

Meeting Date: January 28, 2026
Agenda Item No. 2
Distribution Date: January 21, 2026
Batch No. 01

From: [C Cotton](#)
To: [FGG, Public Comment](#)
Cc: [CouncilMember Joe LaCava](#); [Congressman Scott Peters](#); [Government Affairs](#)
Subject: [External] Re: 01/27/2026 and 01/28/2026 County of San Diego Board of Supervisors Agendas
Date: Tuesday, January 20, 2026 3:20:55 PM

Greetings:

Re: Line Item 1:

SHERIFF – ADOPT AN ORDINANCE ADDING CHAPTER 9 TO TITLE 2, DIVISION 1; AMENDING TITLE 2, DIVISION 1, CHAPTER 1 AND AMENDING TITLE 2, DIVISION 1, CHAPTER 3 OF THE SAN DIEGO COUNTY CODE OF REGULATORY ORDINANCES RELATING TO LICENSE REQUIRED FROM THE SHERIFF, FORHIRE VEHICLE DRIVERS, AND TAXICABS AND TAXICAB OPERATORS (01/28/2026 – First Reading; 02/10/2026 – Second reading unless ordinance is modified on second reading) (DISTRICTS: ALL):

The conflict over the San Diego County ordinance for Sheriff-issued licenses for hire/taxi drivers likely stems from overlapping jurisdiction and potential preemption by State law (**Public Utilities Code**), which generally regulates transportation, clashing with the County's attempt to regulate via its Code of Regulatory Ordinances (Title 2, Division 1) for local public safety/licensing, creating confusion and legal challenges about who controls for-hire vehicle permits in unincorporated areas.

Here's a breakdown of the likely issues:

State vs. Local Authority: California's Public Utilities Commission (PUC) largely oversees charter-party carriers and taxis; local governments can often only manage business licenses, while the state regulates the actual operating authority and safety. The County's ordinance seems to step into the licensing/permitting realm the state claims jurisdiction over.

Specific Ordinance Language: The ordinance adds Chapter 9 to Title 2, Division 1, requiring licenses from the Sheriff for drivers and operators, which might conflict with existing state permits or other county rules.

Public Safety vs. Economic Regulation: The County likely argues it's for public safety (Sheriff's role), but the State views it as economic regulation of transportation, leading to potential preemption, where state law overrides local law.

Industry Pushback: Taxi and rideshare companies often resist multiple local licensing schemes, preferring a single state standard, which creates tension.

Furthermore, the conflict regarding for-hire driver regulation involves a jurisdictional dispute where state law generally overrides local ordinances if they conflict, particularly in the realm of **Transportation Network Companies (TNCs)**.

Key Points of Potential Conflict:

- **State Authority (PUC):** The California Public Utilities Commission (CPUC) regulates for-hire passenger carriers, including Transportation Network Companies (TNCs like Uber/Lyft) and charter-party carriers (limousines, shuttles).
- **Local Authority (Sheriff/County):** Taxicab services are generally subject to local regulation by cities and counties.
- **Regulatory Conflict:** A major point of contention is whether TNCs are operating as taxicabs (local control) or charter-party carriers (state control). The CPUC distinguishes them, noting that TNCs are under state authority and prohibited from accepting street hails.
- **Legal Validity:** Local ordinances can be preempted by state law. In California, the CPUC has broad authority over TNCs, which can lead to conflicts where local Sheriff departments attempt to impose stricter or different standards than the state.

Conflict & Resolution:

- **Data Sharing:** A lawsuit against the Marin County Sheriff highlighted this, where local law enforcement was found to be in violation of state laws by sharing driver data with federal/out-of-state agencies.
- **License Confiscation:** Conflicts have arisen regarding whether local sheriff departments can confiscate licenses issued by other entities, leading to agreements limiting this authority to protect due process.
- **Preemption:** In some instances, state-level regulations, such as Proposition 22 in California, have been used to define and often preempt local ridesharing regulations.

On Tue, Jan 20, 2026 at 2:56 PM C Cotton [REDACTED] > wrote:
Thank you for the updates. I will let you know if I have any questions or concerns.

Cassandra Cotton

On Tue, Jan 20, 2026 at 2:51 PM County of San Diego <sdcounty@service.govdelivery.com> wrote:

San Diego County



County of San Diego Board of Supervisors Meeting Agenda

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Meeting Date: Tuesday, January 27, 2026 and Wednesday, January 28, 2026

Session Agendas:

- [01282026 General and Land Use Legislative Agenda.pdf](#)
- [01282026 In Home Supportive Services PA Agenda.pdf](#)
- [01282026 Redevelopment Successor Agency Agenda.pdf](#)
- [01272026 Budget Workshop and Community Input Agenda.pdf](#)

Budget Workshop and Community Input: Tuesday, January 27, 2026, at 3 p.m.

- [Supporting Documents \(Board Letters, attachments\)](#)

General and Land Use Legislative Sessions: Wednesday, January 28, 2026, at 9 a.m.

- [Supporting Documents \(Board Letters, attachments\)](#)

In-Home Supportive Services Public Authority: Wednesday, January 28, 2026, at 9 a.m.

- [Supporting Documents \(Board Letters, attachments\)](#)

Redevelopment Successor Agency: Wednesday, January 28, 2026, at 9 a.m.

- [Supporting Documents \(Board Letters, attachments\)](#)

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