

CAPTIONING  
SEPTEMBER 14, 2016  
HILLSBOROUGH COUNTY PUBLIC TRANSPORTATION COMMISSION MEETING

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>> VICTOR CRIST: WE'RE GOING TO NEED EVERYBODY TO COME IN, CLOSE THE DOOR.  
WE'RE GOING TO GO AHEAD AND GET STARTED.  
WE'VE GOT A PACKED HOUSE TODAY.  
FOR THOSE OF YOU WHO ARE AT HOME WATCHING US ON THE TELEVISION, OUR ROOM HERE IS FILLED.  
WE HAVE NEARLY 50 SPEAKER CARDS.  
THE ROOM DOWNSTAIRS IS FILLED, AND WE HAVE PEOPLE SPILLING OUT INTO HAD STREET.  
SECURITY HAS ASKED ME TO MAKE AN ANNOUNCEMENT UP FRONT.  
I WANT TO BE CLEAR.  
AS CHAIRMAN I'M GOING TO BE RUNNING THE MEETING.  
THAT'S MY RESPONSIBILITY.  
I HAVE CERTAIN RESPONSIBILITIES AND REQUIREMENTS AS THE DESIGNATED PERSON RUNNING THE  
MEETING, AND THAT'S TO KEEP ORDER.  
I WILL BE VERY, VERY DILIGENT AND VERY ASSERTIVE IN KEEPING ORDER IN THIS ROOM.  
I WILL NOT BE AFRAID TO HAVE YOU ESCORTED OUT BY ANY ONE OF THE SIX LAW ENFORCEMENT OFFICERS  
WHO ARE ARMED AND SURROUNDING THIS ROOM.  
FIRST THING, WE CAN'T HAVE ANYBODY BUT THE MEDIA STANDING FOR SECURITY REASONS.  
SO IF THERE'S NOT A SEAT, YOU ARE GOING TO HAVE TO MOVE TO ONE OF THE OTHER ROOMS PROVIDED  
FOR YOU.  
THE SECOND THING IS I NOTICE THERE ARE LOT OF FOLKS HERE WITH SIGNS.  
WE ARE NOT GOING TO PROHIBIT YOU FROM USING YOUR SIGN, BUT I HAVE TO RESTRICT YOU FROM NOT  
RAISING YOUR SIGN HIGHER THAN YOUR SHOULDERS.  
OKAY?  
IN FACT, I'LL LET YOU FUDGE A LITTLE BIT.  
YOUR NOSE.  
AND THE REASON WHY IS BECAUSE THERE'S PEOPLE BEHIND YOU, AND THEY MAY HAVE A DIFFERENT SIGN,  
AND THEY'LL WANT US TO SEE THEIR SIGN.  
AND THIS COULD TURN INTO A SIGN FIGHT, AND I DON'T WANT A SIGN FIGHT.  
SO UP TO YOUR NOSE.  
THOSE OF YOU WHO ARE TALLER WITH A HIGHER NOSE, YOU'VE GOT AN ADVANTAGE.  
GOD GIVEN ADVANTAGE.  
ALL RIGHT.  
NOW THAT WE HAVE THAT CLEAR, DID I COVER EVERYTHING, KYLE?  
ALL RIGHT.  
WE'RE GOING TO GO AHEAD AND ALL RISE FOR THE PLEDGE OF ALLEGIANCE AND THE INVOCATION.  
[PLEDGE OF ALLEGIANCE]  
O GREAT BEING, CREATOR OF THE UNIVERSE, CALLED BY MANY NAMES HERE ON EARTH, WE ASK YOU ON  
BEHALF OF ALL OF US TO GIVE US DIVINE GUIDANCE, DIVINE INTELLIGENCE, DIVINE WISDOM, PATIENCE  
TO GET THROUGH THIS DAY TO MAKE THE RIGHT DECISIONS, AND TO MOVE FORWARD WITH WHAT'S IN  
THE BEST INTEREST FOR ALL OF THE PEOPLE.  
WE ASK THIS IN THY NAME, AMEN.  
ALL RIGHT.  
THE AGENDA HAS BEEN POSTED AND I MUST MENTION THERE HAS BEEN CONFUSION WITH WHAT HAS BEEN  
REPORTED TODAY.  
THIS MEETING WAS NOTICED APPROPRIATELY AND ON TIME, AND THE MEETING WILL BE LEGAL AND TAKE  
PLACE LEGALLY.  
I AM GOING TO GO AHEAD AND ASK THAT BEFORE WE VOTE ON THE AGENDA, THAT THE BOARD ALLOW ME  
TO MOVE 8A, WHICH IS THE SEARCH PROCESS TO THE END OF THE AGENDA.  
OKAY?  
WE HAVE A MOTION, A SECOND.  
ALL IN FAVOR, AYE?  
OKAY.  
IT PASSES.  
AT THIS POINT NOW WE HAVE THE AGENDA AS AMENDED.

IS THERE A MOTION TO ACCEPT THE AGENDA?

MOTION, A SECOND?

WE HAVE A SECOND.

ALL IN FAVOR, AYE.

OKAY, THAT'S DONE.

WE HAVE THE CONSENT REPORT.

LET'S SEE, BEFORE THAT, SWEARING IN OF THE WITNESSES.

BRETT, ARE YOU GOING TO GO AHEAD AND SWEAR IN THE WITNESSES?

ANYONE WHO PLANS TO COME UP AND SAY ANYTHING BEFORE US TODAY, YOU NEED TO BE SWORN IN. AND YOU'RE NOT IN THIS ROOM AND NOT ABLE TO STAND RIGHT NOW AND BE SWORN IN, WHEN YOU COME UP TO THE PODIUM, YOU NEED TO TELL ME IF YOU'VE BEEN SWORN IN OR NOT IN ORDER FOR YOUR TESTIMONY TO BE ABLE TO COUNT.

SO I'M GOING TO HAVE TO TRUST YOU, AND YOU'RE GOING TO HAVE TO TRUST ME WHEN YOU COME UP TO THE PODIUM, BUT WE NEED TO MAKE SURE ALL OF YOU ARE SWORN IN.

ALL RISE, THOSE OF YOU WHO ARE GOING TO BE SPEAKING.

RAISE YOUR RIGHT HAND.

[SWEARING IN]

>> VICTOR CRIST: OKAY.

YOU KNOW, I'VE ALWAYS WONDERED WHAT IF SOMEBODY SAYS I DON'T.

HOW WILL WE KNOW?

[LAUGHTER]

ALL RIGHT.

MOVING FORWARD.

OKAY, WE HAVE THE CONSENT REPORT AND THE CONSENT AGENDA.

ARE THERE ANY CHANGES HERE?

ANY CORRECTIONS?

IS THERE A MOTION TO APPROVE THE CONSENT?

ALL IN FAVOR, AYE.

THOSE OPPOSED?

SHOW IT ADOPTED.

OKAY.

WE ARE NOW GOING TO GO AHEAD AND BACK UP TO THE PUBLIC SPEAKING PORTION OF OUR MEETING. WE WILL ALLOCATE EXACTLY 45 MINUTES.

WE HAVE 50 OR MORE INDIVIDUALS WANTING TO SPEAK, SO WHAT I WOULD SUGGEST IS THAT WE LIMIT EACH SPEAKER TO TWO MINUTES.

IS THERE AN OBJECTION TO THAT?

SEEING NO OBJECTION, THEN THAT'S WHAT WE WILL DO.

YOU WILL BE ALLOTTED TWO MINUTES.

WE ASK THAT YOU RESPECT YOUR TIME BECAUSE IT INFRINGES ON THOSE WHO -- AND REFLECTS ON THOSE WHO ARE FOLLOWING YOU THAT WOULD WISH TO SPEAK AS WELL.

WE WANT TO TRY TO BE AS FAIR AS POSSIBLE TO EVERYONE.

I WILL GO THROUGH THE CARDS IN THE ORDER THAT THEY WERE GIVEN TO ME WITH TWO COMPETITIONS.

WE HAVE AN ELECTED OFFICIAL HERE TODAY, AND AS A COURTESY, IT IS OUR GENERAL RULE AND POLICY TO GIVE THE ELECTED OFFICIAL THE FIRST SHOT UP AT THE PODIUM.

AND REPRESENTING AN ELECTED BODY, THE STATE LEGISLATIVE DELEGATION, MY AIDE WILL BE READING THEIR LETTER SENT TO US INTO THE RECORD FOLLOWING HER.

SO THE GREAT PAT FRANK, OUR SENIOR ELECTED OFFICIAL IN THE TAMPA BAY AREA, AND OUR CLERK OF THE COURT.

>> THANK YOU VERY MUCH, MR. CHAIRMAN, FOR YOUR COURTESY.

MEMBERS OF THE PUBLIC TRANSPORTATION COMMISSION, TWO MONTHS AGO, YOU AUTHORIZED YOUR STAFF TO EXPLORE THE PRIVATIZATION OF YOUR FINANCIAL SERVICES, WHICH MY OFFICE HAS HANDLED FOR MORE THAN THREE DECADES.

THIS DECISION APPEARS TO BE LARGELY FINANCIAL, BUT UNFORTUNATELY, YOUR STAFF DECIDED TO CRITICIZE MY OFFICE DURING YOUR MEETING AS WELL IN COMMENTS TO REPORTERS.

WE'RE USED TO CRITICISM, PARTICULARLY DURING AN ELECTION CAMPAIGN, BUT IT'S FRUSTRATING WHEN WE'RE BLAMED FOR SOMETHING THAT IS NOT OUR FAULT.

SO I AM HERE TODAY TO SET THE RECORD STRAIGHT.

IT'S TRUE THAT INDEPENDENT AUDITORS HAVE MADE THE SAME CRITICAL FINDINGS ABOUT THE PTC'S ACCOUNTING FOR THREE YEARS IN A ROW.

BUT DESPITE WHAT YOUR EXECUTIVE DIRECTOR TOLD YOU, THESE WERE NOT ISSUES WITH MY OFFICE. THE AUDITS CLEARLY STATE THAT THE PROBLEMS ARE WITH YOUR STAFF WHICH HAS STRUGGLED TO ADAPT TO A NEW COMPUTERIZED ACCOUNTING SYSTEM.

MORE TRAINING IS CLEARLY NEEDED, AND MY STAFF STANDS READY TO HELP.

MY OFFICE WAS ALSO CRITICIZED FOR LATE PAYMENTS AND VENDORS AND DUPLICATE PAYMENTS. A REVIEW OF THE PAST 12 MONTHS SHOWS MY OFFICE PAID YOUR OFFICE. THOUGH OFTEN THE INVOICES WERE NOT SEND FOR WEEKS. WE CANNOT PAY INVOICES UNLESS THEY'RE SENT TO US WITH PROPER DOCUMENTATION. ALSO, THE SAME REVIEW FOUND ONLY ONE DUPLICATE PAYMENT, WHICH THIS E-MAIL SHOWS WAS THE RESULT OF THE PUBLIC TRANSPORTATION COMMISSION STAFF ERROR. FINALLY, THERE IS THE SUPPOSED \$180,000 PAYMENT FOR AN \$18,000 VEHICLE. LET ME BE CLEAR. IT NEVER HAPPENED. THE INVOICE WAS SUBMITTED INCORRECTLY BY THE VENDOR AND COST BY THE PTC STAFF. IT WAS NEVER SENT TO MY OFFICE. WE HAVE REPEATEDLY ASKED YOUR STAFF FOR DOCUMENTATION TO BACK UP ITS COMPLAINTS ABOUT MY OFFICE. I AM PROUD OF THE WORK MY OFFICE HAS DONE FOR THE PTC, AND WE ARE FULLY PREPARED TO CONTINUE IF YOU THINK YOU CAN SAVE MONEY BY PRIVATIZING THESE SERVICES. FEEL FREE. JUST DON'T CRITICIZE MY OFFICE ON YOUR WAY OUT THE DOOR. YOU MIGHT CONSIDER DELETING THE \$120,000 YOU PAID TO CORCORAN AND ASSOCIATES, A FIRM WITH FAMILY CONNECTIONS TO THE INCOMING SPEAKER OF THE HOUSE RICHARD CORCORAN AS ONE WAY TO SAVE SOME DOLLARS. THANK YOU FOR YOUR TIME TODAY. [APPLAUSE]

>> VICTOR CRIST: THANK YOU, SENATOR FRANK, FOR CLARIFYING THAT. JUST TO PROVIDE SOME COMFORT, I WANT TO INTRODUCE TO YOU OUR NEW FINANCIAL DIRECTOR, TIM, ARE YOU IN THE ROOM? IS HE HERE? WE HAVE A NEW FINANCIAL DIRECTOR WHICH WILL BE COMING IN, REVIEWING THE PROCESSES, AND GETTING THINGS IN ORDER. AND WE THANK YOU FOR YOUR OUTSTANDING SERVICE, AND APPRECIATE YOU, OKAY? AND YOUR STAFF. OKAY.

MOVING FORWARD, WE HAVE A LETTER FROM THE HILLSBOROUGH LEGISLATIVE DELEGATION. OUT OF DEFERENCE AND RESPECT TO THAT ILLUSTRIOUS BODY I HAVE ASKED MY AIDE TO READ THAT INTO THE RECORD, WHICH IS PROPER PROTOCOL. CRAIG?

>> GOOD MORNING, COMMISSIONERS, MY NAME IS CRAIG, LEGISLATIVE AIDE TO COMMISSIONER CRIST. I'M READING A LETTER FROM STATE REPRESENTATIVE DANNY YOUNG AND SIGNED BY MEMBERS OF THE LOCAL DELEGATION. DEAR COMMISSIONER CRIST, AS ELECTED LEADERS, WE BELIEVE RIDE SHARING SERVICES ARE AN ESSENTIAL PART OF OUR COMMUNITIES. RIDE SHARING EXPANDS ACCESS TO RELIABLE RIDES AND BETTER CONNECTS INDIVIDUALS TO REGIONAL PUBLIC TRANSIT SYSTEMS. RIDE SHARING PROVIDES A VALUABLE TRANSPORTATION OPTION TO OUR TOURISTS FROM AROUND THE COUNTRY WHO WOULD HAVE COME TO EXPECT IT. AND RIDE SHARING CREATES ECONOMIC OPPORTUNITY FOR THOUSANDS OF RESIDENTS. LAST YEAR UBER AND MOTHERS AGAINST DRUNK DRIVERS CONDUCTED A STUDY THAT SHOWED SIGNIFICANT DECREASES IN DRUNK DRIVING RELATED CLASSES IN MARKETS WITH RIDE SHARING. IN ADDITION, 4 OUT OF 5 OR 78% OF RESPONDENTS SAID THEY WERE LESS LIKELY TO DRIVE HOME AFTER DRINKING SINCE THE RIDE SHARING SERVICES STARTED OPERATING IN THEIR CITY. A REMARKABLE 93% WOULD RECOMMEND RIDE SHARING SERVICES A SAFER WAY HOME TO A FRIEND WHO HAD BEEN DRINKING. IN 2017, THE FLORIDA LEGISLATURE WILL ADDRESS THIS ISSUE AND JOIN THE 36 STATES AND DOZENS OF MUNICIPAL JURISDICTIONS THAT HAVE EMBRACED THE INNOVATION BY ADOPTING MODERN REGULATORY FRAMEWORKS FOR RIDE SHARING, TAKING INTO ACCOUNT DRIVER AND RIDER SAFETY, INSURANCE, AND CONSUMER PROTECTION CONSIDERATIONS. HOWEVER, THE CURRENT PROPOSAL CURRENTLY UNDER CONSIDERATION BY THE PUBLIC TRANSPORTATION COMMISSION IS PLAINLY DESIGNED TO BE AN ANTICOMPETITIVE ATTEMPT TO PUSH RIDE SHARING COMMUNITIES OUT OF HILLSBOROUGH COUNTY. IF THIS OCCURS, OUR CONSTITUENTS WILL PAY THE PRICE BY LOSING A SAFE AND RELIABLE TRANSPORTATION OPTION. HILLSBOROUGH COUNTY IS BETTER THAN THIS. I JOIN MY LEGISLATIVE COLLEAGUES IN THE TAMPA BAY REGION, UNDERSIGNED, AND STRONGLY URGING THE BOARD OF THE PUBLIC TRANSPORTATION COMMISSION TO REJECT THE PROPOSED RULES FOR RIDE

SHARING COMPANIES UNDER CONSIDERATION ON SEPTEMBER 14th AND SUSPEND ANY FURTHER ACTION ON RIDE SHARING SERVICES UNTIL AFTER THE 2017 LEGISLATIVE SESSION.

SINCERELY, DANA YOUNG.

[APPLAUSE]

>> VICTOR CRIST: CRAIG, ALSO READ INTO THE RECORD THE REMAINING SIGNATURES.

>> STATE REPRESENTATIVE LARRY AHM, STATE REPRESENTATIVE DANNY BURGESS, STATE REPRESENTATIVE BILL GALVANO, STATE REPRESENTATIVE SHAWN HARRISON, STATE REPRESENTATIVE DAN RAULERSON.

STATE REPRESENTATIVE ROSS SPANO, STATE SENATOR JEFF BRANDES, SPEAKER DESIGNATE RICHARD CORCORAN, STATE REPRESENTATIVE JAMES GRANT, STATE REPRESENTATIVE JAKE RABURN, STATE REPRESENTATIVE DARRYL ROUSON, AND STATE SENATOR WILTON SIMPSON.

>> VICTOR CRIST: OKAY, THANK YOU.

IF YOU COULD HAND THAT TO THE SECRETARY, THAT WOULD BE PUT INTO THE RECORD.

THANK YOU, CRAIG.

ALL RIGHT.

STARTING WITH OUR LIST, JOE MORGAN, YOU'RE UP FIRST.

MICHELLE LIDO, IF YOU COULD LINE UP AFTERWARDS, YOU'LL BE SECOND.

>> MR. CHAIR, EXCUSE ME, IT MIGHT BE MICHAEL.

>> MR. CHAIR, IF I MAY?

EXCUSE ME, BEFORE WE UNDER TAKE THIS ENDEAVOR, WOULD IT BE THE PLEASURE OF THE COMMISSION TO MOVE THE PVDL APPLICANTS AND SO FORTH UNDER NEW BUSINESS, MOVE THEM FORWARD AND LET THOSE PEOPLE GET OUT OF HERE, OR WOULD YOU PREFER TO HAVE PUBLIC COMMENT FIRST, AND HOW WOULD YOU PREFER TO TAKE CARE OF THAT?

>> VICTOR CRIST: I THINK WE GO AHEAD AND LET THE PUBLIC BE HEARD FIRST.

>> YES, SIR.

>> VICTOR CRIST: CUSTOMARY WAY OF DOING THINGS, AND WE COULD MOVE THEM UP ON THE AGENDA.

>> VERY WELL, THANK YOU.

>> VICTOR CRIST: IF THERE'S NO OBJECTION FROM THE BOARD.

ALL RIGHT.

>> JOE MORGAN, FROM DRIVE SOCIETY, 100 SOUTH ASHLEY.

I KNOW THIS IS A BIG ISSUE, AND THERE'S NOT ENOUGH TIME TO COVER EVERYTHING, BUT WHAT IS MOST IMPORTANT TO ME TODAY IS THAT THIS BOARD HAS AN ABSOLUTELY CLEAR PERSPECTIVE ON WHO WE ARE AS A COMPANY.

ONE OF OUR MOTIVATIONS ARE AND WHAT OUR MOTIVATIONS ARE AND WHY WE ARE FIGHTING SO HARD FOR THESE RULES TO BE ENACTED.

THE PAST FEW WEEKS I HAVE BEEN WORKING VERY HARD RESPONDING TO MESSAGES, COMPLAINTS, INSULTS AND EVEN DEATH THREATS WE HAVE RECEIVED VIA SOCIAL MEDIA IN REGARDS TO THESE RULES.

IT'S CLEAR TO ME THAT THERE'S AN OVERWHELMING PUSH TO PROVIDE THIS COMMUNITY WITH MISINFORMATION ABOUT WHAT IS REALLY TAKING PLACE HERE.

SO NOW WHEN THE NEWSPAPERS ACTUALLY FEEL LIKE INCLUDING OUR NAME IN A STORY, THEY HAVE REPORTED THAT WE ARE IN SOME WAY AFFILIATED WITH A TAXI OR LIMO COMPANY OR THE PTC.

THAT IS A BLATANT LIE THAT IS BEING PUSHED BY PEOPLE WHO ARE ATTEMPTING TO DISTRACT THE PUBLIC FROM THE ISSUE THAT IS IN FRONT OF YOU.

WE HAVE NEVER TAKEN ANY MONEY OR RECEIVED ANY INVESTMENTS FROM THE TAXICAB OR LIMOUSINE COMPANY, OR ANYONE U. AFFILIATED WITH ONE.

WE NEVER RECEIVED ANY INFORMATION FROM THE PTC OTHER THAN THE INFORMATION WE REQUESTED THROUGH THE APPROPRIATE COMMANDS.

WE HAVE NEVER MET AND AGREED TO ANYTHING WITH ANYONE OTHER THAN WHAT WAS STATED IN PUBLIC SETTINGS.

THIS IS AN ATTEMPT TO MAKE OTHERS WHO ARE LOOKING FROM THIS AFAR TO HAVE PERCEPTIONS THAT ARE UNTRUE.

OUR MOTIVATION FOR PROPOSING THESE RULES TO YOU WERE NOTHING THAN WHAT WE HAVE SEEN AS RIDE SHARE DRIVERS OURSELVES AND WHAT WE HAVE SEEN GOING ON ACROSS THE COUNTRY THROUGH FIRSHAND EXPERIENCE.

A LOT OF PEOPLE, AND EVEN MAYOR BUCKHORN ARE COMMENTING ON THE NEED FOR A FREE MARKET.

THIS IS NOT A FREE MARKET.

THESE DRIVERS HAVE BEEN TRAPPED, PASSENGERS HAVE BEEN MISLED, AND WE DECIDED TO STAND UP AND DO SOMETHING ABOUT IT.

BUT WE CANNOT DO THIS ALONE, AND WE NEED YOU TO REALIZE HOW CRITICAL YOUR DECISION IS.

NOT JUST FOR HILLSBOROUGH COUNTY BUT FOR AN EXAMPLE IT WILL SET TO APPROPRIATELY IMPLEMENT RIDE SHARING ACROSS THE STATE AND ACROSS THE COUNTRY.

THANK YOU.

[APPLAUSE]

>> VICTOR CRIST: MICHAEL LIDO THEN BEN RITTER.  
>> I'M CEO OF A COMPANY CALLED FARE BASED OUT OF PHOENIX, ARIZONA, AND CURRENTLY OPERATE IN THE CITY OF AUSTIN, TEXAS.  
COME HERE TODAY TO FILL YOU IN ON WHAT WE'VE BEEN GOING THROUGH FOR THE LAST THREE MONTHS. SO IN THE BEGINNING OF MAY, WE CAUGHT WIND THAT THE CITY OF AUSTIN WAS GOING TO PUT AN ORDINANCE IN PLACE THAT REQUIRED FINGERPRINT BACKGROUND CHECKING FOR ALL OF THEIR TNC DRIVERS. ON MAY 9th, THEY PULLED OUT OF AUSTIN.  
THAT DAY, I GOT ON A PLANE, FLEW TO AUSTIN, WAS MEETING WITH THE MAYOR'S OFFICE THE NEXT DAY.  
SINCE THEN WE'VE ON BOARDED ALMOST 8,000 DRIVERS.  
WE'VE HANDLED OVER 300,000 SAFE TRANSACTIONS WITH DRIVERS THAT ARE FINGERPRINTED WITH FEDERAL FINGERPRINTING RULES.  
WE SEND THAT INFORMATION INTO THE CITY.  
THE CITY THEN SENDS US INFORMATION BACK ON THESE DRIVERS.  
WE UTILIZE THE SAME PRIVATE COMPANIES THAT THE OTHER COMPANIES WITHIN OUR INDUSTRY UTILIZE IN ORDER TO BACKGROUND CHECK DRIVERS.  
OUT OF THE 3,000 OR SO HAT WERE ACTIVE DURING THE LAST MONTH, 22 OF THEM ACTUALLY HAD AN EXCEPTION THAT THE PRIVATE COMPANY DID NOT CATCH.  
OF THOSE, THERE WERE A FEW CONVICTED FELONS, AND WE WERE ABLE TO GET THOSE DRIVERS OFF THE STREET.  
SO IT DOES WORK.  
YOU KNOW, IT IS NOT AN IMPOSSIBILITY FOR A TNC TO BE ABLE TO OPERATE.  
IT'S NOT, IT WAS NOT AN EASY ROAD FOR US TO BECOME OPERABLE AND START TO PROVIDE RIDES, BUT WE'VE ALSO DONE IT WITH THE CONSIDERATION OF THE DRIVERS.  
YOU KNOW, WE FEEL THAT THE DRIVERS MATTER.  
TO US THEY ARE THE FACE OF THE COMPANY, AND WE REALLY TAKE CARE OF OUR DRIVERS IN THE SENSE THAT WE PAY MORE, WE LISTEN TO OUR DRIVERS, WE UTILIZE THEIR FEEDBACK TO DRIVE OUR COMPANY. THAT'S IT.  
THANK YOU VERY MUCH.  
>> VICTOR CRIST: YOU'RE A COMPANY JUST LIKE UBER AND LYFT.  
>> CORRECT.  
>> JUST NOT AS WIDELY KNOWN.  
>> VICTOR CRIST: NOT AS WIDELY KNOWN.  
WE OPERATE IN PHOENIX AND IN AUSTIN.  
>> IF I MIGHT ASK A QUESTION OF THE SPEAKER.  
IF YOU ARE GOING TO BE AROUND, I WOULD LIKE TO SPEAK WITH YOU AFTER THE MEETING.  
IF YOU HAVE A CARD, I WOULD LIKE TO GET YOUR CONTACT INFORMATION BECAUSE IT IS IMPORTANT IF WE DO MOVE FORWARD WITH RULES THAT THERE ARE COMPANIES THAT ARE WILLING TO COME IN AND WORK WITHIN THE OUTLINE WE ARE GOING TO VOTE ON TODAY.  
>> CORRECT, YES.  
THE COMPANIES PULLED OUT MAY 9th.  
WE WERE OPERABLE MAY 20th.  
WE ON BOARDED 3500 DRIVERS IN A TWO-WEEK PERIOD.  
>> ALL RIGHT, THANK YOU.  
>> THANK YOU.  
>> VICTOR CRIST: BEN RITTER.  
AND THEN STEPHANIE SMITH.  
>> BENJAMIN, IT'S GOOD TO SEE YOU.  
>> IT'S GOOD TO SEE EVERYBODY.  
I HAVE BEEN SWORN IN, BY THE WAY.  
>> VICTOR CRIST: ALL RIGHT, I'LL SWEAR AT YOU.  
DO YOU WANT TO GO AHEAD AND RAISE YOUR RIGHT HAND?  
>> I PROMISE TO TELL THE TRUTH.  
>> VICTOR CRIST: THE WHOLE TRUTH, AND NOTHING BUT THE TRUTH SO HELP ME GOD.  
>> MY NAME IS BEN RITTER.  
I'M A RESIDENT OF HILLSBOROUGH COUNTY.  
I LIVE AT 127 -- IN TAMPA, 33612.  
I'M A FORMER UNITED STATES MARINE.  
I'M HERE TO BRIEF HERE TO SPEAK ON BEHALF OF PEOPLE WITH DISABILITIES, VETERANS AND NONVETERANS WHO USE WHEELCHAIRS.  
IS THAT CLOSE ENOUGH?  
>> VICTOR CRIST: GO AHEAD.  
>> IT'S INTERESTING THERE'S ABSOLUTELY NO MENTION OF THE FACT THAT HERE IN THE MEDIA THAT

HERE IN TAMPA BAY THAT NEITHER UBER NOR LYFT OFFER WHEELCHAIR ACCESSIBLE TRANSPORTATION. YOU READ THE NEWSPAPERS, YOU HEAR HAD RADIO, THE TV.

THERE'S NOTHING, HAS ANYBODY EVER HEARD ABOUT THE FACT THAT UBER AND LYFT DO NOT PROVIDE WHEELCHAIR ACCESSIBLE TRANSPORTATION?

I THINK THE ANSWER'S NO.

MUN OF THE DRIVERS HAVE VEHICLES THAT WILL TRANSPORT PEOPLE WITH DISABILITY WHO USE WHEELCHAIRS AS DOES THE LOCAL TAXI INDUSTRY.

THIS IS NOT IN COMPLIANCE WITH THE FEDERAL CIVIL RIGHTS ACT LAW, THE AMERICANS WITH DISABILITIES ACT, THE ADA THAT REQUIRES EQUAL OPPORTUNITY FOR ALL.

IN OTHER LOCALES ACROSS THE UNITED STATES, UBER DOES OFFER UBER ASSIST AND UBER ACCESS WITH WHEELCHAIR ACCESSIBLE VEHICLES CALLED UBER WAVES.

WHY DON'T WE HAVE THIS SERVICE HERE IN TAMPA BAY?

IT WOULD BE GREAT IF REGULATIONS COULD BY PASSED REQUIRING A PERCENTAGE OF TNC VEHICLES TO BE WHEELCHAIR ACCESSIBLE.

THAT WOULD BE THE RIGHT THING TO DO.

IF THEY DO PASS REGULATIONS, THIS SHOULD BE AN ADDITION.

IF SOMEBODY CALLS FOR A WHEELCHAIR TRANSPORTATION AND UBER OR LYFT CANNOT PROVIDE IT, THEY COULD REFER IT TO A TAXI COMPANY.

WE HAVE SEEN THAT IN OTHER LOCALES, BUT THE QUESTION IS, WOULD THE PRICE THE WHEELCHAIR USER PAY BE THE SAME AS HE WOULD PAY FOR UBER OR LYFT.

EXCUSE ME, AS FOR A TAXI.

>> VICTOR CRIST: YOU ARE GOING TO NEED TO WRAP UP, SIR.

>> AS -- WOULD SAY, THAT'S ALL I'M SAYING.

>> VICTOR CRIST: OKAY, THANK YOU, BEN.

STEPHANIE AND THEN FISEL.

>> GOOD MORNING, COMMISSIONERS, STEPHANIE SMITH, UBER TECHNOLOGIES.

I'LL BE VERY QUICK TODAY.

I WON'T PRESENT FORMAL REMARKS.

YOU'VE ALL HEARD FROM ME MULTIPLE TIMES.

I WANT TO YIELD MY TIME TO THE RIDERS AND DRIVERS THAT ARE HERE IN THE AUDIENCE THAT HAVE TAKEN TIME OUT OF THEIR DAY TO SHARE THEIR TESTIMONIES, WHICH I THINK WILL BE A LOT MORE POWERFUL THAN ANYTHING THAT I CAN SAY YOU HEARING DIRECTLY FROM YOUR CONSTITUENTS ON HOW IMPORTANT IT IS THAT RIDE SHARING BE ABLE TO STAY HERE IN HILLSBOROUGH COUNTY.

SO I WOULD JUST URGE YOU TO VOTE DOWN ANY HOSTILE RULES THAT MAY BE PRESENTED TODAY AND KEEP UP IN HILLSBOROUGH.

THANK YOU.

[APPLAUSE]

>> VICTOR CRIST: WHILE WE ALL APPRECIATE EXCITEMENT, I NEED YOU TO KEEP THAT DOWN.

THIS IS A LOT LIKE A COURTROOM WHERE WE'VE GOT TO KIND OF KEEP A DECORUM, SO PLEASE, I KNOW YOU'RE GOING TO FEEL COMPELLED TO CHEER FOR YOUR TEAM, BUT WE'RE GOING TO NEED YOU TO KIND OF CURTAIL THAT, SO PLEASE, WORK WITH US.

FISEL.

>> GOOD MORNING, COMMISSIONERS, MY NAME IS FISEL -- 110 SOUTH MANHATTAN AVENUE, TAMPA, FLORIDA.

I'M HERE TO SPEAK ON BEHALF OF THE TAXI DRIVERS AND THE TAXI INDUSTRY.

I'M NOT SAYING THAT, IN POSITION TO UBER OR LYFT.

I AM SAYING THAT THE NATURE OF THE RULES AND THE REGULATIONS THAT HAVE BEEN DESIGNED FOR A LONG TIME WERE DESIGNED TO PROTECT THE PUBLIC.

SO WE ARE REALLY INTERESTED IN PUBLIC SAFETY, ALL OF US.

I AM INTERESTED.

I THINK IF WE LEAVE THE THINGS THEY ALREADY ARE, THE GYPSY DRIVERS ARE ALREADY IN TOWN. YOU REALLY DON'T KNOW WHAT'S GOING TO HAPPEN, AND ABSENCE OF RULES HAS A HISTORY IF WE ARE WILLING TO LISTEN TO IT 20 YEARS AGO THE SAME THING WAS TRIED IN TEXAS, IN CALIFORNIA, AND WHAT HAPPENED WAS WITHIN A MATTER OF TWO OR THREE YEARS, THERE WERE SO MANY CRIME AND SO MANY PROBLEMS OUT THERE THAT THEY HAVE TO BRING BACK THE RULES AGAIN.

THIS IS A VOTE FOR WHAT'S RIGHT AND WHAT'S WRONG.

IT'S NOT AGAINST UBER OR FOR THE TAXI INDUSTRY.

THIS IS ABOUT THE PUBLIC SAFETY.

SO I HOPE YOU PASS THIS REGULATION.

WE WAITED FOR IT FOR A LONG TIME, AND I THINK IT'S ABOUT TIME THAT YOU GAVE US SOMETHING TO WORK WITH.

THANK YOU VERY MUCH.

>> VICTOR CRIST: THANK YOU.

OKAY, JUSTIN MORGAN AND THEN LOUIE MINARDI.

JUSTIN?

IS JUSTIN HERE?

JUSTIN, IF YOU'RE DOWNSTAIRS, COME ON UP.

WE'LL GO AHEAD AND TAKE YOU AFTER LOUIE.

MR. MINARDI.

>> LOUIE MINARDI, YELLOW CAB, 4413 NORTH -- AND I JUST WANT TO QUICKLY SAY THAT, YOU KNOW, WE'RE GOING TO HEAR FROM UBER TAXI BASICALLY SIX DIFFERENT THINGS THAT THESE RULES ARE TOO STRINGENT, WHICH THEY DO THESE IN OTHER CITIES, SO THAT THE THINGS THAT WE'RE TRYING TO PASS TODAY ARE STATUTES AND ALSO RULES THAT WERE HERE BEFORE THEY GOT HERE.

WE ALREADY HAD FINGERPRINT.

THEY ALREADY KNEW THEY HAD TO FOLLOW THESE THINGS.

THEY CAME HERE ANYWAY.

THE RULES THAT ARE THERE TODAY ARE THE SAME.

BUT WHAT IT DOES, IT OPENS ANOTHER CLASSIFICATION FOR OTHER TNCs TO COME IN, SO THE COMPETITION WILL BE HERE, NOT ONLY FOR THE TAXI COMPANY BUT THE OTHER TNCs.

AS FAR AS THE DRIVERS, WE ALL KNOW THAT THE TAXI DRIVERS, THE UBER DRIVERS ALL HAVE PROBLEMS, THEY ALL NEED JOBS, THEY ALL NEED -- WE'VE HEARD THIS STORY OVER AND OVER AGAIN, LEGITIMATELY SO, BUT THE ATTITUDE, THEIR THREAT TO LEAVE TOWN, IF THEY LEAVE LIKE THE GENTLEMAN JUST SAID IN AUSTIN, OTHER TNCs WILL COME IN, WHICH IS WHAT WE WANT ORIGINALLY.

WE WANT MORE TNCs.

WE WANT MORE TAXI COMPANIES.

WE WANT MORE COMPETITION.

SO I THINK IN THIS RULES THAT WE'RE LOOKING AT TODAY, THE TAXI COMPANIES AREN'T HAPPY. THE LIMOUSINE AREN'T HAPPY AND THE TNCs AREN'T HAPPY AND COMMISSIONER, I THINK YOU WERE THE ONE WHO SAID IF EVERYONE'S NOT HAPPY, IT'S PROBABLY PRETTY GOOD RULES.

BUT MOST IMPORTANTLY THAT THE CLASSIFICATIONS THAT WE'RE CREATING BRINGS THE TNCs INTO OUR MARKETPLACE.

THIS DOESN'T BENEFIT TAXICAB COMPANIES.

IT DOESN'T BENEFIT THE EXISTING LIMOUSINES EITHER.

BUT I THINK OVER THE NEXT COUPLE OF YEARS THE RULES ARE GOING TO CONTINUE TO CHANGE.

IT'S GOING TO BE A BLEND BUT I THINK IT'S A GREAT START.

I THINK THE FACT THAT WE'RE DOING SOMETHING INSTEAD OF JUST STANDING HERE.

I KNOW THE LEGISLATURE SAYS THEY'RE GOING TO DO SOMETHING.

THIS WILL BE THE THIRD YEAR IN A ROW THEY PROMISE THEY ARE GOING TO GET SOMETHING DONE.

THE RULES IN TALLAHASSEE THAT WE'VE BEEN FIGHTING FOR ARE NOT AGAINST RIDE SHARING.

IT'S FOR US TO BE INCLUSIVE.

IF IT'S GOOD ENOUGH FOR THEM, IT'S GOOD ENOUGH FOR THE OTHER INDUSTRIES WHETHER THEY'RE LIMOUSINES OR TAXICABS SO WE ARE NOT FIGHTING THE RULES IN THERE.

WE ARE TRYING TO BE INCLUDED.

WITH THE VOTE COMING TODAY, I HOPE YOU'LL MAKE THE RIGHT DECISION.

THANK YOU.

>> VICTOR CRIST: THANK YOU.

SETH MILLS, AND THEN JOSS JACOBS.

DID JUSTIN EVER COME IN HERE?

NO?

OKAY.

WE'LL PUT HIM TO THE SIDE.

SETH?

SETH?

>> GOOD MORNING, MEMBERS OF COMMISSION, MY NAME IS SETH MILLS, 100 NORTH TAMPA STREET.

I'M HERE ON BEHALF OF THE TAMPA TAXI COALITION.

THE TNC RULES THAT ARE HERE BEFORE YOU TODAY ARE A SET OF SENSIBLE RULES DESIGNED TO PROVIDE FOR PUBLIC SAFETY.

YOU HAVE LOOKED AT THEM FOR OVER TWO YEARS NOW.

YOU STUDIED THEM.

YOU'VE REFINED THEM.

YOU'VE POLISHED THEM.

THEY'RE HERE TO HELP DRIVERS, TNC DRIVERS, AND THE COMMUNITY BECAUSE IT BRINGS EVERYONE INTO A LEGAL FRAMEWORK.

THESE DRIVERS BACK HERE DON'T NEED TO BE WORRIED ABOUT WHETHER THEY'RE GOING TO GET A TICKET BECAUSE THEY'RE OPERATING ILLEGAL LEGALLY.

IT WILL STOP THE ROGUE AND GYPSY COMPANIES WHO PRETEND THEY ARE WORKING WITH A COMPANY BUT

THEY ARE NOT WORKING FOR ANYONE OPERATING WITHOUT INSURANCE.  
IT'S TIME WE PASS THESE RULES.  
WE AGREE WITH WHAT STEPHANIE SAID EARLIER.  
THEY SHOULDN'T BE OVERLY HARSH AND RESTRICTIVE, AND IN FACT, THEY'RE NOT.  
THERE ARE OTHER TNCs HERE WHO ARE PREPARED.  
THEY HAVE COME BEFORE YOU OVER THE PAST MONTH AND AGAIN HERE TODAY, FARE, WINGS, DRIVE SOCIETY  
JUST TO NAME THREE, AND MANY OTHERS THAT ARE WAITING TO FILL ANY VOID THAT MIGHT BE CREATED  
IF UBER AND LYFT DECIDE THEY DON'T WANT TO HAVE ANY RULES OR HAVE ANYONE IMPOSE ANY RULES  
EVEN IN THE NAME OF PUBLIC SAFETY AGAINST THEM.  
WE SHOULD PLAY FAIR AND SHARE.  
IT'S TIME THAT THEY PAY THEIR FAIR SHARE TO PICK UP PASSENGERS AT THE AIRPORT.  
THERE ARE MILLIONS OF DOLLARS BEING PAID BY THE LOCAL TRANSPORTATION INDUSTRY THAT THESE  
FOLKS ARE ESCAPING BECAUSE THEY SIMPLY SAY WE DON'T CARE.  
WE'RE NOT GOING TO 235U80 YOUR RULES.  
THE TRUTH IS THEY PROBABLY WON'T FOLLOW THESE ANYWAY, AND WE'RE GOING TO BE IN LITIGATION.  
BUT DON'T LET THAT STOP YOU BECAUSE WE'RE GOING TO BE IN LITIGATION IF YOU DON'T DO ANYTHING.  
THANK YOU VERY MUCH.  
WE URGE YOU TO MOVE FORWARD WITH A SET OF SENSIBLE RULES.  
>> VICTOR CRIST: SETH JACOBS AND THEN TODD MONTGOMERY.  
ARE YOU SETH?  
>> I'M ZACH BUT I HAVE TERRIBLE HAND WRITING.  
6915 NORTH LYNN AVENUE.  
I'M HERE TODAY REPRESENTING THE 4,000 PEOPLE ACTUALLY 4,189 PEOPLE THAT SIGNED A PETITION  
WHICH I HAVE THE SIGNATURES HERE WHO COULDN'T BE HERE TODAY OR MAY BE OUT ON THE STREET  
TODAY IN SUPPORT OF RIDE SHARING IN HILLSBOROUGH COUNTY.  
MY FIANCEE AND I MOVED TO TAMPA TWO YEARS AGO AND FELL IN LOVER WITH THE CITY AND A YEAR  
LATER BOUGHT A HOUSE AND PUT OUR ROOTS HERE.  
WE LOVE THE CITY AND THE MOMENTUM AND SMALL CITY CHARM BUT BIG CITY FEEL.  
I WANT TO MAKE IT VERY CLEAR I'M NOT ANTI-CAB, ANTI-LIMO.  
I WORK REMOTELY FOR A COMPANY BASED IN NEW YORK CITY, WHICH MEANS SEVERAL TIMES A YEAR I'M  
FORCED TO FIGHT ONE OF THOSE MOST COMPLEX TRANSPORTATION SYSTEMS IN THE WORLD, AND I ACTUALLY  
TAKE TAXIS EVERY SINGLE DAY, EVERYWHERE I GO FROM LA GUARDIA UNTIL I LEAVE A WEEK LATER.  
TAMPA'S GROWING, AND SOMETHING THAT SINCE I'VE BEEN HERE I CAN'T WRAP MY HEAD AROUND IS  
OUR TRANSPORTATION SYSTEM.  
ONE WEEK WE'RE PLEADING NOT TO SPEND BILLIONS OF DOLLARS AND DECADES BUILDING ONE LANE ON  
OUR HIGHWAY AND THE NEXT WE'RE DEBATING SQUEEZING UBER AND LYFT OUT OF OUR CITY.  
TAMPA IS ONLY GETTING BIGGER AND WE NEED TO START ACTING LIKE A BIG CITY.  
I KNOW WHO MY DRIVER IS, I KNOW WHAT THEY LOOK LIKE, I KNOW THE KIND OF CAR THEY DRIVE,  
AND WHAT TIME I NEED TO BE OUT MY DOOR.  
THERE'S NO EXCHANGE OF CASH, THERE'S NO TIP.  
IF I HAVE A PROBLEM, I CAN EASILY FILE A REPORT WHO SHOWS WHO MY DRIVER WAS, MY DESTINATION,  
THE ROUTE WE TOOK, IN FACT, IF I'M TAKING ON A RUN AROUND ROUTE I WILL BE CREDITED FOR MY  
TIME.  
I'VE TAKEN OVER 200 UBER TRIPS OR UBER AND LYFT TRIPS IN DOZENS OF CITIES AND HAVE YET TO  
HAVE AN UNENJOYABLE EXPERIENCE.  
I CAN'T SAY THE SAME ABOUT CABS.  
SPEAKING ON BEHALF OF MYSELF AND THE 4,000 PETITIONERS I REPRESENT, I ASK YOU TO REMOVE  
THE RESTRICTIONS THAT ARE BEING ENFORCED ON UBER AND LYFT AND SUSPEND ALL RIDE SHARING STING  
OPERATIONS UNTIL AN AGREEMENT IS REACHED ON THIS ISSUE.  
IF TAMPA WANTS TO BE A BIG CITY, WE NEED TO START ACTING LIKE A BIG CITY.  
THANK YOU.  
>> VICTOR CRIST: THANK YOU.  
ARE YOU GOING TO BE SUBMITTING YOUR PETITION ON THE RECORD THERE?  
>> I'M HAPPY TO.  
I HAVE THE SIGNERS AS OF LAST NIGHT AT MIDNIGHT.  
>> VICTOR CRIST: DO YOU NEED US TO MAKE A COPY OF THAT.  
>> YOU CAN HAVE IT IF YOU WOULD LIKE.  
>> VICTOR CRIST: IF YOU COULD PROVIDE IT TO OUR SECRETARY, WE WILL PUT IT ON THE RECORD.  
THANK YOU.  
[APPLAUSE]  
TODD MONTGOMERY, THEN CHRIS LOTHDRIDGE.  
>> GOOD MORNING AND THANK YOU FOR THE OPPORTUNITY TO SPEAK.  
TODD MONTGOMERY.



1501 WEST HORATIO, SOUTH TAMPA.

UBER AND LYFT SAVE LIVES.

CABS LEAVE PEOPLE WAITED IN UNSAFE SITUATIONS.

A MANDATORY WAIT TIME DOES NOT SERVE THE INTEREST OF CONSUMERS.

IT DOES THE OPPOSITE AS EXPOSING THEM TO UNNECESSARILY BEING LEFT OUTSIDE WHEN THEY CAN BE SAFE AND DRY IN A CAR MAKING BETTER USE OF THEIR TIME.

WHEN USING CABS I REGULARLY HAD TO CALL THE DISPATCH CENTER WHEN THE CAB HAD NOT ARRIVED FOR 20 MINUTES, ONCE FOR A TOTAL OF OVER AN HOUR WAITING.

I HAD NO IDEA WHEN SOMEONE WOULD ARRIVE OR EVEN IF THEY WERE ON THE WAY.

WITH UBER I CAN TRACK THE CARS THAT ARRIVES MAKING GOOD USE OF MY TIME ALL THE WHILE.

FROM PERSONAL EXPERIENCE, UBER ARRIVES TYPICALLY WITHIN FIVE MINUTES.

THE DRIVER'S FRIENDLY AND THE CAR'S CLEAN.

UBER PASSENGERS RATE THEIR EXPERIENCE ON A PER RIDE BASIS, AND BECAUSE OF THIS I HAVE NEVER BEEN IN AN UBER CAR THAT I FELT WAS UNSAFE OR UNCLEAN.

I CANNOT SAY THE SAME FOR MY TAMPA CAB RIDING EXPERIENCES.

IF SOMEONE IS VOTING FOR THESE RULES HEIR VOTING AGAINST CONSUMER CHOICE, VOTING AGAINST FREE ENTERPRISE, PILING ON WASTEFUL REGULATIONS AND PROMOTING AN ANTISTATE.

FINALLY, AND THIS IS HUGE, COLLEGE STUDENTS AND OTHER EARLY ADOPTERS OF NEW TECHNOLOGIES REALLY, REALLY DO USE THESE SERVICES TO AVOID DRINKING AND DRIVING.

THEY SAVE LIVES.

IF YOU PUT THESE RULES IN PLACE, YOU'LL CREATE A SERVICE VACUUM THAT WILL PUT LIVES AT RISK BY MAKING HILLSBOROUGH COUNTY ROADS LESS SAFE.

INFORM THE CONSUMER.

DO NOT TAKE AWAY THEIR OPTIONS.

LET THE CONSUMER CHOOSE.

I RESPECTFULLY IMPLORE YOU TO LISTEN TO THE OVERWHELMINGLY SUPPORTIVE VOICES OF THE PEOPLE OF HILLSBOROUGH COUNTY WHO HAVE MADE THEMSELVES HEARD BY ADOPTION OF THESE SERVICES AND VOTE DOWN THESE NEW RULES.

THANK YOU.

[APPLAUSE]

>> VICTOR CRIST: CHRIS LOTHRIDGE AND JUSTIN MORGANMAN.

CHRIS, ARE YOU HERE?

>> WELL, GOOD MORNING, LADIES AND GENTLEMEN.

MY NAME IS CHRIS LOTHRIDGE.

I AM WITH DRIVE SOCIETY, 100 SOUTH ASHLEY.

I WANTED TO REITERATE WHAT I SPOKE TO YOU ABOUT LAST MONTH, WHICH IS THE IMPORTANCE OF FINGERPRINTING THESE DRIVERS, AND I WANT TO DOUBLE DOWN ON THE EFFORT TODAY AND FURTHER ELABORATE ON THAT POINT BY USING MYSELF AS AN EXAMPLE.

AS SOME OF YOU MAY KNOW I WAS ARRESTED IN 2005 BECAUSE OF MY BACKGROUND MY INITIAL PVDL APPLICATION WAS DENIED IN SEPTEMBER 2015 BECAUSE OF THIS.

NOW, FOR THE RECORD, I HAVE BEEN DRIVING FOR UBER SINCE 2014.

SO WHILE I SOMEHOW MET THE REQUIREMENTS TO DRIVE FOR BOTH UBER AND LYFT, I DID NOT MEET YOUR REQUIREMENTS, AND MY APPLICATION WAS DENIED.

NOW, AS A CONVICTED FELON, I UNDERSTAND THAT MY DEBT TO SOCIETY ONLY BEGAN UPON MY CONVICTION. IT'S NOT LIKE I WENT TO PRISON OR ANYTHING, BUT MY MISTAKES HAVE CERTAINLY CAUSED ME TO WORK HARDER, TO PROVE MYSELF.

AND MY MISTAKES HAVE ALLOWED ME TO UNDERSTAND THE IMPORTANCE OF WORKING HARDER TO PROVE MYSELF.

SO WHILE I FULLY UNDERSTAND MY PVDL DENIAL, I WAS ALSO APPRECIATIVE OF THE OPPORTUNITY TO STAND BEFORE YOU AND THE APPEAL DECISION, SOMETHING I DID AND SOMETHING THAT YOU FOLKS GRANTED TO ME.

THANK YOU.

NOW THERE HAS BEEN A LOT ABOUT DRIVE SOCIETY BEING RACIALLY DISCRIMINATORY WITH THESE RULES THAT WERE PROPOSED.

BUT WHAT THEY FAILED TO MENTION IS WITH THESE RULES ANYBODY CAN COME BEFORE YOU AS I DID NO MATTER WHAT RACE OR ETHNICITY, AND BE ALLOWED FOR THE CONSIDERATION AS YOU DID FOR ME, AND AS WELL AS MARCUS DID FOR ME AS WELL THAT HIRED ME WITH DRIVE SOCIETY.

ALSO ANOTHER POINT I WANT TO BRING UP.

LAST, WHEN WE HAD THE 7-7, YOU GUYS ARE TALKING ABOUT 7-7.

WE OPPOSE THAT.

WE WANT NO MINIMUM WAIT TIME, NO MINIMUM FARE.

LOOK AT THAT TIME.

>> VICTOR CRIST: JUSTIN MORGANMAN, THEN ROLINDA WILSON.

JUSTIN, WERE YOU AT THE BACK OF THE LINE, MAN?  
>> I WAS DOWNSTAIRS.  
OVERFLOW.  
SORRY.  
>> VICTOR CRIST: WE HELD YOUR SPOT.  
>> THEY WOULDN'T LET ME IN RIGHT AWAY JUSTIN MORGANMAN.  
1701 WEST CASH STREET.  
I JUST WANT TO ADDRESS A COMMON MYTH THAT I HEAR OVER AND OVER HERE.  
THE THOUGHT THAT IF YOU PASS THESE RULES, THAT THE RIDE SHARE COMPANY SOMEHOW HAVE TO LEAVE  
THE COUNTY.  
THAT'S BOGUS.  
THEY CAN STAY, THEY CAN FOLLOW THE RULES.  
I KNOW THIS BECAUSE THEY DO IT IN OTHER CITIES LIKE NEW YORK OR HOUSTON.  
WE ALL DO IT.  
TAXI COMPANIES DO IT.  
WE HAVE OTHER RIDE SHARE COMPANIES HERE THAT WANT TO DO IT.  
SO THINGS LIKE BACKGROUND CHECKS, INSURANCE REQUIREMENTS, COMMON SENSE SAFETY RULES, THEY'RE  
NOT THAT DIFFICULT.  
THOUSANDS OF MOM AND POP COMPANIES THAT DO THEM EVERY DAY.  
TO SAY IT DOESN'T WORK FOR OUR BUSINESS MODEL DOESN'T MAKE ANY SENSE.  
WE ALL FOLLOW THE RULES.  
IF UBER AND LYFT DON'T WANT TO, OTHERS WILL STEP IN AND FILL THE INVOICES.  
WE ALSO, THERE ARE TAXI COMPANIES THAT WANT TO GET INTO THE RIDE SHARE BUSINESS.  
WE HAVE NOT WELL BECAUSE IT'S ILLEGAL RIGHT NOW.  
WE WANT IT TO BE LEGAL IN SOME FRAMEWORK SO THAT WE CAN COMPETE.  
THERE WILL BE COMPANIES THAT DECIDE TO LEAVE IF THE RULES ARE ADOPTED.  
PEOPLE WHO HAVE KIDS IN THE COMPANY, BACKGROUND CHECKS FOR DRIVERS, INSURANCE REQUIREMENTS,  
THIS STUFF IS JUST COMMON SENSE.  
SO I'M HERE TO SUPPORT THE RULES AND I HOPE THAT YOU ALL DO AS WELL.  
THANK YOU.  
[APPLAUSE]  
>> ROLINDA SULLIVAN AND THEN TOPPER MORRISON.  
>> HELLO.  
UBER IS LITERALLY A LIFELINE FOR THOUSANDS OF HILLSBOROUGH COUNTY RESIDENTS.  
IF YOU FORCE THEM OUT, THEN YOU ARE FORCING INTOXICATING PEOPLE TO MAKE THE DECISION OF  
DRIVING HOME INTOXICATED BECAUSE THEY DON'T WANT TO PAY AN EXPENSIVE TAXI THAT THEY FEEL  
IS UNSAFE.  
YOU ARE FORCING SINGLE MOTHERS AS MYSELF AND SINGLE FATHERS BACK INTO AN EXTREMELY STRESSFUL  
STATE WHERE THEY NOW HAVE THE OPPORTUNITY TO BE IN THEIR CHILDREN'S LIVES AND ONE PERSON  
LEFT AND IS ABLE TO SHOW THEIR CHILDREN I AM HERE TO SUPPORT YOU EVERY SINGLE MINUTE OF  
THE DAY.  
YOU SHOULD TAKE PRIDE IN SAYING YOU PROVIDE YOUR COMMUNITY WITH, AND YOUR TOURISTS WITH  
A VAST CHOICE OF TRANSPORTATION OPTIONS THAT SUIT THEIR NEEDS AND YOU SHOULD TAKE PRIDE  
IN SHOWING THE HILLSBOROUGH COUNTY RESIDENTS THAT YOU GENUINELY CARE ABOUT WHAT THEY WANT.  
GENUINELY CARE ABOUT WHAT THEY WANT RIDE SHARE SHOULD BE A TIME OF WORKING IT OUT NOT TRYING  
TO PUSH UBER OUT AND YES I KNOW THERE ARE OTHER RIDE SHARE COMPANIES COMING IN BUT WHY TAKE  
AWAY WHAT THE COMMUNITY IS ALREADY COMFORTABLE WITH?  
I UNDERSTAND THERE IS AN ISSUE OF FINGERPRINTING, BUT DOES THAT REALLY DETERMINE THE  
MENTALITY OF A PERSON?  
NO.  
IT DOES PROVE THAT THEY HAVEN'T COMMITTED ANY CRIMES OR GOTTEN CAUGHT.  
THERE ARE MANY PEOPLE WHO COMMIT HARMLESS CRIMES THE FIRST TIME.  
CUSTOMERS SPEAK OF HOW SAFE THEY FEEL USING THE UBER RIDE.  
YES, THE PRESENCE OF UBER AND HOW THEY OPERATE HAS UPSET MANY TRANSPORTATION SERVICES HERE.  
REALLY BECAUSE OF THE COMPETITION THAT UBER BRINGS.  
ANYTHING MAKES THE COMPETITORS UNCOMFORTABLE NOT LATER.  
THE TIME IS NOW TO STEP INTO THE 21st CENTURY.  
DON'T THINK ABOUT IT.  
TAKE IT IN AND MAKE IT HAPPEN.  
[APPLAUSE]  
>> TOPHER MORRISON AND ROBERT HISELL.  
>> THANK YOU, I'M A RESIDENT AT 808 NORTH FRANKLIN STREET.  
I ALSO HAVE AN OFFICE DOWNTOWN ON EAST MORRISON STREET.

ON THE ISSUE OF BACKGROUND CHECKS, FINGERPRINT BACKGROUND CHECKS, SPECIFICALLY. NO ONE IN THIS ROOM IS GOING TO DISPUTE THAT RIDE SHARE COMPANIES ARE GOING TO MAKE SURE THE RIDERS ARE VETTED TO ENSURE PUBLIC SAFETY. THAT'S NOT IN QUESTION.

THE QUESTION IS WHETHER OR NOT FINGERPRINT BACKGROUND CHECKS WILL PREVENT CRIMES FROM TAKING PLACE, SO LET'S EXPLORE THAT.

BRIAN D. CHAPMAN, THE CEO OF MBI WORLDWIDE BASED IN ST. PETERSBURG. HE IS A FOUNDING MEMBER OF THE NATIONAL ASSOCIATION OF PROFESSIONAL BACKGROUND SCREENER, CHAIRMAN AND BOARD MEMBER OF THE BACKGROUNDS, SCREENER CREDITING COUNCIL OF NAPBS. HE'S CONSIDERED AN EXPERT IN THE AREA OF SECURITY, BACKGROUND CHECKS, AND PRIVATE INVESTIGATION.

HE STATES, AND I QUOTE, I'VE SEEN FIRSHAND HOW PUTTING FBI IN FRONT OF A PROCESS CAN LURE PEOPLE INTO A FALSE SENSE OF SECURITY.

WE MAKE THE MISTAKE OF THINKING THAT FBI SYSTEM WILL FIND EVERYTHING IS A PERFECT CURE FOR BACKGROUND SCREENINGS.

THIS PRACTICE HOWEVER STANDS IN STARK CONTRAST TO SCREENING COMPANIES WHOSE BACKGROUND CHECKS ARE MORE ACCURATE AND EFFICIENT.

BOLSTERED BY TECHNOLOGY AND VENDOR NETWORKS THAT ALLOW FOR THE CHECKS TO BE DONE AT MINIMAL COST.

HERE'S PROOF.

I WAS GOING TO BRING A REPORT WITH ME AND SLAM IT DOWN ON THE DESK IN DRAMATIC MOVIE FORMAT BUT IT'S 666 PAGES SO I WILL E-MAIL IT TO YOU AND SAVE A TREE.

THE REPORT STATES 1100 POLICE OFFICERS ARE ARRESTED EACH YEAR.

THAT'S ABOUT THREE POLICE OFFICERS EACH DAY.

AN OFFICER IN PHILADELPHIA HAS BEEN CHARGED WITH EXTORTION OF A DRUG DEALING AND AN OFFICER IN HONOLULU WAS ARRESTED FOR RAPING A 14-YEAR-OLD GIRL.

EVERY ONE OF THOSE PEOPLE PASSED A FINGERPRINT.

WHAT SHOULD WE DO?

HAVE THE POLICE OFFICERS HIRE TAXICABS TO HAUL THE PEOPLE AWAY TO JAIL.

A FORMER TEACHER IN -- COMMITTING SEX -- BRENDA LAFAVE RIGHT FROM HERE IN TAMPA HAD SEX WITH A 14-YEAR-OLD STUDENT.

THREE TEACHERS AND EVERY OTHER TEACHER IN AMERICA HAD TO GET FINGERPRINT BACKGROUND CHECKS.

DO YOU REALLY THINK FINGERPRINT CHECKS ARE GOING TO BE DIFFERENT IN ANY OTHER INDUSTRY?

THE ANSWER IS NO, THEY WON'T, BECAUSE PAST RECORDS DON'T PREDICT FUTURE BEHAVIOR.

WE LIVE IN A WEIRD WORLD.

AND SOME PEOPLE COMMIT CRIMES.

WE CAN'T AVOID THEM.

THEY CAN BE CAB DRIVERS AND UBER DRIVERS AND EVEN SIT ON PUBLIC TRANSPORTATION.

>> VICTOR CRIST: YOU NEED TO WRAP UP.

IF YOU WANT TO HAND THAT TO SOMEONE TO PRESENT, THAT'D BE FINE.

>> BE HAPPY TO.

[APPLAUSE]

>> VICTOR CRIST: ROBERT HESLER AND THEN LAURA MARTINEZ.

>> GOOD MORNING, MY NAME IS ROBERT HESLER, I'M A CEO OF A LOCAL LIFE SAFETY COMPANY.

IT IS NOT THE JOB OF THE PUBLIC TRANSPORTATION COMMISSION TO PROTECT THE CITIZENS OF HILLSBOROUGH COUNTY AND KEEP US SAFE.

YOUR AGENDA IS A WOLF IN SHEEP'S CLOTHING.

WE ALL KNOW THAT YOU DON'T CARE ABOUT SAFETY.

YOU CARE ABOUT PROTECTING THE SPECIAL INTERESTS OF THE COMPANIES WHO FUND YOU.

YOU SIMPLY CANNOT THE PUBLIC'S BEST INTEREST IN MIND WHEN THE ORGANIZATION YOU ARE PART OF SO CLEARLY STATES ON YOUR WEB SITE, AND I QUOTE, PEOPLE THINK THAT WE ARE FUNDED BY THEIR TAX DOLLARS, BUT THAT'S NOT TRUE.

WE ARE FUNDED BY THE FEES WE CHARGE TRANSPORTATION BUSINESSES WE REGULATE.

THESE COMPANIES INCLUDE TAXICABS, LIMOUSINES, TOW TRUCKS, FOR HIRE AMBULANCES, AND SOMETHING VERY NEBULOUS REFERRED TO AS VANS, SO LET'S BE CLEAR, YOU AREN'T REGULATING FOR SAFETY.

YOU ARE REGULATING FOR THE PROTECTION OF THE VERY ORGANIZATION WHOSE FUND YOU.

IT IS NOT ENROLL OF THE GOVERNMENT TO PROTECT US FROM OUR INDIVIDUAL CHOICES.

IT IS TO PROTECT US FROM THINGS OUTSIDE OUR CONTROL.

IF THERE ARE POTHOLES IN THE ROAD, DANGEROUS INTERSECTIONS, STORMS APPROACHING, GET INVOLVED AND HELP US OUT.

BUT WHEN IT COMES TO OUR OWN PERSONAL FREEDOM OF CHOICE, BACK OFF.

IF YOU DON'T FEEL SAFE IN AN UBER OR LYFT CAR, DON'T TAKE IT.

GET A CAB.

IF YOU DON'T LIKE STINKY FILTHY CABS WITH RUDE CAB DRIVERS, THEN TAKE THE BUS.  
IF YOU DON'T FEEL SAFE GETTING IN A VEHICLE, THEN DON'T GET IN A DAMN VEHICLE.  
IT'S A VERY SIMPLE SOLUTION.

LET PEOPLE BE IN CHARGE OF THEIR OWN SERVICES.

THEY WILL PICK THE ROUTE THAT BEST SERVES FOR THEM.

AS FAR AS CABS BEING SAFER THAN UBER BECAUSE OF FINGERPRINT BACKGROUND CHECKS, THIS THEORY HAS ALREADY BEEN DEBUNKED SO I WON'T ADDRESS IT BUT IF YOU WANT TO CITE CRIMES UBER DRIVERS HAVE COMMITTED AS PROOF, THEN WHAT ABOUT HASAN À LA FROM SEATTLE WHO SEXUALLY ASSAULTED A 21-YEAR-OLD WOMAN.

HE WAS A CAB DRIVER WITH FINGERPRINT BACKGROUND CHECKS.

WHAT ABOUT THE WOMAN IN D.C. ATTACK BIDE A CAB DRIVER.

THERE WAS NO WAY TO TRACK HER ASSAILANT WAS OF ANTIQUATED TAXICAB TECHNOLOGY.

THE EVENT IS STILL AN ONGOING INVESTIGATION.

THE PRESS HAVE SAID SHE IDENTIFIED THE CAR AS GRAY WITH A RED STRIPE, IN OTHER WORDS LIKE EVERY OTHER D.C. CAB.

THANK YOU.

>> VICTOR CRIST: LAURA MARTINEZ.

REGINA HUFF.

>> TO PROTECT THE SAFETY OF CITIZENS OF HILLSBOROUGH COUNTY.

I FIND IT STRANGE THAT NO OTHER COUNTIES IN FLORIDA HAVE A PTC AND YET THEY SEEM TO BE JUST FINE WITH UBER AND LYFT OPERATING IN THEIR CITIES.

UBER, LYFT, AND EVEN DRIVE SOCIETY WHEN THEY LAUNCH ARE SOURCES THAT GIVE PEOPLE ALTERNATIVES TO DRIVING DRUNK.

YOU COULD ARGUE THAT CABS ARE ALTERNATIVE AS WELL, BUT WHEN YOU CAN PAY WITH YOUR OWN ON AN APP IT'S MUCH EASIER AND FASTER, ESPECIALLY FOR SOMEONE WHO IS INEBRIATED.

PEOPLE WILL CHOOSE RIDE HAIR COMPANIES OVER A CAB 90% OF THE TIME.

WE HAVE MORE OPTIONS, SHIFTING MIND SETS, BETTER CHOICES.

AMONG FINDINGS IN CALIFORNIA, DRUNK DRIVING CRASHES FELL 6.5% AMONG THE DRIVERS UNDER 30. THIS REPRESENTS POTENTIALLY 60 FEWER DRUNK DRIVING CRASHES EACH MONTH.

A TOTAL OF 1,800 CRASHES AVOIDED.

THE REPORT ALSO INCLUDES A SURVEY OF ATTITUDES ABOUT RIDE SHARING SERVICES, AND THEIR ROLE IN COMBATING DRUNK DRIVING.

NEARLY FOUR IN FIVE, THAT'S 78%, RESPONDENTS SAID THEIR FRIENDS ARE LESS LIKELY TO DRIVE HOME AFTER DRINKING SINCE RIDE SHARING SERVICES LIKE UBER STARTED OPERATING IN THEIR CITY. A REMARKABLE 93% OF PEOPLE WOULD RECOMMEND UBER AS A SAFER WAY TO GET HOME TO A FRIEND WHO HAS BEEN DRINKING.

A TEMPLE UNIVERSITY STUDY SHOWED REDUCTION IN DRINKING AND DRIVING DEATHS BETWEEN 3.6% AND 5.6% ON WEEK DAYS BETWEEN 2009 AND 2014 IN CALIFORNIA CITIES THAT ALLOWED UBER X TO OPERATE. SO BY CHASING OUT THESE BUSINESSES FROM OUR CITIES, THE PUBLIC SERVANT ON THE PTC ARE ESSENTIALLY SAYING WE ARE WILLING TO LET THE PEOPLE OF HILLSBOROUGH COUNTY DIE EACH YEAR AND ENCOURAGE OUR CITIZENS TO DRIVE DRUNK.

NOW, YOU MAY NOT WANT TO ADMIT THAT BUT THAT'S EXACTLY THE EFFECT YOU -- RIDICULOUS RESTRICTIONS ARE TRYING TO IMPOSE.

THESE REGULATIONS DON'T MAKE THE ROADS SAFER.

THEY MAKE IT MORE DANGEROUS AND ENCOURAGE DRUNK DRIVING.

[APPLAUSE]

REGINA HUFF.

ANYBODY HUFF?

OKAY.

STEVE ANDERSON?

I HAVE TO TRY TO DECIPHER HAND WRITING.

>> MY WRITING'S PRETTY CLEAR USUALLY SO MAYBE THERE IS THE OTHER FELLOW AROUND.

>> VICTOR CRIST: BEING THAT I'VE KNOWN YOU WHAT, 30 YEARS.

>> GOOD MORNING, STEVE ANDERSON, 101 EAST KENNEDY BOULEVARD REPRESENTING LYFT.

GOOD MORNING, THANK YOU ALL FOR YOUR TIME AND EFFORTS.

I'D LIKE TO JUST ADDRESS, YOU'VE HEARD THIS BEFORE, BUT FOR EVERYONE LISTENING AND ONCE AGAIN FOR YOU, ADDRESS THE MISCONCEPTIONS AND THE ERRORS THAT I CONTINUE TO HEAR FROM A LEGAL PERSPECTIVE.

FIRST, THAT LYFT REJECTS REGULATION.

THERE COULD BE NOTHING FURTHER FROM THE TRUTH.

IF THAT'S TRUE, THEN WHY IS LYFT WILLFULLY REGULATED IN 36 STATES AND OVER 66 CITIES OF EQUAL OR GREATER SIZE THAN TAMPA.

NO, LYFT DOES NOT OBJECT TO REGULATION.

LYFT DOES OBJECT TO BEING CALLED AND LABELED AS A TAXICAB.  
 LYFT DOES OBJECT TO BEING CALLED AND LABELED AS A LIMOUSINE.  
 WE ARE NEITHER.  
 IF YOU WANT TO REGULATE RIDE SHARING AND TNCs, DO IT.  
 BUT YOU KNOW THAT YOU CAN'T BECAUSE YOU DON'T HAVE THE LEGISLATIVE EMPOWERMENT AND AUTHORITY  
 TO DO IT.  
 YOU DO NOT HAVE JURISDICTION.  
 BELIEVE ME IF YOU DID THEN WE WOULD BE HAVING A DIFFERENT CONVERSATION.  
 SO FOR THOSE WHO SAY LYFT DOES REJECT REGULATION, THAT IS JUST ABSOLUTELY UNTRUE.  
 THAT RIDE SHARING OPERATES ILLEGALLY.  
 ONCE AGAIN, I WOULD STATE TO YOU THAT THE PTC IS OPERATING ILLEGALLY, AND NOT LYFT, AND  
 NOT RIDE SHARING.  
 WHY?

[APPLAUSE]

WE HAVE EXERCISED OUR CONSTITUTIONAL RIGHTS THROUGHOUT TO CHALLENGE YOU IN COURT, AND THERE  
 IS AS YOU KNOW A CASE THAT SHOULD BE DECIDED ANY DAY NOW IN THE SECOND DISTRICT.

>> VICTOR CRIST: WE HAVE 30 MINUTES LEFT AND 30 CARDS.

SO IT'S OBVIOUS WE WILL NOT GET THROUGH ALL THE CARDS.

WHEN WE GET TO THE END OF THIS TIME, I WILL ASK THOSE WHO ARE FOR RULE MAKING TO STAND AND  
 BE COUNTED AND FOR THOSE WHO OPPOSE RULE MAKING TO STAND AND BE COUNTED AND THEN WE WILL  
 MOVE FORWARD.

JAY MITCHELL?

AND THEN PAUL DYER.

>> I'LL BE QUICK.

MY NAME IS JAY MITCHELL.

I SUPPORT THE RULING.

I'M AN INDEPENDENT CONTRACTOR AS MOST OF THE DRIVERS OUT HERE ARE INDEPENDENT CONTRACTORS.

I DID MY LEVEL TWO BACKGROUND CHECK, I HAVE COMMERCIAL INSURANCE, I WORK COMPLETELY ON MY  
 OWN AND I CAN WORK FOR ANY LIMOUSINE COMPANY IN TOWN.

IF UBER WANTS TO LEAVE THEN THEY ARE ONLY SHORT CHANGING THEIR DRIVERS BECAUSE THEY ARE  
 ALL INDEPENDENT CONTRACTORS, THEY CAN GET THEIR BACKGROUND CHECKS ON THEIR OWN, THEY CAN  
 GET THEIR OWN COMMERCIAL INSURANCE ON THEIR OWN, AND THEY CAN BUILD THAT COMPANY THAT THEY  
 SO DESIRE.

AS FAR AS THEM RELYING ON UBER TO BE IN CHARGE OF EVERYTHING, THAT'S THEIR OWN FAULT.

AND I'M OVER.

THANK YOU.

[APPLAUSE]

>> VICTOR CRIST: PAUL BIER.

AND THEN TIM AMBRING.

TIM SOMEBODY.

ANYBODY NAMED TIM?

ALL RIGHT.

ARE YOU A DOCTOR?

>> NO.

>> VICTOR CRIST: YOU WRITE LIKE ONE.

>> NOT KNOWN FOR MY HAND WRITING.

GOOD MORNING, COMMISSIONERS, IT'S GOOD TO SEE YOU AGAIN.

I'M SOUTHEAST PUBLIC POLICY MANAGER FOR LYFT.

AS I'VE MENTIONED IN PREVIOUS COMMENTS, THE SAFETY OF OUR COMMUNITY HERE IN TAMPA IS OUR  
 TOP PRIORITY.

WE'VE REALLY WORKED HARD SINCE OUR COMPANY WAS FOUNDED IN 2012 TO DESIGN POLICIES AND FEATURES  
 TO PROTECT BOTH DRIVERS AND PASSENGERS AND I WANTED TO REMIND YOU THAT WE PROVIDE INEPT  
 DRIVERS PHOTOS OF DRIVERS AND THEIR VEHICLE, REALTIME TRACKING, DIGITAL RECEIPTS, TWO-WAY  
 RADIO SYSTEMS AND PROFESSIONALLY MINISTERED BACKGROUND CHECKS.

WE ALSO HAVE A TRUST AND SAFETY TEAM AVAILABLE 24/7 FOR EMERGENCIES AND A DEDICATED CRITICAL  
 RESPONSE LINE TO REACH SPECIALLY TRAINED EXPERTS ON THE PHONE.

OVER HALF OF OUR RIDERS AND A THIRD OF OUR DRIVERS ARE WOMEN.

AND WOMEN EXECUTIVE AT LYFT HAVE ALSO BUILT AND OVERSEEN KEY LEGAL SAFETY AND DRIVER RELATIONS  
 POSITION.

TODAY I WOULD ASK YOU TO REJECT ALL OF THE PROPOSED RULES.

THEY ARE A MISHMASH OF MISGUIDED IDEAS AND THEY'RE AN ATTEMPT TO SHOEHORN AN INDUSTRY INTO  
 OUTDATED RULES.

I ASK YOU TO LISTEN TO YOUR COMMUNITY, ITS BUSINESS LEADERS AND THE MANY THOUSANDS OF

PASSENGERS AND DRIVERS WHO RELY ON LYFT EVERY DAY AND FINALLY I WOULD LIKE TO LEAVE YOU WITH A FEW EXAMPLES OF NOTES I HAVE RECEIVED WHO RELY ON LYFT.

PEGGY SAYS AS A CANCER SURVIVOR IT'S BEEN HARD FOR ME TO WORK IN JUST ABOUT ANY ENVIRONMENT BUT LYFT OFFERS ME THE OPPORTUNITY TO WORK AROUND MY SCHEDULE.

THIS WAY I CAN GO TO MY DOCTOR NO PROBLEM.

I CAN REST WHEN I NEED TO AND RAISE MONEY FOR MY CHILD AND PUT FOOD ON THE TABLE.

LYFT IS A PASSENGER, I'M A 73-YEAR-OLD WOMAN WHO CAN NO LONGER DRIVE BECAUSE I AM ON OXYGEN 24/7.

I USE LYFT TO GET TO MY APPOINTMENTS AND FOR MANY OTHER NECESSARY TRIPS.

IT IS A TIMELY, COSTLY, AND SAFE WAY FOR SO MANY PEOPLE.

COMMISSIONERS, PLEASE REJECT THESE RULES.

WE ARE HOPEFUL THAT WE CAN CONTINUE TO WORK WITH YOU TO FIND A FRAMEWORK TO KEEP OPERATING HERE IN TAMPA.

THANK YOU.

[APPLAUSE]

>> DANIEL AND THEN WE'LL END WITH THOMAS SCHULER.

DANIEL?

YEAH, YOU'RE DANIEL?

>> YES, SIR.

>> VICTOR CRIST: , ALL RIGHT, YOU'RE UP.

>> GOOD MORNING.

DANIEL, 705 VALENCIA WOODS COURT, SEFFNER.

I'M HERE THIS MORNING AS A DRIVER AND AS A, I'M A DRIVER AND I'M ALSO A CUSTOMER.

THE MAIN POINT I'M TRYING TO BRING ACROSS IS THE PROFESSIONALISM THAT YOU GET FROM UBER DRIVER WHEN THEY PULL UP TO PICK YOU UP.

IT'S THE SAME AS THE MEETING WHEN WE WALKED IN THE DOOR, THE PEOPLE THAT DRIVE FOR UBER THAT WALK WALKED IN TODAY, THEY CAME IN, THEY SAT DOWN, THEY WERE RESPECTFUL TO THE PEOPLE AROUND THEM, AND NEXT TO THEM AND THAT THEY WERE GOING TO TALK TO.

LAST TWO, THREE MONTHS AGO WHEN I CAME TO THE SAME MEETING THAT'S NOT WHAT I SAW.

I DIDN'T SEE ANY RESPECT.

I DIDN'T SEE PEOPLE BEING POLITE TO EACH OTHER.

I HEARD A LOT OF PEOPLE RAISING THEIR VOICES, USING PROFANITY, AND I DIDN'T HEAR ANY OF THAT TODAY.

AND THAT'S WHAT YOU GET WHEN YOU GET, YOU CALL AN UBER RIDE.

I HAVE A SON WHO USES UBER.

HE'S IN HIS TEENS, AND I FEEL 100% SAFE WHEN MY SON GETS INTO THAT VEHICLE.

HE'LL COME HOME THAT NIGHT AND SAY, DADDY, I USED UBER TODAY, AND I SAY HOW DID IT GO.

HE SAID IT WENT GREAT.

EVERYTHING WAS FINE.

GOT THERE ON TIME, ET CETERA.

HE WAS TREATED RESPECTFULLY AND NICELY.

PLEASE DON'T REMOVE THIS VALUABLE, RELIABLE, AFFORDABLE SERVICE.

UBER PLAYS AN IMPORTANT PART IN MY LIFE TODAY, AND MY FAMILY.

AND I'D LOVE TO SEE IT STAY.

THANK YOU.

>> VICTOR CRIST: THANK YOU.

[APPLAUSE]

OUR LAST SPEAKER TODAY WILL BE THOMAS SCHULER.

>> HI, I'M THOMAS SCHULER.

I BEGAN DRIVING FOR LYFT AND UBER EARLIER THIS YEAR.

I HAVE DRIVEN OVER 4,000 UBER TRIPS AND ALMOST 1,000 LYFT TRIPS.

I'M NOT HERE TO TALK ABOUT THE MORE EXPENSIVE BACKGROUND CHECKS.

I'M NOT EVEN HERE TO TALK ABOUT THE RIDICULOUS 7-MINUTE WAIT SEVEN MINIMUM FAIR WHICH SHOULD BE DETERMINED BY THE MARKET AND I KNOW ANY BUSINESS OR GOVERNMENT.

THE SEVEN-MINUTE WAIT SERVES NO PURPOSE WITH LYFT AND UBER.

LYFT AND UBER PASSENGERS CAN SEE THEIR DRIVERS COMING.

\$7 MINIMUM FARES LIKE THE HEALTH DEPARTMENT REQUIRING A RESTAURANT TO CHARGE \$7 FOR A SANDWICH BECAUSE THE COMPETING RESTAURANT IS ALSO CHARGING \$7.

I AM HERE TO SPEAK FOR THE THOUSANDS OF LYFT AND UBER PASSENGERS WHO NEED LYFT AND UBER TO GET TO WORK.

NO ONE HAS SPOKEN FOR THESE WORKERS.

MANY OF WHOM WORK FOR MINIMUM WAGE WHO WOULD NOT BE ABLE TO GET TO WORK WITHOUT LYFT OR UBER.

THE MAJORITY OF MY TRIPS DURING THE DAY ARE TAKING THESE WORKERS TO AND FROM WORK. OUR PUBLIC TRANSPORT SYSTEM IS INADEQUATE FOR MANY OF THESE PASSENGERS. TAXIS ARE OUT OF THE QUESTION. TAKING A TAXI WOULD COST THESE MINIMUM WAGE WORKERS TRIPLE WHAT A LYFT OR UBER RIDE WOULD COST. THAT'S A HUGE AMOUNT OF THEIR TAXABLE INCOME. THAT'S 10 TO \$20 EACH DAY. IF LYFT AND UBER ARE FORCED OUT OF TAMPA, THESE MINIMUM WAGE PASSENGERS WOULD HAVE TO PAY 30 TO \$60 PER TAXI JUST TO GET TO AND FROM WORK, AND BECAUSE TAXIS ARE SO UNRELIABLE, THESE WORKERS WOULD QUICKLY BE FIRED BECAUSE THEY'D BE LATE SO OFTEN. A GOOD EXAMPLE IS CRYSTAL. I PICKED UP CRYSTAL TODAY THIS MORNING AT 3:00 A.M. AFTER HER EIGHT-HOUR SHIFT AT WAL-MART IN BRANDON. SHE TAKES LYFT OR UBER EVERY DAY TO GET TO AND FROM WORK. WHEN I TOLD HER THAT THE COUNTY WAS CONSIDERING PUSHING UBER AND LYFT OUT, SHE GOT VERY EMOTIONAL AND SAID HOW AM I GOING TO KEEP MY JOB? I DIDN'T HAVE AN ANSWER FOR HER. WELL, PUSHING LYFT AND UBER OUT OF TAMPA WILL INCREASE DRUNK DRIVING, MAKE TAMPA LESS ATTRACTIVE TO BUSINESS AND TOURIST TRAVEL, IT'D BE VERY INCONVENIENT TO MANY TAMPA CITIZENS. IT'LL BE DEVASTATING TO THOSE TAMPA RESIDENTS TRYING TO PUT FOOD ON THE TABLE AND ROOF OVER THEIR HEADS. [APPLAUSE]

>> VICTOR CRIST: LET THE RECORD SHOW THAT WE TOOK 50 MINUTES, NOT 45 MINUTES IN PUBLIC TESTIMONY, AND WE WENT THROUGH 22 INDIVIDUALS WHO SPOKE ON BOTH SIDES OF THE ISSUE BEFORE US TODAY. THERE IS ABOUT ANOTHER 30 OR SO CARDS HERE THAT WEREN'T ABLE TO SPEAK BECAUSE WE RAN OUT OF TIME. I'M GOING TO ASK ALL OF THOSE WHO ARE IN FAVOR OF DOING SOME KIND OF RULES, PLEASE STAND. EVEN IF YOU'RE DOWNSTAIRS, STAND. WE HAVE PEOPLE DOWNSTAIRS WATCHING. I SEE THAT HAND IN THE BACK. I SEE YOU. OKAY. ALL THOSE WHO ARE HERE TODAY WHO ARE IN OPPOSITION OF ANY KIND OF RULES, PLEASE STAND. OKAY. LET THE RECORD SHOW THAT IN THIS ROOM, THERE ARE MORE PEOPLE STANDING ALMOST TWO TO ONE IN OPPOSITION OF ANY RULES. AND WE CAN'T SEE DOWNSTAIRS RIGHT NOW, BUT WE'LL GET A REPORT LATER. OKAY. ALL RIGHT, MOVING FORWARD ON OUR AGENDA S THERE A MOTION TO CLOSE THIS PORTION OF OUR AGENDA AND MOVE FORWARD? WE HAVE A MOTION, WE HAVE A SECOND. ALL IN FAVOR, AYE. THOSE OPPOSED? OKAY. THE AYES HAVE IT. WE MOVE FORWARD ON OUR AGENDA. FIRST UP IS THE, WE'VE ALREADY DONE THE CONSENT REPORT, SO NOW WE'RE GOING TO HAVE OUR ATTORNEY'S REPORT, MS. OSTER.

>> THANK YOU, MR. CHAIR.

>> VICTOR CRIST: IT'S YOUR MOMENT TO SHINE.

>> CAN EVERYBODY HEAR ME?

>> VICTOR CRIST: YES.

>> OKAY, GREAT.

I HAVE, MY REPORT IS VERY BRIEF, AND IN ESSENCE, WHAT THE COUNTY ATTORNEY'S OFFICE IS REQUESTING THAT IN ANTICIPATION OF THE POSSIBILITY OF PROPOSED LEGISLATION THAT WOULD BE IN SUPPORT OF SOLVING THE PTC, WE ARE RECOMMENDING THAT THIS COMMISSION AUTHORIZE US TO MOVE FORWARD WITH WORKING THROUGH A PROCESS TO OBTAIN OUTSIDE COUNSEL WITH SPECIFIC EXPERTISE IN THE MATTERS OF LEGISLATION. WE THINK THAT IT WOULD BE BETTER TO HAVE PREPARATION IN ADVANCE AND GET SOMEBODY ON BOARD BEFORE SOMETHING LIKE THIS TAKES PLACE. WHETHER WE NEED IT OR NOT, AND WHETHER WE EXPEND THE FUNDS OR NOT, WE THINK IT'S BETTER TO BE PREPARED IN ANTICIPATION OF THIS POSSIBILITY.

>> VICTOR CRIST: OKAY.  
DISCUSSION?  
QUESTIONS?  
>> YES, WE WOULD ASK FOR A MOTION.  
YOU HAVE A MOTION AND A SECOND.  
ALL IN FAVOR, AYE.  
NO OPPOSED.  
THAT WOULD CONCLUDE MY REPORT.  
>> VICTOR CRIST: ALL RIGHT.  
I KNOW WE HAD TALKED EARLIER ABOUT MOVING THE LICENSURES UP BECAUSE THEY'RE HERE BUT WE ALSO HAVE A LOT OF FOLKS THAT ARE HERE FOR THE DISCUSSION ON RIDE SHARING SO IT'S MY RECOMMENDATION WE STAY WITH THE AGENDA THAT WE HAVE.  
KYLE.  
>> YES, SIR, WHATEVER THE WILL OF THIS COMMISSION IS.  
>> VICTOR CRIST: HOW MANY?  
>> TWO.  
>> VICTOR CRIST: WE COULD PROBABLY DO THAT VERY QUICKLY.  
LET'S GO AHEAD AND SWITCH TO THAT PART OF THE AGENDA.  
TO HANDLE THEM QUICKLY I WILL SAY TO THE AUDIENCE WE WILL MOVE THROUGH THIS IN JUST A FEW MINUTES.  
OKAY, FIRST ONE, KYLE?  
>> MR. CHAIR, I'M SORRY, I BELIEVE PROTOCOL WOULD REQUIRE THAT WE HAVE A MOTION TO MANEUVER THOSE AROUND ON THE AGENDA.  
>> VICTOR CRIST: ALL IN FAVOR, AYE.  
DONE.  
>> GOOD.  
THANK YOU, SIR.  
MR. MICHAEL GULLEY, MR. GULLEY IN THE AUDIENCE.  
>> MR. GULLEY FALLS OUTSIDE THE GUIDELINES FOR THE PVDL.  
HE HAS REQUESTED AN APPEAL TO EXPLAIN THE ISSUES CONCERNING HIS PAST.  
>> VICTOR CRIST: OKAY, MR. GULLEY, YOUR EXPLANATION.  
>> HI, HOW IS EVERYBODY?  
>> VICTOR CRIST: GOOD.  
>> I HAVE BEEN WORKING WITH EMT FOR THE LAST THREE YEARS, AND DRIVING FOR THE WHEELCHAIR, AND AT THE LAST 20, 25 YEARS, 30 YEARS, I NEVER GOT INTO TROUBLE FROM THEN.  
PREVIOUS HISTORY.  
>> VICTOR CRIST: SO YOU'VE BEEN CLEAN, NO RECORDS, NO INFRACTIONS, NO ARRESTS, NO INCARCERATIONS IN 30 YEARS?  
>> 30 YEARS.  
>> VICTOR CRIST: OKAY.  
KYLE?  
>> BASED ON PREVIOUS PROTOCOL I WOULD RECOMMEND THAT IF THIS COMMISSION WOULD LIKE TO GRANT A PVDL TO DO SO ON A PROBATIONARY STATUS.  
>> VICTOR CRIST: DO WE HAVE A MOTION?  
>> MOVE THAT GRANT THE LICENSE WITH A SIX-MONTH PROBATIONARY PERIOD.  
>> VICTOR CRIST: OKAY, WE GOT DOUBLE SECONDS.  
ALL IN FAVOR, AYE.  
THOSE OPPOSED?  
SO DONE.  
>> THANK YOU, SIR.  
>> VICTOR CRIST: OKAY, NEXT.  
>> MR. TERRENCE JOINER.  
HE FALLS OUTSIDE THE GUIDELINES THAT ARE CURRENTLY WITHIN THE PVDL RULES.  
NOW IS THE TIME TO HAVE A DISCUSSION WITH THE BOARD.  
>> WELL, IN THE PAST I MOVED TO TAMPA, FLORIDA AREA IN 2006.  
MY INFRACTION SHOWN ON MY RECORD HAPPENED IN 1999.  
FROM LAST PAST TEN YEARS BEING HERE IN HILLSBOROUGH COUNTY AND THE SURROUNDING AREA, I HAVE WORKED FOR SEVEN LIMOUSINE COMPANIES.  
I HAVE WORKED RNC TAKING PLACE HERE, I HAVE WORKED FOR THE SUPER BOWL WHEN IT WAS HERE, DEALT WITH SEVERAL HIGH PROFILE CLIENTS IN THE AREA OVER THE PAST TEN YEARS.  
I HAPPEN TO AT ONE PARTICULAR TIME -- MY LICENSE AND THAT'S WHY I'M STANDING BEFORE YOU TODAY.  
I STAND BEFORE YOU GUYS AND ASK YOU GUYS TO GRANT ME A PVDL.



>> VICTOR CRIST: KYLE?  
>> ONCE AGAIN I WOULD RECOMMEND A SIX-MONTHS PROBATIONARY PERIOD.  
>> IS THERE A MOTION?  
>> SO MOVED.  
>> MR. TERRENCE JOINER?  
>> DOCUMENT IN FRONT OF ME SHOWS THE LATEST INFRACTION WAS 2010.  
AND INFRACTIONS FROM 1999, 2003, 2004, 2006, 2007.  
SO IS THERE, AM I MISSING SOMETHING?  
>> YOU'RE NOT MISSING NOTHING.  
I HAVEN'T DONE ANYTHING SINCE 1999 AND IT WAS IN THE STATE OF ILLINOIS.  
I HAVEN'T GOTTEN ANY INFRACTIONS OR ANYTHING IN THE STATE OF FLORIDA.  
>> I APOLOGIZE, BUT 2004 CHAMPAGNE POLICE DEPARTMENT HOME INVASION ARMED, DOMESTIC BATTERY,  
INTIMIDATION, DAMAGING PROPERTY, IS THAT FALSE?  
IS THAT WRONG?  
>> THAT'S WRONG.  
>> THEN 2004 STATE BILL COLLECTION CENTER, MANUFACTURE AND DELIVERY OF CONTROLLED SUBSTANCE.  
>> I WAS INCARCERATED FROM 99 TO 2005.  
>> THAT'S ALL THAT.  
>> THEN 2010, PINELLAS COUNTY SHERIFF'S OFFICE BURGLARY IN A DWELLING.  
>> ON THAT OCCASION MY LANDLORD EVICT ME AT THAT PRESENT TIME AND I WENT BACK TO GET MY  
PROPERTY.  
THAT WAS AT A PLACE I DID NOT KNOW I WAS EVICTED AT THE PROPERTY.  
THAT'S WHAT TOOK PLACE THEN BUT I HAVEN'T DID INFRACTIONS.  
>> OKAY.  
>> AND IN 2007, CHAMPAGNE POLICE DEPARTMENT CRIMINAL TRESPASS OF A STATE LAND, THAT DIDN'T  
HAPPEN EITHER?  
>> NO, I WASN'T IN THE STATE.  
I WAS HERE.  
>> DAVE, WHY DON'T WE DO THIS.  
WE HAVE HAD SITUATIONS LIKE THIS IN THE PAST.  
WHY DON'T WE DEFER THIS TO OUR NEXT MEETING AND ASK THAT YOU GET WITH KYLE AND KYLE GO THROUGH  
EACH OF THESE AND COME BACK WITH THE REPORT.  
WE'VE GOT, YOU KNOW, THERE MAY BE SOME?  
STANCES HERE WHERE THERE MAY BE SOME MISCOMMUNICATION, BUT WE'VE GOT TO DOCUMENT IT.  
AND WE'VE GOT TO CHECK IT.  
>> OKAY, WE WILL WORK WITH THE APPLICANT, MR. CHAIRMAN, TO OBTAIN DOCUMENTATION TO SUPPORT  
OR DISPROVE SOME OF THIS STUFF.  
>> ALL RIGHT, WE JUST GOT TO DOT THE I's AND CROSS THE T's HERE.  
>> ALL RIGHT, APPRECIATE IT.  
>> ANYTHING ELSE?  
>> NO, SIR, THAT'S THE ONLY TWO WE HAVE ON THE AGENDA.  
>> ALL RIGHT, WE'RE GOING TO GO BACK AND REFER IT TO THE AGENDA.  
WE'VE MOVED A TO THE END SO WE ARE GOING TO MOVE ONTO OLD BUSINESS B, RULES AND POLICY COMMITTEE  
REPORT.  
DAVE?  
>> AT THE LAST RULES AND POLICY COMMITTEE REPORT, ALL OF THE RULES AS SUMMARIZED ON THE  
SPREAD SHEET IN FRONT OF ALL OF YOU WILL PASS 2-1 FOR MOVE APPROVAL BY THE FULL PTC BOARD.  
HOWEVER, GIVEN THE PUBLIC OUTCRY OVER THE SEVEN AND SEVEN, MY SUGGESTION WOULD BE, AND I'LL  
MAKE A MOTION LIKEWISE THAT WE APPROVE ALL THE RULES EXCEPT FOR THE 7/7 AND THAT WE HAVE  
DISCUSSION AS TO WHAT MIGHT BE AN ALTERNATIVE TO THE 7/7 FOLLOWING THE VOTE ON THE MOTION.  
>> VICTOR CRIST: WE HAVE A MOTION AND A SECOND.  
AND WE LET'S BE CLEAR.  
>> APPROVE ALL THE RULES EXCEPT THE 7/7.  
SEVEN-MINUTE WAIT AND \$7 MINIMUM.  
>> VICTOR CRIST: ALL OF THE RULES?  
>> ALL THE RULES THAT CAME OUT OF THE POLICY COMMITTEE AT THE LAST TWO POLICY COMMITTEE  
MEETINGS.  
>> VICTOR CRIST: OKAY.  
>> I WILL STATE FOR THE RECORD THAT MANY OF THESE RULES ARE RULES WE APPROVED TWO YEARS  
AGO THAT WE PUT ON THE SHELF WAITING FOR THE STATE TO ENACT A STATEWIDE RULE.  
UNFORTUNATELY THAT NEVER HAPPENED, SO WE ARE BRINGING THAT BACK TO REAPPROVE THOSE PARTICULAR  
RULES AS WELL AS THE NEW RULES THAT WERE ADDED AND AS THEY ARE SUMMARIZED ON THE SPREAD  
SHEET IN FRONT OF YOU.

>> VICTOR CRIST: WE HAVE A MOTION AND A SECOND, BUT THERE ARE OTHER PROPOSALS ON THE TABLE, WHICH WE WILL MOVE FORWARD AND DISCUSS BEFORE VOTING ON THIS MOTION.

>> MR. CHAIR, IF I MAY.

AS A MATTER OF PROCEDURE, WHAT YOU HAVE BEFORE YOU IS ESSENTIALLY A MATRIX OF POLICY CONSIDERATIONS FOR WHAT THOSE PROPOSED RULES WOULD LOOK LIKE. PROPOSED RULES HAVE NOT BEEN FINALLY DRAFTED.

SO WE WOULD NEED SOME DIRECTION FROM THIS COMMISSION ABOUT MOVING FORWARD ON FINAL DRAFTSMANSHIP OF THE RULES AND MOVING FORWARD IN CONCERT WITH FLORIDA'S ADMINISTRATIVE PROCEDURE ACT.

I THINK IT WOULD BE HELPFUL AT THIS TIME TO DESCRIBE WHAT THAT PROCESS LOOKS LIKE, AND I KNOW THAT THERE HAS BEEN A DESIRE FROM CERTAIN MEMBERS OF THIS COMMISSION TO MOVE FORWARD ON A MORE EXPEDITED BASIS.

>> VICTOR CRIST: MS. OSTER, JUST FOR SAKE OF ORDER, I UNDERSTAND AND CAN SEE WHERE YOU'RE HEADED AND THAT WAS MY INTENTION AS CHAIR IN RUNNING THIS MEETING TO MAKE SURE THAT WE COVER EACH OF THE BASES, AND BASE ONE WOULD BE TO HAVE YOU EXPLAIN THE PROCESS, AND BASE TWO WOULD BE TO HAVE YOU EXPLAIN WHAT OPTIONS WE HAVE TO CHOOSE FROM AND THEN OPEN THE FLOOR FOR ANY MOTIONS.

BUT WE HAVE A MOTION AND A SECOND, AND WE'LL LET THAT STAND AT THIS POINT BUT WE'RE GOING TO MOVE FORWARD AND HAVE YOU DO YOUR EXPLANATION, AND THEN WE'LL HAVE AN OPEN DISCUSSION OF ALL OF THE OPTIONS THAT ARE ON THE TABLE.

AND WHEN I PRESENT MY RECOMMENDATION, MY OPTION, I'M GOING TO PASS THE GAVEL TO MR. HAGAN SO THAT I CAN DO SO BECAUSE DAVE, YOU'RE VICE CHAIR BUT YOU'RE PRESENTING ONE AND I'M PRESENTING THE OTHER.

>> THAT'S FINE.

AND JUST TO BE CLEAR, I ALSO UNDERSTAND WHERE SHE'S GOING, AND THE ISSUE OF MOVING FORWARD. WE WOULD VOTE ON MOVING THE RULES FORWARD AND HOW TO MOVE THEM FORWARD WOULD BE A SECOND MOTION.

IF I'M MISTAKEN, PLEASE LET ME KNOW.

>> I'M ATTEMPTING TO PROBABLY ADDRESS SOME MISUNDERSTANDINGS BY A NUMBER OF DIFFERENT PEOPLE ABOUT WHETHER A RULES WOULD BE OFFICIALLY ADOPTED TODAY, AND UNDER FLORIDA'S ADMINISTRATIVE PROCEDURE ACT YOU HAVE TO FOLLOW THE STEPS FIRST BEFORE THEY ARE OFFICIALLY ADOPTED, AND I JUST WANTED TO MAKE THAT CLEAR ON THE RECORD.

>> VICTOR CRIST: OKAY AND NEXT I WOULD LIKE FOR YOU TO BE ABLE TO EXPLAIN WHAT OPTIONS DO WE HAVE.

>> THE DIFFERENT OPTIONS THAT ARE AVAILABLE TO THIS COMMISSION OF ONE OF WHICH WE'VE ALREADY RENDERED LEGAL ADVICE TO YOU ON IS ADOPTING RULES ON AN EMERGENCY BASIS, WHICH WE DO NOT RECOMMEND.

FOR A VARIETY OF LEGAL REASONS AND WE'VE OBTAINED AN OPINION FROM OUTSIDE COUNSEL IN THAT REGARD.

OUTSIDE COUNSEL IS HERE IF THERE ARE ANY QUESTIONS ON THAT PARTICULAR ISSUE.

THE OTHER OPTIONS AVAILABLE TO THIS COMMISSION ARE TO APPROVE MOVE FORWARD UNDER FLORIDA ADMINISTRATIVE PROCEDURE ACT FOR AN ADOPTION PROCESS FOR SOME MODEL OF THESE RULES.

IN THAT REGARD WE WOULD NEED DIRECTION FROM YOU ON WHAT THE DIRECTION IS FOR THOSE PROPOSED RULES.

ANOTHER OPTION AVAILABLE WHICH THE COMMISSION HAS PREVIOUSLY VOTED AGAINST IT IS TO ADOPT OR I GUESS REBRING UP THE ISSUE OF A SETTLEMENT AGREEMENT WHICH WOULD INCLUDE A TEMPORARY OPERATING AGREEMENT.

I HAVE RECEIVED A REQUEST FOR LEGAL OPINION FROM SEVERAL OF YOU ABOUT WHAT THESE OPTIONS LOOK LIKE.

IN TERMS OF THE PROPOSED RULES, SO LONG AS THE RULES ARE IN CONFORMITY WITH YOU'RE ENABLING LEGISLATION AND FLORIDA ADMINISTRATIVE PROCEDURE ACT, THOSE RULES WILL BE LEGALLY DEFENSIBLE.

IN TERMS OF THE SETTLEMENT AGREEMENT OPTION, THERE IS SOME GREATER FLEXIBILITY AS LONG AS THE TERM OF THAT, A TEMPORARY OPERATING AGREEMENT THAT WOULD BE INCORPORATED INTO THAT AGREEMENT WOULD BE VERY LIMITED.

AND BECAUSE OF THE TEMPORARY NATURE OF THAT TERM, THAT AFFORDS YOU SOME ADDITIONAL FLEXIBILITY.

THAT OPTION IS ALSO IN OUR OPINION LEGALLY DEFENSIBLE, AND AGAIN, WE'VE OBTAINED AN OPINION FROM TWO OUTSIDE COUNSEL AT THIS POINT IN TERMS OF THE DEFENSIBLE NATURE OF THAT.

ONE OF THOSE ATTORNEYS IS PRESENT HERE TODAY TO ADDRESS THAT IF THERE ARE ANY QUESTIONS IN THAT REGARD.

THOSE ARE THE OPTIONS AVAILABLE TO YOU.

A THIRD OPTION WOULD BE TO ADOPT OR APPROVE A SETTLEMENT AGREEMENT WITH A TEMPORARY OPERATING

AGREEMENT.

THAT WOULD RESOLVE THE LITIGATION WHILE YOU'RE INVOLVED IN THE RULE MAKING PROCESS AND DEFENDING THE RULE MAKING PROCESS, WHICH OF COURSE WE ANTICIPATE THE CHALLENGE TO WHATEVER RULES YOU APPROVE ULTIMATELY.

>> VICTOR CRIST: LET ME ASK YOU THIS QUESTION.

WE'VE GOT RULES NOW, AND LYFT AND UBER ARE NOT FOLLOWING ANY OF THEM.

IF WE ADOPT NEW RULES, WHAT CHANGES?

>> IF YOU HAVE THE SAME RULES IN PLACE IN TERMS OF TAXICABS AND LIMOUSINES IN TERMS OF THE ENFORCEMENT ACTION WOULD EXIST, THAT WOULD BE ISSUING CITATIONS, THAT COULD BE REINITIATING LITIGATION.

>> VICTOR CRIST: SO BASICALLY NOTHING CHANGES?

IT'S THE SAME OPTIONS THAT WE HAVE NOW.

>> YES, THAT WOULD BE CORRECT.

JUST A MINUTE, DAVE.

IF WE TAKE THE OTHER ROUTE, WHICH IS SETTLE THE TWO LAWSUITS WE HAVE WITH UBER AND LYFT, WITH A COURT SETTLEMENT DIRECTED BY THE COURT UPHELD BY THE COURT WHAT ENFORCEMENT OPTIONS DO WE HAVE THERE?

>> IN AN EFFORT TO ADDRESS THE CONCERNS MEMBERS OF THIS COMMISSION, WHAT WE HAD PREVIOUSLY INCLUDED IN THE SETTLEMENT AGREEMENT ARE ENHANCED ENFORCEMENT OPTIONS.

THAT WOULD INCLUDE AN ENHANCED FINE \$10,000 BEING ONE OF THE NUMBERS OUT THERE.

IT WOULD ALSO BE POSSIBILITY THAT ANY KIND OF CERTIFICATE FEE PAID BY EITHER OF THE TRANSPORTATION NETWORK COMPANIES, UBER OR LYFT, WOULD BE ESSENTIALLY FORFEITED IF THE PTC DECIDES TO PULL THE CERTIFICATE.

THERE COULD ALSO BE BREACH OF CONTRACT ACTION FILED FOR BREACHING THE SETTLEMENT AGREEMENT OF WHICH IT IS OUR RECOMMENDATION THAT LIQUIDATED DAMAGES BE INCLUDED IN THAT MODEL.

>> SO THERE WOULD BE SIGNIFICANT MORE PENALTIES AND REMEDIES IF WE WERE TO SETTLE IN COURT THAN THERE WOULD BE JUST TO ADOPT A NEW SET OF RULES ON TOP OF WHAT WE HAVE.

>> THE ANSWER TO THAT WOULD BE YES BECAUSE THERE'S FLEXIBILITY IN CONSTRUCTING THE TERMS OF THE SETTLEMENT AGREEMENT AND THE TEMPORARY OPERATING AGREEMENT, AND IN AN ATTEMPT TO AGAIN ADDRESS THE CONCERNS ABOUT ENFORCEMENT PROPOSED BY THIS COMMISSION, WE INCLUDE AN ENHANCED PENALTY STRUCTURE.

>> VICTOR CRIST: OKAY AT THIS TIME I AM GOING TO PASS THE GAVEL TO MR. HAGAN, AND I'M GOING OFFER UP A SUBSTITUTE AMENDMENT TO THE MOTION TO THE MOTION THAT IS ON THE TABLE.

MR. HAGAN?

>> QUESTION.

COMMISSIONER HIGGINBOTHAM.

>> THAT IS TO GO TO THE SETTLEMENT AGREEMENT THAT FAILED 6-1.

IS THAT WHAT YOU'RE TALKING ABOUT?

>> VICTOR CRIST: NOPE.

>> COMMISSIONER CRIST.

>> VICTOR CRIST: OKAY.

AFTER NEARLY TWO YEARS WORTH OF WORK WITH YOUR LEGAL TEAM AND OUR STAFF AND UBER AND LYFT, AND THE CAB COMPANIES, I CAME BEFORE THIS BOARD THREE MONTHS AGO WITH A PROPOSAL, AND IT WAS BEING RECOGNIZED FROM MEDIA FROM AROUND THE COUNTRY AS THE MOST PROGRESSIVE, AGGRESSIVE, AND ADVANCED POLICY DIRECTIVES AND RULES THAT THESE TWO COMPANIES WOULD HAVE AGREED TO A DATE.

I WAS ABLE TO PUSH THEM BEYOND WHERE THEY SAID THEY WOULD GO.

NO, WE DID NOT HAVE A LEVEL TWO BACKGROUND CHECK BUT WE HAD A LEVEL ONE PLUS PLUS PLUS DONE EVERY SIX MONTHS WHICH WOULD'VE BEEN ALMOST EVERYTHING IN THE LEVEL TWO WITH THE EXCEPTION OF GOING BACK FOR LIFE IN THE RESEARCH, IT WOULD ONLY GO BACK 10 YEARS AND REALTIME REPORTING WHICH WOULD'VE BEEN AN EVERYDAY REPORT.

BUT WHEN I LOOKED AT HOW WE USED THE LEVEL TWO IN THIS BOARD, WHAT WE SAW TODAY WAS A PRIME EXAMPLE.

WE'LL GET A LIFETIME REPORT, BUT IF THEY'VE DONE ANYTHING PRIOR TO 10 YEARS, WE FORGIVE THEM, WE PUT THEM ON PROBATION AND WE LET THEM WORK.

SO YOU KNOW, THAT LUXURY IS SOMETHING THAT WE RARELY EVER TAKE ADVANTAGE OF OR USE.

THE SECOND IS THE REALTIME REPORTING.

IN TEN YEARS WE'VE ONLY HAD THREE DRIVERS THAT WE'VE HAD TO PULL THEIR PERMITS BECAUSE OF REALTIME REPORTING.

THAT FINDING OUT TODAY THAT THEY DID SOMETHING LAST NIGHT.

IN ORDER TO ADDRESS THAT, I PROVIDED FOR A REBACKGROUND CHECKING EVERY SIX MONTHS SO THE LONGEST WE WOULD HAVE TO WAIT IS SIX MONTHS TO FIND OUT IF THERE WAS AN ISSUE.

IN NEGOTIATING YOU REACH A POINT WHERE YOU HAVE TO LOOK AT WHERE THE BEST VALUE IS.

AND YOU WANT TO GIVE UP AS LITTLE AS YOU CAN AND GET AS MUCH AS YOU CAN, AND WRITE NOW WE HAVE NO RULES THAT THESE TWO COMPANIES WILL FOLLOW.

AND THAT WE CAN'T REALLY ENFORCE.

AND KNOWING THAT I THOUGHT, WELL, OKAY, IF WE ADD MORE RULES WE ARE STILL NOT GOING TO BE ABLE TO ENFORCE THEM.

THEY ARE STILL NOT GOING TO FOLLOW THEM, BUT IF WE COULD SETTLE IN COURT, AND HAVE THE COURT BACK US THEN WE WOULD HAVE ENFORCEMENT AND WE WOULD HAVE REMEDY.

AND THIS BOARD REFUSED TO ACCEPT IT.

IT WAS EVERYBODY AGAINST ME THAT DAY.

AND AT THAT POINT, I RECOGNIZED THE DIRECTION THIS BOARD WAS HEADED, AND STEPPED BACK. HERE WE ARE AGAIN.

RATHER THAN GO BACK AND HAVE YOU HAND ME MY BUTT AGAIN AND DO WHAT NEEDS TO BE DONE, I'M GOING TO TAKE THE PATH OF HOPEFULLY LESSER RESISTANCE IN AN EFFORT TO DO THE RIGHT THING HERE.

BEFORE YOU HAVE PLAN A WHICH IS WHAT MY COLLEAGUE DAVE PRESENTED, AND YOU HAVE PLAN B. PLAN B IS TAKING DAVE'S PROPOSAL AND MAKING A FEW CHANGES.

I'M NOT GOING TO SAY WHAT REMAINS THE SAME.

I'M GOING TO SAY WHAT CHANGES.

THE FIRST THING THAT CHANGES IS WHERE THEY SAY SEVEN-MINUTE WAIT, \$7 MINIMUM.

I ELIMINATE IT COMPLETELY BECAUSE THAT IS NOT AN ISSUE I BELIEVE FOR THIS AGENCY TO GET INVOLVED WITH.

AND IS NOT A PUBLIC SAFETY ISSUE.

THE SECOND THING I DO IS ON THE VEHICLE AGES, ON DAVE'S HE SAYS THAT YOU CAN'T BRING A VEHICLE ON BOARD THAT IS OLDER THAN EIGHT YEARS OLD AND WHATEVER VEHICLES YOU HAVE ON BOARD WHEN THEY REACH YEAR 10, AGE OUT.

I JUST WANT TO SIMPLIFY THAT.

I JUST SAY NO VEHICLE OLDER THAN 10 YEARS CAN BE BROUGHT ON BOARD.

SO YOU HAVE A VEHICLE 9 YEARS, 10 MONTHS, YOU CAN BRING IT ON BOARD FOR 2 MONTHS.

THAT'S THE STANDARD WITH CABS AND LIMOS BECAUSE NONE OF THE MANUFACTURERS WARRANTY ANY OF THE SAFETY EQUIPMENT BEYOND THAT POINT.

AND WE WANT TO MAKE SURE THAT ALL THE AIRBAGS AND ALL THE SAFETY EQUIPMENT AND EVERYTHING IS OPERABLE, PLUS WE WANT STATE-OF-THE-ART ON THE ROAD TO PROTECT THE PUBLIC.

THE RIDE SHARE COMPANIES HAVE TOLD ME THAT THEY HAVE NO PROBLEM WITH THAT AND THAT'S CURRENTLY THEIR POLICIES ANYWAY.

THE NEXT ISSUE IS ONE WHERE LYFT AND UBER DIFFER AND THAT'S PRICE SURGING.

LYFT SAYS THAT YOU KNOW THEY GENERALLY DON'T PRICE SURGE MORE THAN THREE TIMES, AND THEY WON'T PRICE SURGE DURING AN EMERGENCY IF AN EMERGENCY SITUATION IS CALLED.

UBER SAYS WE PRICE SURGE, WE DON'T WANT TO CAP ON IT, AND WE WANT TO BE ABLE TO PRICE SURGE AT ANY TIME.

WE WANT TO BE ABLE TO MAKE THAT DECISION OURSELVES.

SO WHAT I DID IS I CAME IN HERE AND SAID, WELL, OKAY, I WILL ALLOW YOU TO PRICE SURGE, BUT ONE, YOU GOT TO NOTICE US SO WE CAN NOTICE THE PUBLIC.

TWO, YOU CAN'T PRICE SURGE MORE THAN TEN TIMES THE STANDARD RATE.

AND THREE, YOU CANNOT PRICE SURGE DURING AN EMERGENCY IF ONE IS CALLED BY THE LOCAL GOVERNMENT OR THE GOVERNOR.

I KNOW FOR A FACT THAT LYFT CAN OPERATE WITH THOSE TERMS.

THEY'VE TOLD ME THEY CAN.

I DON'T KNOW IF UBER CAN OPERATE WITH THOSE TERMS, BUT I BELIEVE YOU CAN BECAUSE, IN OUR NEGOTIATIONS YOU INDICATED TO ME THAT THAT MIGHT BE DOABLE.

MS. OSTER, HAVE I MISSED ANYTHING ON COVERING THE DIFFERENCES?

>> YOU COVERED ALL THE DIFFERENCES.

>> VICTOR CRIST: NOW THE ONE OTHER ISSUE THAT'S THE BIG KICKER HERE IS WHETHER WE HAVE A LEVEL ONE OR A LEVEL TWO BACKGROUND CHECK.

FOR ME I'M COMFORTABLE WITH THE LEVEL ONE PLUS PLUS.

PLUS THE SEX OFFENDER DATA BASE, PLUS THE INTERPOL CHECK.

FOR THOSE WHO ARE NOT NATIONALIZED.

AND DONE EVERY SIX MONTHS.

BUT UNFORTUNATELY I HAVE BEEN TOLD BY OUR LAWYERS THAT OUR SPECIAL ACT THAT CREATES AND SUSTAINS THIS AGENCY CLEARLY SAYS THAT WE SHALL UTILIZE FINGERPRINTING.

AND WHEN I HAD THEM DEFINE SHALL BASED ON THE LEGISLATIVE INTENT, IT MEANS WE HAVE TO SO BECAUSE OF OUR SPECIAL ACT AND THE ARTICLES OF WHICH WE WERE CREATED, I'VE GOT NO CHOICE.

I HAVE TO STICK WITH THE LEVEL TWO AT THIS POINT.

THE ONLY WAY OF GETTING AROUND A LEVEL TWO IS A SETTLEMENT IN COURT.

AND UNLESS THIS BOARD DOES A DRASTIC CHANGE IN THEIR OPINION ON THAT, THE ONLY THING WE'LL BE ABLE TO DO TODAY ON PASSING EITHER MY RULES OR DAVE'S RULES IS A LEVEL TWO.

>> I HAVE A QUESTION.

MS. OSTER, DID COMMISSIONER CRIST CORRECTLY SUMMARIZE THE ISSUES WITH RESPECT TO LEVEL ONE PLUS PLUS THAT CANNOT BE APPROVED WITHOUT A COURT SETTLEMENT?

>> YES, HE DID.

MY REVIEW OF THE SPECIAL ACT IS THAT THE LANGUAGE IS, DOES SAY THAT THE COMMISSION SHALL UTILIZE FINGERPRINTS.

APPLICANTS FOR PUBLIC VEHICLE DRIVER'S LICENSE SHALL SUBMIT A FINGERPRINTS TO THE PTC. I DON'T BELIEVE THAT VERBIAGE IS PERMISSIVE IN NATURE AND I THINK IT IS ARGUABLE AND PROBABLY A POINT WELL TAKEN THAT ADOPTING RULES THAT REQUIRE LESS THAN A FINGERPRINT BACKGROUND CHECK COULD POSE LEGAL RISK.

>> THAT COULD BE REMEDIED AT THE STATE LEVEL?

>> YES, SIR.

>> SO YOU GOT THE COURTS OR THE STATE LEVEL THAT COULD REMEDY THAT.

>> OKAY, COMMISSIONER CRIST, WAS THAT A SUBSTITUTE MOTION?

>> SUBSTITUTE MOTION, AGAIN, MEMBERS, IT'S BASICALLY THE SAME AS DAVE'S WITH THREE EXCEPTIONS.

I GET RID OF THE 7/7.

I PUT A CAP ON PRICE SURGING.

AND I OPEN THE DOOR FOR SOME FLEXIBILITY ON THE AGE OF THE VEHICLES.

>> SO JUST TO SUMMARIZE YOUR MOTION, IT'S THE MATRIX WITH THE FOLLOWING CHANGES.

YOU ELIMINATE THE SEVEN-MINUTE WAIT AND SEVEN-MINUTE MINIMUM.

CHANGE OF VEHICLE AGES TO NO VEHICLE PAST TEN YEARS.

YOU ALTER THE PRICE SURGING.

THE FIRMS HAVE TO NOTIFY US SO WE CAN NOTICE THE PUBLIC.

CANNOT PRICE SURGE BEYOND TEN TIMES, AND YOU CANNOT PRICE SURGE DURING AN EMERGENCY.

AND THEN AT LEAST FOR THE TIME BEING REMAIN WITH THE LEVEL TWO.

IS THAT ACCURATE?

OKAY, QUESTION?

>> COMMISSIONER HIGGINBOTHAM.

>> GO AHEAD AND FINISH.

>> NO I WAS GOING TO ASK YOU, DO WE HAVE A SECOND FOR THE MOTION?

OKAY, THERE WAS A SECOND BY COUNCILMAN OR COMMISSIONER KILTON.

COMMISSIONER KILTON.

>> I KNOW THAT THE ISSUE OF THE BACKGROUND CHECKS HAS BEEN TALKED ABOUT A LOT, BUT I'D LIKE TO ADD MY TWO CENTS.

FIRSTLY I WANT TO MAKE SURE YOU UNDERSTAND WE HAVE RULES IN HILLSBOROUGH COUNTY.

THAT'S TRUE EVEN ON THE EASTERN SIDE OF THE COUNTY IN PLANT CITY.

I KNOW THAT RIDE SHARING HAS BEEN RECEIVED VERY WELL IN THIS COMMUNITY, AND I BELIEVE THAT IT'S GOING TO BE A VERY IMPORTANT PART OF THE COMPREHENSIVE STRATEGY TO IMPROVE HILLSBOROUGH COUNTY.

WHEN I THINK ABOUT THE BACKGROUND CHECKS, I RECOGNIZE THAT UBER BELIEVES THAT NOT ALL THE FINGERPRINTING IS 100% ACCURATE.

GENERALLY ONLY CRIMINAL RECORDS LINKED WITH A FINGERPRINT CAN BE IDENTIFIED AND REPORTED.

THIS IS NOT NECESSARILY SOMEONE'S FULL CRIMINAL HISTORY.

IT'S ALSO TRUE I BELIEVE THAT SOMETIMES STATES ARE UNABLE TO UPLOAD THAT INFORMATION

ACCURATELY AND COMPLETELY TO THE FBI DATABASE.

UBER ALSO SAYS NO BACKGROUND CHECK IS 100% ACCURATE.

UBER ACKNOWLEDGES THAT LIVE SCAN, THE FINGERPRINT PROS, ITS METHOD OF CONDUCTING BACKGROUND CHECKS IS NOT PERFECT.

FOR EXAMPLE, A POTENTIAL DRIVER MAY PRESENT UBER WITH A STOLEN OR FRAUDULENT IDENTITY.

A POTENTIAL DRIVER MAY HAVE BEEN CONVICTED OF A CRIME OUTSIDE THE BACKGROUND CHECK LIMIT WHICH IS SEVEN YEARS.

AND THE AVAILABILITY OF SPECIFIC RECORDS MAY BE LIMITED.

AND THOSE ISSUES ARE SOMEWHAT CORROBORATED BY A 2015 REPORT FROM THE GOVERNMENT ACCOUNTABILITY OFFICE THAT SAYS THAT STATES HAVE IMPROVED THE COMPLETENESS OF CRIMINAL HISTORY RECORDS USED BY FBI CHECKS.

ALL RECORDS NOW CONTAIN THE ARREST AND FINAL DISPOSITION BUT THERE ARE STILL GAPS.

IT GOES ON TO SAY PRIVATE COMPANIES CAN FACE CHALLENGES IN OBTAINING COMPLETE AND ACCURATE RECORDS IN PART BECAUSE NOT ALL STATES MAKE THEIR CRIMINAL RECORD INFORMATION ACCESSIBLE FOR PRIVATE COMPANIES TO SEARCH.

SO WE FIND OURSELVES IN THIS TENSION ABOUT TRYING TO DISCERN WHAT'S THE APPROPRIATE LEVEL

OF REGULATION AND FOR ME I THINK ABOUT THE ANALOGY OF DRIVING ON THE INTERSTATE. YOU KNOW I CAME THIS MORNING FROM PLANT CITY KNOWING FULL WELL THAT EVERY DAY PEOPLE GET IN ACCIDENTS AND THEY DIE IN THIS COUNTRY WHEN THEY TAKE THAT RISK. I UNDERSTOOD THAT RISK AND I ACCEPTED IT.

AND I'M GOING TO GO HOME TODAY AND IT'S VERY LIKELY NOTHING BAD'S GOING TO HAPPEN TO ME. BUT IF FOR SOME REASON I'M IN A WRECK AND I'M DISABLED OR I DIE, THAT'S CATASTROPHIC FOR MY FAMILY.

SIMILARLY, THE VAST MAJORITY OF PEOPLE THAT ARE GOING TO USE RIDE SHARE OR TAXIS, NOTHING BAD IS GOING TO HAPPEN TO THEM.

THERE ARE PEOPLE WHO ARE GOING TO BE ASSAULTED, RAPED, AND MURDERED.

THERE IS NOTHING WE CAN DO TO PREVENT THAT 100%.

I AM UNDER NO ILLUSIONS THAT REGULATORY BODIES OR LEGISLATURES CAN PREVENT THAT.

NOW I DO HAPPEN TO BELIEVE THAT THE FINGERPRINT PROCESS IS BETTER.

I THINK IT COULD PREVENT SOME OF THAT.

I SAY COULD BECAUSE I DON'T KNOW FOR SURE.

NEVERTHELESS, THERE HAS BEEN AN ENORMOUS DEMAND AND OUTCRY FROM THE PUBLIC FOR THIS SERVICE IN HILLSBOROUGH COUNTY, AND I CAN'T IGNORE THAT BUT I PRESUME THAT WHAT COMES ALONG WITH THAT OUTSTANDING DEMAND AND ENDORSEMENT IS A FULL UNDERSTANDING OF THOSE RISKS AND ACCEPTANCE OF THOSE RISKS BY PEOPLE WHO WANT THIS SERVICE.

SO I WON'T STAND IN THE WAY OF TNCs DOING BACKGROUND CHECKS, BUT I UNDERSTOOD I COULDN'T GET OUT OF THE WAY UNTIL I DO MY FULL DUE DILIGENCE ON THIS AND SPOKE MY MIND ON WHAT I THINK THE RISKS ARE OUT OF FULL CONCERN, COMPASSION, AND CARE FOR THE CITIZENS OF HILLSBOROUGH COUNTY.

AS IT RELATES TO THE 7 AND 7 RULE, I'VE STATED SEVERAL TIMES IN THE RULES COMMITTEES THAT I DON'T THINK THEY MAKE SENSE AND I'M NOT IN FAVOR OF THOSE.

I BELIEVE THAT COMMISSIONER CRIST, CHAIRMAN CRIST IS ON THE RIGHT PATH IN RECOGNIZING SOME OF THE LEGAL HANDCUFFS WE HAVE IN DEALING WITH THIS.

I THINK WE HAVE A RESPONSIBILITY TO PUT SOME RULES IN PLACE THAT WILL ALLOW ALL TNCs TO OPERATE, BUT I THINK IT ALSO MAKES SENSE TO TRY TO COME BACK TO THE TABLE WITH A SETTLEMENT AGREEMENT WITH UBER AND LYFT, AND THAT'S WHAT I WOULD SUPPORT TODAY.

THOSE ARE MY COMMENTS.

>> COMMISSIONER HIGGINBOTHAM?

[APPLAUSE]

>> ARE YOU WISHING TO OFFER UP A MOTION TO A SETTLEMENT AGREEMENT.

>> I THINK COMMISSIONER CRIST IS TOTALLY OUT OF ORDER BECAUSE YOU HAVE TWO INDIVIDUALS AND OTHERS WHO WOULD LIKE TO SPEAK ON THIS PARTICULAR ISSUE WITHOUT HIM HAVING TO INTRODUCE ANOTHER MOTION.

THERE'S A MOTION ON THE FLOOR.

>> HE'S NOT INTRODUCING ANOTHER MOTION.

>> WELL, YOU ARE ASKING HIM, SO ARE YOU IMPLYING TO HIM TO MAKE A MOTION.

WE HAVE A MOTION ON THE FLOOR NOW THAT WE SHOULD BE DISCUSSING, AND IF YOU WANT TO COME BACK LATER YOU CAN DO THAT BUT WE HAVE A RIGHT TO DISCUSS WHAT'S ON THE FLOOR NOW BECAUSE YOU GOT --

>> VICTOR CRIST: YES, WE DO, BUT I HAVE A QUESTION OF WHAT WAS JUST STATED.

>> RIGHT.

>> COMMISSIONER KILTON, PLEASE ANSWER THE QUESTION, AND COMMISSIONER HIGGINBOTHAM IS SPEAKING NEXT.

>> AS I SAID, I WOULD SUPPORT REVISITING A SETTLEMENT AGREEMENT WITH UBER AND LYFT.

I THINK THAT MAKES SENSE TO TRY TO CLEAR THE LITIGATION THAT'S OUT THERE WITHIN THE CONSTRUCT THAT WE'RE FORCED TO DEAL WITH THE HANDCUFFS THAT WE HAVE, AND BY THE WAY, I HOPE THAT THE LEGISLATURE TAKES THIS UP AND HELPS US OUT WITH THIS.

I THINK THAT'S THE BEST PATH FORWARD AND I WOULD MAKE THAT MOTION IF THAT'S WHAT WE'RE ASKING FOR.

LET ME ALSO STATE THIS BECAUSE I THINK THIS IS VERY IMPORTANT.

WE'RE TALKING ABOUT PEOPLE SAYING THAT THIS BOARD IS TRYING TO PROTECT THE TAXI INDUSTRY.

WELL, FOR ME, I WANT REGULATIONS THAT ARE FAIR FOR TAXIS AND FAIR FOR TNCs.

I DON'T THINK THERE SHOULD BE ANY REGULATIONS THAT PROVIDE AN UNFAIR ADVANTAGE FOR EITHER ONE.

AND WE HAVE A CHALLENGE TO SOME DEGREE ON THIS BOARD IN GETTING THERE WITH THE STATE STATUTES THAT ARE IN PLACE.

THE LEGISLATURE THEY TAKE THIS UP, THEY HAVE A RESPONSIBILITY TO THE TAXI INDUSTRY AND TO THE TNCs TO LOOK AT BOTH TOGETHER WHEN THEY PASS THIS LEGISLATION.

>> COMMISSIONER HIGGINBOTHAM?

>> THANK YOU AND IN THE ORIGINAL MOTION THAT COUNCILMAN MADE, YOU TOOK THE SEVEN AND SEVEN OUT.

SO IT COMES DOWN NOW TO AGE A VEHICLE, THE SURGE, AND FINGERPRINTS REMAIN IN WITH OR WITHOUT A SETTLEMENT.

IF I'M GOING TO SUPPORT ANY SETTLEMENT, FINGERPRINTS STAY IN, AND YOU MADE THIS STATEMENT JUST A MINUTE AGO ABOUT THE SMALL PERCENTAGE, AND I'D LOOK AT MYSELF AS THE SMALL PERCENTAGE. YOU KNOW, I WENT IN A FLASH OF A SECOND FROM BEING SOMEONE WHO HAD MOUNTAIN HOMES, MOTOR HOMES, EXPENSIVE SPORTS CAR TO GOING ON FOOD STAMPS BECAUSE OF AN ACCIDENT. WE HAD GREAT INSURANCE EVEN.

MY MEDICAL BILLS WERE RIGHT AT A MILLION DOLLARS, AND IT DESTROYED US FINANCIALLY.

I CANNOT NOT CROSS THAT LINE WHEN IT COMES TO WHEN IT COMES TO INSURANCE.

I CANNOT CROSS THE LINE WHEN IT COMES TO FINGERPRINTING.

NOW IF THE LEGISLATURE WANTS TO ADDRESS THAT, GOD BLESS THEM.

WE WORKED FOR TWO YEARS HERE, THEY WORKED FOR I GUESS IT'S BEEN TWO YEARS AS WELL TO TRY TO COME TO RESOLUTION.

SO I'M NOT SUPPORTIVE OF THE SETTLEMENT AGREEMENT THAT THROWS THAT SAFETY NET OUT THE WINDOW OF THE, OF THE INSURANCE OR THE FINGERPRINTS.

I'M NOT SURE IF WHAT THE INTENT WAS.

BUT WHATEVER HAPPENS TODAY, I KNOW THAT THE COUNCIL WAS GOING TO TALK ABOUT THE PROCESS AND THE BOARD HERE HAD TASKS ME WITH MAKING SURE WE MOVE THIS THROUGH SO PEOPLE DON'T LOOK AT US AND SAY YOU HAVEN'T DONE ANYTHING.

WE ARE GOING TO GET RULES IN PLACE THAT CAN MOVE FORWARD.

MAYBE WHAT ACCOMPLISHES.

WE HAVE THE PROPER NOTICING, WE PASS THE RULES THAT FROM THAT POINT ON TO THE PROCESS IN TALLAHASSEE WHICH I WANT YOU TO EXPLAIN THAT WE WAIVE THE FINES MUCH LIKE WHAT WE DID ABOUT THIS TIME LAST YEAR WHEN I MADE THE MOTION TO WAIVE THE FINES UNTIL THIS LEGISLATURE WAS DONE.

BUT MS. OSTER, WOULD YOU EXPLAIN TO ME AND THE LISTENING AUDIENCE SO THEY UNDERSTAND WHATEVER PASSES TODAY, WHAT IS IMPLEMENTATION PROCESS AND TIME.

>> YES, COMMISSIONER.

I THINK I'D LIKE TO SEPARATE THAT OUT INTO TWO DIFFERENT ASPECTS.

ONE IS IMPLEMENTATION AND TWO IS A LEGAL CHALLENGE THAT.

FOR LEGAL IMPLEMENTATION HOW THAT PROCESS WOULD WORK IS OBVIOUSLY A FORMALLY DRAFTED RULE WOULD BE DONE.

THERE WOULD BE A NOTICE PUBLISHED IN THE NEWSPAPER OF ESSENTIALLY WHAT THOSE PROPOSED RULE CHANGES WOULD LOOK LIKE.

IN MY OPINION WE SHOULD GO AHEAD AND SCHEDULE A PUBLIC HEARING FOR OCTOBER BECAUSE WE KNOW WE'RE GOING TO GET A REQUEST FOR THAT.

AND THERE'S ALSO A PROVISION IN FLORIDA ADMINISTRATIVE PROCEDURE ACT THAT A STATEMENT OF ESTIMATED REGULATORY COSTS BE DRAFTED UNDER CERTAIN CONDITIONS.

WITH RESPECT TO THESE PROPOSED RULES, WE WOULD ADVISE THAT THAT BE DONE.

ALL THOSE STEPS CAN TAKE PLACE WHILE WE'RE AWAITING THE PUBLIC HEARING FOR OCTOBER.

AT THE OCTOBER MEETING, THIS COMMISSION CAN DECIDE WHETHER TO MOVE FORWARD WITH THE FORMAL ADOPTION OF THE RULES HOWEVER.

IT'S IMPORTANT TO NOTE THAT IF THERE IS A CHALLENGE TO THE RULES, THEY CANNOT BE FORMALLY ADOPTED UNTIL THE CONCLUSION OF THAT ADMINISTRATIVE HEARING PROCESS, AND THAT CAN TAKE SEVERAL MONTHS.

THERE WOULD BE AN ADMINISTRATIVE HEARING JUDGE ASSIGNED AND LITIGATION ALTHOUGH IT IS ADMINISTRATIVE WOULD PROBABLY BE AS COMPLEX OF THAT AS A NORMAL LITIGATION PROCESS.

SO IT'S IMPORTANT TO NOTE THERE IS AN IMPLEMENTATION PROCESS.

UNFORTUNATELY THAT IMPLEMENTATION CAN GET DERAILED BY A LEGAL CHALLENGE THAT WE ANTICIPATE COULD HAPPEN AND THAT AT THE CONCLUSION OF THAT ADMINISTRATIVE PROCESS, THEN THE RULES MAY BE FORMALLY ADOPTED.

IF THE ALJ'S IN FAVOR OF THAT.

>> OKAY.

SO EITHER WAY WE GO IT'S NOT HAPPENING TODAY.

WE NEED TO MAKE A DECISION AND GET OFF DEAD CENTER AND MOVE FORWARD.

I'LL PROBABLY HAVE SOME OTHER QUESTIONS OR COMMENTS.

DID YOU HAVE A QUESTION OF ME, DAVE?

>> NO, I HAVE A QUESTION IN GENERAL BUT NOT OF YOU IN PARTICULAR.

>> I HAVE NO OTHER COMMENT AT THIS POINT.

>> COUNCILMAN REDDICK, DO YOU HAVE ANY COMMENTS YOU WANT TO MAKE?

>> I'M GOING TO WAIT UNTIL THE CHAIRMAN, THE VICE CHAIR.

>> FIRST, JUST SOME CLARIFICATION FROM ME.  
WE NOW HAVE TWO MOTIONS ON THE FLOOR.  
I DON'T KNOW THAT THAT'S IN ACCORDANCE WITH ROBERT'S RULES OF ORDER OR NOT.  
WOULD IT NOT BE BETTER TO SUGGEST AN AMENDMENT TO THE ORIGINAL MOTION SO THAT WE'RE ALL  
VOTING ON ONE MOTION AND JUST, WE --  
>> VICTOR CRIST: WE DON'T HAVE TWO MOTIONS ON THE FLOOR.  
WE HAVE YOUR MOTION AND MY AMENDMENT TO THE MOTION.  
>> I WOULD HAVE TO ACCEPT YOUR AMENDMENT IN ORDER FOR THE MOTION TO MOVE FORWARD.  
>> VICTOR CRIST: EITHER YOU ACCEPT IT OR WE VOTE ON IT BECAUSE IT'S A SUBSTITUTE AMENDMENT.  
>> OKAY.  
THE 10 YEARS FOR THE VEHICLES YOU ARE PROPOSING, AM I RIGHT THAT IF SOMEONE ENTERS UBER  
OR LYFT OR A TNC WITH A 9-YEAR-OLD VEHICLE, THE MINUTE THE VEHICLE TURNS 10 YEARS, IT WOULD  
HAVE TO BE OUT OF SERVICE, IS THAT CORRECT?  
>> VICTOR CRIST: THAT'S CORRECT.  
>> SECONDLY, DOES THE PRICE SURGING PROPOSED BY YOU, DOES THAT IN ANY WAY VIOLATE STATE  
LAW AS TO PRICE SURGING IN FLORIDA?  
NO GAS STATIONS, HOME DEPOT, THEY'RE NOT ALLOWED TO PRICE SURGE.  
>> I THINK THE CONCERN WITH THAT PARTICULAR PROVISION IS THAT THE PRICE SURGING CANNOT TAKE  
PLACE DURING A STATE OF EMERGENCY.  
AND IT'S MY UNDERSTANDING THAT.  
>> VICTOR CRIST: DAVE I RESTRICT THE PRICE SURGING.  
IN YOURS, THE DOOR'S OPEN.  
IN MINE, I RESTRICT IT.  
>> DURING AN EMERGENCY NOBODY WOULD BE PRICE SURGING, CORRECT?  
>> YES, NOBODY WOULD BE PRICE SURGING IN AN EMERGENCY.  
IN YOURS IT DIDN'T.  
I DON'T KNOW IF IT WAS OVERLOOKED.  
I PICKED IT UP.  
>> I CERTAINLY WOULD AGREE WITH YOU.  
AND THEN LASTLY, WHILE YOU'RE TAKING UP -- OUT THE 7/7, WHICH I DID AS WELL, YOU'RE  
SUBSTITUTING THE RIDES MUST BE PREARRANGED WHICH IS EXACTLY WHAT THEY ARE DOING ANYWAY.  
>> VICTOR CRIST: THAT WORDING HAS TO BE IN THERE BECAUSE OF WHERE WE'RE LICENSING THEM,  
WHICH IS UNDER THE LIMOUSINE ACT.  
WE CAN'T LICENSE THEM UNDER THE TAXICAB ACT OR THEY'D HAVE TO OPERATE AS TAXICABS AND GET  
MEDALLIONS AND METERS AND ALL OF THAT SO WE ONLY HAVE TWO OPTIONS.  
AND WE'RE PUTTING THEM UNDER THE FLEXIBILITY OF THE LIMOUSINE ACT, AND LIMOUSINES HAVE TO  
BE PREARRANGED.  
SO AGAIN IT WAS CLEANUP LANGUAGE TO MAKE SURE WE'RE IN COMPLIANCE WITH OUR OWN RULES.  
UBER AND LYFT ARE FINE WITH THAT BECAUSE THEY ARE PREARRANGED.  
>> RIGHT.  
LASTLY I WANT TO KIND OF GET BACK IN HISTORY A LITTLE BIT FROM MY COLLEAGUE IN PLANT CITY.  
FOR TWO YEARS WE'VE BEEN TRYING TO NEGOTIATE SOMETHING FOR TWO YEARS.  
WE'VE BEEN UNSUCCESSFUL.  
WE RECEIVED A LETTER FROM TAMPA INTERNATIONAL AIRPORT ESSENTIALLY TELLING US TO GET SOMETHING  
DONE SOON BECAUSE THEY CAN'T DO ANYTHING WITH THE TNCs BECAUSE THEY'RE IN THEIR WORDS UNTIL  
WE DO SOMETHING THEY CAN'T DO SOMETHING.  
SO I THINK IT'S IMPORTANT THAT WE MOVE FORWARD WITH THE RULES, SO EVERYTHING I SUGGESTED,  
OR EVERYTHING COMMISSIONER CRIST SUGGESTED THAT WE MOVE FORWARD TODAY.  
THAT DOESN'T PROHIBIT US FROM NEGOTIATING LATER.  
WE CAN ALWAYS NEGOTIATE.  
BUT I THINK WE OWE IT TO THE CITIZENS OF HILLSBOROUGH COUNTY TO DO SOMETHING TODAY.  
I HAD SAID FOR TWO YEARS, AND I WILL SAY IT AGAIN TODAY, THAT I AM IN FAVOR OF HAVING  
TRANSPORTATION NETWORK COMPANIES HERE IN HILLSBOROUGH COUNTY.  
I'M FULLY EMBRACE TECHNOLOGY.  
I AM A GADGET NUT.  
NOTHING MAKES ME HAPPIER --  
[APPLAUSE]  
NOTHING MAKES ME HAPPIER THAN BEING OUT IN MY BACKYARD AND MY MOWER BREAKS, AND I CAN PUT  
UP, PULL UP AMAZON ON MY CELL PHONE AND ORDER A PART RIGHT THEN AND THERE AND I CAN EVEN  
PAY \$5 AND HAVE IT TO ME THE SAME DAY.  
THAT'S AWESOME, OKAY?  
SO I'M NOT AGAINST TECHNOLOGY, I'M NOT AGAINST TNCs.  
HOWEVER WE OWE IT TO THE HILLSBOROUGH COUNTY RIDING PUBLIC TO ENSURE THAT TAY GET FROM POINT



A TO POINT B SAFELY, AND I KNOW THAT THE BULK OF THE TNC DRIVERS ARE SAFE DRIVERS, ARE NOT CRIMINALS, ARE NOT EVIL PEOPLE.

I UNDERSTAND THAT.

BUT ALL IT TAKES IS ONE.

ALL IT TAKES IS ONE EVIL PERSON TO PICK UP ONE INEBRIATING DRIVER AND EVERY PERSON IN THIS ROOM IS GOING TO LOOK AT US AND SAY WHY AREN'T YOU DOING SOMETHING?

TODAY IS OUR OPPORTUNITY TO DO SOMETHING SO I WOULD FULLY EMBRACE THE AMENDMENTS AS PROPOSED BY MR. CRIST AND SUGGEST TO MY COLLEAGUES THAT WE MOVE THIS FORWARD AND VOTE YES.

>> COUNCILMAN REDDICK.

>> THANK YOU.

I AGREE WITH SOME OF THE THINGS I'VE HEARD THIS MORNING.

I DEFINITELY CAN ACCEPT REMOVING THE 7 AND 7 OUT AS LONG AS THE BIGGEST ISSUE THAT'S BEEN, AND THAT IS NUMBER TWO, AND I DON'T CARE FOR THE LEVEL OF ONE PLUS PLUS PLUS, THAT STILL DON'T EQUAL OUT TO TWO, AND THEREFORE, I'M A STRONG PROPONENT OF ME DEALING WITH LEVEL TWO BACKGROUND CHECKS.

I THINK THAT'S MORE IMPORTANT.

I AGREE WHAT WE SAID BEFORE ABOUT HAVING INSURANCE AS WELL AS HAVE HAVING PTC INSPECT VEHICLES.

SOME OF THE THINGS THAT CHAIRMAN CRIST HAVE STATED WOULD HE BE WILLING TO COMPROMISE ON, I WOULD BE WILLING TO ACCEPT SOME OF THOSE THINGS AS WELL.

I WOULD NOT VOTE TODAY FOR A SETTLEMENT AGREEMENT, ALLOWING THIS GO BACK TO THE COURT FOR A SETTLEMENT AGREEMENT BETWEEN UBER AND LYFT BECAUSE THEY DO NOT WANT TO INCLUDE A LEVEL TWO BACKGROUND CHECK.

I'M AT THE POINT NOW THAT WE'RE MEMBERS OF THIS BODY THAT'S SUPPOSED TO REGULATE THIS INDUSTRY IN HILLSBOROUGH COUNTY.

AND WE GOT TWO ORGANIZATIONS DICTATING TO US, TELLING US WHAT TO DO AND WHAT THEY WON'T ACCEPT.

[APPLAUSE]

IT'S NOT THEIR RESPONSIBILITY TO BE DICTATING.

WE HAVE TRIED TO COMPROMISE AND UBER AND LYFT FOR YEARS, AND EACH TIME WE HAVE A MEETING, PRIMARY ITEM ON THE AGENDA IS DEALING WITH UBER AND LYFT AGAIN.

I AGREE, WE NEED TO MOVE FORWARD TODAY.

AND WE GOING TO MOVE FORWARD I WILL SUPPORT ANYTHING THAT WILL HAVE A LEVEL TWO BACKGROUND CHECK AS WELL AS THE INSURANCE AND INSPECTION.

SURGING AND EVERYTHING -- CRIST HAVE DECIDED TO REMOVE THAT, I CAN ACCEPT THAT.

WE SHOULD STOP ALLOWING THESE AGENCIES TO DICTATE WHAT WE ARE DOING AND NOT DOING.

>> COUNCILMAN MANISCALCO.

>> THANK YOU VERY MUCH.

WHERE I AM LOST HERE IS THE LEVEL TWO BACKGROUND CHECKS.

YOU KNOW, I LISTENED TO THE GENERAL PUBLIC, THE E-MAILS THAT I'VE RECEIVED, PEOPLE THAT I KNOW, MY MOTHER USES OR HAS USED UBER OR LYFT, MY FRIENDS ALL USE IT, AND I'VE ASKED THEM I GO HOW DO YOU FEEL ABOUT LEVEL TWO BACKGROUND CHECKS, HAVING YOUR DRIVER FINGERPRINTED, WOULD THAT MAKE YOU FEEL SAFER AND THEIR RESPONSE IS WE'VE NEVER HAD ISSUES AND THOUSANDS UPON THOUSANDS RIDES HERE IN HILLSBOROUGH COUNTY.

I ASK WHAT DIFFERENCE DOES IT MAKE TO HAVE FINGERPRINTS OR NOT HAVE FINGERPRINTS.

WE OFTEN TIMES IN GOVERNMENT USE FEAR TO PEDDLE POLICY AND CALL IT PUBLIC SAFETY.

[APPLAUSE]

AND SOMETHING THE MAYOR HAD SAID AT HIS PRESS CONFERENCE THE OTHER DAY CALLING US DINOSAURS AND ANTIQUATED.

TIME IS CHANGING.

IT'S 2016 AND I WOULD LEAVE IT UP TO TALLAHASSEE TO REVISIT THIS AND, YOU KNOW, THE PURPOSE OF THE PTC I KNOW IT'S COMING FROM TALLAHASSEE SAYING THAT WE HAVE TO, WE HAVE TO DO THESE LEVEL TWO BACKGROUND CHECKS, BUT JUST BECAUSE THEY SAY IT DOESN'T MEAN I HAVE TO AGREE WITH IT.

AND I THINK WE NEED TO, WE NEED TO OPEN THE CONVERSATION AND TO CHANGING THAT.

THE GENERAL PUBLIC HAS SPOKEN AND THEY FEEL SAFE AS IT IS.

REGULATED OR NOT AND THEY'RE NOT CALLING OUT FOR LEVEL TWO BACKGROUND CHECKS.

SO THAT BEING SAID I WON'T SUPPORT ANYTHING THAT INVOLVES THE LEVEL TWO TODAY.

THANKS.

[APPLAUSE]

>> COMMISSIONER HIGGINBOTHAM.

>> THANK YOU, AND COUNCIL REDDICK WAS RIGHT.

THIS IS, HAS SHIFTED TO A TNC DEBATE.

IF, IF WHEN THE RULING COMES FROM THE SECOND DCA THERE WILL BE, YOU KNOW, IT'S GOING TO BE YES OR NO.

IF IT IS A NO, CASE CLOSED.

IF IT'S A YES AND THERE ARE NO RULES IN PLACE THEN WE ARE IN A PICKLE AND THAT'S ONE OF MY REASONS FOR MY SENSE OF URGENCY, MY COLLEAGUES IS TO GET THESE RULES IN PLACE.

WE'VE HEARD LOCAL COMPANIES, GENTLEMAN WHO CAME FROM AUSTIN, TEXAS, WHO APPARENTLY THEY'RE THE ONES THAT FILL THAT VOID WHEN THE TWO OTHER TNCs LEFT.

THERE ARE COMPANIES AND I HOPE THE MEDIA WILL TAKE TIME BECAUSE THIS ISN'T ABOUT THE MEMBERS SITTING UP HERE.

IT'S ABOUT THE MEMBER AND WOMEN WHO WANT TO DRIVE, THE MEN AND WOMEN WHO ARE GOING TO PUT TOGETHER THE COMPANIES OR HAVE THEM IN PLACE AND THAT'S WHERE THE STORY IS, IS OPENING A DOOR AND CREATING AN ENVIRONMENT TO BRING IN MORE COMPETITORS.

THE CAB COMPANIES, YEAH, YOU'VE GOT TO UNDERSTAND THAT THE MARKET HAS CHANGED.

TIMES HAVE CHANGED.

AND YOU NEED TO ADAPT TO THOSE CHANGES OR IT WILL BE A DINOSAUR AND I DON'T WANT TO SEE THAT EITHER.

BUT I WANT TO THANK THE RULES COMMITTEE.

WHO CHAIRED THE RULES COMMITTEE?

DAVE.

OKAY.

I KNOW YOU BROUGHT FORWARD TODAY THE RECOMMENDATION TO THE RULES COMMITTEE, AND YOU'VE MADE SOME MODIFICATIONS OR CHANGES AND I'M FINE WITH THAT BUT I LOOK FORWARD TO BRINGING THIS INTO A LANDING AS A GROUP, AND MOVING FORWARD.

>> CHAIR TO CLOSE.

>> I WASN'T FINISHED YET.

WHEN WE FINISH I AM GOING TO MAKE AN ADDITIONAL MOTION THAT UPON PASSAGE, IF IT PASSES IN OCTOBER THAT WE WAIVE THE FINES, WHILE IT'S GOING THROUGH THE PROCESS TO COMPANIES WHO WANT TO OPERATE A BUSINESS AND NOT WORRY ABOUT WELL CAN I OPERATE OR IS THE PTC ENFORCEMENT ARM GOING TO COME DOWN ON US AND START FINING US.

BECAUSE THAT'S NOT WHAT WE'RE ABOUT.

>> VICTOR CRIST: I HAVE A QUESTION OF YOU.

WE ARE NOT ALLOWED TO TALK TO ETCH OTHER OUTSIDE OF THIS ROOM AND I GOT TO KIND OF GET IN YOUR HEAD A LITTLE BIT ABOUT WHERE YOU ARE BECAUSE RIGHT NOW IT'S LOOKING TO ME LIKE YOU COULD BE THE SWING VOTE ON WHICH DIRECTION THIS BOARD GOES.

WE HAVE THREE PEOPLE UP HERE THAT ARE ADAMANT ABOUT A LEVEL TWO, AND THERE'S NO WAY WE'LL EVER CLOSE A DEAL ON A SETTLEMENT AGREEMENT BECAUSE WE ARE ADAMANT ON A LEVEL TWO.

UBER AND LYFT WOULD HAVE TO AGREE TO WHATEVER THE PROPOSAL IS IN ORDER TO SETTLE, AND THEY WOULD NOT AGREE.

THEY'LL NEVER AGREE ON A LEVEL TWO.

WE HAVE THREE PEOPLE UP HERE OKAY WITH A LEVEL ONE, AND UBER AND LYFT COULD AGREE ON A SETTLEMENT AGREEMENT.

>> I AM GOING TO RESERVE MY COMMENTS FOR MY VOTE, BUT I APPRECIATE THE STRATEGY.

>> VICTOR CRIST: ALL RIGHT.

VERY GOOD.

BECAUSE THERE'S TWO DIRECTIONS I COULD'VE GONE IF I WOULD'VE HAD THE VALUABLE INFORMATION. AT THIS POINT I AM GOING TO GO AHEAD AND CLOSE ON MY SUBSTITUTE AMENDMENT TO THE, DAVE'S PROPOSED AMENDMENT.

OR PROPOSED MOTION.

THEY'RE BASICALLY THE SAME BASIC SET OF RULES.

I GO AHEAD AND CLEAN UP A FEW THINGS THAT ARE BONES OF CONTENTION THAT I FELT WERE OVERREGULATION.

FIRST THING I DO IS GET RID OF THE SEVEN-MINUTE WAIT.

THE SECOND THING IS I GET RID OF THE \$7 REQUIREMENT.

THOSE ARE ISSUES.

SECOND THING I DO IS LIFT THE CAP OF EIGHT YEARS AND JUST LEAVE IT, LEAVE THE CAP OF TEN. THERE IS NOBODY IN THE ROOM THAT RUNS VEHICLES OLDER THAN TEN YEARS AND YOU WANT TO PUT A VEHICLE NINE YEARS AND TEN MONTHS ON THE ROAD AND LET IT DRIVE FOR TWO MONTHS, WHY NOT? YOU KNOW, THE BOTTOM LINE IS WHAT WE CARE ABOUT IS THE THRESHOLD OF TEN YEARS.

SO I ELIMINATE THE EIGHT-YEAR REQUIREMENT.

THE THIRD THING I DO IS PUT A CAP ON PRICE SURGING.

I DON'T THINK ANYBODY SHOULD BE PRICE SURGING DURING AN EMERGENCY.

AND THE STATE RULE AND LAW HAS DICTATED THAT.

AND THOSE ARE THE PRIMARY DIFFERENCES, YOU KNOW?

AND AT THIS JUNCTURE, PUT IT IN SIMPLE TERMS.  
WE'RE MAKING RULES HERE THAT UBER AND LYFT ARE NOT GOING TO FOLLOW.  
THEY ARE GOING TO CONTINUE TO OPERATE JUST LIKE THEY DO.  
WITH THE RULES WE'VE GOT, WHAT WE ARE DOING HERE IS WE'RE CREATING RULES THAT WILL OPEN  
THE DOOR FOR ALL THE OTHER RIDE SHARE COMPANIES TO BE ABLE TO COME TO THIS MARKET.  
THEY'RE NOT HERE NOW BECAUSE THEY DON'T WANT TO BREAK THE LAW.  
SO OUT OF THE DOZEN OR MORE RIDE SHARE COMPANIES, THERE ARE TWO THAT ARE WILLING TO BREAK  
THE LAW, THAT ARE WILLING TO OPERATE REGARDLESS OF OUR RULE.  
THE REST OF THEM ARE NOT.  
SO BY ADOPTING THESE TODAY WE ARE NOW RECOGNIZING A RIDE SHARE INDUSTRY, WE'RE NOW EMBRACING  
A RIDE SHARE INDUSTRY.  
WE ARE NOW OPENING THE DOOR TO A RIDE SHARE INDUSTRY, AND RIDE SHARE COMPANIES WILL BE ABLE  
TO CONTRACT WITH OUR PORT AND OUR AIRPORT AND EVERYBODY ELSE FOR SERVICES.  
UBER AND LYFT, THIS IS A VALUABLE MARKET.  
YOU'LL STILL BE HERE.  
YOU'LL STILL BE DOING YOUR THING.  
YOU'RE NOT FOLLOWING THE RULES NOW.  
YOU'RE NOT GOING TO FOLLOW THEM TOMORROW AND THE LEGISLATURE EITHER THIS SESSION OR THE  
FOLLOWING SESSION WILL DO A STATEWIDE POLICY AND IT WILL ALL BE OVER.  
SO TO EVERYBODY IN THE ROOM, NOTHING REALLY IS GOING TO CHANGE OTHER THAN THERE WILL BE  
A LOT MORE COMPANIES FOR YOU TO BE ABLE TO WORK FOR COMING IN THIS MARKET.  
>> ONE QUESTION FOR COUNTY ATTORNEY.  
DOES COMMISSIONER CRIST NEED TO INCLUDE IN HIS MOTION THE PUBLIC HEARING DAY IN OCTOBER  
OR ANY OF THOSE PROCEDURAL ISSUES?  
>> I WOULD RECOMMEND THAT, YES.  
>> I WOULD INCLUDE THAT IN MY MOTION.  
>> WE HAVE AN AMENDMENT TO THE MOTION.  
>> I WOULD SUGGEST ANOTHER MEMBER SECOND THE MOTION SINCE COUNCILMAN POGORILICH MADE THE  
INITIAL MOTION.  
>> THAT WOULD BE OCTOBER PTC MEETING.  
KYLE, DO YOU HAVE THE DATE ON THOSE?  
IT WOULD BE OCTOBER 13th.  
>> SO WE HAVE A SUBSTITUTE AMENDMENT AND A SECOND.  
ALL IN FAVOR, SAY AYE.  
THOSE OPPOSED?  
PLEASE SHOW THAT COMMISSIONER HAGAN AND COUNCILMAN MANISCALCO OPPOSE THE MOTION.  
COMMISSIONER CRIST, I'LL PASS THE GAVEL BACK TO YOU.  
>> VICTOR CRIST: AT THIS JUNCTURE WE HAVE AN AMENDED MOTION ON THE TABLE S. THERE DISCUSSION?  
>> GO AHEAD.  
I JUST WANT TO BE RECOGNIZED ONCE WE FINISH THIS.  
>> VICTOR CRIST: IS THERE ANYBODY HERE THAT HAS AN AMENDMENT TO THE NOW AMENDED MOTION.  
>> I'M CONFUSED.  
DIDN'T WE JUST APPROVE IT.  
>> VICTOR CRIST: NO.  
WE APPROVED MY SUBSTITUTE MOTION TO YOUR MOTION, AND NOW WE'RE ON THE MOTION.  
>> I THOUGHT WE WAS DOING YOURS.  
>> POINT OF ORDER, I THOUGHT I ACCEPTED YOUR AMENDMENTS TO MY MOTION.  
THAT WAS A MOTION THAT WE VOTED ON.  
>> VICTOR CRIST: DID YOU FORMALLY ACCEPT THEM.  
>> VICTOR CRIST: OKAY, ALL RIGHT.  
IF YOU FORMALLY ACCEPTED THEN LET THE RECORD SHOW THAT YOU FORMALLY ACCEPTED.  
THEN WE JUST WENT AHEAD AND ADOPTED THE MOTION.  
ALL RIGHT, MOVING FORWARD, THE ATTORNEY, WILL YOU TELL US AT THIS POINT WHAT THE NEXT STEPS  
ARE?  
>> I WAS IN QUEUE AND YOU WERE GOING TO RECOGNIZE ME.  
>> VICTOR CRIST: I'M SORRY.  
>> IT'S DIFFICULT WHEN WE'RE USED TO THE LIGHTS UP HERE.  
I WANT TO MAKE A MOTION THAT UPON PASSAGE, IF IT PASSES AT THE OCTOBER 13th MEETING, THAT  
THE FINES BE WAIVED FOR THE COMPANIES THAT WANT TO FILL OUT AN APPLICATION, AND I'M NOT  
SURE HOW -- I'M KIND OF LOOKING AT COUNSEL RIGHT NOW.  
THEY WANT TO OPERATE IN THE CONFINES OF THE RULES THAT THEY CAN GO AHEAD AND START OPERATING  
AND WAIVE THE FINES.  
>> COMMISSIONER, WHAT I WOULD SUGGEST IS IF IT'S DESIRED BY THIS COMMISSION MAYBE WE CAN

DEFER THAT MOTION TILL THE OCTOBER MEETING SO WE CAN TAKE A LOOK AT THE IMPACT FINANCIALLY AND LEGALLY TO THE ORGANIZATION.

>> WELL, SO THERE'S A MESSAGE TO THOSE WHO WANT TO OPERATE TNCs HERE, WE'RE GOING TO FIND A REMEDY WHILE IT'S GOING THROUGH THE PROCESS IN TALLAHASSEE.

I'LL SAY AGAIN TO THE MEDIA, THE STORY IS ABOUT THESE NEW COMPANIES WHO ARE GOING TO BE ABLE TO COME HERE AND OPERATE, NOT ABOUT THE SEVEN PEOPLE UP HERE, SO I HOPE THAT YOU'LL BE TALKING TO THEM.

[CAPTIONER TRANSITION]

>> WE STILL HAVE THE OUTSTANDING MATTER OF THE LITIGATION WITH UBER AND LYFT, AND I RECOGNIZE I AM NEW TO THE PARTY HERE AND THERE HAVE BEEN A COUPLE OF ATTEMPTS TO DEAL WITH THAT ALREADY, BUT I THINK AND I HAVE NO ILLUSIONS THAT I CAN FIX THAT MYSELF BUT I THINK WE SHOULD CONTINUE TO TRY TO PUT THAT TO BED AND I WOULD MAKE A MOTION THAT WE REVISIT A SETTLEMENT AGREEMENT WITH THOSE TWO ENTITIES.

>> DO WE HAVE A SECOND TO THAT MOTION?

MR. MANISCALCO?

>> I WILL SECOND IT.

>> JUST A MOMENT, CHAIRMAN.

YOU CAN'T CALL UPON -- IF YOU ARE QUESTIONING, I MEAN YOU ARE TOTALLY OUT OF ORDER.

>> VICTOR CRIST: NO, HE WAS BLINKING AT ME.

I NEEDED HIM TO VOCALIZE IT.

>> HIM BLINKING, HE IS MAN ENOUGH, HE IS AN ELECTED OFFICIAL HE IS MAN ENOUGH TO MAKE THAT BUT FOR YOU TO CALL UPON MANISCALCO IS OUT OF ORDER.

>> VICTOR CRIST: THERE IS NOTHING IN ROBERTS RULES THAT ADDRESSES THAT BUT IT IS KIND OF LIKE BEING AT AN AUCTION, YOU KNOW, IF YOU WIGGLE TOO MUCH IN YOUR SEAT YOU BOUGHT IT AND I WAS GETTING COMMUNICATIONS AT LEAST OPTICALLY SO I WANTED TO KNOW WHAT HE WANTED.

AT THIS JUNCTURE YOU MADE A MOTION.

WHAT ARE YOUR THOUGHTS ON THAT?

>> CAN YOU RESTATE THE MOTION?

>> THE MOTION IS TO REVISIT A SETTLEMENT AGREEMENT WITH UBER AND LYFT.

>> ALL RIGHT, SECOND.

>> VICTOR CRIST: NOW IT IS OPEN FOR DISCUSSION.

MEMBERS?

>> THE MOTION IS CONTRARY TO THE STEPS THAT WE JUST TOOK WITH THE MOTION THAT WE JUST APPROVED TO SET THE HEARING SO I WON'T BE SUPPORTING IT.

>> VICTOR CRIST: OKAY.

WHAT I UNDERSTAND IS THAT WE CAN TALK, DELIBERATE AND DISCUSS ANYTHING ON THE SUBJECT AND WHAT WE HAVE HERE IS THE POSSIBILITY OF A SECOND VEHICLE MOVING FORWARD WITH WHAT WE JUST DID WHICH WERE IN-HOUSE RULES SO WHAT WE COULD HAVE IS IN-HOUSE RULES MOVING FORWARD AND A POSSIBLE COURT SETTLEMENT OPTION MOVING FORWARD, AND THEN IT WOULD BE UP TO THIS BOARD AT THE END OF A FUTURE DAY TO DECIDE WHICH WAY THEY WANT TO GO.

AND AS WAS MENTIONED EARLIER, YOU KNOW, THE METHOD THAT WOULD HAVE THE GREATEST TEETH OF ENFORCEMENT IS THE COURT SETTLEMENT OPTION, BUT I'M NOT QUITE SURE WE COULD EVER REACH A SETTLEMENT THAT THIS BOARD WOULD AGREE TO.

BY I BELIEVE WE HAVE TWO MEMBERS HERE THAT ARE AT LEAST WILLING TO TRY TO SEE IF WE CAN GET THERE.

AND FOR ME, I LIKE TO SEE OPTIONS.

AND THIS WOULD GIVE US TWO OPTIONS.

IF WE DON'T LIKE ONE OF THEM WE VOTE FOR THE OTHER.

BUT IT WOULD AT LEAST GIVE US OPTIONS.

DAVE?

>> CERTAINLY I'M ALWAYS WILLING TO TALK TO PEOPLE.

HOWEVER, UBER, ESPECIALLY UBER, UBER AND LYFT BUT ESPECIALLY UBER HAS MADE IT QUITE CLEAR THEY ARE NOT GOING TO APPROVE ANYTHING THAT INVOLVES FINGERPRINTING.

YOU JUST SAID THAT WE HAVE TO HAVE FINGERPRINTING.

SO IT IS KIND OF AN EXERCISE IN FUTILITY AND KIND OF THE DEFINITION OF INSANITY WHEN WE KEEP TRYING TO DO THE SAME THING OVER AND OVER AGAIN KNOWING FULL WELL WHAT THE OUTCOME IS GOING TO CERTAINLY I THINK THE MOTION HAS BEEN MADE TO KEEP THE DOOR OPEN BUT UNLESS UBER AND LYFT SPECIFICALLY CHANGE THEIR MIND ABOUT FINGERPRINTING THERE IS NOTHING TO DISCUSS BECAUSE WE HAVE TO HAVE FINGERPRINTING AND THAT'S ALWAYS BEEN THEIR BONE OF CONTENTION. SO AGAIN I DON'T KNOW THAT WE NEED A MOTION TO OPEN THE DOOR.

I'M GOING TO VOTE AGAINST IT BECAUSE I DON'T THINK WE NEED A MOTION TO OPEN THE DOOR.

BUT UBER AND LYFT HAVE TO BACK OFF OF THEIR STANCE WHEN IT COMES TO FINGERPRINTING BECAUSE AS YOU JUST SAID WE HAVE TO HAVE FINGERPRINTING.

SO THERE IS REALLY NOTHING FOR THIS BOARD TO DISCUSS WITH UBER AND LYFT UNLESS THEY TAKE A STEP FORWARD AND RECOGNIZE THAT IF THEY ARE GOING TO OPERATE LEGALLY IN HILLSBOROUGH COUNTY THAT THEY NEED TO BE FINGERPRINTED AND I WILL TELL YOU THAT, YOU KNOW, MY EXPERIENCE WITH THE RIDERS IS THEY DON'T MIND.

THIS IS NOT ABOUT THE RIDERS

THE RIDERS ARE MORE THAN WILLING AND ABLE TO COME DOWN TO US AND GET FINGERPRINTED.

FOR THE MOST PART THEY DON'T MIND.

THIS IS A BUSINESS DECISION THAT UBER IS MAKING THAT THEY WANT TO TAKE THIS STAND IN THIS HUGE MARKET AND PLAY POKER WITH US AND SAY THEY ARE GOING TO LEAVE IF WE DON'T BEND TO THEIR WHIMS.

WE JUST FOUND OUT TODAY THERE ARE AT LEAST TWO AND PROBABLY MORE TMC'S THAT ARE WILLING TO FOLLOW THE RULES AND TO DO THE BACKGROUND CHECKS AND WILLING TO PROVIDE A SAFER ALTERNATIVE THAN UBER AND LYFT.

>> VICTOR CRIST: OTHERS?

DISCUSSION?

>> A QUICK POINT OF CLARIFICATION FROM OUR ATTORNEY.

I BELIEVE IT IS MY UNDERSTANDING THAT A SETTLEMENT AGREEMENT COULD AFFORD FOR A BACKGROUND CHECK THAT IS NOT FINGERPRINT AS LONG AS THE TEMPORARY OPERATING AGREEMENT WAS LIMITED IN ITS SCOPE FOR TIME?

>> YES, WE BELIEVE THAT WOULD BE LEGALLY DEFENSIBLE.

>> OKAY.

>> VICTOR CRIST: THAT IS THE ONLY WAY OF FLEXIBILITY AND ENFORCEMENT.

COMMISSIONER HAGAN?

>> QUICKLY, WHILE THE COUNCILMAN IS ACCURATE IN HIS COMMENTS ABOUT THIS BEING AN EXERCISE IN FUTILITY I AGREE WITH COMMISSIONER CRIST I LIKE OPTIONS AND I AM WILLING TO GIVE IT ONE MORE TRY BUT YOU ARE PROBABLY RIGHT.

I'M GOING TO SUPPORT THE MOTION ON THE FLOOR BUT IT IS LIKELY NOT GOING TO RESULT IN ANYTHING.

>> VICTOR CRIST: ANYBODY ELSE FOR COMMENTS?

I'M GOING TO MAKE A DISCUSSION, WE HAVE THREE PEOPLE WHO WENT ON THE RECORD TODAY WHO SAID THEY ARE ROCK SOLID BEHIND A LEVEL TWO.

THE CITY COUNCILMAN, YOURSELF, AND COMMISSIONER HIGGINBOTHAM.

THERE ARE THREE OF US UP HERE THAT SAID THEY WOULD BE OKAY WITH A LEVEL ONE PLUS WAS DONE SEMIANNUALLY.

MANISCALCO MYSELF, AND THE NEW MEMBER OF OUR BOARD.

THAT'S A TIE VOTE.

COMMISSIONER HAGAN IS THE UNKNOWN FACTOR AND IF WE WENT FORWARD WITH TWO OPTIONS, COMMISSIONER HAGAN WOULD MOST LIKELY BE THE ONE TO DETERMINE WHICH DIRECTION WE GO.

AND SO IT MAY OR MAY NOT BE AN ACT OF FUTILITY.

IT ALL DEPENDS ON COMMISSIONER HAGAN AND HIS WISDOM AT THAT POINT.

>> NOTHING LIKE PUTTING SOMEBODY ON THE SPOT.

>> VICTOR CRIST: BUT THE BOTTOM LINE IS THIS.

WE CAN CHANGE OUR RULES, OPEN THE DOOR AND ALLOW MORE TNC COMPANIES TO COME IN RIGHT NOW AND STILL HAVE A COUPLE OF TNC COMPANIES DISREGARDING THE RULES.

OR WE CAN CLOSE OUT THE ISSUE THROUGH A COURT SETTLEMENT WITH THE TWO LARGE TNC COMPANIES AGREEING TO A COURT SETTLEMENT AND HAVE THE BACKING OF THE COURT TO UPHOLD THEM AND THEN EVERYBODY HAS TO FOLLOW THE RULES.

AND SOMETIMES YOU'VE GOT TO GIVE A LITTLE TO GET A LITTLE.

WHAT THAT WOULD GIVE US IS THE FULL ABILITY TO ENFORCE FOR EVERYONE AND EVERYONE OPERATING ON THE SAME PAGE.

SO I REALLY THINK THAT YOUR MOTION IS A CLEVER AND A SMART ONE AND HAVING OPTIONS IS THE RIGHT WAY TO GO AND I WILL BE SUPPORTING IT.

TO CLOSE, DO YOU WANT TO CLOSE?

OKAY.

ROLL CALL VOTE.

SECRETARY, CALL THE ROLL.

THOSE IN FAVOR?

[INAUDIBLE].

>> VICTOR CRIST: THE YESES HAVE IT SO WE HAVE TWO VEHICLES MOVING FORWARD.

WE HAVE ONE VEHICLE THAT THE EXISTING REGULATED INDUSTRIES WOULD BE SOMEWHAT RELUCTANTLY SUPPORTIVE OF WHICH IS A MODIFIED VERSION OF WHAT CAME TO US HERE TODAY WHICH WOULD BE RULEMAKING THROUGH OUR RULEMAKING PROCESS.

THAT WILL OPEN THE DOOR TO ALL TNC'S TO OPERATE IN HILLSBOROUGH COUNTY, BUT WITH A LEVEL TWO BACKGROUND CHECK.

WE HAVE THE SECOND OPTION MOVING FORWARD WHICH IS FOR OUR ATTORNEYS, AND A DESIGNATED MEMBER OF THE BOARD WHICH IS USUALLY THE CHAIR TO REKINDLE NEGOTIATIONS FOR A SETTLEMENT WITH UBER AND LYFT THAT THEY WOULD HAVE TO AGREE TO, BUT IF THIS BOARD VOTES TO ACCEPT IT WOULD BE BACKED BY THE COURTS AND ENFORCED.

SO WE HAVE TWO OPTIONS MOVING FORWARD FOR OUR CONSIDERATION.  
AND ARE THERE ANY QUESTIONS?

OKAY.

SEEING NONE, WE WILL MOVE FORWARD.

KYLE?

>> I WANT TO MAKE A MOTION TO DIRECT THE COUNTY ATTORNEY TO DRAFT AN ITEM FOR THE AGENDA TO BRING BACK FOR THE WAIVE OF FINES.

>> SECOND.

>> WE HAVE A MOTION AND A SECOND.

ALL IN FAVOR?

THOSE OPPOSED?

>> VICTOR CRIST: DONE.

KYLE?

>> THANK YOU, MR. CHAIR.

UNDER NEW BUSINESS PUBLIC HEARINGS LIMOUSINE CERTIFICATE ON TIME TRANSPORTATION SERVICES HAS APPLIED FOR A LIMOUSINE CERTIFICATE AND TWO LIMOUSINE PERMITS.

HEARING OFFICER SUSAN MOORE RECOMMENDATIONS GRANTING THE LIMOUSINE CERTIFICATE ALONG WITH PERMIT.

PTC STAFF CONCURS.

THIS WOULD REQUIRE A MOTION OF APPROVAL.

>> SECOND.

>> VICTOR CRIST: O A MOTION AND A SECOND.

ALL IN FAVOR SAY AYE.

THOSE OPPOSED?

IT PASSES.

>> THE NEXT ONE IS SUNSHINE TAXI HAS APPLIED FOR A TAXICAB CERTIFICATE.

THE HEARING OFFICER SUSAN MOORE RECOMMENDATIONS GRANTING THE TAXICAB CERTIFICATE AND PTC STAFF APPROVES.

>> VICTOR CRIST: ALL IN FAVOR AYE?

THOSE OPPOSED?

PASSES.

LADIES AND GENTLEMEN THAT ARE LEADING THE AUDITORIUM I WOULD ASK YOU TO RESPECT THE BOARD AND COMMISSION AND TO PLEASE KEEP YOUR CHATTER AND CONVERSATION UNTIL YOU MAKE IT OUTSIDE.  
THANK YOU.

ALL CITY TAXI LLC HAS APPLIED FOR A TAXICAB CERTIFICATE AND THE HEARING OFFICER SUSAN MOORE RECOMMENDATIONS GRANTING THE TAXICAB CERTIFICATE.

STAFF CONCURS.

>> VICTOR CRIST: OKAY.

ALL IN FAVOR AYE?

IT PASSES.

>> AS MANY OF YOU ARE AWARE, THERE HAVE BEEN SEVERAL MEETINGS AND VARIOUS NOTICES THAT MUST BE PUBLISHED IN ACCORDANCE WITH THE SUNSHINE LAWS.

CURRENTLY OUR BYLAWS STATE THAT NEWSPAPERS, THAT WE PUBLISH OUR NOTICES IN SHALL BE OF GENERAL PAID CIRCULATION IN HILLSBOROUGH COUNTY THAT ARE PUBLISHED AT LEAST FIVE DAYS A WEEK OF GENERAL INTEREST AND READERSHIP IN THE COMMUNITY AND NOT ONE OF LIMITED SUBJECT MATTER. PURSUANT TO CHAPTER 50 FLORIDA STATUTE.

I RECOMMEND THAT WE AMEND OUR BYLAWS SO IT COINCIDES WITH THE SPECIAL ACT, COINCIDES WITH CHAPTER 50 AND REMOVE OUT THE LIMITATION THAT SAYS THAT THE PUBLICATION THAT WE NOTICE IN MUST BE OF FIVE DAY A WEEK PUBLICATION.

THIS WOULD OPEN UP TO SMALL PUBLICATIONS FOR US TO PUT OUR NOTICES IN.

>> SO MOVED.

>> VICTOR CRIST: WE HAVE A MOTION AND A SECOND.

ALL IN FAVOR, AYE.

THOSE OPPOSED?

PASSES.

>> REVOCATION HEARING FOR NONPAYMENT OF CERTIFICATES AND PERMITS WAS SCHEDULED FOR AUGUST 8, 2016 BETWEEN 9:00 AND 12:00 AT THE PTC OFFICE.

ANY COMPANY THAT HAS NOT PAID THEIR RENEWAL FEES FOR FY '16 PRIOR TO THE CLOSE OF REVOCATION HEARING WILL BE REVOKED AND NO LONGER ALLOWED TO OPERATE.

ONCE THEIR CERTIFICATES AND PERMITS ARE REVOKED THEY WILL HAVE TO REAPPLY IN ORDER TO OPERATE IN HILLSBOROUGH COUNTY.

THIS WOULD REQUIRE A MOTION AND HEARING ACCEPTING HEARING OFFICER BRUCE CURRY'S RECOMMENDATION.

STAFF WOULD REQUEST A SLIGHT AMENDMENT TO THE RECOMMENDATION.

THERE ARE SOME COMPANIES THAT HAVE SINCE PAID THEIR FEES.

THEY WOULD BE GULF COAST LIMOUSINE.

LIMOUSINE CLUB INC., SPARKS LIMOUSINE, SOUTHWEST FLORIDA VACATIONS AND QUALITY OF LIFE SERVICE.

I WOULD REQUEST THAT THEY BE TAKEN OFF OF MR. CURRY'S RECOMMENDATION BUT THE OTHER REMAINING COMPANIES MOVE FORWARD AS REVOCATION.

I WOULD LIKE TO REMIND THIS BOARD THAT TYPICALLY COMPANIES THAT CHOOSE TO GO OUT OF BUSINESS AND NO LONGER STAY IN THE TRANSPORTATION INDUSTRY OFTENTIMES JUST DON'T PAY THEIR FEES IN ORDER TO HAVE THEIR LICENSE CLOSED.

THIS WOULD REQUIRE A MOTION TO ACCEPT MR. CURRY'S RECOMMENDATION WITH THE AMENDMENTS OF KEEPING THE COMPANIES I JUST STATED ON THE RECORD.

>> VICTOR CRIST: ALL RIGHT

WE HAVE A STAFF RECOMMENDATION.

IS THERE A MOTION?

IS THERE A SECOND?

WE HAVE A MOTION TO GO WITH THE STAFF RECOMMENDATION AND A SECOND.

ALL IN FAVOR AYE?

THOSE OPPOSED?

IT PASSES.

>> THANK YOU, MR. CHAIR.

>> DIPLOMAT TRANSPORTATION IS REQUESTING A WAIVER WHICH STATES THAT A LIMOUSINE NEEDS ANY MOTOR VEHICLE FOR HIRE NOT EQUIPPED WITH A TEXAS I METER WITH THE CAPACITY OF 15 PASSENGERS OR LESS INCLUDING THE DRIVER.

THIS DEFINITION CONSISTS OF VEHICLES WHICH ARE RECOGNIZED BY THE INDUSTRY AS LUXURY VEHICLES WHICH ARE CONSIDERED AS HIGH END LUXURY VEHICLES BY THE MANUFACTURER AND VEHICLES THAT HAVE BEEN UNIQUELY MODIFIED SO AS TO PROVIDE LUXURY LIMOUSINE SERVICE.

THE LUXURY QUALITY OF VEHICLES WILL BE DETERMINED BY ASSESSING AESTHETICS AND THE INTERIOR AND EXTERIOR OF THE VEHICLE.

SRQ TAXI MANAGEMENT HAS A CONTRACT USING A SEDAN SERVICE AT THE SARASOTA AIRPORT PERFORMING AS A TAXI AND IT REQUIRES METERS TO BE IN THOSE VEHICLES.

THEY ALSO ARE PERMITTED AND CERTIFICATED IN HILLSBOROUGH COUNTY.

THEIR REQUEST IS TO ALLOW THOSE VEHICLES TO BE PERMITTED HERE AND TO BE USED AT OUR AIRPORT IN A LIMOUSINE FASHION.

WHAT THEY ARE ASKING FOR IS TO BE ABLE TO USE THE SAME VEHICLES EVEN THOUGH THEY'VE GOT A METER IN THEM.

THEY WILL NOT USE THE METER.

THEY WILL COVER THE METER WHEN THEY ARE IN HILLSBOROUGH COUNTY AND NUMBER THREE TO THAT IS THEY WILL MAKE THEIR MANIFEST WHEN MY INSPECTORS ARE AT THE AIRPORT, MAKE THEIR MANIFEST READILY AVAILABLE TO SHOW THAT IT IS A PREARRANGED RIDE AND IN FACT THAT VEHICLE IS ACTING AS A LIMOUSINE AND NOT AS A TAXI.

>> IS THAT THESE RED MINI-VANS, IS THAT THE VEHICLES WE ARE TALKING ABOUT?

>>

>> THEY HAVE A BLACK CAR OR A SEDAN SERVICE.

>> I'M LOOKING AT THE WRONG SERVICE THEN.

>> IS THERE A MOTION?

>> WHAT IS THE STAFF'S RECOMMENDATION?

>> STAFF'S RECOMMENDATION IS TO ALLOW THIS TO HAPPEN.

THEY ARE SUBJECT TO VERY HEAVY PENALTIES IF THEY ARE, IN FACT, FOUND USING THOSE METERS. SO THEY WILL BE BASICALLY DISTRACTED OR TAKEN OUT OF THE EQUATION HERE.

THEY WOULD USE THE SAME CAR BUT THEY WON'T USE THAT CAR IN SARASOTA WITH THE METER BUT THEY THEY WILL USE THE METERS IN BOTH COUNTIES.

HERE THE METER WILL BE DETACHED BUT DOWN THERE IN SARASOTA THEY WILL HAVE THE SAME VEHICLE WITH THE METER IN IT.

>> THE VEHICLES MEET OUR DEFINITION OF LUXURY LIMO?

>> YES, SIR, THEY DO.

>> WE HAVE A RECOMMENDATION.

IS THERE A MOTION?

>> SO MOVED.

>> VICTOR CRIST: MOTION AND A SECOND.  
ANY DISCUSSION?  
SEEING NONE.  
ALL IN FAVOR SAY AYE?  
MOTION PASSES.

>> AMERICAN MED TRANS IS REQUESTING A WAIVER, A HANDY CAB MAY NOT BE A TAXICAB AND NOT OLDER THAN FIVE MODEL YEARS WHEN INITIALLY INSPECTED TO BE PLACED IN SERVICE.  
THEY ARE REQUESTING THAT 11 VEHICLES BE WAIVERED ON THIS.  
THEY ARE OLDER THAN FIVE YEARS OLD, AND WE HAVE INSPECTED ALL 11 VEHICLES AND STAFF RECOMMENDATIONS THAT SEVEN OF THE 11 BE GIVEN A WAIVER.  
THEY ARE NOT TEN YEARS OLD YET AND THEY DO NOT MEET THE CAP BUT THEY ARE OLDER THAN FIVE.  
>>

>> VICTOR CRIST: WHAT IS YOUR RECOMMENDATION?  
>> MY RECOMMENDATION IS THAT WE ALLOW 7 OF THE 11 TO BE GRANTED THE WAIVER AND IF THEY CAN MAKE COSMETIC ADJUSTMENTS TO THE REMAINING VEHICLES WE WILL BRING THAT BACK AT A LATER MEETING.  
>> SO MOVED.  
>> SECOND.

>> VICTOR CRIST: ANY DISCUSSION?  
SEEING NONE, ALL IN FAVOR AYE.  
THOSE OPPOSED?  
IT PASSES.

>> SIR, OTHER THAN THE EXECUTIVE SEARCH ISSUE THAT IS THE END OF THE AGENDA.  
>> VICTOR CRIST: OKAY.  
BEFORE -- I'M GOING TO GO AHEAD AND ASK OUR TWO CONSULTANTS TO COME UP TO THE PODIUM.  
BUT BEFORE WE GO THERE, COME ON UP.  
WE ARE NOW AT THE POINT.  
>> MISS WALGREN?  
>> VICTOR CRIST: HOW MANY APPLICANTS HAVE BE GOTTEN SO FAR?  
>> DANE PETERSON, 203 INDIVIDUALS SUBMITTED RESUMES FOR THIS OPPORTUNITY.  
>> VICTOR CRIST: OKAY.  
AND IT WAS NARROWED DOWN AND IN A BOOK OF HOW MANY WAS PROVIDED TO OUR SEARCH COMMITTEE?  
>> IN FACT, WHAT HAPPENED WAS WE PROVIDED ALL 203 TO THE SEARCH COMMITTEE BUT WITH TEN HIGHLIGHTED IN THE BOOK AND AN ADDITIONAL INFORMATION PROVIDED ABOUT THOSE TEN BECAUSE IN THE OPINION OF MYSELF AND MY STAFF THEY WERE BETTER QUALIFIED CANDIDATES THAN THE OTHERS BUT AT THE END OF THE DAY ALL 203 WERE PROVIDED.  
>> VICTOR CRIST: DID YOU UTILIZE THE OUTCOME OF THE ASSESSMENT OF THIS BOARD AND WHAT WE WERE LOOKING FOR OUT OF THE CANDIDATES IN MAKING THAT SELECTION?  
>> NO, SIR.  
OUR VETTING PROCESS INVOLVED BACKGROUND CHECKS, VERIFYING EMPLOYMENT, VERIFYING COLLEGE DEGREES, TELEPHONE INTERVIEWS WITH THE CANDIDATES, THE VIDEO RECORDED INTERVIEWS THAT WERE ALSO PROVIDED TO EVERYBODY.  
BEVERLY CAN SPEAK TO THIS PERHAPS BETTER THAN I BUT I SEE THOSE QUALITIES THAT WERE IDENTIFIED BY THE COMMISSION AND ANY OTHER STAKEHOLDERS GROUPS AS COMING INTO PLAY AS YOU INTERVIEW IN PERSON THE THREE FINALISTS.  
THIS WAS A CUT TO IDENTIFY WHO ARE THE BEST OF THE BEST AND THEN REALLY A FIT ISSUE AS TO WHO IS THE ONE THAT YOU WOULD HIRE SO WE DIDN'T USE THOSE.  
>> VICTOR CRIST: DANE, I BEG TO DIFFER WITH YOU.  
I THINK WE SPENT THE TIME WITH THIS BOARD TO GET INTO EACH OF OUR HEAD TOSS CREATE A REPRESENTATION, A MODEL OF THE PERFECT PERSON THAT WE WERE LOOKING FOR.  
AND IT WENT BEYOND THE SCIENTIFIC DATA.  
IT WENT INTO WHAT OUR EXPECTATIONS, WHAT KIND OF AN INDIVIDUAL, WHAT KIND OF TALENTS, AND WE BUILT A CONSENSUS FROM THIS BOARD AND THAT REALLY SHOULD HAVE BEEN USED EARLY ON IN DOING THE INITIAL SCREENINGS FOR US FOR OUR FINAL CONSIDERATIONS, BECAUSE THERE COULD HAVE BEEN CANDIDATES THERE THAT MET THE IMAGE OF WHAT WE SAID WE WANTED THAT WEREN'T FINAL CONSIDERATIONS.  
>> IF I MAY, MR. CHAIRMAN, AS I MENTIONED, AT THE END OF THE DAY IT IS THE SEARCH COMMITTEE WHO IS CHOOSING THE THREE FINALISTS, NOT US.  
THEY HAD ACCESS TO ALL 203 AND HAD EVERY FLEXIBILITY TO APPLY THOSE DIMENSIONS ANY WAY THEY CHOOSE TO DO SO.  
>> VICTOR CRIST: I AGREE.  
I AGREE.  
AT THIS JUNCTURE, BEFORE WE TAKE THE LEAP OFF OF THE CLIFF HERE, KYLE?



>> YES, SIR, MR. CHAIR.

>> VICTOR CRIST: WE ARE NOW AT THE FORK IN THE ROAD.

AND I'M GOING TO PUT YOU ON THE HOT SEAT.

YOU GOT TO MAKE A DECISION RIGHT NOW BECAUSE ONCE WE MOVE FORWARD WE'RE MOVING FORWARD. BUT THERE HAS BEEN MANY OF US UP HERE THAT HAVE ASKED YOU TO PLEASE STAY, AND NOW IS THE TIME FOR YOU TO TELL US ARE YOU WILLING TO STAY, AND IF SO FOR HOW LONG.

>> NOW I KNOW WHAT COMMISSIONER HAGAN FELT LIKE A FEW MINUTES AGO.

COMMISSIONER, IF I MAY, AND OTHER BOARD MEMBERS, AND COMMISSIONER THANK YOU VERY MUCH FOR THOSE WORDS.

A COUPLE OF THINGS.

I AM VERY CONFIDENT THAT IN THE NEAR FUTURE, HOPEFULLY THE VERY NEAR FUTURE WE'RE GOING TO HEAR SOMETHING BACK FROM THE SECOND DISTRICT COURT OF APPEALS THAT WILL PUT A LOT OF THIS ISSUE TO REST.

I'M CONFIDENT OF THAT.

THE SECOND THING IS I, TOO, ALBEIT THAT I'M NOT AN ELECTED OFFICIAL AND I DON'T SIT AS A COMMISSION MEMBER BUT AS A DIRECTOR, I WOULD FORMALLY LIKE TO REQUEST THAT THIS LEGISLATIVE SESSION THAT THE LEGISLATORS DO SOMETHING ABOUT THIS ISSUE STATEWIDE.

WE ARE NOT THE ONLY TOWN, CITY, COUNTY THAT ARE HAVING RUB WITH THIS.

THIS IS A STATEWIDE PROBLEM THAT CONTINUES TO BE A THORN IN A LOT OF PEOPLE'S SIDE.

I'M HOPING THAT REPRESENTATIVE SOON TO BE SENATOR YOUNG WILL LEAD THAT CHARGE AND GET SOMETHING DONE IN TALLAHASSEE, AND I THINK THAT WOULD BE TO THE BENEFIT OF EVERYBODY.

SO I GUESS WHAT I AM SAYING IS I'M OPTIMISTIC HERE THAT SOMETHING IS GOING TO BE DONE SO WE CAN MOVE THIS AGENCY FORWARD IN A PRODUCTIVE MANNER.

I AM WILLING TO STAY AND I'M WILLING TO STAY FOR A PERIOD OF TIME THAT WE CAN DISCUSS, BUT WHEN I SAY STAY I DON'T MEAN STAY, YOU KNOW, TWO, THREE, FOUR, FIVE, SIX MONTHS BUT STAYING CONSIDERABLY LONGER THAN THAT.

>> VICTOR CRIST: YOUR DROP PROGRAM YOU ARE IN, WHEN DOES THAT END?

>> MARCH OF 2018.

>> VICTOR CRIST: WHAT HAPPENS AT THAT POINT, DO YOU HAVE TO LEAVE AT THAT POINT?

>> NO, SIR, I DON'T HAVE TO.

I'LL LET CINDY CHIME IN ON THAT.

>> WE'VE BEEN PRESENTED WITH THIS SITUATION BEFORE IN THE COUNTY STRUCTURE AND WHAT WOULD HAVE TO HAPPEN IF WE WANTED TO CONTINUE TO RETAIN THE SERVICES OF MR. COCKREAM WOULD BE TO ENTER INTO AN INDEPENDENT CONTRACT OR ARRANGEMENT WITH HIM AT THE CONCLUSION OF THE 2018 PERIOD FOR AT LEAST A PERIOD OF A YEAR, AND THEN HE CAN RESUME EMPLOYMENT WITH THE PTC, AND THIS IS SO THAT IT WOULD NOT IMPACT HIS DROP BENEFITS AND HAVE A NEGATIVE IMPACT FINANCIALLY ON THIS ORGANIZATION.

>> VICTOR CRIST: SO IS IT YOUR INTENT, IN WANTING TO STAY ON, A WILLINGNESS TO STAY ON AT LEAST UP TO THAT POINT OF 2018?

>> YES, SIR.

>> VICTOR CRIST: OKAY.

ALL RIGHT.

BOARD?

[ APPLAUSE ]

>> VICTOR CRIST: WE GOT A DECISION TO MAKE.

A LETTER OF RESIGNATION HAS BEEN SENT AND ACCEPTED.

WE HAVE ALREADY ENTERED INTO AND NOTICED AND ARE FORMALLY IN THE MIDDLE OF A SEARCH AND AT THIS POINT WE'VE GOT TO MAKE A DECISION ON WHETHER TO CONTINUE OUR SEARCH AND SAY THANK YOU BUT NO THANK YOU TO OUR DIRECTOR OR TO END OUR SEARCH AND WELCOME OUR DIRECTOR BACK ON BOARD AND INTO THE FOLD.

>> MOTION.

>> SECOND.

>> VICTOR CRIST: ANY DISCUSSION?

ALL IN FAVOR AYE?

THOSE OPPOSED?

>> I MOVE THAT WE TEAR UP HIS LETTER OF RESIGNATION.

>> SECOND.

>> VICTOR CRIST: WELL T. IS A PUBLIC RECORD.

DANE AND BEVERLY, YOU TWO ARE OUTSTANDING PROFESSIONALS.

YOU'VE DONE A GOOD JOB THUS FAR, AND KEEP THE FILE BECAUSE THERE IS GOING TO BE A TIME WHEN WE WILL NEED TO REOPEN IT.

AS WE'VE BEEN TOLD TODAY NOT BEFORE 2018.

BUT THANK YOU SO MUCH FOR YOUR SERVICE.

WILL YOU PLEASE NOTIFY ALL OF THE APPLICANTS THAT THE SEARCH HAS BEEN CALLED OFF?  
THAT OUR DIRECTOR HAS HAD A CHANGE OF HEART AND WILL BE REMAINING?  
>> WE WILL DO THAT AND ON BEHALF OF BEVERLY THANK YOU VERY MUCH FOR THE OPPORTUNITY AND  
WE ARE THERE SHOULD YOU NEED US IN 2018.  
>> VICTOR CRIST: I JUST WANT TO MAKE SURE WE DON'T ANGER ANYONE BECAUSE WHEN THE TIME DOES  
COME WE REOPEN WE WANT TO BE ABLE TO ENCOURAGE AND TO BE RESPECTFUL AND INVITE THEM BACK  
TO THE TABLE.  
>> THEY WILL HEAR FROM US TODAY AND IT WILL BE VERY POSITIVE COMMUNICATION.  
>> IF I MAY, JUST OUT OF CURIOSITY, WAS THERE ANY SORT OF -- YOU SPOKE TO ALL OF THE APPLICANTS,  
CORRECT?  
>> NOT ALL 203, BUT A GOOD PORTION OF THEM.  
>> WAS THERE ANY SORT OF SIMILAR THEME AS TO WHY THEY WANTED TO JUMP INTO THIS FRAY?  
>> WELL, WE ASKED THE SPECIFIC QUESTION WHEN WE SPOKE WITH THEM BY TELEPHONE OF WHAT DO  
YOU KNOW ABOUT WHAT IS GOING ON WITH THE PUBLIC TRANSPORTATION COMMISSION AND WHAT DO YOU  
THINK ABOUT THAT, AND ALMOST TO A PERSON, WE HAD ONE WHO SAID YES AND ACTUALLY WITHDREW  
FROM THE PROCESS BUT ALL OF THE OTHERS WERE THE QUOTE WAS SOMETHING LIKE I JUST LIKE A  
CHALLENGE.  
AND SEVERAL OF THEM HAVE TRACK RECORDS OF DEALING WITH THINGS LIKE THAT.  
>> OKAY.  
THANK YOU.  
A GOOD THING, HUH?  
>> MR. CHAIR, THEY HAVE NO IDEA WHAT KIND OF CHALLENGE THEY WOULD BE IN FOR, TRUST ME.  
NO IDEA WHATSOEVER.  
IF I COULD MAKE ONE COMMENT, MR. CHAIR?  
>> VICTOR CRIST: YES, GO AHEAD.  
>> AND I KNOW THERE ARE PEOPLE WATCHING ON TV STILL AND FIRST OF ALL THANK YOU ALL VERY  
MUCH FOR YOUR VOTE OF CONFIDENCE.  
I TRULY RESPECT ALL OF YOUR COMMENTS AND AM HUMBLED BY THE ACTION TAKEN TODAY.  
THE SECOND THING I WOULD LIKE TO SAY IS I KNOW THERE IS STILL MEDIA WATCHING AND PEOPLE  
WATCHING ON TV AND PEOPLE HERE IN THE AUDIENCE AND I THINK SOMETHING VERY IMPORTANT WAS  
MISSED TODAY IN THE CONVERSATION OF REMOVING THESE RULES FORWARD IN ONE FORM OR ANOTHER.  
EVERYBODY SITTING UP HERE RECEIVED AN AWFUL LOT OF COMMUNICATION, PHONE CALLS, E-MAILS FROM  
CONSTITUENTS IN YOUR RESPECTIVE DISTRICTS AND COMMUNITY AND I THINK IT IS EXTREMELY IMPORTANT  
FOR OTHER POLITICIANS AND THE CONSTITUENTS IN YOUR DISTRICTS TO UNDERSTAND THAT THEY SPOKE  
AND YOU LISTENED.  
THEY SPOKE AND YOU LISTENED.  
98% OF THE COMMUNICATION WE HAD TO US WAS REGARDING THE 7 AND 7.  
YOU CAME OUT OF THE CHUTE WILLING TO REMOVE THAT.  
SO THE ALLEGATIONS ABOUT THIS BOARD BEING CLOSED-MINDED, PROTECTIVE IN NATURE, ARCHAIC,  
I DON'T EMBRACE THAT FOR A MOMENT.  
AT ALMOST EVERY MEETING YOU ADDRESS SOMETHING RELATED TO RULES THAT YOU ARE CONTINUOUSLY  
TRYING TO UPGRADE AND AMEND TO MAKE BETTER.  
THE PEOPLE SPOKE AND YOU LISTENED.  
AND I THINK THAT GOT OVERSHADOWED TODAY BUT I WOULD LIKE TO APPLAUD EACH ONE OF YOU FOR  
THAT.  
COMMISSIONER CRIST, I THINK IT IS VERY IMPORTANT FOR THE PEOPLE TO REALIZE THAT.  
THEY DIDN'T DIG THEIR HEELS ON THERE.  
COMMISSIONER AND I HAVE HAD MANY, MANY CONVERSATIONS CONCERNING THESE RULES OVER THE LAST  
SEVERAL MONTHS, AND COMMISSIONER CAME UP WITH THE THOUGHT I MEAN WE HAD IT AWHILE BACK ABOUT  
THE PREARRANGED ISSUE AND SO FORTH.  
AND, COMMISSIONERS, THANK YOU FOR NOT JUST LISTENING TO THE CONSTITUENTS BUT TO BE FLEXIBLE  
IN THIS AND WILLING TO PUT SOMETHING FORWARD AND MOVE ON.  
>> VICTOR CRIST: THANK YOU, KYLE.  
ANOTHER POINT FOR THE MEDIA AND THE LISTENING PUBLIC.  
THERE WERE NO LOSERS TODAY AND THERE WERE NO WINNERS TODAY.  
WHAT HAPPENED TODAY IS TWO WAYS OF DEALING WITH THIS ISSUE AND TWO POSSIBLE PROPOSALS MOVED  
FORWARD.  
ONE THAT THE RIDE SHARE UBER LYFT COMPANIES FAVOR AND ONE THAT THE CAB COMPANIES, LIMOUSINE  
COMPANIES AND SOME OF THE OTHER RIDE SHARE COMPANIES THAT ARE HAVE NOT COME INTO THIS MARKET  
FAVOR.  
SO WE HAVE TWO DIFFERENT OPPORTUNITIES TO DEBATE, TO CONSIDER, TO LOOK AT, AND, YOU KNOW,  
THAT IS GOOD RULEMAKING, THAT IS GOOD DECISION MAKING.  
THAT IS GOOD LEGISLATING BECAUSE WE HAVE GOT A LEVEL PLAYING FIELD AND WE HAVE OPTIONS.

ANYTHING ELSE TO COME BEFORE US TODAY?

>> JUST TO CLARIFY.

YOU KNOW, IT IS THEY KEEP TALKING ABOUT A LEVEL PLAYING FIELD AND I KNOW IT IS NOT OUR JOB TO DICTATE COMMERCE AND TRY TO MAKE THINGS EQUAL FOR EVERYBODY, BUT, YOU KNOW, UNTIL SOMETHING GETS DONE AT THE AIRPORT THERE WOULD NEVER BE A LEVEL PLAYING FIELD.

THE TAXI COMPANIES AND LIMOS PAY TENS OF THOUSANDS OF DOLLARS A MONTH JUST FOR THE OPPORTUNITY TO BE ABLE TO PICK UP PEOPLE AT THE AIRPORT.

UBER AND LYFT, THEY PAY NOTHING SO IF WE ARE GOING TO BE INTELLECTUALLY HONEST WITH EACH OTHER, SOMETHING HAS TO BE DONE THERE AS WELL.

IF EVERYBODY WANTS TO HAVE A LEVEL PLAYING FIELD, THAT'S SOMEPLACE ELSE THAT NEEDS TO BE LOOKED AT, AND, YOU KNOW, IT IS -- THIS IS NOT IN FAVOR OF CAB OR TMC'S BUT THE OVERWHELMING RESPONSE I GOT FROM THOUSANDS OF PEOPLE WAS THAT THINGS NEEDED TO BE FAIR, THERE NEEDED TO BE A LEVEL PLAYING FIELD.

THERE ISN'T AT THE INTERNATIONAL AIRPORT NOT RIGHT NOW.

SO THAT IS SOMETHING FOR TAMPA BAY BUSINESS JOURNAL TO LOOK AT, SOMETHING FOR ALL OF THE OTHER JOURNALISTS TO LOOK AT THAT IF YOU TRULY WANT A LEVEL PLAYING FIELD THAT'S SOME PLACE SOMEBODY NEEDS TO LOOK AT.

THANK YOU.

>> VICTOR CRIST: COOL BEANS.

ANYTHING ELSE TO COME BEFORE US?

COUNCILMAN MANISCALCO MOVES WE RISE.