Leonardo Fewell) | |
| 10. | Committee Member Communications and Other Business Brief comment on any taxicab related item not included in the agenda. | |
| 11. | Next Meeting Date: To be determined | |
| 12. | Adjournment | |

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



MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

TAXICAB ADVISORY COMMITTEE (TAC)

May 22, 2024

[Clerk's note: Except where noted, public, staff and Committee member comments are paraphrased.
The full comment can be heard by reviewing the recording at the [MTS website](#).]

1. **Roll Call**

Chair Elo-Rivera called the Taxicab Advisory Committee meeting to order at 1:02 p.m. A roll call sheet listing Taxicab Advisory Committee member attendance is attached.

2. **Public Comments**

There were no Public Comments.

3. **Approval of Minutes**

Committee Member Akbar Majid moved to approve the minutes of the February 21, 2024, MTS Taxicab Advisory Committee meeting. Committee Member David Tasem seconded the motion, and the vote was 12 to 0 in favor with Committee Member Zewdu Girma, Committee Member Antonio Hueso, Committee Member Mikail Hussein and Committee Member Michael Trimble absent.

4. **2024 Regulatory Fee Payment Update (Leonardo Fewell)**

Leonardo Fewell, MTS For-Hire Vehicle Administration Manager, presented on the 2024 Regulatory Fee Payment. He presented on: a general update on the methods by which the 2024 Regulatory Fee Payments were billed and collected, the data on permits renewed or voided, the process by which permit holders who had voided permits may reapply for a new permit, and the deadline for applying for a Taxicab Wheelchair Accessible Vehicle (WAV) fee waiver.

Public Comment

There were no Public Comments.

Committee Comment

There were no Committee Member Comments.

Action Taken

Informational item only. No action taken.

5. **Flat Rate Study for Airport Originated Trips (Leonardo Fewell)**

Mr. Fewell presented a Flat Rate Study for Airport Originated Trips. He provided details on: the research done by the For-Hire Vehicle Administration to possibly implement a "Flat Rate" for trips taken from the airport. The research included the results of a survey sent out to various domestic and international airports on their flat rate policies, as well as data on taxicab trips taken from the San Diego International Airport. The presentation concluded on the next steps that will be taken including another online survey in conjunction with other groups, which will be presented at a future Committee meeting.

Public Comment

Andai Ogbagebriel – Provided a verbal statement to the Committee during the meeting. Andai expressed opposition to splitting taxicab airport permits between alternating weekdays, a system known to drivers as “A/B” days.

Yohannes Hagos – Provided a verbal statement to the Committee during the meeting. Yohannes expressed opposition to the San Diego International Airport implementing alternating days for operating taxicab permits.

Committee Comments

Committee Member Banks clarified that MTS does not have any influence over the airport splitting permits to alternating days, and that he does not believe the airport has any intention of doing so.

Committee Member Tasem asked Committee Member Anderson why the airport transitioned from split or alternating days for taxicab permits to open access. Committee Member Anderson responded that this was a direction from the Regional Airport Authority Board. Committee Member Tasem requested further clarification. Committee Member Anderson responded that when the airport had a closed permit system, there was always a known number of vehicles which made the A/B split possible. Committee Member Tasem was unsatisfied with the answer and believed that the open permit system created dysfunctionality.

Chair Elo-Rivera asked Committee members to speak on the current agenda topic. Committee Member Tasem believed that if the A/B alternating system had not been removed, airport permits cap would not been lifted, and there would be enough business to not require a flat rate so drivers can collect sufficient revenue. Committee Member Anderson reiterated that when the legacy A/B airport permit system was in place, there was a known set of operators, and when the San Diego Regional Airport Authority Board (Airport Authority) opened the airport permit system there was no longer a known number of operators assigned to different days.

Committee Member Banks clarified that United Taxi Workers (UTW), not MTS, requested that the airport open the permit system.

Committee Member Seifu asked Committee Member Anderson if the airport intends to maintain the current open permit system or if there are plans to return to a split permit system, and how that decision will be made. Committee Member Anderson clarified that at this time, the airport has no intention of changing the open permit system. Committee Member Seifu continued to ask if this could change in the future, and what that process would look like. Committee Member Anderson assured Committee Member Seifu that it would be a lengthy and involved process, which would involve the Airport Authority, and that returning to a split permit system would be contrary to their current direction.

Committee Member Tanguay pointed out that taxicab airport permits have gone through many changes since she began driving in the 1970’s, and that current issues with an open airport permitting system may be addressed by introducing a flat rate. Committee Member Tanguay did acknowledge the need for discussions regarding how drivers may or may not operate within the flat rate system, especially when offering discounted fares.

Committee Member Banks expressed that having a flat rate would create logistic problems with programming taxicab meters, and that it would also negatively affect drivers by removing their ability to offer discounted fares to passengers.

Committee Member Majid pointed out that taxicabs have priced themselves out of the airport, and that by implementing a flat rate that is higher than the maximum rates of fare, it would only further hurt the taxicab industry. Committee Member Majid also noted that many of the airports referenced in the presentation were more sophisticated than the San Diego International Airport and were now looking for alternatives which would help them better compete with Transportation Network Companies (TNCs). Committee Member Majid also agreed with Committee Member Banks that there will be an increase in complaints, as well as a need to create the infrastructure to inform customers of the new flat rate system.

Committee Member Abraham expressed that these discussions were irrelevant as long as TNCs continued to outpace taxicabs. Committee Member Abraham believed that true change would come about with limiting the number of medallions and airport permits again.

Committee Member Tanguay provided background about the flat rate, stating that the concept dates back to the taxi industry's driver leasing programs, where lease drivers sought to provide their own flat rates, and requested that there be a discussion on having a flat rate be defined as an amount that is always less than what appears on the taximeter.

Action Taken

Informational item only. No action taken.

6. Recommendations on Taximeter Regulations for MTS Legislative Agenda (Leonardo Fewell)

Mr. Fewell presented recommendations on Taximeter Regulations for the MTS Legislative Agenda. He provided details on: California State Codes which could be reviewed in order to lessen the disparity between standards for taximeter regulations between TNCs and taxicabs, the relationship between the identified county and state codes, and the discussions with County of San Diego Agricultural Weights and Measures (AWM) on revisions for possible inclusion to the MTS Legislative Agenda.

Public Comment

No Public Comment.

Committee Comment

Committee Member Seifu asked if it is necessary to be a certified agent or if there is any special training needed to update a soft meter. Mr. Fewell answered that anyone who manipulates a meter device needs to be a certified service agent but directed the question to Committee Member Garcia for a more in-depth answer. Committee Member Garcia answered that any software changes that affect metrological measurements needs to be done by an authorized service agent and inspected by AWM. Committee Member Seifu asked for clarification; and if there was an issue with their Flywheel tablets global positioning system (GPS), would a driver need to contact Flywheel to fix the problem. Committee Member Garcia answered that in this case there would be a software change which correlates to a meteorological device and would need to be reinspected for accuracy.

Action Taken

Informational item only. No action taken.

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

Mr. Fewell presented on For-Hire Vehicle Administration Operations Update. He gave updates on: staff contact information, how to communicate with For-Hire Vehicle Administration staff, a summary on the recent meeting with San Diego District Attorney along with other law enforcement agencies on combatting “wildcatting”, data on active and surrendered permits, data on Field Contacts, data on Customer Feedback, and data on airport originated trips.

Public Comment

Laura Herrera – Provided a verbal statement to the Committee during the meeting. Laura expressed frustration with the continued presence of “raiteros” (also called wildcatting) and suggested that signs be posted to discourage them.

Adan Carrillo – Provided a verbal statement to the Committee during the meeting. Adan expressed frustration with the lack of enforcement against “raiteros” who present a danger to taxicab drivers at the border.

Kamran Hamidi – Provided a verbal statement to the Committee during the meeting. Kamran thanked Chair Elo-Rivera and Mr. Fewell for setting up the meeting with the various agencies but expressed frustration that there has yet to be any substantive changes regarding the “raiteros”.

Committee Comments

Chair Elo-Rivera thanked Mr. Fewell for setting up the multi-agency meeting on how to combat the wildcatting issue in a way that can be sustainable.

Committee Member Alcantar commented that wildcatting has been an ongoing issue at the Cross Border Xpress (CBX) and expressed that they were willing to take steps to collaborate on any solutions.

Committee Member Banks asked if it would be possible to have MTS For-Hire Vehicle Administration Regulatory Inspectors to go to the border and call the police on the non-licensed operators. He cited a previous situation at the rental car center where San Diego International Airport Traffic Officer's (ATO) conducted something similar. Mr. Fewell asked what rental center Committee Member Banks was referring to. Committee Member Banks confirmed it was the location on Admiral Bolan Way. Mr. Fewell asked if there were current issues with wildcatting at that location, and Committee Member Banks replied that the wildcatting at the rental car center had been stopped when citations began to be issued. Committee Member Banks again recommended that MTS enforcement use their presence as a deterrent and to call the police to issue citations. Mr. Fewell thanked Committee Member Banks and said that he would reach out to the airport to combat any issues with wildcatting in their jurisdiction. Committee Member Banks attempted to clarify that he was referencing the issue at the border. Chair Elo-Rivera added that because the wildcatters are not taxis, other agencies will need to be pulled in to regulate or discipline those drivers. Mr. Fewell further commented that there is a criminal element to wildcatting which necessitates the presence of law enforcement to ensure safety. Additionally, Mr. Fewell outlined how MTS For-Hire Vehicle Administration does conduct site visits and is currently reaching out to other agencies in order to collaborate. Committee Member Banks reiterated how wildcatters were driving taxis out of business. Chair Elo-Rivera assured that there were steps being taken to ensure this was not another attack on the taxicab industry.

Committee Member Hodoyan proposed that it may be possible to have cameras placed in problem areas or to create a tip line for drivers to use, and to use this evidence to issue tickets by mail.

Committee Member Tasem asked why MTS Security is unable to issue citations to wildcatters located on MTS property such as the San Ysidro and Otay Mesa trolley/bus stops. Mr. Fewell responded that MTS Security employees are not law enforcement officers, and do not have jurisdiction on city property where the majority of wildcatting activity happens; this is unlike the For-Hire Vehicle Administration Regulatory Inspectors who have authority to issue citations within contracted cities. Committee Member Tasem insisted that he had seen wildcatters on MTS property, at bus stations located at San Ysidro and Otay Mesa, and that MTS Security could call San Diego Police to issue citations. Mr. Fewell referenced the presentation to point out that most wildcatting happens on city property where MTS Security has no authority. Chair Elo-Rivera clarified that this discussion required research and involved complicated jurisdictional issues, which are being addressed in collaborative talks with other agencies.

Committee Member Abraham asked who is responsible for regulating unlicensed drivers. Chair Elo-Rivera responded that in order to secure a long-term solution, the responsibility must be shared among several different agencies. Committee Member Abraham noted that the city must take the lead on addressing this issue.

Committee Member Tanguay commented that they had personally seen San Diego Police enforcement relating to taxicab issues, and that concern should be placed on the safety of the officers.

Committee Member Banks asked that the MTS For-Hire Vehicle Administration help in keeping Uber out of taxicab stands at locations such as the Manchester Grand Hyatt. Mr. Fewell acknowledged Committee Member Banks' concerns and asked that he call him with any further updates on this issue. Mr. Fewell also emphasized that drivers should take advantage of the taxicab stands available to them.

Action Taken

Informational item only. No action taken.

OTHER ITEMS

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

Mr. Fewell presented topics for the next Taxicab Advisory Committee meeting and requested feedback on what topics the Committee would like to address at the next meeting. Mr. Fewell proposed presentations on the FY2025 budget, possible flat rate recommendations for Airport originated trips and FHVA Operations update.

Public Comment

No public comment.

Committee Comment

No Committee comment.

Action Taken

Informational item only. No action taken.

9. Committee Member Communications

Committee Member Tasem asked if MTS sent out an email to permit holders informing them of the reduction in the Maximum Rates of Fare. Mr. Fewell answered that the information was communicated during the February 21, 2024, Taxicab Advisory Committee meeting. Committee Member Tasem asked again if there was an email sent out to that effect and Mr. Fewell confirmed there was. Committee Member Tasem elaborated that he had heard from several permit holders that they did not receive that information and that he had not received many requests to change the rates on meters. Committee Member Tasem emphasized that there should be an email communication sent directly to drivers informing them of the new rates of fare and the deadline by which meters need to be changed. Chair Elo-Rivera asked that Committee Member Tasem follow up with Mr. Fewell on this topic after the meeting.

Committee Member Banks commented that if a meter is below the new maximum rate of fare, then there is no need to make alternations to it.

10. Next Meeting Date

The next Taxicab Advisory Committee meeting is scheduled for July 31, 2024, at 1:00 p.m.

*Clerk's note: This meeting was subsequently cancelled. The next meeting will take place on Wednesday, November 13, 2024, at 1:00 p.m.

11. Adjournment

Chair Elo-Rivera adjourned the meeting at 2:52 pm.

Chairperson
San Diego Metropolitan Transit System

Committee Clerk
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

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

ROLL CALL

MEETING OF (DATE): May 22, 2024

CALL TO ORDER (TIME): 1:02 pm

ADJOURN: 2:52 pm

| COMMITTEE MEMBER | (Alternate) | ORGANIZATION | PRESENT (TIME ARRIVED) | ABSENT (TIME LEFT) |
|--------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------|---------------------------|-----------------------|
| Voting Committee Members | | | | |
| Sean Elo-Rivera (Chair) | <input checked="" type="checkbox"/> None <input type="checkbox"/> | MTS Board of Directors/ SD City Council | 1:01 pm | 2:52 pm |
| Able Seifu | <input checked="" type="checkbox"/> None <input type="checkbox"/> | Permit Holder / Odyssey Cab | 12:44 pm | 2:50 pm |
| Agustin Hodoyan | <input checked="" type="checkbox"/> None <input type="checkbox"/> | Permit Holder / Soul Cab | 12:54 pm | 2:52 pm |
| Akbar Majid | <input checked="" type="checkbox"/> None <input type="checkbox"/> | Permit Holder / SDYC Holdings | 12:54 pm | 2:52 pm |
| Zewdu Girma | <input type="checkbox"/> None <input type="checkbox"/> | Permit Holder / Beezee Taxi | ABSENT | ABSENT |
| George Abraham | <input checked="" type="checkbox"/> Daniel Fesshaye <input type="checkbox"/> | Permit Holder / Eritrean Cab | 12:53 pm | 2:52 pm |
| Antonio Hueso | <input type="checkbox"/> None <input type="checkbox"/> | Permit Holder / USA Cab, LTD | ABSENT | ABSENT |
| Letty Canizalez | <input checked="" type="checkbox"/> None <input type="checkbox"/> | SD Tourism Authority | 12:40 pm | 2:52 pm |
| Eduardo Gonzalez | <input type="checkbox"/> Jose Raul Alcantar <input checked="" type="checkbox"/> | Cross Border X-Press | 1:01 pm | 2:52 pm |
| Mikaili Hussein | <input type="checkbox"/> Peter Zschiesche <input type="checkbox"/> | United Taxi Workers SD | ABSENT | ABSENT |
| Daryl Mayekawa | <input checked="" type="checkbox"/> Thanh Nguyen <input type="checkbox"/> | SD Convention Center | 12:40 pm | 2:52 pm |
| Marc Nichols | <input type="checkbox"/> Michael Anderson <input checked="" type="checkbox"/> | SD Regional Airport Authority | 12:57 pm | 2:52 pm |
| Michael Trimble | <input type="checkbox"/> None <input type="checkbox"/> | SD Gaslamp Quarter Association | ABSENT | ABSENT |
| Alfred Banks | <input checked="" type="checkbox"/> None <input type="checkbox"/> | Taxicab Lease Driver | 12:57 pm | 2:52 pm |
| Margo Tanguay | <input checked="" type="checkbox"/> None <input type="checkbox"/> | Taxicab Lease Driver | 12:57 pm | 2:52 pm |
| David Tasem | <input checked="" type="checkbox"/> None <input type="checkbox"/> | Taxicab Lease Driver | 1:03 pm | 2:52 pm |
| Non – Voting Committee Members | | | | |
| Jonathan Garcia | <input checked="" type="checkbox"/> Austin Shepard <input type="checkbox"/> | SD Department of Agriculture, Weights and Measures | 1:01 pm | 2:52 pm |
| Jessica Marty | <input checked="" type="checkbox"/> None <input type="checkbox"/> | SD County Sheriff's Department Licensing Division | 12:49 pm | 2:52 pm |

FOR COMMITTEE CLERK: /S/ Carina Kenney



**Metropolitan
Transit
System**

Agenda Item No. 4

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

November 13, 2024

SUBJECT:

Fiscal Year (FY) 2025 Amended Budget Forecast (Gordon Meyer)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

FY 2025 Amended Budget Forecast

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

Revenues: FHV Administration receives operating revenue from annual regulatory fees and other processing fees. The revised forecast for operating revenue for FY 2024 operating revenues is \$780,000, an increase of \$23,000 (3.0%) from the original FY 2025 budget. Regulatory fee revenue is increasing by \$23,000 (4.0%), primarily due to increasing the regulatory fee by \$15 for NEMs and charters and \$10 for taxis and other vehicles. The regulatory fee revenue forecast assumes 1,469 active permits, a slight increase of 4 permits from the original FY25 budget forecast. Other operating revenue, which includes processing and application fees, is projected to be \$185,000.

Expenses: Total operating expenses are projected to be \$766,000, which is the same as the original FY 2025 operating budget.

Personnel costs are projected to be \$675,000. The budget for personnel reflects seven full-time positions, including wages and benefit costs. The FY 2025 budget included a new Regulatory Inspector Supervisor position, raising the budgeted positions from six in FY 2024 to the currently budgeted seven positions in FY 2025.

Outside Services are projected to be \$27,000 for FY 2025. The outside services budget includes printing services, radio network fees paid to the County, management training, uniform purchases, and legal expenses.

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



Materials and Supplies costs are projected to be \$500 in the amended FY 2025 budget.

Energy costs are projected to remain at the original budget of \$9,000. This includes budget for additional gasoline to accommodate a fourth leased vehicle planned for FY 2025.

Risk Management costs are expected to remain at the original budget of \$10,000. This includes the annual Special Liability Insurance premium for the FHV Administration.

General and Administrative costs are projected to be \$39,000, the same level as the original FY 2025 original budget. The proposed budget includes \$29,000 for facility rent and \$10,000 for office supplies and travel costs.

Vehicle Lease costs are projected to be \$6,000 in FY 2025.

Overhead allocation charges are projected to remain at the original budget.

Net Revenues less Expenses: Total operating expenses, including the overhead allocation, are projected to be \$783,000, and total operating revenues are projected to be \$780,000, resulting in a net operating deficit of \$4,000 in FY 2025.

Contingency Reserves: The FHV Administration is a self-funded entity, meaning all expenses must be covered by FHV Administration revenues. If expenses exceed revenues, the deficit must be funded by the FHV Administration contingency reserve. Attachment C details the contingency reserves. The audited FY 2024 year-end contingency reserve balance was \$1,000,686. The current forecast of the FY 2025 amended budget projects the usage of \$3,524 from the contingency reserve in FY 2025. This results in a projected contingency reserve balance of \$997,162 at the end of FY 2025.

Five-Year Forecast:

Attachment D includes a five-year projection of revenues, expenses, and the contingency reserve balance given high-level assumptions regarding revenue and expense growth. Within this five-year forecast projection, operating revenues are projected to remain flat at the current FY 2025 levels. This scenario assumes that regulatory fees are static at \$455 for NEMs/Charters and \$360 for taxi/other vehicles for the duration of the forecast. Operating expenses are projected to grow by an average of 4.8% over the next four years, primarily due to personnel costs. Wages for administrative staff are projected to increase by 4.0% per year and healthcare premiums are projected to increase by 10%. Non-personnel costs within this forecast are projected to increase by 2.5% year.

Based on the high-level expense and revenue assumptions noted above, the FHV Administration is projected to have an operating deficit of \$40,000 in FY 2026, \$79,000 in FY 2027, \$120,000 in FY 2028, and \$164,000 in FY 2029. Operating deficits must be funded by the contingency reserve. In this projection, the contingency reserve is expected to decrease from \$1,000,000 at the end of FY 2024 to \$594,000 by the end of FY 2029. MTS will re-evaluate the regulatory fees on an annual basis to keep the FHV Administration fully funded, while also trying to avoid large spikes in regulatory fees in the future.

/S/Leonardo Fewell

Leonardo Fewell
For-Hire Vehicle Administration Manager

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

Attachment: A. Consolidated FY 2025 Budget Report
B. Detailed FY 2025 Budget Report
C. FHVA Reserve Analysis
D. Five-Year Reserve Forecast

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

| | ACTUAL FY24 | ORIGINAL BUDGET FY25 | AMENDED FORECAST FY25 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|-------------------------------------------|----------------|----------------------------|-----------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| ADVERTISING REVENUE | - | - | - | - | - |
| CONTRACT SERVICE REVENUE | - | - | - | - | - |
| OTHER INCOME | 775,527 | 757,000 | 779,770 | 22,770 | 3.0% |
| TOTAL OPERATING REVENUES | 775,527 | 757,000 | 779,770 | 22,770 | 3.0% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | - | - | - | - | - |
| RESERVE REVENUE | - | 26,294 | 3,524 | (22,770) | -86.6% |
| OTHER INCOME | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | 26,294 | 3,524 | (22,770) | -86.6% |
| TOTAL COMBINED REVENUES | 775,527 | 783,294 | 783,294 | 0 | 0.0% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 359,737 | 443,185 | 443,185 | - | 0.0% |
| FRINGE EXPENSES | 205,201 | 231,793 | 231,793 | - | 0.0% |
| TOTAL PERSONNEL EXPENSES | 564,939 | 674,978 | 674,978 | - | 0.0% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 2,150 | 5,000 | 5,000 | - | 0.0% |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 11,944 | 22,300 | 22,300 | - | 0.0% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 14,094 | 27,300 | 27,300 | - | 0.0% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 486 | 500 | 500 | - | 0.0% |
| TOTAL MATERIALS AND SUPPLIES | 486 | 500 | 500 | - | 0.0% |
| DIESEL FUEL/GASOLINE | 4,829 | 9,000 | 9,000 | - | 0.0% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | 4,829 | 9,000 | 9,000 | - | 0.0% |
| RISK MANAGEMENT | 9,475 | 9,600 | 9,600 | - | 0.0% |
| GENERAL AND ADMINISTRATIVE | 35,065 | 38,664 | 38,664 | - | 0.0% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | 6,922 | 6,000 | 6,000 | - | 0.0% |
| TOTAL OPERATING EXPENSES | 635,809 | 766,042 | 766,042 | - | 0.0% |
| NET OPERATING SUBSIDY | 139,718 | (9,042) | 13,728 | 22,770 | 251.8% |
| OVERHEAD ALLOCATION | 11,930 | (17,252) | (17,252) | - | 0.0% |
| ADJUSTED NET OPERATING SUBSIDY | 151,648 | (26,294) | (3,524) | 22,770 | 86.6% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 151,648 | (0) | 0 | 0 | 100.0% |

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

| | ACTUAL FY24 | ORIGINAL BUDGET FY25 | AMENDED FORECAST FY25 | \$ CHANGE AMENDED/ ORIGINAL | \$ CHANGE AMENDED/ ORIGINAL |
|---------------------------------------------|----------------|----------------------------|-----------------------------|-----------------------------------|-----------------------------------|
| OPERATING REVENUE | | | | | |
| OTHER INCOME | | | | | |
| 425100 TAXI VEHICLE ANNUAL REGULATORY FEES | 594,770 | 572,000 | 594,770 | 22,770 | 4.0% |
| 425150 TAXI REGULATORY FEE ADJUSTMENT | 2,300 | - | - | - | - |
| 425160 TAXI REGULATORY FEE WRITE-OFF | (39,100) | - | - | - | - |
| 425200 TAXI PROCESSING FEES | 192,047 | 170,000 | 170,000 | - | 0.0% |
| 440200 CASH GAIN/LOSS | - | - | - | - | - |
| 425900 OTHER INCOME | 25,510 | 15,000 | 15,000 | - | 0.0% |
| TOTAL OTHER INCOME | 775,527 | 757,000 | 779,770 | 22,770 | 3.0% |
| TOTAL OPERATING REVENUES | 775,527 | 757,000 | 779,770 | 22,770 | 3.0% |
| NON OPERATING REVENUE | | | | | |
| 491100 CONTINGENCY RESERVES | - | 26,294 | 3,524 | (22,770) | -86.6% |
| TOTAL NON OPERATING REVENUE | - | 26,294 | 3,524 | (22,770) | -86.6% |
| TOTAL COMBINED REVENUES | 775,527 | 783,294 | 783,294 | 0 | 0 |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | | | | | |
| 502010 ADMINISTRATIVE WAGES REGULAR | 359,737 | 443,185 | 443,185 | - | 0.0% |
| 502020 ADMINISTRATIVE WAGES OVERTIME | - | - | - | - | - |
| 507010 TEMP HELP | - | - | - | - | - |
| TOTAL LABOR EXPENSES | 359,737 | 443,185 | 443,185 | - | 0.0% |
| FRINGE EXPENSES | | | | | |
| 521100 FICA | 30,900 | 35,000 | 35,000 | - | 0.0% |
| 523100 HEALTH & WELFARE - MGMT | 118,313 | 131,858 | 131,858 | - | 0.0% |
| 523120 HEALTH & WELFARE - MGMT DEDUCTIONS | (17,982) | (17,733) | (17,733) | - | 0.0% |
| 524200 VACATION - REGULAR CASH BASIS | 41,765 | 48,218 | 48,218 | - | 0.0% |
| 524220 VACATION PAYOFF | 7,866 | 7,000 | 7,000 | - | 0.0% |
| 524300 HOLIDAY | 19,879 | 24,935 | 24,935 | - | 0.0% |
| 524900 OTHER PAID ABSENCE | 1,785 | 300 | 300 | - | 0.0% |
| 525100 WORKERS COMP - DISABILITY PAYMENTS | - | - | - | - | - |
| 525150 WORKERS COMP - MEDICAL PAYMENTS | - | - | - | - | - |
| 525250 WORKERS COMP - APPLICANT LEGAL | - | - | - | - | - |
| 525300 WORKER COMP - RECOVERIES | - | - | - | - | - |
| 525500 WORKERS COMP - LEGAL FEES | - | - | - | - | - |
| 525600 WORKERS COMP OUTSIDE SERVICES | - | - | - | - | - |
| 526100 CLOTHING ALLOWANCE | - | - | - | - | - |
| 526300 OTHER FRINGE BENEFITS | 2,675 | 2,215 | 2,215 | - | 0.0% |
| TOTAL FRINGE EXPENSES | 205,201 | 231,793 | 231,793 | - | 0.0% |
| TOTAL PERSONNEL EXPENSES | 564,939 | 674,978 | 674,978 | - | 0.0% |
| OUTSIDE SERVICES EXPENSES | | | | | |
| REPAIR/MAINTENANCE SERVICES | | | | | |
| 536200 NON REV VEHICLE MAINTENANCE SERVICES | 2,150 | 4,000 | 4,000 | - | 0.0% |
| 536300 FACILITY MAINTENANCE REPAIR SVC | - | - | - | - | - |
| 536500 EQUIP MAINTENANCE REPAIR SVC | - | 1,000 | 1,000 | - | 0.0% |
| TOTAL REPAIR/MAINTENANCE SERVICES | 2,150 | 5,000 | 5,000 | - | 0.0% |
| OTHER OUTSIDE SERVICES | | | | | |
| 571110 GENERAL LEGAL EXPENSES | - | 10,000 | 10,000 | - | 0.0% |
| 571142 CONSTRUCTION SERVICES | - | - | - | - | - |
| 571180 MANAGEMENT TRAINING | 1,099 | 2,500 | 2,500 | - | 0.0% |
| 571190 MAINTENANCE TRAINING | - | - | - | - | - |
| 571200 OPERATOR TRAINING | - | - | - | - | - |
| 571210 GENERAL SERVICE AGREEMENTS | - | - | - | - | - |
| 571230 PUBLIC NOTICES | - | - | - | - | - |
| 571240 OTHER PRINTING SERVICES | 6,925 | 4,000 | 4,000 | - | 0.0% |
| 571250 GENERAL OUTSIDE SERVICES | 3,700 | 3,800 | 3,800 | - | 0.0% |
| 571280 UNIFORM PURCHASES | 220 | 2,000 | 2,000 | - | 0.0% |
| TOTAL OTHER OUTSIDE SERVICES | 11,944 | 22,300 | 22,300 | - | 0.0% |
| TOTAL OUTSIDE SERVICES | 14,094 | 27,300 | 27,300 | - | 0.0% |

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

| | ACTUAL FY24 | ORIGINAL BUDGET FY25 | AMENDED FORECAST FY25 | \$ CHANGE AMENDED/ ORIGINAL | \$ CHANGE AMENDED/ ORIGINAL |
|------------------------------------------------|----------------|----------------------------|-----------------------------|-----------------------------------|-----------------------------------|
| MATERIALS AND SUPPLIES | | | | | |
| OTHER MATERIALS AND SUPPLIES | | | | | |
| 545300 MAINTENANCE SUPPLIES (NON REV VEHICLES) | - | - | - | - | - |
| 545400 MAINTENANCE SUPPLIES (FACILITIES) | - | - | - | - | - |
| 545500 EQUIPMENT MAINTENANCE SUPPLIES | - | - | - | - | - |
| 545910 INVOICE DISCOUNT TAKEN | - | - | - | - | - |
| 545700 SAFETY AND MAINTENANCE SUPPLIES | 486 | 500 | 500 | - | 0.0% |
| TOTAL OTHER MATERIALS AND SUPPLIES | 486 | 500 | 500 | - | 0.0% |
| TOTAL MATERIALS AND SUPPLIES | 486 | 500 | 500 | - | 0.0% |
| ENERGY | | | | | |
| DIESEL FUEL | | | | | |
| 541100 DIESEL FUEL | - | - | - | - | - |
| 541200 GASOLINE | 4,829 | 9,000 | 9,000 | - | 0.0% |
| 541300 FUEL TAXES | - | - | - | - | - |
| TOTAL DIESEL FUEL | 4,829 | 9,000 | 9,000 | - | 0.0% |
| UTILITIES | | | | | |
| 552100 FACILITY ELECTRIC | - | - | - | - | - |
| 553100 GAS | - | - | - | - | - |
| 554100 WATER | - | - | - | - | - |
| 555100 TELEPHONE | - | - | - | - | - |
| TOTAL UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | 4,829 | 9,000 | 9,000 | - | 0.0% |
| RISK MANAGEMENT | | | | | |
| 561110 PAYOUT LIABILITY CLAIMS | - | - | - | - | - |
| 562210 PREMIUM WORKMAN'S COMP EXCESS | 9,475 | 9,600 | 9,600 | - | 0.0% |
| TOTAL RISK MANAGEMENT | 9,475 | 9,600 | 9,600 | - | 0.0% |
| GENERAL AND ADMINISTRATIVE | | | | | |
| 575120 RENT | 29,064 | 29,064 | 29,064 | - | 0.0% |
| 575130 OFFICE SUPPLIES | 1,559 | 1,000 | 1,000 | - | 0.0% |
| 575150 NON CAPITAL FURNITURE/OFFICE EQUIPMENT | 1,865 | 2,000 | 2,000 | - | 0.0% |
| 575170 NON MAINTENANCE GENERAL SUPPLIES | 29 | 100 | 100 | - | 0.0% |
| 575180 LICENSES AND PERMITS | - | - | - | - | - |
| 575220 DUES AND SUBSCRIPTIONS. | - | - | - | - | - |
| 575230 TRAVEL AND MEETINGS | 2,135 | 5,000 | 5,000 | - | 0.0% |
| 575270 POSTAGE | 412 | 500 | 500 | - | 0.0% |
| 579900 OTHER MISC. | - | 1,000 | 1,000 | - | 0.0% |
| TOTAL GENERAL AND ADMINISTRATIVE | 35,065 | 38,664 | 38,664 | - | 0.0% |
| VEHICLE / FACILITY LEASE | | | | | |
| 596150 NON REVENUE VEHICLE LEASE COSTS | 6,922 | 6,000 | 6,000 | - | 0.0% |
| TOTAL VEHICLE / FACILITY LEASE | 6,922 | 6,000 | 6,000 | - | 0.0% |
| TOTAL OPERATING EXPENSES | 635,809 | 766,042 | 766,042 | - | 0.0% |
| NET OPERATING SUBSIDY | 139,718 | (9,042) | 13,728 | 22,770 | -251.8% |
| OVERHEAD ALLOCATION | | | | | |
| 597151 OVERHEAD ALLOCATION | 11,930 | (17,252) | (17,252) | - | 0.0% |
| TOTAL OVERHEAD ALLOCATION | 11,930 | (17,252) | (17,252) | - | 0.0% |
| ADJUSTED NET OPERATING SUBSIDY | 151,648 | (26,294) | (3,524) | 22,770 | -86.6% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 151,648 | (0) | 0 | 0 | -100.0% |

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

| | | |
|--------------------------------------------------|--|------------------|
| Fiscal Year 2023 (Audited) | | |
| Contributions / (Usage) | | 251,682 |
| | | |
| Contingency Balance - FY 2023 (Audited) | | 782,657 |
| | | |
| Fiscal Year 2024 (Audited) | | |
| Contributions / (Usage) | | 218,029 |
| | | |
| Contingency Balance - FY 2024 (Audited) | | 1,000,686 |
| | | |
| Fiscal Year 2025 (Projected) | | |
| Contributions / (Usage) | | (3,524) |
| | | |
| Contingency Balance - FY 2025 (Projected) | | 997,162 |

**SAN DIEGO METROPOLITAN TRANSIT
SYSTEM FHV ADMINISTRATION
RESERVES ANALYSIS**

| | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
|----------------------------------------------------|---------------------|---------------------|--------------------|--------------------|---------------------|---------------------|
| Operating Revenues | \$ 775,527 | \$ 779,770 | \$ 779,770 | \$ 779,770 | \$ 779,770 | \$ 779,770 |
| Operating Expenses* | 623,879 | 783,294 | 819,848 | 858,646 | 899,856 | 943,662 |
| Net Operating Income (Loss) | \$ 151,648 | \$ (3,524) | \$ (40,078) | \$ (78,876) | \$ (120,086) | \$ (163,892) |
| Contingency Reserve - Begining Balance | \$ 782,657 | \$ 1,000,686 | \$ 997,162 | \$ 957,084 | \$ 878,208 | \$ 758,122 |
| Contingency Reserve - Ending Balance | \$ 1,000,686 | \$ 997,162 | \$ 957,084 | \$ 878,208 | \$ 758,122 | \$ 594,231 |
| Contingency Reserve % of Operating Expenses | 160.4% | 127.3% | 116.7% | 102.3% | 84.2% | 63.0% |
| NEM Charter Reg Fee | | \$ 455 | \$ 455 | \$ 455 | \$ 455 | \$ 455 |
| Taxi/Other Reg Fee | | \$ 360 | \$ 360 | \$ 360 | \$ 360 | \$ 360 |



Metropolitan
Transit
System

Fiscal Year (FY 2025) Amended Budget Forecast

Taxicab Advisory Committee

For-Hire Vehicle Administration (FHVA) Overview

- FHVA is self-funded and must cover operating expenses with operating revenues or contingency reserves
- Review FY25 operating budget expense and revenue assumptions and any changes to the forecast since original budget was adopted
- Provide update on contingency reserve balance and projected usage
- Review 5-year forecast

FHVA Total Operating Revenues (\$)

| | FY24 ACTUAL | FY25 ORIGINAL | FY25 AMENDED | \$ VARIANCE | % VARIANCE |
|--------------------------------|-------------------|-------------------|-------------------|------------------|---------------|
| Annual Regulatory Fees | \$ 557,970 | \$ 572,000 | \$ 594,770 | \$ 22,770 | 4.0% |
| Processing/Other Fees | 217,557 | 185,000 | 185,000 | - | 0.0% |
| Total Operating Revenue | \$ 775,527 | \$ 757,000 | \$ 779,770 | \$ 22,770 | 3.0% |

- **Annual Regulatory Fee**
 - Finished FY24 with 1428 active permits
 - FY25 original budget assumed 1465 permits in total revising forecast upward slightly to 1469
 - Regulatory fees: \$455 for NEM/Charter and \$360 for Taxi/Other, increased \$15/\$10 respectively
- **Processing/Other Fees**
 - Projecting \$185,000 in application/processing/other revenue

FHVA Total Operating Expenses (\$)

| | FY24 ACTUAL | FY25 ORIGINAL | FY25 AMENDED | \$ VARIANCE | % VARIANCE |
|--------------------------|-------------------|-------------------|-------------------|----------------|---------------|
| Personnel Costs | \$ 564,939 | \$ 674,978 | \$ 674,978 | \$ - | 0.0% |
| Outside Services | 14,094 | 27,300 | 27,300 | - | 0.0% |
| Materials & Supplies | 486 | 500 | 500 | - | 0.0% |
| Energy | 4,829 | 9,000 | 9,000 | - | 0.0% |
| Risk | 9,475 | 9,600 | 9,600 | - | 0.0% |
| General & Administration | 41,986 | 44,664 | 44,664 | - | 0.0% |
| Overhead Allocation | (11,930) | 17,252 | 17,252 | - | 0.0% |
| Total Costs | \$ 623,879 | \$ 783,294 | \$ 783,294 | \$ - | 0.0% |

- Personnel Costs – 7 FTEs, including new Regulatory Inspector Supervisor
- Outside Services – includes NRV maintenance, printing, RCS radio fees, and a \$10k emergency budget for legal fees
- Risk – includes special liability insurance premium for FHVA
- Energy – planned on additional gasoline for new staff, additional miles
- G&A – includes building rent and NRV lease costs
- Overhead Allocation – allocation of MTS administrative expenses

FHVA Net Operating Income (\$)

| | FY24 ACTUAL | FY25 ORIGINAL | FY25 AMENDED | \$ VARIANCE | % VARIANCE |
|-------------------------------|-------------------|--------------------|-------------------|------------------|---------------|
| Total Operating Revenue | \$ 775,527 | \$ 757,000 | \$ 779,770 | \$ 22,770 | \$ 0 |
| Total Operating Costs | 623,879 | 783,294 | 783,294 | - | 0.0% |
| Net Operating Income | \$ 151,648 | \$ (26,294) | \$ (3,524) | \$ 22,770 | -86.6% |
| Contingency Reserves | 151,648 | (26,294) | (3,524) | 22,770 | -86.6% |
| Revenues Less Expenses | \$ - | \$ - | \$ - | \$ - | |

- FHVA is self-funded and must fund operating deficits with contingency reserves
- Contributed \$152K in excess revenues over expenses to contingency reserve in FY24
- Projecting usage of \$4K in FY25 amended forecast

FHVA Reserves Analysis

Fiscal Year 2023 (Audited)

Contributions / (Usage) 251,682

Contingency Balance - FY 2023 (Audited) 782,657

Fiscal Year 2024 (Audited)

Contributions / (Usage) 218,029

Contingency Balance - FY 2024 (Audited) 1,000,686

Fiscal Year 2025 (Projected)

Contributions / (Usage) (3,524)

Contingency Balance - FY 2025 (Projected) 997,162

FHVA 5-Year Forecast

| | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
|----------------------------------------------------|---------------------|---------------------|--------------------|--------------------|---------------------|---------------------|
| Operating Revenues | \$ 775,527 | \$ 779,770 | \$ 779,770 | \$ 779,770 | \$ 779,770 | \$ 779,770 |
| Operating Expenses* | 623,879 | 783,294 | 819,848 | 858,646 | 899,856 | 943,662 |
| Net Operating Income (Loss) | \$ 151,648 | \$ (3,524) | \$ (40,078) | \$ (78,876) | \$ (120,086) | \$ (163,892) |
| Contingency Reserve - Beginning Balance | \$ 782,657 | \$ 1,000,686 | \$ 997,162 | \$ 957,084 | \$ 878,208 | \$ 758,122 |
| Contingency Reserve - Ending Balance | \$ 1,000,686 | \$ 997,162 | \$ 957,084 | \$ 878,208 | \$ 758,122 | \$ 594,231 |
| Contingency Reserve % of Operating Expenses | 160.4% | 127.3% | 116.7% | 102.3% | 84.2% | 63.0% |

- Current reserve balance of \$1.0M as of June 30, 2024
- Projecting usage of \$4K in FY25
- Outyear assumptions:
 - Operating revenue stays where it is today (keeping regulatory fees at current level, same permit volume)
 - Assuming 4.8% expense growth, projecting to continue to use contingency reserves going forward
- Operating deficit (reserves usage) grows significantly over time without fee increases
 - Will re-evaluate regulatory fee annually
 - Prefer more consistent, smaller increases to keep up with expense growth versus large spikes

Questions/Comments



**Metropolitan
Transit
System**

Agenda Item No. 5

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

November 13, 2024

SUBJECT:

2025 Fee Schedule (Leonardo Fewell)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

For-Hire Vehicle Administration (FHVA) annually adopts a Fee Schedule to recover FHVA’s expenses for the administration and enforcement of for-hire vehicle permit requirements and processing permit applications and transfers. Enclosed is the 2025 Fee Schedule. The following is the 2025 Annual Regulatory Fee, which is due on March 3, 2025, by the close of business.

| Permit Type | 2025 Regulatory Fee |
|--------------------------------------|---------------------|
| Non-Emergency Medical / Charter | \$455 |
| Taxicab / Jitney / LSV / Sightseeing | \$360 |

The annual regulatory fee described in Section 1.2, and other certain fees described in Sections 2.1, 2.2, and 2.3 may be waived for Taxicab Wheelchair Accessible Vehicle (WAV) permit(s) upon approval and in accordance with FHVA’s Taxicab WAV Policy-Fee Waiver Guidelines, which is available for review on the FHVA’s website.

/S/Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

Attachment: A. 2025 Fee Schedule

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

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





Metropolitan Transit System

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) FOR-HIRE VEHICLE ADMINISTRATION 2025 FEE SCHEDULE

-
1. **Annual Regulatory Fee per Vehicle** (If not paid or post-marked by close of business, Monday, March 3, 2025, the permit(s) is not renewed).
 - 1.1 Non-Emergency Medical / Charter \$ 455
 - 1.2 Taxicab / Jitney / Low-Speed Vehicle / Sightseeing \$ 360
 - 1.2.1 Annual Regulatory Fee may be waived for Taxicab Wheelchair Accessible Vehicle (WAV) permit(s) upon approval and in accordance with Taxicab WAV Policy – Fee Waiver Guidelines
 - 1.3 Permit Renewal Late Fee (if missed the Deadline, the Annual Regulatory Fee and Permit Renewal Late Fee will be accepted, so long as received by close of business on March 31, 2025) \$ 100
 2. **Permit Application**
 - 2.1 Permit application (New Company) \$ 1,500
 - 2.1.1 Plus each permit in excess of one (1) \$ 200
 - 2.1.2 Plus additional charge if applicant is a corporation \$ 200
 - 2.1.3 Prorated Regulatory Fee (Section 1.0; based on application approval date)
 - 2.1.4 Fees described in Section 2.1 may be waived for Taxicab WAV permit(s) upon approval and in accordance with Taxicab WAV Policy – Fee Waiver Guidelines
 - 2.2 Permit application (Transfer to a New or Existing Company) \$ 875
 - 2.2.1 Plus each permit in excess of one \$ 200
 - 2.2.2 Plus additional charge if applicant is a corporation \$ 200



| | | |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 2.2.3 | Annual Regulatory Fee (Section 1.0; paid in full upon filing of transfer application) | |
| 2.2.4 | Fees described in Section 2.2 may be waived for Taxicab WAV permit(s) upon approval and in accordance with Taxicab WAV Policy – Fee Waiver Guidelines | |
| 2.3 | <u>Permit application (Existing Company / Not Transferring)</u> | |
| 2.3.1 | Adding new permitted vehicle to existing company | \$ 200 |
| 2.3.2 | Prorated Regulatory Fee (Section 1.0; based on application approval date) | |
| 2.3.3 | Fees described in Section 2.3 may be waived for Taxicab WAV permit(s) upon approval and in accordance with Taxicab WAV Policy – Fee Waiver Guidelines | |
| 3. | Driver Training Class | |
| 3.1 | Class Fee | \$ 30 |
| 4. | Operational Requests | |
| 4.1 | Jitney route change or additional route request | \$ 250 |
| 4.2 | Taxicab stand request or jitney zone, if installed | \$ 250 |
| 4.3 | <u>Fictitious name change, Corp./LLC name change (same officers)</u> | \$ 100 |
| 4.3.1 | Plus per-vehicle fee | \$ 50 |
| 4.4 | <u>Dispatch Service Change</u> | \$ 50 |
| 4.4.1 | Plus per-vehicle fee | \$ 10 |
| 4.5 | <u>Rate of fare filing per company (other than taxicabs)</u> | \$ 50 |
| 4.5.1 | Plus per-vehicle fee | \$ 10 |
| 4.6 | Replacement vehicle (more than one (1) per permit per year) | \$ 50 |
| 4.7 | Add corporation officer (each) | \$ 100 |

| | | |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------|--------|
| 4.8 | Addition, deletion, or change of stockholder (each) | \$ 100 |
| 5. | Vehicle Inspection (Non-Mechanical Items) | |
| 5.1 | As a result of failing scheduled inspection | \$ 50 |
| 5.2 | Reschedule inspection with less than 24-hour notice | \$ 50 |
| 5.3 | Failure to appear for inspection appointment | \$ 50 |
| 5.4 | Supplemental scheduled inspection (Out of Service) | \$ 50 |
| 5.5 | Re-inspection pursuant to a 72-hour notice | \$ 25 |
| 5.6 | Failure to produce mechanical inspection by due date | \$ 100 |
| 5.7 | MTS Regulated Vehicle reflective decals each | \$ 10 |
| 6. | Dispatch Services | |
| 6.1 | Initial review of new dispatch service organization | \$ 150 |
| 6.2 | Name change | \$ 50 |
| 7. | Medallion and Permit Reassignment (same permit holder) | |
| 7.1 | <u>Permit Type Reassignment under same Permit Holder (per vehicle)</u> | \$ 250 |
| 7.1.1 | Annual Regulatory Fee (See Section 1.0; paid upon filing of permit reassignment application) *See Section 4.6 for replacing vehicles* | |

PAYMENT

- The 2025 regulatory fee is due for each permit held as of January 1, 2025, irrespective of whether permit is later transferred, surrendered, abandoned, or revoked. The permit is considered not renewed if fee is not paid or post-marked by close of business on March 3, 2025, or by March 31, 2025 if no Permit Renewal Late Fee is received.
- For new permits issued after January 1, 2025, prorated regulatory fee is due when permit is issued.
- Other fees (i.e. non-regulatory fee) are due when the request is made.

- A \$35 “Returned Payment Fee” applies when a payment is submitted with a personal check but there is insufficient funds to cover the payment amount
- No refunds will be issued.

BASIS FOR FEES

- Fees have been calculated to recover MTS's expenses for the administration and enforcement of for-hire vehicle requirements and processing of permit applications.

REFERENCES

- California Public Utilities Code Section 120266; MTS Ordinance No. 11, Sections 1.3(b), 1.4(a) and 1.5(c); MTS Board Policy No. 34, Section 4; and Taxicab WAV Policy – Fee Waiver Guidelines.



 Sharon Cooney, Chief Executive Officer

10/24/24

 Date



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2025 Fee Schedule

Taxicab Advisory Committee

2025 Fee Schedule

- For-Hire Vehicle Administration must be full cost recovery per Public Utilities Code Section 120266
- Fees calculated to recover MTS's Expenses for the administration and enforcement of for-hire vehicle requirements and processing of permit applications
- This involves an annual review of the expenses and revenue of the previous fiscal year associated with MTS for hire vehicle activities
- Examples of expenses include salaries, vehicle leases and maintenance, radio equipment, administrative overhead, etc

2025 Fee Schedule

- It is MTS's aim to keep regulatory fees relatively consistent without large swings to assist the for-hire vehicle industry in planning operational costs

| Permit Type | 2025 Regulatory Fee |
|--------------------------------------|---------------------|
| Non-Emergency Medical / Charter | \$455 |
| Taxicab / Jitney / LSV / Sightseeing | \$360 |

- Invoices to be e-mailed by January 1, 2025
- Deadline for Regulatory Fee payment is March 3, 2025
- Late renewals due by March 31, 2025, along with a \$ 100 late renewal fee or else permit will be voided
- There are no other changes to the 2025 Fee Schedule

Questions/Comments



**Metropolitan
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Agenda Item No. 6

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

November 13, 2024

SUBJECT:

Flat Rate Research for Airport Originated Trips (Leonardo Fewell)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

At the May 22, 2024, TAC meeting, For-Hire Vehicle Administration (FHVA) presented on how various airports implement taxicab flat rates for airport originated trips. The findings showed that flat rates were implemented through different methods, including different geographical zones or specific destinations, by trip distance, service to more than one passenger, airport “exit” fees, or a combination of two or more of these methods.

As Transportation Network Companies (TNCs) continue to gain market share on airport originated trips and considering that San Diego’s maximum rates of fare are amongst the highest in the Country, adoption of any flat rates for airport originated trips could inadvertently result in a negative outcome in terms of consumer protections for passengers and further loss of market share to TNCs.

To address these concerns and evaluate a more focused approach for possible flat rates, FHVA will convene a working group on a to be determined future date, for the purpose of discussing a more focused approach to flat rates, including the utilization of new taximeter technologies and enforcement methods. FHVA will request the San Diego Airport to share information or proposals on how to address the root cause of driver’s concerns of continuous decline in taxicab trips compared to TNCs, and use of virtual queue technologies to address short distance trips.

/S/Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

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Item 6, 11/13/2024

Flat Rate Research for Airport Originated Trips

Taxicab Advisory Committee



Flat Rate Research for Airport Originated Trips

- FHVA is researching the possible development and implementation of flat rates for airport originated trips.
- FHVA has determined the various methods by which taxicab flat rates are applied at various airports by:
 - Geographical zones
 - Specific destinations
 - Trip distance
 - Service to more than one passenger
 - Addition of an airport “exit” fee
 - A combination of two or more of these methods

Flat Rate Research for Airport Originated Trips

- Transportation Network Companies (TNCs) continue to gain airport trip market share over taxicabs, providing 8 out of 10 airport trips.
- The airport could implement future measures that could impact airport trips (i.e. splitting permits, relocating taxicabs and TNCs from terminal exits, leveraging virtual queue technologies, allowing taxicabs to go in front of the line for short trips).
- New (smart-meter) technologies could be implemented to provide accurate up-front pricing and geo-boundary fare solutions.
- Up to date airport trip data, driver and passenger feedback should be collected and analyzed to achieve data driven solutions.

Flat Rate Research for Airport Originated Trips

- FHVA will conduct an ad hoc meeting (by invitation only) in the near future to discuss and determine an appropriate solution for flat-rate trips.
- FHVA will request the Airport and Dispatch Service organizations for up-to-date trip data to determine the average number of trips by taxicabs.
- FHVA will provide information on new smart meter technologies to analyze how it could assist in finding a solution.

Questions/Comments



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Agenda Item No. 7

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

November 13, 2024

SUBJECT:

Wildcatter Public Safety Awareness Campaign Update (Leonardo Fewell)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

In response to the increase in non-permitted passenger transportation (wildcatting) activity reported by taxicab drivers in the San Ysidro and Otay Mesa areas, the For-Hire Vehicle Administration (FHVA) is working with the San Diego District Attorney, San Diego Police, and other stakeholders on ways to counter this activity and provide a sustainable solution to this problem.

In coordination with the San Diego District Attorney, MTS has launched a Public Safety Awareness (PSA) campaign to warn the public about the dangers of wildcatters. FHVA will provide an update on the launch of the wildcatter PSA and the next steps on enforcement in the San Ysidro and Otay Mesa areas.

/S/Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

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Wildcatter Public Safety Awareness (PSA) Campaign Update

Taxicab Advisory Committee

Wildcatter PSA Campaign Update

- On October 18, 2024, in collaboration with the San Diego District Attorney, MTS marketing launched the Public Safety Awareness Campaign (PSA) against wildcatting.
- The purpose of the PSA campaign is to warn the public about the dangers of utilizing non-permitted passenger transportation (wildcatters).
- The PSA includes both printed and digital assets (i.e., posters, billboards and MTS website and social media content).

Wildcatter PSA Campaign Update

- MTS launched an informational page on the MTS website titled: “Don’t Risk your Safety, Say NO to Wildcatters”.
- The website provides information on the dangers of riding with wildcatters, safe for-hire transportation options at the border areas, how to identify a licensed taxicab, and how to report wildcatting activity.
- The website is available in English: <https://www.sdmts.com/wildcatting> and in Spanish: <https://www.sdmts.com/raiteros>

Wildcatter PSA Campaign Update

Printed Media Assets



Wildcatter PSA Campaign Update

Camino de la Plaza @ Virginia Av



Las Americas Premium Outlets



Wildcatter PSA Campaign Update

100 Blk Via de San Ysidro



I-5 Southbound @ Via de San Ysidro



Wildcatter PSA Campaign Update

700 Blk Via de San Ysidro



I-5 Southbound @ Sycamore St



Wildcatter PSA Campaign Update

- Next Steps:
 - Work with City of San Diego on installation of signage at specific locations for enforcement purposes.
 - Work with San Diego District Attorney, San Diego Police, San Diego Sheriffs and CA Public utilities Commission on best enforcement practices targeting wildcatting.
 - Work with taxicab drivers on possible solutions to discourage and inhibit wildcatting in the San Ysidro and Otay Mesa areas.

Questions/Comments



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Agenda Item No. 8

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

November 13, 2024

SUBJECT:

For-Hire Vehicle Administration Operations Update (Leonardo Fewell)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

For-Hire Vehicle Administration (FHVA) will provide a report on the following topics and categories: Number of active and surrendered permits by vehicle type, number of field contacts, issued citations or field reports, taxicab airport-originating trips, customer feedback cases, upcoming regulatory fee collection period, and other FHVA statistics, as well as an update on administrative operations.

/S/Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

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Metropolitan
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Item 8, 11/13/2024

For-Hire Vehicle Administration (FHVA) Operations Update

Taxicab Advisory Committee



FHVA Operations Update

- E-mail is the primary method of communication for all purposes. It is the responsibility of the permit holders to check spam/junk folders and adjust e-mail filters to accept FHVA e-mails (sdmts.com) domain.
- Per Ordinance No. 11 1.8 (c), Permit holders must notify FHVA of any changes in their address, phone number(s) or e-mail information.
- FHVA staff is available by appointment only. All calls and e-mails are returned by the next business day.

FHVA Operations Update Staff Directory

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

FHVA Operations Update

2025 Regulatory Fee Collection Period

- By January 1, 2025, FHVA will send billing invoices for the 2025 regulatory fees to via e-mail to each permit holder on file.
- The deadline for the 2025 regulatory fee payment is Monday, March 3, 2025, by COB.
- Permit holders who fail to pay by the March 3, 2025, deadline, can still pay the regulatory fee, plus a \$100 late payment fee by Monday, March 31, 2025. Failure to pay by this dateline will result in FHVA voiding the operating permit.

FHVA Operations Update

2025 Regulatory Fee Collection Period

- All Payments must be via personal or cashier's check or money order. A \$35 return payment fee will be applied to returned checks.
- Permit holders must submit their required mechanical inspections and annual statements at the time of payment. Failure to do so will result in delays in the renewal process.
- Permit Holders have various options to submit payments and complete the renewal process.

FHVA Operations Update

2025 Regulatory Fee Collection Period

- Between January 6, 2025, and March 3, 2025, from 10 a.m. to 3 p.m. FHVA will collect payments, vehicle inspections, and annual statement forms:
 - At the San Diego Airport holding lot
 - Every Saturday at 1313 National Avenue (former Greyhound bus stop) across from the 12th and Imperial Trolley station
 - Via mail or in person at the FHVA lobby drop box located at:

San Diego Metropolitan Transit System
For-Hire Vehicle Administration
100 16th St., San Diego, CA 92101

FHVA Operations Update

Future Ad-Hoc Meetings

- To facilitate the discussion of industry topics, FHVA plans to hold the following ad-hoc meetings in the near future:
 - Flat Rates for Airport Originated Trips
 - Nonemergency Medical Transportation (NEMT) Working Group
 - Revisions to FHVA Required Driver Safety Training Course
 - Creation of For-Hire Vehicle Driver Recognition Program

FHVA Operations Update

Active and Surrendered Permits

| Number of Active vs. Surrendered For-Hire Vehicle Permits (as of 10/31/2024) | | | | |
|-------------------------------------------------------------------------------------|-------------------------|--------------------------|-------------------------------|-----------------------|
| Permit Type | Total Number of Permits | Currently Active Permits | Number of Permits Surrendered | % Surrendered Permits |
| Charter | 104 | 99 | 5 | 5% |
| Jitney | 2 | 2 | 0 | 0% |
| LSV | 42 | 37 | 5 | 5% |
| NEM | 639 | 625 | 14 | 2% |
| Taxi | 844 | 720 | 124 | 17.5% |
| Total (All Types) | 1631 | 1483 | 148 | 9% |

FHVA Operations Update Field Contacts

| 2024 (April-May-June-July-September) FHVA Field Inspections and Stats | | | | | | | | | | | | |
|-----------------------------------------------------------------------|-----------|---------------|-------------|---------|----------|-------------|--------|-----------|-------|----------------|----------------------|-------------|
| | San Diego | National City | Chula Vista | La Mesa | El Cajon | Lemon Grove | Santee | Oceanside | Poway | Imperial Beach | San Ysidro/Otay Mesa | TOTAL |
| Contacts | 1783 | 516 | 967 | 216 | 403 | 99 | 104 | 121 | 45 | 85 | 649 | 4988 |
| Cites | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 |
| Parking | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 |
| Warnings | 18 | 10 | 16 | 5 | 0 | 1 | 4 | 8 | 10 | 0 | 21 | 93 |
| Field Rep | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 12 |

Definitions:

Contacts: Field contacts to verify driver and vehicle compliance

Cites: Notice to appear in court

Parking: Parking Citation (administrative fine)

Warnings: Verbal Warning to driver to correct violation

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

FHVA Operations Update Field Contacts

| Contact per Vehicle Type | | |
|--------------------------|-------------|-------------|
| Vehicle Type | Contacts | Percent |
| Taxi | 1375 | 27.57% |
| NEM / Charter | 3553 | 71.23% |
| Jitney | 6 | 0.12% |
| Low Speed Vehicle | 54 | 1.08% |
| Total | 4988 | 100% |

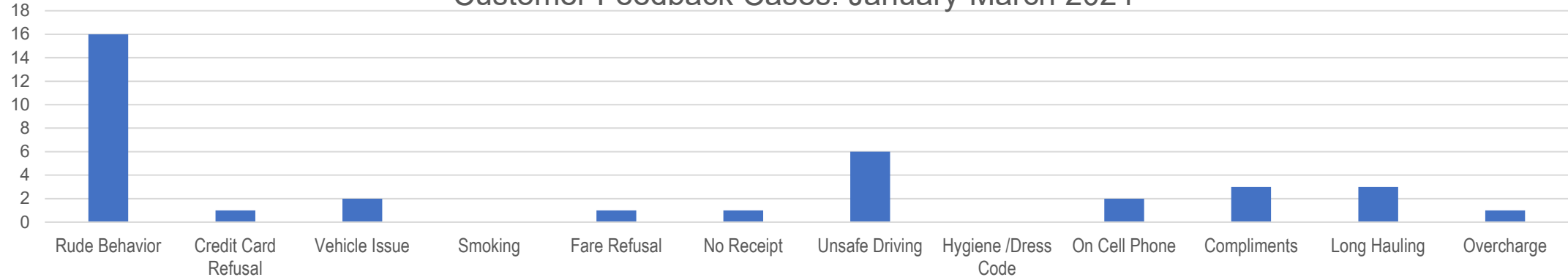
FHVA Operations Update Field Contacts

| Issued Warnings | |
|--------------------------|-----------|
| Does not have Sheriff ID | 26 |
| Sheriff ID Not Worn | 34 |
| No Trip Log / Incomplete | 0 |
| Mechanical | 0 |
| No Operation Permit | 14 |
| Other : | |
| Expired Registration | 5 |
| No Fire Extinguisher | 4 |
| Window Tint | 4 |
| No AC | 4 |
| No Horn | 2 |
| Total Warnings | 95 |

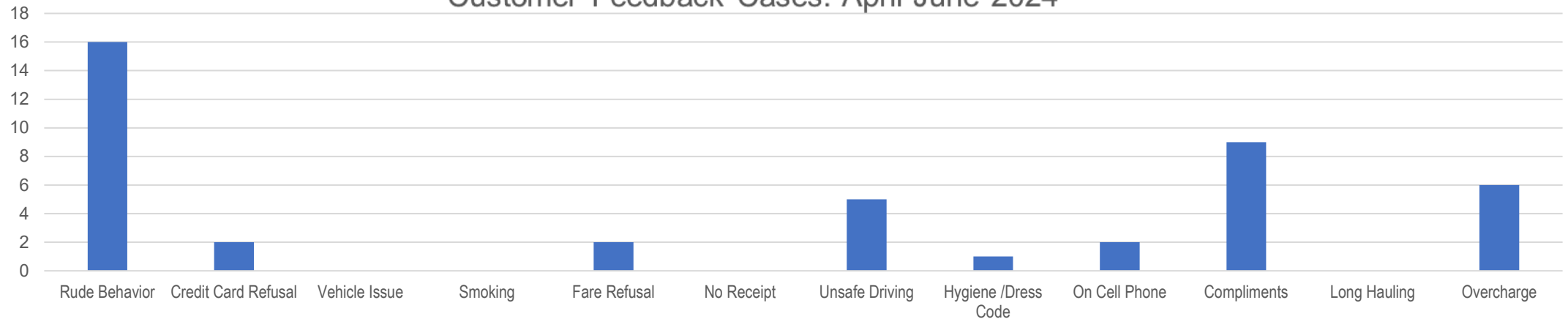
FHVA Operations Update

Customer Feedback Cases

Customer Feedback Cases: January-March 2024



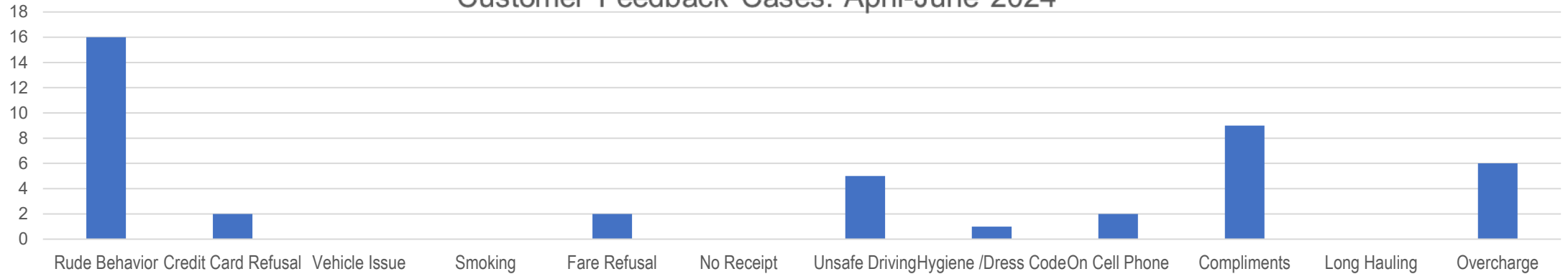
Customer Feedback Cases: April-June 2024



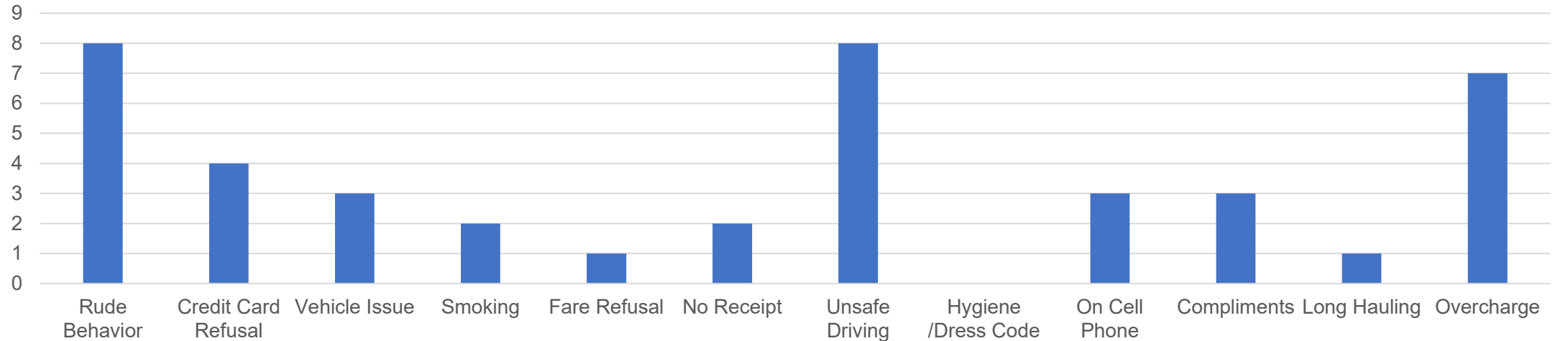
FHVA Operations Update

Customer Feedback Cases

Customer Feedback Cases: April-June 2024

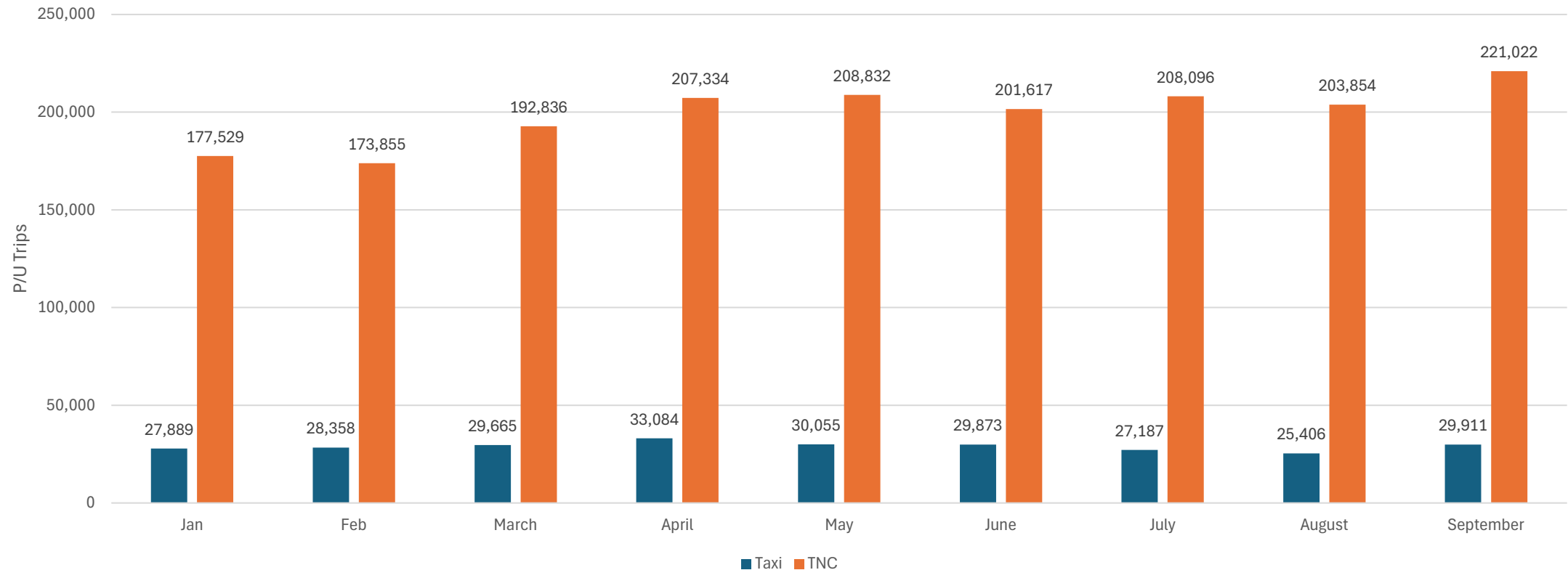


Customer Feedback Cases: July-September 2024



FHVA Operations Update Airport Trips

San Diego Airport Taxi and TNC Pick-Up Trips



Questions/Comments



**Metropolitan
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Agenda Item No. 9

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

November 13, 2024

SUBJECT:

Topics for the Next Taxicab Advisory Committee Meeting (Leonardo Fewell)

INFORMATIONAL ONLY:

Budget Impact

None.

DISCUSSION:

Feedback is requested on what topics should be addressed at the next Taxicab Advisory Committee meeting on a 2025 TBD date. At this time, staff recommends the following agenda items:

- 2025 Maximum Rates of Fare
- Flat Rate Research for Airport Originated Trips
- Wildcatter Public Safety Awareness (PSA) Campaign Update
- For-Hire Vehicle Administration (FHVA) Operations Update

/S/Leonardo Fewell

Leonardo Fewell

For-Hire Vehicle Administration Manager

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

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Item 9, 11/13/2024

Topics for Next Taxicab Advisory Committee Meeting

Taxicab Advisory Committee

Topics for Next Taxicab Advisory Committee Meeting

- Feedback is requested on what topics should be addressed at the Next Taxicab Advisory Committee Meeting. Currently, staff recommends the following agenda items:
- 2025 Maximum Rates of Fare
- Flat Rate Research for Airport Originated Trips
- Wildcatter Public Safety Awareness Campaign Update
- For-Hire Vehicle Administration Operations Update