

CAPTIONING
JANUARY 13, 2016
PUBLIC TRANSPORTATION COMMISSION MEETING

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>> VICTOR CRIST: GOOD MORNING.

WELCOME TO THE HILLSBOROUGH COUNTY PUBLIC TRANSPORTATION COMMISSION MEETING THIS BEAUTIFUL JANUARY 13th, 2016. IF WE COULD RISE FOR THE PLEDGE OF ALLEGIANCE AND INVOCATION. [PLEDGE OF ALLEGIANCE] ALL SUPREME BEING OF THE UNIVERSE, WE COME TOGETHER, WE ASK FOR YOUR DIVINE GUIDANCE AND WISDOM. HELP US TO MAKE THE RIGHT DECISIONS AND DO THE RIGHT THINGS ON BEHALF OF ALL THE PEOPLE. WE GIVE THANKS FOR ALL THE WONDERFUL BLESSINGS IN OUR LIFE AND FOR THIS BEAUTIFUL NEW YEAR. MAY IT BE A HEALTHY, HAPPY, PROSPEROUS YEAR FOR EVERYONE AND WE PRAY FOR THOSE WHO ARE OUR DEFENDERS ON SHORE, OFF SHORE, AND ACROSS AND AROUND THE WORLD. MAY THEY STAND STRONG, HEALTHY, AND PROTECT THEM AND THEIR FAMILIES FROM HARM. AMEN. OKAY. WE HAVE THE SWEARING IN OF OUR WITNESSES. BRETT, IF EVERYONE WHO WANTS TO SPEAK BEFORE US TODAY, IF YOU COULD PLEASE STAND, BE SWORN IN. IF YOU'RE NOT SWORN IN, THEN YOU'RE NOT GOING TO BE ABLE TO SPEAK, SO BETTER BE SAFE THAN SORRY. OKAY.

[SWEARING IN]

OKAY. WE HAVE THE AGENDA BEFORE YOU. IT WAS MAILED OUT IN ADVANCE. ARE THERE ANY CHANGES TO THE AGENDA, ADDITIONS, DELETIONS? SEEING NONE, IS THERE A MOTION TO ADOPT THE AGENDA? OKAY. SECOND? WE HAVE A SECOND. ALL IN FAVOR, AYE. THOSE OPPOSED? SHOW IT ADOPTED. OKAY. AND APPROVED. IN THE NEWS, MR. COCKREAM.

>> NOTHING IN THE NEWS FOR THIS MEETING, COMMISSIONER.

WE HAVE SOMETHING ELSE A LITTLE BIT LATER ON IN THE AGENDA THAT IS KIND OF A PARALLEL TO THIS CATEGORY. I'LL DEFER TO THAT LATER ON IN THE AGENDA.

>> VICTOR CRIST: OKAY, THAT WORKS AND THIS PORK OF THE MEETING WE ALLOCATE 45 MINUTES OF THE AUDIENCE IF IT'S NECESSARY, THREE MINUTES PER PERSON TO COME UP AND ADDRESS US ON ANY ISSUES PERTINENT TO THE PTC AND WHAT WE DO. I HAVE CARDS NOT VERY MANY BUT IF ANYBODY WANTS TO COME UP AND SPEAK, PLEASE, THIS IS THE TIME TO GET THE CARDS IN. I AM GOING TO TAKE THEM IN THE TIME I RECEIVED THEM. MR. MINARDI?

>> LOUIE MINARDI, YELLOW CAB COMPANY. I WANT TO TALK ABOUT A COUPLE OF THINGS. ONE IS THE, I HAD BRIEFLY BROUGHT IT UP AT THE LAST PTC MEETING AFTER THE LOCAL DELEGATION MEETING ABOUT CITATIONS. THAT I THINK WE NEED TO REVISIT THE CITATIONS. I KNOW WE HAD MENTIONED NOT DOING ANYTHING, BUT WE'VE GOT COMPLETE CHAOS ON THE STREETS WITH ROGUE CAB DRIVERS, ROGUE TNC DRIVERS, ROGUE EVERYTHING. THERE ARE PEOPLE OUT THERE PICKING UP UNLICENSED BY US AND Y'ALL AND BY THE TNCs. WE NEED TO LOOK AT THAT BECAUSE IF NOTHING IS DONE IN TALLAHASSEE, THERE IS GOING TO BE ANOTHER 15 MONTHS OF CHAOS ESPECIALLY AT THE AIRPORT AND MALLS AND STUFF LIKE THAT. THE OTHER THING I WANTED TO

BRING UP WAS THE ISSUE OF THE LOCAL BILL THAT WAS PASSED AT THE LOCAL DELEGATION, WHICH IS NOTHING NEAR THE BILL THAT Y'ALL HAD RECOMMENDED TOWARDS THE STATE. I HOPE THAT BILL WILL GET KILLED BUT THE LANGUAGE IN THAT BASICALLY TAKES Y'ALL OUT OF THE PICTURE ANYWAY OTHER THAN COLLECTING A MINIMUM \$5,000 FEE. THAT'S IF SOMEBODY IN THE TNC BUSINESS DOESN'T GET THEIR APPLICATION SOMEWHERE ELSE AND JUST WORKING HILLSBOROUGH COUNTY ANYWAY. SO IT DOES Y'ALL ABSOLUTELY NO GOOD, SO THE THEORY OF HOLDING BACK AND NOT DOING THE CITATIONS FOR WHAT WOULD HAPPEN IN TALLAHASSEE OR WHAT WOULD COME BEFORE US COULD COME BEFORE US AND IS NOT FAVORABLE. SO WHETHER IT'S THROUGH A WORKSHOP, ANOTHER WORKSHOP THROUGH THE TAXICAB INDUSTRY OR A RELOOK AT THE ADOPTION OF THE TNC RULES THAT WE PASSED ONCE BEFORE, I THINK THAT IF WE START NOW BY THE TIME SESSION'S OVER IF SOMETHING ISN'T DONE, WE'D HAD SOMETHING IN PLACE AT THE LOCAL LEVEL THAT WOULD ADDRESS AGAIN THE SAME ISSUES THAT WE HAVE BECAUSE I DON'T SEE ANY LIGHT AT THE END OF THE TUNNEL WITH THEIR BILLS AND WHAT THIS COMMISSION DOES. SO I WOULD RECOMMEND THAT WE LOOK AT LEAST LOOK INTO THE, ANOTHER WORKSHOP, REVISIT THE TNC RULES, GET WHAT IT IS THAT THIS COMMISSION AND INDUSTRY IS LOOKING FOR. AND IF NOTHING IS DONE IN TALLAHASSEE WE'LL BE AHEAD OF THE BALL GAME AND GET SOMETHING DONE. THANK YOU.

>> VICTOR CRIST: MR. MINARDI, I WANT YOU TO KNOW YOU HAVE BEEN LOUD AND CLEAR. KYLE HAS A FULL UNDERSTANDING OF THIS ISSUE OF THE ROGUES THAT ARE OUT THERE. WHILE THIS BOARD VOTED TO HOLD BACK ON THE PENDING LITIGATION AND THE TICKETING WITH THE RIDE SHARE COMPANIES DURING THE LEGISLATIVE SESSION, WE DID NOT AGREE TO RELINQUISH ENFORCING OUR LAW WITH THE ROGUES. SO KYLE, CAN YOU TAKE A BRIEF SECOND AND JUST PROVIDE A BRIEF INSIGHT ON WHAT YOU HAVE BEEN DOING AND WHAT YOU ARE GOING TO BE DOING WITH THE ROGUES WHILE THIS ISSUE IS HERE?

>> YES, SIR.

SO WHAT WE'VE BEEN DOING IN OUR STAFF IS, IT'S KIND OF MULTIFACETED. A IS QUITE CANDIDLY WE GET ON CRAIGSLIST SEVERAL TIMES A MONTH BECAUSE LOT OF TIMES THESE ROGUE TRANSPORTATION PROVIDERS ADVERTISE ON CRAIGSLIST AND OTHER SIMILAR MEDIUMS AND WE ADDRESS THEM WITH A CEASE AND DESIST. THAT'S ONE WAY WE DO IT. BUT THE MORE DIFFICULT THING TO DO IS WE GO TO THE AIRPORT ON A REGULAR BASIS AS WELL AS THE TAXI STANDS AND SO FORTH AROUND TOWN, BUT WHAT TENDS TO HAPPEN, AND MR. MINARDI IS VERY AWARE OF THIS, IS SEVERAL OTHER PEOPLE IN THE AUDIENCE ARE, THERE'S ALMOST A FALSE MARKET THAT IS CREATED HERE. AND WHAT I MEAN BY THAT IS SIMPLY THIS: MANY OF THE TNC DRIVERS GET ON A COMMON WEB SITE OR THEY TEXT EACH OTHER AND THEY WILL SIMULTANEOUSLY LOG OFF OF THE APP. AND IN DOING SO, THE TNC ALGORITHM KICKS IN AND CREATES A SUPPLY DEMAND ISSUE. SO IF A LOT OF DRIVERS LOG OFF OF THE APP SIMULTANEOUSLY, THE ALGORITHM KICKS IN AND AUTOMATICALLY JUMPS UP SURGE PRICING TO THE CONSUMER. AS THEY DO ON TYPICAL THURSDAY AND FRIDAY AND SATURDAY NIGHTS. WHEN THE SURGE PRICING COMES BACK UP AND THE DRIVERS CAN MAKE MORE MONEY, THEY ALL SIMULTANEOUSLY LOG BACK ON THE APP AND WE'RE QUITE CONFIDENTLY THAT'S HAPPENING HERE BASED ON WHAT DRIVERS HAVE TOLD US AND IF YOU DO A KICK GOOGLE SEARCH THAT'S KIND OF A COMMONPLACE HAPPENING AROUND THE COUNTRY RIGHT NOW. SO PEOPLE ARE OPERATING OFF THE APP BY GOING TO THE AIRPORT, GOING TO SOHO, GOING TO YBOR, WALKING AROUND WITH A SMARTPHONE WITH AN UBER SYMBOL ON IT. THEY MAY NOT EVEN BE ASSOCIATED WITH UBER OR LYFT OR

ANOTHER TNC BUT THEY ARE OPERATING AS IF THEY ARE. AND B, THEY ARE CREATING THIS PRICE SURGING, WHICH IS LIKE A SET OF FALSE MARKET. SO WE'RE TRYING TO DEAL WITH ALL OF THOSE. IT'S VERY DIFFICULT.

>> VICTOR CRIST: ARE YOU TICKETING THESE ROGUES.

>> WE HAVE WRITTEN THEM \$700 TICKETS IN THESE LAST FEW WEEKS. IT'S JUST VERY DIFFICULT TO CATCH THESE PEOPLE. IF YOU GO UP TO AN UBER DRIVER AND SAY, YOU KNOW, WHERE IS YOUR FARE? THEY SHOW US A PICTURE ON THEIR PHONE, AND THAT COULD BE FROM SOMEBODY THEY HAD YESTERDAY OR THE DAY BEFORE. IT'S VERY, VERY DIFFICULT TO TRY TO CATCH THEM IN THE PROCESS OF DOING THIS.

>> SO WE ALSO, I JUST SENT A LETTER TO THE AIRPORT ALSO BECAUSE AND I DON'T KNOW IF Y'ALL KNOW THAT, SOME KIND OF STRIKE AT THE AIRPORT WITH THE UBER DRIVER BECAUSE THEY HAVE LOWERED THE PRICE DOWN. IT'S OUR CAB DRIVERS' BUSIEST TIME OF THE YEAR. THEY'RE LOWERING OUR PRICES EVEN LOWER TO TAKE ADVANTAGE OF THAT PART OF IT. WE ARE PAYING THE AIRPORT ASTRONOMICAL AMOUNT OF MONEY. THEY ARE PAYING NOTHING. WE ARE PAYING THIS COMMISSION HERE TO OPERATE. THEY ARE PAYING NOTHING, AND THEY ARE JUST, YOU KNOW, DOING WHATEVER THEY WANT TO OUT THERE AND IT ISN'T EVEN THE ONES ON THE PLATFORM. THEY ARE GOING OFF THE PLATFORM MORE THAN THEY ARE ON PLATFORM. AND OUR CAB DRIVERS THE SAME TOKEN WHY THEY WANT TO DRIVE PREMIERE OR UNITED. I'VE GOT MY SPECIALS, WHY DO -- I SO THERE'S A WHOLE MESS GOING ON OUT THERE NOT TO MENTION PEOPLE THAT AREN'T EVEN IN THE INDUSTRY THAT ARE TAKING ADVANTAGE OF THIS DOING WHATEVER THEY WANT. SO I DON'T KNOW WHAT THE ANSWER IS, BUT DOING NOTHING IS NOT THE ANSWER.

>> VICTOR CRIST: MR. MINARDI, LET ME ASSURE YOU, WE ARE NOT DOING NOTHING. RIGHT NOW WE HAVE HELD BACK WITH LITIGATION, WHICH COULD GO EITHER WAY. AND WE HAVE HELD BACK ON THE TICKETING BECAUSE WE CAN'T GET THE COURTS TO UPHOLD THE TICKETS EVEN THOUGH WE WRITE THEM. BUT I GUARANTEE YOU, IF THE LEGISLATURE DOESN'T WORK THIS OUT IN THE NEXT TWO MONTHS, WE WILL WHEN IT'S OVER, AND IT WILL BE A DRASTIC CHANGE BUT IT WILL GET FIXED SO WE WILL NOT HAVE THIS PROBLEM LOOMING ON US BECAUSE IT HAS BEEN MADE VERY CLEAR TO KYLE AND I BY THE INCOMING LEADERSHIP OF THE LEGISLATURE THAT IF WE DON'T FIX THE PROBLEM, THE PTC WILL NO LONGER EXIST, AND WE DO MUCH MORE THAN CABS AND RIDE SHARING. FRANKLY, MOST OF OUR BUSINESS IS WITH TOW TRUCKS AND AMBULANCES. AND YOU KNOW TO ELIMINATE THIS AGENCY WOULD PUT THE CONSUMERS OF THIS COMMUNITY IN PERIL. SO WE HAVE TO DO WHAT WE WILL HAVE TO DO TO MAKE SURE THAT THIS IS NOT A PROBLEM NEXT YEAR. SO WE'LL BE WORKING CLOSELY WITH YOU, WITH THE OTHERS IN THE INDUSTRY, TO BRING A RESOLVE TO THIS IF THE LEGISLATURE DOESN'T. YOU HAVE YOUR COMMITMENT ON THAT.

>> AND I UNDERSTAND WHAT YOU'RE SAYING, BUT THE ONLY ONE THAT'S GOT ANY MONEY IN THIS THING IS US, AND IT'S COST A FORTUNE. IF WE WAIT UNTIL MARCH TO DO RULES AND REGULATIONS IT'S ANOTHER THREE MONTHS AND YOU'VE GOT TO GO THROUGH THERE AND THEY ARE GOING TO BLOCK EVERYTHING WE HAVE DONE JUST LIKE THEY DID WITH THE RULES WE PUT IN PLACE.

>> VICTOR CRIST: NO, NO, NO, THERE IS ANOTHER WAY.

>> WELL, WHATEVER THAT IS, IN THE MEANTIME, YOU'RE DOCKING ANOTHER 15 MONTHS DOWN THE ROAD THAT WE'RE PAYING A LOT OF MONEY.

>> VICTOR CRIST: NO, I'M TALKING 90 DAYS.

>> OKAY, WELL I'VE HEARD, I'VE HEARD THAT BUT RIGHT NOW, THEY BASICALLY

GOT YOUR HANDS TIED.

>> VICTOR CRIST: WE GOT ONE HAND LOOSE.

>> WELL, I WISH SOMEBODY WOULD SWING IS.

>> VICTOR CRIST: PLANT OUR CARDS CLOSE TO OUR CHEST BUT HAD WE LAY OUR HAND DOWN, IT'S GOING TO BE A ROYAL FLUSH, TRUST ME.

OKAY. NEXT, TOM SMITH?

>> TOM SMITH, CLICK A RIDE, 9506 DRAKE MILL COURT TAMPA. I JUST WANT TO SAY THAT I'M A LITTLE DISAPPOINTED ABOUT A YEAR AND A HALF AGO, I CAME UP HERE AND SAID WHAT WE'VE GOT TO DO IS WE'VE GOT TO MARKET AGAINST THEM. THAT ALL THIS LEGAL WRANGLING AND ALL THIS STUFF DOES NOTHING IF WE DON'T MARKET AGAINST THEM. YOU HAVE SAID THEY'VE STOLEN HALF OF THE MARKETPLACE, AND THEY KEEP GOING WITH THEIR DROPPING DOWN TO 65 CENTS A MILE AND WHATEVER THEY DO, AND NOBODY HERE IS DOING ANYTHING TO MARKET AGAINST THEM, AND EVERYTHING I'VE TRIED TO DO, THIS COMMISSION HAS STOPPED ME AND NOT LET ME DO IT. SO I'M JUST WANT TO SAY I'M VERY DISAPPOINTED AND I WISH SOMEBODY WOULD DO SOMETHING TO LET ME GO AFTER THEM ON A MARKET LEVEL. THANK YOU.

>> VICTOR CRIST: ROB SEARCY.

>> ROB SEARCY, PRESIDENT OF UNITED CAB COMPANY, GULF COAST TRANSPORTATION, 1701 WEST CASS STREET. HERE TO REINFORCE WHAT MR. MINARDI SAID WITHOUT GOING THROUGH THAT WHOLE LITANY OF ROGUE TAXICAB AND TRANSPORTATION VEHICLES AND TNC VEHICLES THAT ARE OUT THERE BASICALLY STEALING REVENUE, NOT PAYING REVENUE TO THE AIRPORT, BASICALLY FLAUNTING IT IN THE FACE OF THE PTC. HOW MUCH LONGER WE GOING TO WAIT? HOW MUCH LONGER ARE WE GOING TO WAIT? THREE MONTHS? 90 DAYS? 15 MONTHS? WHAT'S THE DEAL HERE AND WE'VE BEEN GOING THROUGH THIS FOR ALMOST THREE YEARS NOW, AND YOU KNOW, AS IT GOES, WE JUST KEEP LOSING MORE AND MORE. YOU REALIZE THE REIMBURSEMENT BY IRS FOR JUST MAINTAINING A CAR IS 55 CENTS A MILE? SO A DRIVER'S GOING TO MAKE 10 CENTS A MILE AFTER MAINTAINING HIS VEHICLE? FOR TNCs? THEY'RE BASICALLY OR PREDATORY MARKETING TO GET US OUT OF THE MARKET, MEANING THE CURRENT REGULATED LEGAL TRANSPORTATION PROVIDERS. Y'ALL GOT TO DO SOMETHING. I GOT UP IN FRONT OF THE DELEGATION AND WENT THROUGH A LITANY OF LACK OF PUBLIC SAFETY PROTECTION ISSUES FOR THESE TNCs. THERE'S SOMEWHERE AROUND 50 TO 100 INCIDENCES THROUGHOUT THE COUNTRY OF RAPE, SHOOTING, ASSAULTS, HOME BURGLARIES AFTER MAKING TRIPS WITH THEIR PASSENGER FROM AIRPORTS TO HOME GOING TO THE AIRPORT OF TNC DRIVERS. ARE WE GOING TO WAIT TILL ROB IS UP HERE SAYING IT'S HAPPENED NOW IN HILLSBOROUGH COUNTY BEFORE Y'ALL DO SOMETHING? GOING TO BE A LITTLE EMBARRASSING, FOLKS. APPRECIATE YOUR HELP.

>> VICTOR CRIST: STEVE.

>> GOOD MORNING, BOARD. WE HAD OUR WRECKER RULES WORKSHOP, AND WE ARE IN SUPPORT OF 99.9% OF THE RULE CHANGES BEING PROPOSED. THE ONE STICKING ISSUE IS REALLY A LEGAL ISSUE THAT WE'RE ASKING FOR INTERPRETATION ON. WE HAD REQUESTED THAT THE HOURS OF OPERATION BEING ALLOWED FROM 8:00 TO 5:00 P.M., AND THERE'S A PROVISION IN THE STATE LAW THAT SAYS SHALL BE OPEN FOR REDEMPTION BETWEEN 8:00 AND 6:00. WE WERE NOT PROPOSING THAT THE VEHICLES WOULD NOT BE ALLOWED TO BE REDEEMED AFTER 5:00 AT NO ADDITIONAL CHARGE TO THE INDIVIDUALS. WHAT WE WERE PROPOSING WAS THAT THE STAFF NOT BE REQUIRED TO BE ON SITE BUT RATHER BE ON CALL VIA CELL PHONE, AND WE WOULD BE PROVIDING THOSE NUMBERS IN EVERY LOCATION FOR THAT TO HAPPEN SO THAT THE VEHICLES

COULD BE REDEEMED AFTER 5:00. BUT NOT REQUIRE THAT PERSONNEL BE ON SITE. AND THE RUB IS THAT THE STATE LAW SAYS YOU SHALL BE OPEN FOR REDEMPTION AND RETRIEVAL OF YOUR VEHICLE, AND WE BELIEVE THAT HAVING THAT BE ACCESSIBLE TO INDIVIDUALS THAT GO IN AND THE STAFF BE AVAILABLE FOR REDEMPTION OF VEHICLES AT NO ADDITIONAL CHARGE MEETS THE SPIRIT AND THE INTENT OF THAT PROVISION IN THE STATE LAW. SO WHAT WE'RE ASKING FOR IS THAT THE LEGAL DEPARTMENT HERE, YOUR COUNSEL, REQUEST AN INTERPRETATION FOR WHAT DOES OPEN FOR REDEMPTION MEAN. DOES THAT MEAN THAT PERSONNEL HAVE TO BE ON THE SITE? OR DOES THAT MEAN THAT THE INDIVIDUALS HAVE TO BE AVAILABLE TO REDEEM THEIR VEHICLES. IT ADDS UP A \$25,000 FEE TO EACH OF THE COMPANIES TO REMAIN OPEN THAT EXTRA HOUR BECAUSE WHAT IT DOES IS IT AUTOMATICALLY, IT'S SORT OF THE LAW OF UNINTENDED CONSEQUENCES. IT REQUIRES THAT EVERY OPERATION BECOME AN OVERTIME OPERATION AS OPPOSED TO A STANDARD 40-HOUR WORK WEEK. SO WHEN YOU ADD THAT EXTRA HOUR, THE 8:00 TO 6:00, NOW BECOMES AN OVERTIME ISSUE FOR EVERY SINGLE COMPANY THAT YOU REGULATE. AND IT'S ADDING AS I SAID, APPROXIMATELY \$25,000 IN OVERTIME FEES TO EVERY ONE OF THE COMPANIES THAT ARE INVOLVED. NOW YOU SAY, WELL, WHY DON'T YOU HAVE SOMEBODY WORK THERE PART-TIME DURING THAT ADDITIONAL HOUR? THE PROBLEM IS THAT THE EXPERTISE REQUIRED FOR THE RETRIEVAL AND THE REMOVAL AND THE OPENING OF THE GATES AND THE SECURITY INVOLVED DOESN'T WARRANT ITSELF TO ALLOW FOR A PART-TIME EMPLOYEE COMING IN AND PROVIDING THAT SAME SERVICE. SO WE'RE REQUESTING SOME RELIEF FROM THAT, BUT IN ORDER TO GET THERE, I BELIEVE YOUR COUNSEL WILL PROBABLY HAVE TO REQUEST A LEGAL INTERPRETATION OF WHAT DOES OPEN FOR REDEMPTION ACTUALLY MEAN, AND IF IT DOES NOT MEAN AN INDIVIDUAL HAS TO BE ON THE SITE, REQUEST THAT RULE CHANGE BE CHANGED FROM 8:00 TO 6:00 TO 8:00 TO 5:00.

>> COMMISSIONER, IF I MAY. WE HAVE THIS ON THE AGENDA FOR RULES AND POLICIES COMMITTEE UPDATE LITTLE LATER ON IN THE AGENDA BUT I DON'T KNOW IF YOU WANT TO ADDRESS THIS ISSUE NOW OR IF YOU'D PREFER TO ADDRESS ALL OF THE RULES.

>> VICTOR CRIST: LET'S GET TO THAT WHEN WE GET TO THE RULES. IS THERE ANYONE ELSE WISHING TO COME FORWARD? OKAY. THAT'S ALL THE CARDS THAT I HAVE. IS THERE A MOTION TO CLOSE THIS PORTION OF THE MEETING? IS THERE A SECOND? ALL IN FAVOR, AYE. THOSE OPPOSED? OKAY.

>> MR. CHAIR, THE NEXT ITEM, THE NEXT ITEM IS THE CONSENT ITEMS AND THE REPORT. ON THERE, THE DECEMBER MEETING MINUTES, APPROVAL OF PVDL LICENSES THAT HAVE BEEN PROPERLY VETTED THROUGH OUR RULES, FISCAL YEAR STATUS REPORT, COMMISSION REPORT, AND ADJUSTMENT TO THE WINDLES AND MARX MITTENDORF CONTRACT WE HAD TO PAY SOME OUTSTANDING INVOICES. AFFARI TRANSPORT LIMITED LIABILITY, TWO ADDITIONAL UNRESTRICTED LIMOUSINE PERMITS, LUXURY TRANSPORTATION LIMOUSINE, TWO ADDITIONAL UNRESTRICTED LIMOUSINE PERMITS, AND STATEWIDE TOWING AND SECURITY, WRECKER CERTIFICATE AND ONE WRECKER PERMIT.

>> MOVE TO APPROVAL CONSENT ITEMS A THROUGH H.

>> VICTOR CRIST: OKAY WE HAVE A MOTION AND A SECOND. ALL IN FAVOR? THOSE OPPOSED? SHOW IT UNANIMOUS. MOVING FORWARD, ATTORNEY'S REPORT.

>> THANK YOU, MR. CHAIR. MY REPORT IS VERY BRIEF, AND AS I HAVE COMMUNICATED TO EACH OF THE MEMBERS OF THIS COMMISSION VIA E-MAIL, AND AS A FOLLOW-UP TO THE HEARING THAT WE HAD LAST MONTH ON THE APPLICATION FOR A CERTIFICATE AND HANDICAB PERMIT INVOLVING

WHEELCHAIR TRANSPORT SERVICE INCORPORATED, I AM PREPARING A WRITTEN ORDER FOR THE CHAIRMAN'S SIGNATURE, WHICH WE FEEL PUTS THIS COMMISSION IN THE BEST POSITION POSSIBLE TO DEFEND AN APPEAL: AN APPEAL COULD VERY WELL COME OUT OF THAT PARTICULAR PROCEEDING, AND AS A RESULT OF THAT, OUR OFFICE FELT IT WAS IN THE BEST INTEREST OF THE COMMISSION TO RETAIN THE SERVICES OF OUTSIDE COUNSEL WITH EXPERTISE IN APPELLATE MATTERS TO REVIEW THAT ORDER. THE COMMISSION HAS AN EXISTING CONTRACT WITH BRANIGAN HUMPHRIES. THIS PARTICULAR SERVICE WOULD FALL UNDER THAT CONTRACT, AND WE HAVE ASKED THAT LAW FIRM TO PROVIDE THAT ADVICE. THEY ARE VERY TIMELY IN PROVIDING THE ADVICE, AND I HAVE FINALIZED THE ORDER FOR THE CHAIRMAN'S SIGNATURE, BUT JUST WANTED TO BRIEF THIS COMMISSION ON THE STATUS OF THAT MATTER. THAT WOULD CONCLUDE MY REPORT UNLESS THERE ARE ANY QUESTIONS.

>> VICTOR CRIST: I HAVE QUESTIONS OF YOU. IF THERE ARE NO OTHER QUESTIONS? WE HAD SEVERAL SPEAKERS COME UP AND PLEAD WITH US TO DO MORE TO POLICE THE INDUSTRY REGARDING THE RIDE SHARING. DURING THE LAST THREE YEARS, TO THE BEST OF MY KNOWLEDGE, WE HAVE EXERCISED EVERY TOOL IN OUR TOOL BOX. IS THAT TRUE? IS THERE ANYTHING THAT WE HAVE NOT UTILIZED THAT IS STILL AVAILABLE FOR US TO BE ABLE TO USE?

>> MR. CHAIR, WE HAVE SOUGHT THE ASSISTANCE OF THE STATE ATTORNEY'S OFFICE IN CHARGING DRIVERS CRIMINALLY. WE HAVE ALSO EXERCISED ALL OUR RIGHTS UNDER THE SPECIAL ACT AND THE RULES IN TERMS OF FILING LITIGATION AGAINST THE TRANSPORTATION NETWORK COMPANIES. WE HAVE TO OPERATE WITHIN THE CONFINES OF THE SPECIAL ACT IN THE RULES, AND WE HAVE DONE WHATEVER WE CAN DO UNDER THOSE LAWS TO ENFORCE AGAINST THE TRANSPORTATION NETWORK COMPANIES.

>> OKAY, SO IN SIMPLE TERMS, WE HAVE GONE TO THE STATE ATTORNEY'S OFFICE TO PROSECUTE.

>> YES.

>> VICTOR CRIST: WE HAVE CONTACTED EVERY LAW ENFORCEMENT AGENCY WITHIN OUR JURISDICTION FOR THEIR ASSISTANCE.

>> YES.

>> VICTOR CRIST: WE HAVE FILED A NUMBER OF LITIGATION LAWSUITS AND/OR INJUNCTIONS.

>> YES.

>> VICTOR CRIST: WE HAVE HAD THE COURTS LITERALLY COME BACK AND SAY THAT IT WAS QUESTIONABLE WHETHER OR NOT WE HAD JURISDICTION.

>> YES.

>> VICTOR CRIST: AND AT THIS JUNCTURE, WE HAVE BASICALLY UTILIZED EVERY TOOL IN OUR TOOL BOX TO TRY TO SHUT THEM DOWN?

>> YES.

>> VICTOR CRIST: AND BRING THEM INTO COMPLIANCE WITH THE RULES AND RESTRICTIONS THAT ARE IN PLACE. AND HAVE NOT BEEN ABLE TO DO SO?

>> YES, AND AT THIS POINT NO.

>> VICTOR CRIST: OKAY, SO UNLESS ALL OF YOU GUYS HAVE SOME OTHER IDEA WE HAVE EXHAUSTED EVERYTHING WE HAVE, AND HAVE GONE TO THE LEGISLATURE AND ASKED THEM FOR THEIR HELP TO DEFINE WHAT WE CAN AND CAN'T DO, SO THAT WE CAN SATISFY THE COURT, TO COME UP WITH A SET OF RULES AND GUIDELINES THAT ARE FAIR TO THE INDUSTRIES THAT ARE HERE AND THE NEW ONES THAT WOULD WISH TO COME, AND TO ENSURE THAT THE ADEQUATE CONSUMER PROTECTIONS WERE IN PLACE FOR EVERYONE. AT THIS JUNCTURE, IF THE LEGISLATURE DOESN'T WANT TO DO ANYTHING WITH IT, THAT'S NOT OUR FAULT.

BUT THE BALL IS IN THEIR COURT. AND ALL OF YOU ARE UP THERE. SO GET THAT BALL IN PLAY. BECAUSE THE BALL IS IN THEIR COURT, AND THEY HAVE THE POWER TO FIX THIS. IF THEY DON'T FIX IT IN THE NEXT 60 DAYS, WE WILL HERE. YOU MAY OR MAY NOT LIKE OUR FIX, BUT THIS IS NOT GOING TO BE A PTC PROBLEM 12 MONTHS FROM NOW. WE ARE NOT GOING TO PUT THIS AGENCY'S EXISTENCE IN JEOPARDY OVER THIS ISSUE ANYMORE. SO YOU GUYS GOT 60 DAYS TO FIX YOUR PROBLEM IN TALLAHASSEE. IF YOU DON'T, WE WILL FIX IT HERE SO IT'S NOT OUR PROBLEM ANYMORE. AND THAT'S THE BOTTOM LINE. COUNSEL, ANYTHING TO ADD TO THAT?

>> NO, COMMISSIONER.

>> I'D LIKE TO ADD SOMETHING IF I MAY. THE ONE THING THAT HASN'T BEEN MENTIONED THAT WE ARE ALSO DOING IS WE ARE USING SOCIAL MEDIA, WE ARE USING BILLBOARDS TO GET THE MESSAGE OUT ABOUT SURGE PRICING AND SAFETY AND ALL THOSE OTHER THINGS. NOW, I WILL ADMIT THAT WE COULD ALWAYS BE DOING MORE IN THAT REGARD. MY SUGGESTION TO THE INDUSTRY IS IF YOU HAVE SOME IDEAS THAT YOU THINK MAY GET THE MESSAGE OUT THERE BETTER USING SOME SORT OF ADVERTISING OR SOCIAL MEDIA, TALK TO KYLE. I'M SURE HE'D BE WILLING TO LISTEN AND TO THE EXTENT WE CAN DO IT, WE'LL DO IT. WE DO HAVE MESSAGES GOING OUT ON SOCIAL MEDIA EVERY DAY, AND WE DO HAVE SOME BILLBOARDS THAT WE HAD UP. OBVIOUSLY WE COULD ALWAYS BE DOING MORE, BUT I THINK YOU'RE OUT THERE EVERY DAY, YOU SEE WHAT'S GOING ON. I'D LIKE TO HEAR YOUR SUGGESTION ON WHAT MORE WE COULD BE DOING.

>> VICTOR CRIST: I WOULD CONCUR WITH THAT. MEMBERS, ANY OTHER CALLS OR FEELINGS? WE TRULY WANT TO BE ABLE TO DO WHAT WE'RE EMPOWERED TO DO, BUT RIGHT NOW WE'RE HANDCUFFED AND UNLESS LEGISLATURE ACTS, WE'RE HANDCUFFED AT THIS POINT, AND THERE ARE, THERE IS ONE LESS OPTION WE HAVE AT OUR DISPOSAL, BUT IT'S RADICAL, AND NOT ONE WE WOULD WISH TO EXERCISE BUT IF FORCED INTO THE CORNER WE WILL HAVE NO OTHER CHANCE TO DO BUT TO MOVE FORWARD WITH IT. BUT WITH THIS JUNCTURE, THAT BALL IS IN TALLAHASSEE AND YOU CAN GET IT GOING, BUT YOU HAVE TO STRIKE A COMPROMISE UP THERE AND SHOW THE LEADERSHIP THAT YOU'RE WILLING TO WORK WITH THE OTHER SIDE TO SHOW YOU ARE WILLING TO GET SOMETHING DONE. MOVING FORWARD, ATTORNEY'S REPORT, ANYTHING ELSE?

>> NO, MR. CHAIR, JUST NEED APPROVAL OF THE REPORT.

>> SO MOVED.

>> SECOND.

>> VICTOR CRIST: ALL IN FAVOR, AYE. THOSE OPPOSED? OKAY. DIRECTOR'S REPORT, KYLE?

>> THANK YOU, MR. CHAIR. THERE WERE A FEW ITEMS THAT WERE LEFT OVER FROM LAST MONTH'S MEETING FROM DECEMBER 9th. MR. SMITH, TOM SMITH. MR. SMITH HAD REQUESTED THAT THIS COMMISSION LOOK INTO THE POSSIBILITY OF AT THE DECEMBER 9th MEETING, ASK THE COMMISSION TO SUPPORT FOR HIRE VEHICLES TO HAVE THE LEGAL AUTHORITY TO TURN AROUND AT INTERSTATES, ON INTERSTATES AT BREAK POINTS OR BRIDGES THAT HAVE BREAK POINTS IN THEM. SO THEY DON'T HAVE TO MAKE A LONG TRIP IN ORDER TO DOUBLE BACK. THESE BREAK POINTS ARE MARKED AS FOR OFFICIAL USE ONLY AND THEY'RE GOVERNED BY FLORIDA STATUTE. LIMITATIONS ON TURNING AROUND. AND THE SPECIFIC VERBIAGE IS CITED IN YOUR BACKUP ON THE AGENDA ITEM. BASICALLY IT SAYS THAT IN THESE POSTED BREAK POINTS, VEHICLES ARE NOT PERMITTED TO USE THEM AS TURNAROUNDS. ONLY OFFICIAL VEHICLES OPERATING UNDER OFFICIAL CAPACITY. AND THIS COMMISSION -- SO I

CONTACTED THE FLORIDA HIGHWAY PATROL, AND THE SCENARIO IS QUITE SIMPLE ACTUALLY. IF A PERSON IS BROKE DOWN ON THE SIDE OF THE ROAD OR FOR SOME REASON A CAB OR TRANSPORTATION IS NEEDED, IT'S NOT UNCOMMON FOR THE HIGHWAY PATROL OR A LAW ENFORCEMENT AGENCY TO CONTACT A TAXICAB COMPANY TO COME AND PICK UP THE STRANDED INDIVIDUAL. IN DOING SO, THE BRIDGE IS PROBABLY, ANY ONE OF THE BRIDGES ARE PROBABLY A GOOD EXAMPLE. IF YOU GO ACROSS THE GANDY BRIDGE, YOU HAVE TO GO ALL THE WAY TO I BELIEVE 4th STREET TO TURN AROUND TO COME BACK EASTBOUND TO PICK SOMEBODY UP. THERE IS A BREAK POINT ON THE BRIDGE, BUT IF THE TAXICAB DRIVER RESPONDING UTILIZES THAT BREAK POINT, THEY'RE SUBJECT TO GETTING A CITATION. FLORIDA HIGHWAY PATROL SAYS THAT THEY WILL NOT ISSUE A WAIVER ON THESE BREAK POINTS AND MOREOVER, FURTHER CONVERSATION IS THAT THEY DON'T HAVE THE AUTHORITY TO ISSUE A WAIVER ON THE FLORIDA STATUTE. THIS COMMISSION DOESN'T HAVE THE AUTHORITY TO ISSUE A WAIVER ON THAT FLORIDA STATUTE. THAT WOULD HAVE TO COME DIRECTLY FROM THE FLORIDA STATUTE. MS. OSTER AND I HAVE BEEN DISCUSSING THIS FOR A WHILE AND I WOULD ASK HER TO CHIME IN.

>> MR. COCKREAM IS RIGHT IN THE SENSE THAT THE AUTHORITY THAT THIS COMMISSION HAS IS TO WAIVE ITS OWN RULES. IN SPECIAL ACT IT DOES NOT HAVE THE AUTHORITY TO WAIVE FLORIDA STATUTE UNRELATED TO ITS GOVERNING AUTHORITY.

>> MY RECOMMENDATION WOULD BE TO, WHEN A CAB COMPANY HAS A REQUEST TO GO PICK UP SOMEBODY WHO'S STRANDED ON THE BRIDGE OR THE INTERSTATE, AND THEY THINK THEY NEED TO USE A BREAK POINT IN ORDER TO GET THERE TIMELY IS TO MERELY DISCUSS THAT ISSUE ON THE FOREFRONT WHEN THE HIGHWAY PATROL OR LAW ENFORCEMENT AGENCY SUMMONSES THEM AND HAVE THAT DISCUSSION. I HAVE CONCERN THIS COMMISSION DOESN'T HAVE THE JURISDICTION TO INTERVENE IN THE FLORIDA STATUTE.

>> MR. SMITH, FEEL FREE TO COMMENT IF YOU WOULD LIKE TO. I KNOW THERE'S A HISTORY HERE THAT PRECEDES ME REGARDING THIS ISSUE.

>> WELL, YEAH, I DON'T REMEMBER EXACTLY WHAT YEAR. IT WAS LIKE 89 OR 88, TONY GARCIA, THE ORIGINAL DIRECTOR OF THE PTC, HE CALLED THE HIGHWAY PATROL AND HE SAID HEY, MY CABS' GOT TO TURN AROUND AND LET THEM DO IT AND HIGHWAY PATROL SAID YEAH OKAY BUT THAT WAS A DIFFERENT WORLD I GUESS. AND THERE WAS AN ANNOUNCEMENT MADE THAT WE CAN GO AHEAD AND USE THE TURN YARDS BUT THAT WAS 30 YEARS AGO. I GUESS EVERYTHING'S DIFFERENT NOW. BACK THEN IT WAS GOOD OLD BOYS CALL THEM UP AND SAY HEY, THIS IS THE WAY IT IS AND THAT WAS THE WAY IT WAS. BUT THE PROBLEM IS IT'S A LOT OF TIMES IT'S NOT THE STATE TROOPER WHO CALLS THE CAB. 20 MINUTES TO MAKE HIS FLIGHT THE CAB'S GOT TO GO TO 4th STREET, TURN AROUND, COME BACK, HE ALREADY MISSED HIS FLIGHT. BY THE TIME THE CAB GETS HERE TO PICK HIM UP. I MEAN, IT'S, I'VE BEEN CALLED DOWN THERE BY A STATE TROOPER TO PICK UP A GUY THAT JUMPED OFF A BARGE TO TAKE HIM TO THE HOSPITAL BECAUSE HIS WIFE WAS HAVING A BABY. THAT CAME IN OFF OF MY PHONE ON ONE OF MY WEB SITES FROM THE STATE TROOPER. IT'S JUST KIND OF RIDICULOUS. I'VE BEEN THROUGH THERE OVER THE LAST 30 YEARS 12 OR 14 TIMES, YOU KNOW, TO EITHER FOR THIS REASON OR THAT REASON. IT SAYS AUTHORIZED VEHICLES ONLY. THERE'S NO WAY OF GETTING THE TAXIS AUTHORIZED?

>> VICTOR CRIST: MR. COCKREAM, WHAT I AM HEARING FROM YOU AND THE ATTORNEYS IS THIS IS OUT OF OUR JURISDICTION, THAT IT'S A LEGISLATIVE STATUTE, AND DEALING WITH, I WOULD GUESS DEPARTMENT OF HIGHWAY AND

MOTOR VEHICLES. THE BEST WAY FOR THIS TO BE FIXED WOULD BE TO HAVE A STATE SENATOR AND A STATE REPRESENTATIVE RUN AN AMENDMENT DURING SESSION ON A BILL THAT IS GERMANE TO THAT CHAPTER OF THE STATUTES THAT SIMPLY CORRECT TWO OR THREE WORDS THAT WOULD ALLOW UNDER SPECIAL CIRCUMSTANCES IN THE EVENT OF AN EMERGENCY AND/OR WHATEVER THE DEFINITION OF PROVIDES THE CABS TO BE ABLE TO DO THAT. BEST WAY TO REACH THROUGH THEM WOULD EITHER BE FOR YOU TO GO UP AND TALK TO THEM DIRECTLY AND HELP THEM UNDERSTAND THAT THERE'S A PROBLEM HERE, OR FOR YOUR TRADE ASSOCIATION TO DO SO. YOU KNOW, THEY HAVE LOB LOBBYISTS UP THERE. I KNOW MR. MINARDI WHO RUNS A CAB COMPANY, THIS MAY BE AN ISSUE HE RUNS INTO AS WELL. HE HAS A LOBBYIST IN TALLAHASSEE WHO'S VERY EFFECTIVE. ALL YOU NEED IS A SIMPLE AMENDMENT, AND IT CAN BE DONE DURING THIS SESSION AND FIXED BY JULY. BUT IT'S NOT WITHIN OUR JURISDICTION TO DO IT. I MEAN, WHAT YOU HAD BEFORE WAS BASICALLY THE GOOD OLD BOY NETWORK WHERE COPS WERE TURNING A BLIND EYE TO WHAT YOU WERE DOING, AND EVERYTHING WAS FINE. BUT TODAY THEY DON'T WANT TO DO THAT.

>> ALL RIGHT. THANKS.

>> THANK YOU, MR. CHAIR. THE NEXT THING ON THE DIRECTOR'S REPORT IS LINGERING FROM THE DECEMBER 9th MEETING AS WELL, WHICH IS ALREADY SOMEWHAT BEEN DISCUSSED RELATIVE TO MR. MINARDI'S COMMENTS EARLIER ABOUT THE ENFORCEMENT. WE ARE DESPERATELY TRYING TO ENFORCE THE RULES AGAINST ROGUE OPERATORS OPERATING OFF OF THE PLATFORM FOR THESE TRANSPORTATION NETWORK COMPANIES. THEY ARE VERY DIFFICULT TO CATCH, AND WE ARE TRYING TO DO THAT. WE'RE STILL TRYING TO DO THAT ENFORCEMENT. BUT IT'S EXTREMELY DIFFICULT TO CATCH SOMEBODY OPERATING LIKE THAT. THE NEXT THING ON THE AGENDA WAS THE ZONE PERMITS AT THE DECEMBER 9th MEETING AS RECOMMENDED THAT THE EXISTING RESTRICTED ZONE PERMITS BE EXCHANGED FOR UNRESTRICTED ZONE TAXI PERMITS. THERE ARE CURRENTLY 19 RESTRICTED ZONE PERMITS ISSUED. EVERY AUCTION I'VE SET ASIDE THREE TO FOUR UNRESTRICTED PERMITS TO EXCHANGE FOR THE RESTRICTED ZONE PERMITS. OUR RULE 1-2.001 SUBSECTION 7 STATES THAT ALL THE RESTRICTED ZONE PERMITS SHALL BE BROUGHT INTO COMPLIANCE BY THE POPULATION CAP BY DECEMBER 31st, 2022: I'VE DONE THIS IN THE LAST TWO AUCTIONS THAT I'VE SINCE I'VE BEEN HERE, SO WE'RE SLOWLY TURNING THESE OTHER FROM RESTRICTED PERMITS TO UNRESTRICTED PERMITS. SO WE'RE WELL WITHIN THE PARAMETERS OF MEETING THE OBLIGATIONS SET FORTH IN OUR OWN RULES, AND THIS IS ALREADY IN PLAY. THOSE WERE THE THREE ITEMS THAT WERE LINGERING FROM THE DECEMBER 9th MEETING. MOVING ONTO OLD BUSINESS, RULES AND POLICY COMMITTEE MET ON JANUARY 5th AT 9:00 AT 315 EAST KENNEDY BOULEVARD ON THE THIRD FLOOR OF CITY HALL IN THE CHAMBER BOARD ROOM. SUMMARY OF THE RULES IS IN YOUR BACKUP, AND THE COMMISSION WILL NEED TO VOTE TO ADOPT THE APPROVED RULES. I BELIEVE ONE OF THE RULES IS WHAT HE WAS SPEAKING OF BEFORE WE CAN ADDRESS THAT ISSUE RIGHT NOW. MR. MACCALLINI, IF YOU WOULD LIKE TO?

>> SO I AM GOING TO DEFER TO MRS. OSTER ON THE ISSUE THAT LEGAL INTERPRETATION, HOW WE MIGHT BE ABLE TO GET THERE WITH REGARD TO THE WORD OPEN FOR REDEMPTION VERSUS OPEN FOR BUSINESS.

>> OKAY, IF I MAY, AND MR. COCKREAM AND I HAVE HAD CONVERSATIONS ABOUT THE PARTICULAR RULE PROPOSAL, AND THE STATUTE IS LESS THAN CLEAR WHAT IS MEANT BY OPEN IN TERMS OF THE HOURS OF OPERATION.

CERTAINLY IF THIS COMMISSION WOULD LIKE ME TO RENDER A LEGAL OPINION ON THAT ISSUE, I'M HAPPY TO DO THAT. HOWEVER, I WOULD REQUEST THAT MR. MACCALLINI OR THE INDUSTRY THAT HE REPRESENTS, IF THEY HAVE LEGAL COUNSEL THAT HAS RESEARCHED THIS ISSUE AND HAS ANY CASE LAW ON THIS PARTICULAR ISSUE, TO FORWARD THAT TO ME IN SUPPORT OF THEIR POSITION.

>> WE CAN CERTAINLY DO THAT, MR. CHAIRMAN. ONE OF THE THINGS THAT I MIGHT WANT TO POINT OUT IS THAT EVERY WRECKER COMPANY IS REQUIRED TO BE OPEN 24 HOURS A DAY 7 DAYS A WEEK FOR REDEMPTION OF VEHICLES. SO AS MS. OSTER HAS POINTED OUT, THERE IS SOME GRAY AREA HERE ABOUT WHAT DOES THAT EXACTLY MEAN. WITHIN 30 MINUTES, WE'RE REQUIRED TO GO TO THE HOLDING YARD WHEREVER THAT IS AND RELEASE A VEHICLE. AND WHAT WE WERE PROPOSING WAS ACTUALLY EXTENDING THE HOURS AT NO CHARGE TO 7:00 P.M. SO WE HAVE AN ADDITIONAL HOUR IN EXCHANGE FOR ALLOWING US NOT TO BE REQUIRED TO HAVE PERSONNEL ON THE PREMISES. THAT ALSO CREATES OTHER ISSUES WITH THE EMPLOYEES NOT BEING ABLE TO FIND DAY CARE FOR CHAIR CHILDREN AND DROPPING OFF CHILDREN IN THE MORNING TO GO TO SCHOOL OR THE DAY CARE. SO THEY USUALLY CLOSE AT 6:00, AND THE EMPLOYEES ARE HAVING TROUBLE GETTING THERE IN TIME TO, YOU KNOW, PICK UP THEIR KIDS. SO THERE IS A LOT OF AS I SAID UNINTENDED CONSEQUENCES TO THAT 6:00 P.M. ISSUE, AND WE WILL BE ABLE TO DO SOME RESEARCH AND PROVIDE THAT CASE LAW AND LEGAL RESEARCH BACK TO MS. OSTER TO SUPPORT THAT REQUEST.

>> VICTOR CRIST: MEMBERS? I PERSONALLY FIND THAT OFFER VERY INTERESTING: ULTIMATELY, OUR ROLE IS TO PROTECT THE CONSUMER, AND GIVING THE CONSUMER EVERY OPPORTUNITY TO BE ABLE TO ACQUIRE THEIR VEHICLE BACK IS CERTAINLY A STRONG ADVANTAGE FOR THE CONSUMER. YOU HAVE A COMPELLING ARGUMENT, ESPECIALLY WHEN YOU START TALKING ABOUT DAY CARE, HAVING A 3-YEAR-OLD AT HOME, I UNDERSTAND WHAT 6:00 LOOKS LIKE, AND YOU KNOW, YOU BETTER HAVE THAT, BE AT THAT DAY CARE CENTER BEFORE THEY SHUT DOWN OR YOU'RE --

>> BETTER NOT BE 6:01.

>> VICTOR CRIST: BETTER NOT BE 6:01. MEMBERS, I THINK AT THIS POINT, IF WE COULD HAVE YOUR ATTORNEY DO A REVIEW OF THE DEFINITION AND OUR ATTORNEY MEET WITH THEM, HIM, AND REVIEW THAT AND REPORT BACK TO US WHAT WITH CLARITY THAT DEFINITION CLEARLY IS UNDER THE STATUTES, AND WHETHER OR NOT WE COULD ENTERTAIN THE OPTION THAT MR. MACCALLINI IS PRESENTING WHERE WE COULD LET THEM STAY OPEN TILL 7:00 WITH THE TWO-HOUR WINDOW BY PHONE, BUT THERE WOULD NEED TO BE SOME SAFETY NET IN THERE, SOME SAFEGUARDS THAT IF SOMEBODY'S CALLING AT 5:01, SOMEBODY'S THERE TO ANSWER AND RESPOND.

>> THEY'RE ALWAYS AVAILABLE, AND ALWAYS THE NOTICE IN THE EVENT THAT THEY CALL IN, THERE'S ALWAYS A CELL PHONE SECONDARY NUMBER THAT COMES UP AND IT GOES TO VOICE MAIL. THERE'S A MESSAGE THAT TELLS YOU YOU CAN CALL ON THIS CELL PHONE NUMBER FOR IMMEDIATE SERVICE. SO THERE IS THAT KIND OF BACKUP.

>> AND YOU DID MENTION THAT YOU WERE GOING TO HAVE SIGNS PLACED OUTSIDE OF YOUR BUSINESSES.

>> YES, SIR, THEY'RE REQUIRED NOW TO HAVE SIGNS THAT IDENTIFY THE PHONE NUMBER FOR RETRIEVAL OF VEHICLES. AND WE'RE ALSO REQUIRED TO PROVIDE THAT SERVICE WITHIN 30 MINUTES AND THAT'S 24 HOURS A DAY. THAT EXISTS ALREADY. SO WHAT WE WERE DOING IS EXTENDING THE CHARGE AT NO ADDITIONAL CHARGE TO THE CONSUMER FOR AN ADDITIONAL HOUR BEYOND WHAT WE COULD CHARGE FOR NOW. SO AT 6:00 WE COULD CHARGE, BEGIN

CHARGING STORAGE TIME BUT WE WERE GOING TO RELEASE THOSE VEHICLES FOR AN ADDITIONAL HOUR UP TO 7:00 P.M.

>> VICTOR CRIST: THAT'S A PRETTY COMPELLING -- I MEAN, A FAIR EXCHANGE, FAIR, LAWFUL EXCHANGE. NO ROBBERY, SO.

>> COUNSEL, DO YOU NEED A MOTION TO MOVE FORWARD?

>> WELL, WHAT I WOULD SUGGEST IS THAT WE TABLE THAT PARTICULAR RULE UNTIL WE CAN WORK THROUGH THE LEGAL OPINION.

>> I THINK THERE'S ACTUALLY THREE RULES THAT ARE INVOLVED.

>> WELL, I THINK THAT THERE ARE TWO BEING RECOMMEND BY THE COMMITTEE TO MOVE FORWARD ON.

>> RIGHT AND THE THREE THAT WE DIDN'T RECOMMEND, I THINK THEY WERE ALL KIND OF REVOLVE AROUND THE SAME ISSUE, DO THEY NOT.

>> TWO OF THE THREE THAT DID NOT PASS, YES, ARE DIRECTLY RELATED.

>> OKAY, BUT YOU DON'T NEED A MOTION TO DEVELOP THE LEGAL OPINION.

>> NO, I DON'T. BUT I WOULD SUGGEST A MOTION TO TABLE DISCUSSION ON THOSE RULES THAT ARE AFFECTED BY THE LEGAL OPINION.

>> THANK YOU.

>> VICTOR CRIST: DO YOU WANT TO MAKE THAT MOTION.

>> WELL, I'LL MAKE TWO MOTIONS. ONE IS I MOVE THERE ARE TWO RULES THAT THE RULES AND POLICIES COMMITTEES SUGGESTED WE MOVE FORWARD FOR APPROVAL.

>> VICTOR CRIST: LET'S TAKE EACH MOTION.

>> THE FIRST MOTION WOULD BE TO APPROVE PROPOSAL ONE AND TWO, THE NEW RULES THAT WERE SUGGESTED AND PASSED BY THE POLICY, RULES AND POLICY COMMITTEE. I WOULD MOVE THAT WE MOVE THEM FORWARD HERE TODAY.

>> VICTOR CRIST: IT MIGHT BE CLEANER IF WE REVERSED YOUR MOTIONS, WE TABLE ONE RULE AND MOVE --

>> I THINK WE HAVE TO TABLE AT LEAST TWO RULES, RIGHT?

FOUR AND FIVE? SO I MOVE THAT WE TABLE, ACTUALLY, I MOVE THAT WE TABLE RULES, PROPOSED RULES 4 AND 5 UNTIL WE HEAR BACK FROM COUNSEL.

>> VICTOR CRIST: OKAY, WE HAVE A SECOND. ANY DISCUSSION? SEEING NONE, ALL IN FAVOR, AYE. THESE OPPOSED? OKAY, WE HAVE TWO RULES TABLED TO THE NEXT MEETING FOR OUR COUNSELS TO GET TOGETHER.

>> THEN WE ALSO HAVE TWO PROPOSED RULES, NUMBER 1 AND 2, THAT I'D LIKE TO WOULD REQUEST THAT WE APPROVE TODAY.

>> VICTOR CRIST: OKAY, IS THERE A SECOND? WE HAVE A SECOND. IS THERE A DISCUSSION? SEEING NONE, ALL IN FAVOR, AYE. THOSE OPPOSED?

>> NOW WE HAVE ONE LEFTS, NUMBER THREE, AND I WILL DEFER TO KYLE AS TO THIS POSITION.

>> THANK YOU, COUNCILMAN. THE RULE NUMBER THREE PROPOSED, THIS RULE CHANGE WOULD REQUIRE A VEHICLE OWNER TO PAY THE \$50 SERVICE CHARGE FOR NONCONSENSUAL TOWING. AFTER ONLY ONE HOUR OF THE TOWING COMPANY HAVING NOTIFIED INAPPROPRIATE LAW ENFORCEMENT AUTHORITY INSTEAD OF THE THREE HOURS THAT ARE CURRENTLY INDICATED IN THE RULE. THE CHANGE WOULD GIVE THE VEHICLE OWNER ONE HOUR TO RESPOND TO GET THEIR VEHICLE, OR BE CHARGED \$50. THERE IS A CONCERN BY THE COMMITTEE THAT THE VEHICLE OWNERS MAY NEED THE THREE HOURS TO GET THE MONEY TO GET TO THE STORAGE FACILITY, TO FIND A MODE OF TRANSPORTATION, AND THAT THREE HOURS WOULD BE USED FOR THAT PURPOSE AND THAT WAS THE GENERAL DISCUSSION OF THE COMMITTEE. THEREFORE, THE THREE-HOUR WINDOW WAS A MORE REASONABLE PERIOD OF TIME FOR THE VEHICLE OWNER TO RESPOND TO THE STORAGE FACILITY AND BE ABLE TO ADDRESS WHATEVER SITUATION THAT CAUSED THE VEHICLE TO

BE TOWED. AFTER 1 HOUR, THE CONSUMER WOULD BE CHARGED.

>> WE WOULD JUST FAIL TO ADOPT THAT. WE DON'T NEED A MOTION OR ANYTHING.

>> THAT IS CORRECT. THE RULES AND POLICIES COMMITTEE VOTED TO NOT PASS THAT RECOMMENDATION. SO TO KEEP IT AT STATUS QUO, THAT A CONSUMER WOULD HAVE THREE HOURS BY WHICH TO RESPOND TO OBTAIN THEIR VEHICLE.

>> VICTOR CRIST: I'M GOING TO DEFER TO THE CHAIR TO THE SUBCOMMITTEE TO EXPLAIN THE RATIONALE BEHIND THE COMMITTEE'S POSITION.

>> WELL, THE RATIONALE IS AS KYLE STATED. ONE HOUR WE DID NOT BELIEVE WAS FAIR TO THE CONSUMER IN THAT THERE IS A MULTITUDE OF IMPEDIMENTS TO GETTING THERE IN AN HOUR. YOU HAVE TO LEAVE WORK, YOU HAVE TO FIND MONEY, YOU HAVE TO FIND A RIDE AND WE FELT THE THREE HOURS WAS FAIRER TO THE CONSUMER AND DID NOT PLACE AN UNDUE BURDEN UPON THE WRECKING COMPANIES.

>> VICTOR CRIST: DISCUSSION? COUNCILMAN?

>> MR. CHAIR, I AM GOING TO AGREE. MY YOUNGER DAYS I HAD A CAR TOWED. [LAUGHTER]

>> VICTOR CRIST: I THINK WE ALL HAVE.

>> I TELL YOU WHEN I CAME OUT I WAS SHOCKED MY CAR WAS GONE, AND THEN I WENT TO THE SHOP TO PICK IT UP AND FOUND OUT YOU HAD TO HAVE CASH. I COULDN'T WRITE A CHECK. SO I WAS RUNNING AROUND, THE BANK CLOSED AND I'M HAVING TO RUN AROUND AND BORROW MONEY JUST TO GO GET MY CAR. SO I ACCEPT THAT RECOMMENDATION OF THREE HOURS BECAUSE I MEAN TIME PASSES WHEN YOU GET OVER TO THE SHOP THAT YOUR CAR BEEN HAULED AWAY AND YOU TRY TO FIND A RESOURCES TO PAY FOR IT. SEE I THINK THAT WAS AN EXCELLENT RECOMMENDATION Y'ALL MADE ABOUT KEEPING IT AT.

>> VICTOR CRIST: ANY OTHER DISCUSSION? I DON'T THINK A MOTION IS REALLY NECESSARY. WE JUST HAVE TO TAKE NO ACTION.

>> YEAH, JUST FAIL TO ADOPT.

>> VICTOR CRIST: OKAY, SO WE MOVE ON.

>> WE'RE GOOD, THANK YOU, MR. CHAIR.

>> MR. CHAIR, I HAD ONE OTHER QUICK ITEM HERE, AND THIS IS SORT OF RELATED TO THE APPLICATIONS THAT ARE, SEEM TO BE PLAGUING THE CAB INDUSTRY. WE'RE NOTICING THAT THERE'S AN APPLICATION OUT THERE NOW FOR INSTANT TOWS WHERE THEY'RE GOING ONLINE AND ASKING FOR, AND SOME ARE REGULATED WRECKERS, SOME ARE NOT REGULATED WRECKERS THAT ARE BEING SUMMONED BY THESE APPLICATION AS WELL SO AS THE STAFF AND THE ATTORNEY ARE LOOKING AT WHAT TO DO ABOUT THE TAXICAB INDUSTRY, IT'S STARTING TO AFFECT THE WRECKER INDUSTRY AS WELL. SO IT'S BECOMING FAIRLY PERVASIVE OUT IN THE INDUSTRY AND THAT DOES AFFECT THE WHAT THE PTC DOES AND THE ROLES AND RESPONSIBILITIES OF YOU ALL AS A BOARD AND THE STAFF AND THE LEGAL DEPARTMENT. SO I CAN NAME THE APPS IF YOU WOULD LIKE OR I CAN GIVE THEM TO THE DIRECTOR.

>> VICTOR CRIST: WHY DON'T YOU GIVE THEM TO THE DIRECTOR, NOT GIVE THEM ANY PRESS TIME AND LET.

>> AND LET THEM KNOW IT IS OUT THERE AND THEY ARE HAPPENING AND THEY ARE ROGUE WRECKERS AS WELL WHICH AS YOU KNOW IS ONE OF THE PRIMARY REASONS WHY YOU PROTECT THE PUBLIC WITH TOW TRUCKS AND WRECKER SERVICES EVEN MORE SO THAN TAXICABS BECAUSE YOU HAVE PRIVATE PROPERTY AT RISK AS WELL AS PERSONAL PROPERTY AND INDIVIDUALS. SO WE'RE VERY CONCERNED ABOUT IT. THANK YOU VERY MUCH.

>> I'LL GET WITH MR. MACCALLINI AFTER TODAY'S MEETING AND WE'LL GET THOSE APPS AND TAKE A LOOK AT THAT.

>> VICTOR CRIST: KYLE, CAN YOU ALSO GET WITH OUR MEDIA PEOPLE AND SEE IF THIS COULD BE INCLUDED IN OUR MESSAGE FOR CONSUMERS TO BE AWARE OF?

>> ABSOLUTELY. MOVING ONTO THE NEXT SECTION OF THE AGENDA, THERE'S A REQUEST FOR VARIANCE AND WAIVER. FIRST CLASS LIMOUSINE IS REQUESTING A WAIVE OF RULE 1-8 SUBSECTION 4E. A STRETCH LIMOUSINE IF CURRENTLY PERMITTED CANNOT EXCEED 10 MODEL YEARS AT THE TIME OF ANNUAL INSPECTION. FIRST CLASS LIMZINE IS REQUESTING A 2005 STRETCH LIMOUSINE HUMMER WITH 93,507 MILES TO BE ALLOWED TO ENTER THE FLEET. PICTURES ARE IN YOUR BACKUP. THERE'S A COUPLE OF ISSUES WITH THIS, AND I BELIEVE DAVE SHAW IS IN THE AUDIENCE IF YOU WOULD LIKE TO COMMENT ON ANY OF THIS, I'D BE MORE THAN HAPPY TO LISTEN TO HIS COMMENTS ON T. BUT GENERALLY IN THE LIMOUSINE INDUSTRY, THE STRETCH LIMOUSINES ARE NOT USED AS FREQUENTLY AS THE BLACK CAR SERVICES IF YOU WOULD OR CERTAINLY NOT AS OFTEN AND FREQUENT AS A TAXICAB. SO THEY ACQUIRE FEWER MILES AND HAVE LESS WEAR AND TEAR. SO THIS VARIANCE IS RELATED TO A MUCH LARGER ISSUE OF THESE STRETCH LIMOUSINES BEING HELD TO THE SAME STANDARD THAT A TAXICAB OR A TYPICAL LINCOLN TOWN CAR OR CADILLAC WOULD BE USED TOO THAT'S ON THE ROAD SEVEN DAYS A WEEK. WE CAN ADDRESS THAT IN A FUTURE RULES AND POLICIES COMMITTEE MEETING, BUT TO ADDRESS THIS, MY RECOMMENDATION IS GOING TO BE TO ALLOW THIS STRETCH TO BE BROUGHT INTO THE FLEET. THIS DOES NOT WAIVER THE INSPECTION CRITERIA THAT THE WE PHYSICALLY GO AND INSPECT THIS VEHICLE AND TAKE A LOOK AT IT TO MAKE SURE IT'S SAFE AND IT'S BEEN MECHANICALLY MADE SOUND FOR THE RIDING PUBLIC AS WELL, SO I WOULD ENDORSE THIS PARTICULAR WAIVER, AND RECOMMEND TO THE RULES AND POLICIES COMMITTEE THAT WE TRY TO ADDRESS THIS IN THE FUTURE WITH REGARDS TO STRETCH LIMOUSINES BEING BROUGHT INTO THE FLEET.

>> LES MILLER, JR.: WE HAVE A MOTION. WE HAVE A SECOND. COMMENT?

>> YES, WITH THE COMMITTEE DOES THEIR RESEARCH YOU MAY WANT TO LOOK AT CLASSIC CARS AS WELL. SEE IF THERE'S A WAY TO ADDRESS THAT, INCORPORATE THAT. I DON'T KNOW HOW LARGE THAT MARKET IS, BUT MIGHT BE GOOD TO BE PROACTIVE.

>> I THINK THAT'S AN OUTSTANDING IDEA. CURRENTLY, THERE IS NOT A CATEGORY IN OUR RULES FOR VINTAGE OR CLASSIC VEHICLES. I PERSONALLY HAVE RENTED THOSE VEHICLES BEFORE IN THE PAST AND FIND THEM, I THINK THERE IS A MARKET HERE FOR THEM. AND ONCE AGAIN, I MEAN, DAVE SHAW, DAVE'S GOT PROBABLY THE BEST NATIONAL PERSPECTIVE OF THE LIMOUSINE INDUSTRY THAT I'M AWARE OF. HE HAS GONE AND VISITED WASHINGTON, D.C., AND SPOKE AROUND THE COUNTRY ON THE ISSUE OF LIMOUSINE SERVICES, SO DAVE, IF YOU HAVE ANY COMMENTS REGARDING A, STRETCH LIMOUSINES, AND B, THE VINTAGE CLASSIFICATION MARKET.

>> VICTOR CRIST: BEFORE YOU DO THAT, COMMISSIONER, THAT'S AN EXCELLENT IDEA. I'D LIKE TO ADD TO THAT, VINTAGE AND CLASSIC SPECIALTY BECAUSE I BELIEVE THAT THERE ARE, THERE IS A MARKET OUT THERE FOR POSSIBLY SPECIALTY CARS LIKE A HOT ROD LIMO. I SAW ONE IN NEW ORLEANS THAT WAS AWESOME. IT'S BASICALLY NOT THE MARKET WILL BEAR AND WHAT THE CONSUMERS ARE LOOKING TO SPEND THEIR MONEY ON. GO AHEAD, SIR.

>> RIGHT. OUR MARKET IN THE LIMOUSINE INDUSTRY HAS CHANGED QUITE A BIT, WHERE WHEN WE GO TO THE NATIONAL SHOWS, YOU SEE A LOT OF SPRINTER VAN LIMOS. SO THE COACH BUILDERS AREN'T PRODUCING THE STRETCH LIMOUSINES LIKE THEY HAVE IN THE PAST. ESPECIALLY A VEHICLE LIKE THE

HUMMER WHERE VERY FEW ARE BEING CONVERTED INTO STRETCH LIMOUSINES. SO WE ARE HAVING AN ISSUE. THE CARS OF COURSE LIKE KYLE HAD MENTIONED, THEY DON'T PUT AS MANY MILES ON AS OUR TOWN CARS AND OUR SUVs. WE WOULD LOVE TO TAKE A LOOK AT THIS RULE AND HAVE IT SO IT DOESN'T KEEP COMING BACK TO THE COMMISSION, AND AGAIN THE CLASSIC CARS ALSO FOR YEARS IT'S BEEN A GRAY AREA. DO WE NEED THEM TO BE PERMITTED HERE IN HILLSBOROUGH COUNTY? OR DON'T WE HAVE TO? SO ALL THAT, YOU KNOW, WE ARE CONCERNED ABOUT THAT. WE WANT TO BE UNDER THE REGULATIONS, BUT WHEN WE MAKE AN INVESTMENT OF A STRETCH LIMOUSINE LIKE A HUMMER, WHICH COULD RUN UP TO 140, \$150,000 FOR THAT VEHICLE, THAT WE'RE ABLE TO UTILIZE THAT FOR A LONGER PERIOD OF TIME. SO WE APPRECIATE YOU KNOW, YOU LOOKING INTO THIS AND MAYBE WE CAN AT THE NEXT RULES WORKSHOP THAT WE CAN PUT SOMETHING IN PLACE. THANK YOU.

>> THANKS, DAVE, I APPRECIATE THAT. I THINK THE WAIVER WOULD NEED I BELIEVE THE NEXT LINE, I THINK THERE IS A MOTION ON THE TABLE TO PASS THIS.

>> VICTOR CRIST: WE HAVE A MOTION, WE HAVE A SECOND. ANY OTHER DISCUSSION? COUNCILMAN? SEEING NONE, ALL IN FAVOR, AYE. THOSE OPPOSED? SO DONE.

>> THANK YOU, MR. CHAIR. THE NEXT THING IS THE ZONE MAP. AT THE DECEMBER MEETING THERE WAS A DISCUSSION THAT WAS ENTERTAINED BY THIS COMMISSION ABOUT EXPANDING THE ZONE, DOWNTOWN ZONE MAP. THE GEOGRAPHY RELATED TO THAT AND THERE IS A COPY OF THAT EXPANSION IN YOUR BACKUP, AND AS WELL AS THAT, IS TO RAISE THE INCREASE THE FARE FROM \$3 PER PERSON FOR TRIPS THAT BEGIN AND END IN THE DOWNTOWN ZONE TO \$4. AND INCLUDED IN THAT WOULD BE A RULE CHANGE, AND MRS. OSTER HAS CRAFTED SOME VERBIAGE FOR THAT. I DON'T KNOW IF YOU WANTED TO MAKE ANY COMMENTS REGARDING THAT.

>> THE NEXT STEP IN THE PROCESS WOULD BE FOR THE COMMISSION TO APPROVE THE RULE CHANGE AND THE PROCESSING OF THE RULE CHANGE UNDER FLORIDA'S ADMINISTRATIVE PROCEDURE ACT, AND IF WE FOLLOW THROUGH THE STEPS AND THERE IS A PUBLIC HEARING IT WOULDN'T BE NECESSARY FOR IT TO COME BACK BEFORE THIS COMMISSION.

>> VICTOR CRIST: OKAY. MOTION?

>> SECOND.

>> VICTOR CRIST: ALL IN FAVOR, AYE? THOSE OPPOSED?
SO DONE.

>> THANK YOU, MR. CHAIR. MR. PARKS IF YOU WOULD LIKE TO STEP UP TO THE DAIS FOR A MOMENT. MR. PARKS REPRESENTS B2 COMMUNICATIONS WHICH IS THE COMPANY WE CURRENTLY USE TO HELP OUT WITH CONSUMER EDUCATION AND SO FORTH, AND ONE OF THE THINGS THAT WE FOUND IN ADDRESSING THE DOWNTOWN PARTNERSHIP AND OTHER VENUES AROUND THE CITY THAT I'VE BEEN TO IN THE LAST 60 DAYS IS THAT MOST PEOPLE WHO LIVE DOWNTOWN ARE NOT EVEN AWARE THAT THE DOWNTOWN MAP EXISTS. EVEN THOUGH THE DOWNTOWN MAP IS POSTED CLEARLY IN THE BACK OF EVERY SINGLE CAB IN HILLSBOROUGH COUNTY. SO ONCE AGAIN WE ARE RUNNING INTO THE HURDLE OF JUST PEOPLE ARE UNAWARE SO WE WANT TO TRY TO COME OUT OF THIS AND GET SOME TRACTION. WE THINK IT'S A GREAT THING FOR THE CONSUMERS, AND MR. PARKS HAS A RECOMMENDATION ON HOW WE CAN GET SOME TRACTION WITH THAT.

>> THANK YOU, KYLE, THANK YOU COMMISSION FOR HAVING ME THIS MORNING. THIS DOES TIE INTO Y'ALL'S DISCUSSION EARLIER TODAY. WE THINK THIS IS A REALLY GOOD OPPORTUNITY TO LET MORE PEOPLE KNOW THERE IS AN OPTION

FOR THIS \$4 FEE IN DOWNTOWN. SO WHAT WE'RE RECOMMENDING IS A PRETTY WIDE RANGING PROGRAM WITH A TOTAL COST OF \$8700. WHAT THAT WOULD LOOK LIKE IS WRAPPING TWO TAXIS THAT WOULD DRIVE AROUND TOWN WITH A \$4 THEME, AND THEN TYING THAT TO HANDOUTS THAT WE WOULD BE GIVING OUT WITH SOMEONE WHO WE STILL HAVEN'T DRAWN ALL THIS UP BUT MIGHT BE A LITTLE WACKY. I HOPE YOU'RE OKAY WITH WACKY, SO IT MIGHT BE THE \$4 TAXI SITTING IN FRONT OF CERTAIN AREAS DOWNTOWN WITH SOMEONE PERHAPS DRESSED WITH A \$4 BILL HANDING OUT HANDOUTS ABOUT THE FLAT FLEE. LETTING PEOPLE KNOW ABOUT IT. CERTAINLY OUR TARGET HERE IS ANYONE WHO'S VISITING DOWNTOWN, EVERYONE WHO WORKS DOWNTOWN, ANYBODY WHO MIGHT BE THINKING ABOUT EVERYTHING FROM COMING TO SOUTH HOWARD YBOR ON A FRIDAY NIGHT TO MAYBE GOING AROUND THE DOWNTOWN AREA DURING THE DAY, AND TIED TO THIS WOULD BE LEVERAGING THE BILLBOARD ON I-275 WHICH WE MOST RECENTLY USED TO TELL THE AREA ABOUT THE ALERT CAP PROGRAM WHICH WE MIND GOOD SUCCESS WITH THAT OVER THE HOLIDAYS I BELIEVE T. GOT A FAIR AMOUNT OF NEWS COVERAGE. THAT IS AN OPTION AS YOU ALL PROBABLY KNOW WHERE A BARTENDER CAN CALL A CAB FOR SOMEBODY WHO'S HAD TOO MUCH TO DRINK, AND ALSO WE WOULD BE PUTTING THIS OUT IN SOCIAL MEDIA AND ALSO LOOKING TO GET SOME NEWS COVERAGE. ONE THING AS YOU ALL KNOW, PARTICULARLY THE TV STATIONS, THEY REALLY LOVE SOMETHING VISUAL. SO WE FEEL LIKE IF WE DO SOMETHING COMPELLING WITH THE \$4 BILL IN A VISUAL WAY, SOMETHING A LITTLE FUN THAT WILL HELP US GET SOME COVERAGE THAT WAY ALSO. IS SO WE'VE SUBMITTED KIND OF A TWO-PAGE ROUND UP TO KYLE FOR APPROVAL OF THIS PROGRAM. IT WOULD ROLL OUT OVER A SIX-MONTH PERIOD, AND WE DO THINK IT WOULD RAISE THE VISIBILITY AND THE AWARENESS OF THE PROGRAM DOWNTOWN.

>> ONE OF THE THINGS THAT MR. PARKS PRESENTED THAT I THINK IS A PRETTY GOOD IDEA IS GETTING WITH THE LOCAL CAB COMPANIES AND TAKING A COUPLE OF THE CABS THAT OPERATE DOWNTOWN AND WRAPPING THEM, DOING A VEHICLE WRAP IN A \$4 BILL AND THEY OPERATE DOWNTOWN. IN ADDITION TO THAT, THERE ARE SOME OTHER THINGS SUCH AS HAVING THOSE VEHICLES MAKE A COMMAND APPEARANCE AT THE GASPARILLA RUN AND GASPARILLA PARADE AND THINGS OF THAT NATURE. I THINK WHATEVER WE CAN DO, ALONG WITH THE BILLBOARD, WHATEVER WE CAN DO TO GET THE WORD OUT THAT IT'S VERY, VERY ECONOMICAL FOR PEOPLE THAT ARE MOVING AROUND DOWNTOWN TO UTILIZE THAT SERVICE. >> AND I TALKED TO MR. MINARDI THIS MORNING ABOUT CERTAINLY HE WOULD BE WORKING UNITED CAB WORKING ON GETTING THE WORD OUT TO THE DRIVERS EXPLAINING HOW IT WORKS BUT CERTAINLY THERE IS A BIT OF A SWEET SPOT HERE WHERE I BELIEVE WE WERE TALKING ABOUT IF YOU HAVE TWO PEOPLE IN THE CAB AND YOU'RE GOING TO SAY FROM SOUTH HOWARD TO YBOR, IT REALLY DOES SAVE YOU SOME MONEY BUT CERTAINLY WITHOUT GETTING TOO LOST IN THE WEEDS HERE MAKE SURE THAT WE EXPLAIN THINGS TO CONSUMERS AND MAKE SURE THIS IS NOT GOING TO SAVE YOU MONEY IN EVERY SINGLE SITUATION BUT THERE ARE CERTAIN SITUATIONS WHERE IT REALLY CAN SAVE YOU SOME MONEY.

>> VICTOR CRIST: EXCELLENT IDEA. MEMBERS?

>> ARE YOU REACHING OUT TO VISIT TAMPA BAY?

>> YES, WE'D BE WORKING WITH THEM. THAT'D BE A CRITICAL PART OF THIS. ALSO, WE'VE BEEN WORKING ALREADY TALKING TO THE DOWNTOWN TAMPA PARTNERSHIP, AND THEIR IDEA, WHICH WE, AS KYLE WAS MENTIONING WOULD BE REALLY LEVERAGE SOME OF THESE EVENTS AND CERTAINLY NOT PARK THESE CABS IN PLACES WHERE IT WOULD NOT BE LEGAL. THAT WOULD NOT HELP OUR

CAUSE. I KNOW.

>> SO WE'VE BEEN WORKING WITH KAREN CRESS DOWNTOWN PARTNERSHIP AND CERTAINLY VISIT TAMPA BAY AND THE OTHER ENTITIES THAT ARE HERE, AND WE FEEL WE CAN GET SOME GOOD TRACTION ON THIS. IT'S A GREAT THING FOR CONSUMERS. THAT RIDE FROM SOUTH HOWARD TO YBOR WOULD COST SOMEBODY \$18 TO \$20 SO PEOPLE CAN GET IN THERE FOR \$8 AND GO THAT SAME DISTANCE. SO IT'S ADVANTAGEOUS TO EVERYBODY. CERTAINLY THE CONSUMERS.

WE'VE EXPANDED TO DAVIS ISLAND, THE STETSON LAW SCHOOL, AND OVER IN YBOR CITY TO MIRROR THE HISTORIC DISTRICT. SO THERE'S A LOT OF PLAYERS HERE THAT HAVE COME IN TO THIS. THE YCDC HAS CONTRIBUTED TO THIS. WE HAVE A LOT OF PEOPLE IN PLAY IN THIS, AND WE THINK IT'S A GOOD THING.

>> VICTOR CRIST: TAKING A LOOK AT THE DOWNTOWN TOURISM MAPS THAT THEY PROVIDE AT THE HOTELS FOR THE WALKING TOURS AND/OR THE DOWNTOWN TAMPA PLACES TO GO. THEY HAVE RESTAURANTS AND NIGHT CLUBS AND MUSEUMS AND PLACES LISTED THERE AND I KNOW WHEN SOMEBODY'S VISITING THAT, THEY GRAB THAT WHEN THEY WALK IN THE DOOR AT THE HOTEL. THE OTHER MAY BE TARGETING THE PARK BUS BENCHES AND THE COVERED BUS STOPS THAT ARE WITHIN THOSE BOUNDARIES BECAUSE THAT'D BE AN INEXPENSIVE WAY TO LET THE SHORT-TERM RIDER KNOW THAT, YOU KNOW, WHAT'S AVAILABLE.

>> GOOD POINT AND ALSO ONE THING BACK TO VISIT TAMPA BAY QUESTION ALSO IS THE CONCIERGES WOULD BE ANOTHER GROUP THAT WE WOULD DEFINITELY REACH OUT TO.

>> VICTOR CRIST: ONE ON ONE VISITS WITH THE CONCIERGES, ABSOLUTELY. BUILD A RELATIONSHIP WITH THE CONCIERGES AT EACH OF THE HOTELS AND MAYBE A HALF DOZEN OR A DOZEN GO TO RESTAURANTS THAT ARE HIGHLY TRAVELED BY VISITORS DOWNTOWN.

>> THANK YOU, MR. CHAIR. THE NEXT THING ON THE AGENDA IS, THANK YOU, MR. PARKS, I APPRECIATE IT.

>> VICTOR CRIST: MR. PARKS, THANK YOU VERY MUCH.

>> THANK YOU.

>> UNDER NEW BUSINESS IS GETTING INTO THE VAN CERTIFICATE, VINNY'S TRANSPORTATION. THE PTC STAFF CONCURS WITH MRS. MOORE'S RECOMMENDATION. THAT WOULD REQUIRE A MOTION TO PASS.

>> VICTOR CRIST: MOVE TO APPROVE ANY DISCUSSION? SEEING NONE, ALL IN FAVOR, AYE. OPPOSED? SHOW IT ADOPTED.

>> THANK YOU, MR. CHAIR. NEXT IS THE PUBLIC VEHICLE DRIVER'S LICENSE DENIAL APPEAL. MR. SKAGGS FROM STARKS TOWING AND REPRESENTED BY STARKS TOWING.

DECEMBER 9th AS YOU MAY RECALL, THERE WAS A POLICE REPORT THAT WAS IN EXISTENCE THAT MADE ALLEGATIONS AGAINST MR. SKAGGS RELATIVE TO HIS EX-WIFE. MR. SKAGGS PRESENTED SOME HANDWRITTEN LETTER FROM HIS EX-WIFE, AND SOME OTHER DOCUMENTATION. THE ALLEGATIONS LISTED IN THE REPORT WERE UNFOUNDED, SPECIFICALLY WHAT WAS WRITTEN IN THE HANDWRITTEN DOCUMENT THAT I RECEIVED. MOREOVER, MRS. SKAGGS, MR. SKAGGS EX-WIFE STATED SHE WAS NOT NOR HAS SHE EVER BEEN IN FEAR OF HER EX-HUSBAND, MR. SKAGGS WHO IS STANDING BEFORE YOU RIGHT NOW. MOREOVER, THE POLICE REPORT WAS FILED WITHOUT HER KNOWLEDGE.

SO THE INFORMATION THAT MR. SKAGGS PROVIDED WAS VALID, AND THAT POLICE REPORT HAS BEEN CLOSED AND THE END RESULT WAS THAT THERE WERE NO CHARGES FILED WHATSOEVER AGAINST MR. SKAGGS RELATIVE TO THAT EVENT.

>> VICTOR CRIST: OKAY.

>> SO MR. SKAGGS IS EXERCISING HIS OPTION IN OUR RULES, THIS IS HIS

FINAL OPTION TO APPEAL TO YOU.

>> VICTOR CRIST: COMMISSIONER HIGGINBOTHAM.

>> I FOLLOWED THIS CASE CLOSELY IN VIEW OF WHAT WE HAVE HERE IN THE FILE, I AM GOING TO RECOMMEND A 12-MONTH, ISSUANCE OF A 12-MONTH LICENSE WITH A ONCE A MONTH REVIEW BUT THE LICENSE CONTINUATION WOULD BE BASED ON COMING IN AND SITTING DOWN AND JUST REVIEWING THE CASE AND THE HISTORY WITH THE DIRECTOR. BUT IT'D BE 12 MONTHS AND THEN WE TAKE IT UP FOR CONSIDERATION AGAIN.

>> VICTOR CRIST: SECOND. VERY WISE MOTION. WE HAVE A MOTION AND A SECOND. OPEN FOR DISCUSSION?

>> I THINK I JUST WANT TO GET CLEARANCE ON YOUR MOTION.

YOU SAID YOU WOULDN'T ISSUE THE 12-MONTH LICENSE TO THIS GENTLEMAN WITH A MONTH BY MONTH EVALUATION? IS THAT WHAT YOU'RE SAYING?

>> CORRECT.

>> OKAY, I SUPPORT IT.

>> VICTOR CRIST: ACTUALLY, I HEARD HIM SAY HE WAS ISSUE HIM A LICENSE WITH 12-MONTH PROBATION. AND AT THE END OF THE REVIEW, IF THERE ARE NO PROBLEMS, IT WOULD AUTOMATICALLY CONTINUE ON. IF THERE IS A PROBLEM, THEN OUR DIRECTOR WOULD BRING IT BACK TO US. IS THAT YOUR MOTION?

>> CORRECT.

>> VICTOR CRIST: OKAY. WE HAVE A MOTION. WE HAVE A SECOND. WE HAVE OPEN DISCUSSION. IS THERE DEBATE? SEEING NO DEBATE, ALL IN FAVOR, AYE. THOSE OPPOSED? IT'S UNANIMOUS.

>> THANK YOU, MR. CHAIR. MR. SKAGGS, AFTER THE MEETING IF YOU CAN SEE CHIEF INSPECTOR SAUNDERS, WE CAN ARRANGE TO GET THAT TAKEN CARE OF.

>> THANK YOU, EVERYBODY.

>> VICTOR CRIST: MR. COCKREAM.

>> THANK YOU, MR. CHAIR. NEXT IS AT THE DECEMBER 9th MEETING, IT WAS REQUESTED THAT I FURTHER LOOK INTO THE APPLICATION BY MR. TOLES WHO IS REPRESENTED BY GULF COAST TRANSPORTATION. THERE WAS A RECOMMENDED TO DENY HIS APPLICATION. HE APPEALED AND IT WAS TABLED TO THE JANUARY PTC MEETING FOR FURTHER REVIEW OF THE APPLICATION. WE HAVE SINCE HAD FURTHER CONVERSATION WITH MR. TOLES WHO IS PRESENT, AND MR. TOLES, IF YOU WOULD LIKE TO MAKE COMMENT TO THAT REGARD.

>> OKAY.

THE DATE THAT WAS IN QUESTION IS THAT IT WAS A HEARING AND THAT'S WHERE I TOOK THE GUILTY PLEA FOR THE CHILD SUPPORT.

>> I THINK THERE WAS SOMETHING ELSE THAT WAS NOT NECESSARILY CHILD SUPPORT RELATED. THAT WAS DISCUSSED. DO YOU HAVE ANY RECOLLECTION ABOUT THE OTHER ISSUE?

>> WHEN WE WENT TO COURT, AND I HAD TO TAKE THE GUILTY PLEA BECAUSE I WAS ON PROBATION AT THE TIME, AND, YOU KNOW, EITHER I DID THAT OR I WOULD GO TO, YOU KNOW, YOU COULD GO TO JAIL. THAT WAS, THAT'S WHAT THEY WAS LOOKING AT, AND I TOOK THE GUILTY PLEA AND I COMPLETED THE PROBATION.

>> SPECIFICALLY, WHAT WERE YOU ON PROBATION FOR?

>> JUST THE CHILD SUPPORT. BASICALLY, THE AMOUNT THAT THEY WERE ASKING ME TO PAY WAS I BELIEVE \$800 A MONTH OR I COULDN'T PAY THE 800. BUT I WAS MAKING THE PAYMENTS, AND WHEN YOU DON'T MAKE THE 800, THEN THE PROBATION CAN BE REVOKED. AND SO TO KEEP FROM GOING TO JAIL, I EITHER WOULD ACCEPT THE FELONY CONVICTION OR GO TO JAIL AND I OPTED

FOR THE FELONY CONVICTION. AND JUST CONTINUED PAYING SO I'M NO LONGER ON THE PROBATION, AND I'M DONE WITH THAT.

>> OKAY.

IS THERE ANYTHING ELSE THAT YOU CAN THINK ABOUT THAT YOU MAY WANT TO DISCUSS WITH THE COMMISSION?

>> OKAY, WE TALKED ABOUT THE CHILD ABUSE BEFORE, AND THAT WAS SOMETHING THAT WHERE I HAD SPANKED A CHILD AND I HAD PLEADED GUILTY WITH THAT, AND I HADN'T HAD ANYTHING SINCE THAT -- I MEAN I WAS LICENSED IN ST. LOUIS WITH THE TAXI COMMISSION, AND I DID THAT, AND LICENSED IN PINELLAS COUNTY AND I NEVER HAD A PROBLEM, AND THAT WAS ALL THAT I HAD, SIR.

>> OKAY, THANK YOU.

>> VICTOR CRIST: WHAT'S THE PLEASURE OF THE BOARD?

>> I'M GOING TO MAKE A MOTION TO SUPPORT STAFF RECOMMENDATION LOOKING AT THIS. IT'S HARD FOR ME TO DO THAT BUT YOU DO, YOU ARE PERMITTED TO OPERATE IN PINELLAS COUNTY BUT I JUST HAVE DIFFICULTY RIGHT NOW, SIR, SO I AM GOING TO MAKE A MOTION TO SUPPORT STAFF RECOMMENDATION.

>> VICTOR CRIST: IS THERE A SECOND?

>> WHAT IS STAFF RECOMMENDATION?

>> STAFF'S RECOMMENDATION WOULD BE THAT THIS IS IN VIOLATION, A STRICT VIOLATION OF OUR RULES, AND TO DENY THE PVDL.

>> I HAVE A COUPLE QUESTIONS.

>> LES MILLER, JR.: COUNCILMAN?

>> SIR?

>> YES, SIR?

>> YOU SAY YOU COMPLETED YOUR PROBATION, CORRECT?

>> YES, SIR.

>> ARE YOU STILL PAYING CHILD SUPPORT?

>> CORRECT.

>> ALL RIGHT. AND HAVE THERE BEEN ANY OTHER FELONY CHARGES AGAINST YOU OUTSIDE THE CHILD ABUSE?

>> NO.

>> OKAY.

HOW LONG DID THIS TAKE PLACE? THE CHILD ABUSE CHARGE?

>> 2004, MAYBE SIX, SEVEN YEARS AGO.

>> YOU KNOW, I UNDERSTAND YOUR PROBLEM HERE, AND THE ONLY THING THAT BOTHER ME IS THAT YOU SEEM TO BE RELUCTANT TO DIVULGE YOUR PROBLEMS. AND THE CONCERNS YOU HAD IN THE PAST BUT HERE'S MY CONCERN.

THAT WAS 2004, AND WHEN WE HAVE A LOT OF HOMES WHERE THERE'S NO FATHER, WHERE WE HAVE INDIVIDUALS WHO NOT PAYING CHILD SUPPORT, AND THOSE PEOPLE BECOME A PART OF THE SYSTEM. BUT WE HAD A YOUNG MAN WHO MADE SOME MISTAKES IN THE PAST, AND I THINK THE LAST INCIDENT WAS 2004, AND HE'S MAKING SOME SACRIFICE, TRYING TO MAKE ENDS MEET TO PAY, TO FULFILL HIS POSITION AS A FATHER TO PAY CHILD SUPPORT. YOU'RE UNEMPLOYED NOW, IS THAT CORRECT?

>> YEAH. I WASN'T. WHAT I DID WAS I KNEW THAT THIS HEARING WAS COMING UP, AND WHERE I WORK I'D JUST WANTED TO GIVE MY TWO WEEKS NOTICE SO THAT WHEN THE LICENSE WAS GRANT I'D DIDN'T WANT TO JUST QUIT. BUT WHAT THEY DID WAS SINCE IT WAS SLOW AND THIS WAS WITH TRUGREEN, THEY JUST DECIDED TO LAY ME OFF.

>> AND YOU HAVE SOMEONE SPONSORING YOU FOR THAT EMPLOYMENT?

>> NO, I'M JUST --

>> DO YOU HAVE A JOB LINED UP AT THIS POINT?
>>> WELL, I AM GOING TO GO BACK TO PINELLAS COUNTY AND MAKE THE BEST OF THE CAB BUSINESS HERE. THE REASON I WANTED TO DRIVE HERE IS BECAUSE THIS IS A BIGGER MARKET SIMILAR TO ST. LOUIS, AND IN ST. LOUIS IT AFFORDED ME TO MAKE MORE MONEY. AND WITH THAT, THAT'S HOW I SURVIVED AND I ALSO FIX COMPUTERS ON THE SIDE BECAUSE I VOLUNTEERED FOR A COMPANY FOR TWO YEARS AND I LEARNED A LOT THROUGH IT, AND --
>> I UNDERSTAND. HERE'S MY POINT. WE'RE TALKING ABOUT CHILD SUPPORT ISSUE HERE; AND SINCE I'VE BEEN ON THIS COMMISSION, I HAVE SEEN ISSUES COME BEFORE US WAY WORSE THAN CHILD SUPPORT ISSUES. AND I DON'T WANT TO DENY ANYONE AN OPPORTUNITY TO BE EMPLOYED. AND ESPECIALLY WHEN YOU WAS TALKING ABOUT CHILDREN AND BEING ABLE TO PROVIDE FOR CHILDREN AND IF WE HAVE TO PUT SOME TYPE OF PROBATION, I DON'T CARE IF IT'S SIMILAR TO WHAT WE JUST DID TO THE PREVIOUS ONE WHERE IT GOT TO BE MONTH BY MONTH SITUATION, WE SHOULDN'T DENY ANYONE, ANY INDIVIDUAL AN OPPORTUNITY TO EARN A LIVING IN THIS COUNTY. AND THEREFORE I CANNOT SUPPORT THAT MOTION, AND I THINK THIS COMMISSION SHOULD BE WILLING TO PUT SOME RESTRICTIONS ON THIS GENTLEMAN. WE GOT TO DO IT MONTH BY MONTH LIKE THE PREVIOUS ONE, AND SEE IF THIS PERSON CAN EARN A LIVING AND DO THIS DUE DILIGENCE AND PAYING HIS RESPONSIBILITY TO THAT CHILD HE BROUGHT INTO THE WORLD.
>> MY MOTION DIES WITHOUT A SECOND.
>> WELL, I MOVE -- IF I'M IN ORDER.
>> VICTOR CRIST: YOU'RE IN ORDER.
>> I AM GOING TO MAKE A MOTION THAT WE GRANT THIS, WHAT ARE YOU REQUESTING? A CERTIFICATE? LICENSE?
>> REQUESTING A PUBLIC VEHICLE DRIVER'S LICENSE.
>> ALL RIGHT, GRANT THIS LICENSE WITH A SIX-MONTH PROBATIONARY PERIOD WITH A MONTH BY MONTH EVALUATION BY OUR STAFF DIRECTOR.
>> VICTOR CRIST: OKAY, WE HAVE A MOTION AND A SECOND. DISCUSSION?
>> YES, PLEASE.
JUST TWO QUICK QUESTIONS. THE LAST CALL IT RUN IN WAS 2007. YOU HAVEN'T HAD ANYTHING EITHER HERE IN FLORIDA OR ANYWHERE ELSE SINCE 2007? NO OTHER INFRACTIONS?
>> NO. I'LL A LAW-ABIDING CITIZEN.
>> I HAVE ONE MORE QUESTION. YOU MENTIONED EARLIER THAT YOU HAD A LICENSE IN AND -- ST. LOUIS.
>> WHEN WAS THAT?
>> LAST YEAR.
>> I MEAN I NEVER DID -- YOU CURRENTLY HAVE IT. WHAT IS THE PROCESS TO GET A LICENSE IN ST. LOUIS?
>> WELL, YOU GO THROUGH THE POLICE DEPARTMENT, YOU HAVE TO DO A PHYSICAL, AND YOU HAVE TO MEET WITH THE CRITERIA OF THE --
>> DO THEY DO A BACKGROUND CHECK?
>> YES, SIR.
>> THANK YOU.
>> VICTOR CRIST: OKAY. ANY OTHER DISCUSSION? WE HAVE A MOTION. WE HAVE A SECOND. ALL THOSE IN FAVOR OF THE MOTION, SAY AYE. THOSE OPPOSED? SO THE AYES HAVE IT. AND MR. COCKREAM?
>> YES, MR. TOLES IF YOU WILL SEE CHIEF INSPECTOR SAUNDERS, WE WILL GET YOU TAKEN CARE OF WITH THE DETAILS.
>> THANK YOU, MR. CHAIR. I BELIEVE THAT IS ON THE AGENDA UNLESS ANY

OF THE BOARD MEMBERS, COMMISSION MEMBERS HAVE ANY CLOSING COMMENTS. THAT WAS THE LAST ITEM ON THE AGENDA.

>> VICTOR CRIST: BOARD MEMBERS? COUNCILMEN? ONE LAST CLOSING COMMENT. WE HAD A NUMBER OF SPEAKERS ALL LOOKING TO US TO TRY TO HELP. BELIEVE ME, WE HAVE EXERCISED EVERY SINGLE OPTION AVAILABLE TO US: IT FINALLY GOT TO A POINT WHERE WE WERE THROWING GOOD MONEY AFTER BAD, AND WE HAD TO MOVE FORWARD WITH THE LEGISLATURE. THERE IS 60 DAYS. THERE IS AN OPPORTUNITY THERE TO REALLY PUT THIS ISSUE IN PLAY, BUT IT'S GOING TO TAKE BOTH SIDES REALLY COMING TO THE TABLE TO COMPROMISE. YOU KNOW, THERE IS ONE OPTION LEFT FOR THIS AGENCY THAT WE'VE DISCOVERED, BUT WE'RE GOING TO HOLD THAT CARD BACK UNTIL THE END OF SESSION TO SEE WHAT CAN HAPPEN IN SESSION. AT THIS JUNCTURE, UNLESS YOU HAVE OTHER IDEAS OF SOMETHING WE CAN DO THAT WE HAVE YET TO HAVE TRIED, WE'RE GOING TO CONTINUE POLICING THE ROGUES. WE'RE GOING TO CONTINUE ENFORCING EVERYTHING WE ENFORCE WITH THE EXCEPTION OF THE LITIGATION WHICH IS ON TEMPORARY HOLD, AND THE TICKETING OF WHAT'S THE RIGHT LEGAL TERM? THE RECOGNIZES UBER LYFT DRIVERS.

>> TRANSPORTATION NETWORK COMPANIES.

>> VICTOR CRIST: ALL RIGHT, TRANSPORTATION NETWORK DRIVERS TEMPORARILY WHILE SESSION IS CONVENING. BUT WHEN SESSION'S OVER, YOU KNOW, WE WILL READDRESS THIS ISSUE AND MOVE FORWARD AGGRESSIVELY. ANY QUESTIONS? OKAY.

>> MOVE TO ADJOURN.

>> I JUST WANT TO COMPLIMENT STAFF FOR MAKING THESE, WHAT DO YOU CALL THEM? iPads? LAPTOPS? FOR US TODAY. I SAW THEM HERE SO I THOUGHT EVERYBODY HAD ONE.

>> VICTOR CRIST: THEY ARE AVAILABLE TO ALL OF US IF YOU SO CHOOSE TO EXERCISE YOUR RIGHT TO DO SO. JUST GET WITH STAFF AND THEY'LL ISSUE ONE TO YOU UNDER INVENTORY. TO THAT, WE RISE.