

Monterey County Regional Taxi Authority

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Monterey • City of Pacific Grove
City of Salinas • City of Sand City • City of Seaside • Monterey Peninsula Airport District*

Board of Directors Regular Meeting

February 28, 2011

10:00 am

MST Conference Room
One Ryan Ranch Road, Monterey

TRANSPORTATION: Ride Line 8 Ryan Ranch-Edgewater to MST Office

1. CALL TO ORDER

- 1-1. Roll call.
- 1-2. Pledge of Allegiance.

2. CONSENT AGENDA

- 2-1. Review highlights of Agenda. (Carl Sedoryk)

These items will be approved by a single motion. Anyone may request that an item be discussed and considered separately.

- 2-2. Minutes from the regular meeting of December 20, 2010. (Theodore Kosub) (p.1)
- 2-3. Informational minutes from the regular meeting of January 28, 2011. (Theodore Kosub) (p.7)
- 2-4. Adopt revised schedule of TAC meetings. (Theodore Kosub) (p.11)

End of Consent Agenda

3. SPECIAL PRESENTATIONS

4. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Members of the public may address the Board on any matter related to the jurisdiction of The Monterey County Regional Taxi Authority but not on the agenda. There is a time limit of not more than three minutes for each

speaker. The Board will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time, either individually, through staff, or on a subsequent agenda.

5. COMMITTEE REPORTS AND PRESENTATIONS

No action required unless specifically noted.

5-1. Receive update from RTA staff. (Carl Sedoryk)

5-2. Highlights from the TAC meeting of February 17, 2011. (Theodore Kosub)

6. BIDS/PROPOSALS

7. PUBLIC HEARINGS

8. UNFINISHED BUSINESS

8-1. Appoint alternates to the TAC. (Theodore Kosub) (p.13)

9. NEW BUSINESS

9-1. Introduce ordinance for the uniform regulation of taxicabs within the jurisdiction of the Monterey County Regional Taxi Authority. (Hunter Harvath) (p.15)

9-2. Refer draft taxi Equipment, Safety, Security and Operational Policy to TAC for review. (Hunter Harvath) (p.43)

9-3. Taxi services at the Monterey Peninsula Airport. (Hunter Harvath) (p.49)

10. REPORTS & INFORMATION ITEMS

The Board will receive and file these reports, which do not require any action by the Board.

10-1. Taxi Stakeholder meeting notes from February 15, 2011. (p.51)

11. COMMENTS BY BOARD MEMBERS

11-1. Reports on meetings attended by Board members at RTA expense. (AB1234)

12. ANNOUNCEMENTS

13. CLOSED SESSION

As permitted by Government Code §64956 et seq. of the State of California, the Board of Directors may adjourn to Closed Session to consider specific matters dealing with

personnel and/or pending possible litigation and/or conferring with the Board's Meyers-Milias-Brown Act representative.

14. RETURN TO OPEN SESSION

15. ADJOURN

NEXT MEETING DATE: March 28, 2011 in MST Conference Room.

NEXT AGENDA DEADLINE: March 17, 2011

Materials related to an item on this Agenda submitted to the Board after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration office at 1 Ryan Ranch Road, Monterey, CA during normal business hours.

Upon request, Monterey County Regional Taxi Authority will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service at least 5 days before the meeting. Requests should be sent to Monterey County Regional Taxi Authority – c/o Theodore Kosub, MST, One Ryan Ranch Road, Monterey, CA 93940 or tkosub@mst.org

MONTEREY REGIONAL TAXI AUTHORITY
BOARD OF DIRECTORS
REGULAR MEETING
December 20, 2010

One Ryan Ranch Road, Monterey

1. CALL TO ORDER

Chairman Sanchez called the meeting to order at 3:00 pm. in the MST Conference Room. A roll call was conducted and The Pledge of Allegiance followed.

Present:	Karen Sharp	City of Carmel-By-The-Sea
	Libby Downey	City of Monterey
	Alan Cohen	City of Pacific Grove
	David Pendergrass	City of Sand City
	Sergio Sanchez	City of Salinas
	Mary Ann Leffel	Monterey Peninsula Airport District (3:21)
Absent:	Kristin Clark	City of Del Rey Oaks
	Ian Oglesby	City of Seaside
Staff:	Angela Dawson	Accountant
	Hunter Harvath	Asst. General Manager/Finance & Administration
	Tom Hicks	CTSA Manager
	Theodore Kosub	Executive Asst. to the General Manager/CEO
	Carl Sedoryk	General Manager/CEO
	Kathy Williams	General Accounting Manager
Others:	John Cardinalli	Yellow Cab
	Steve Cardinalli	Yellow Cab
	Andy Cook	TAMC
	Roy Graham	Citizen
	Kathi Krystal	Associated Taxi
	David C. Laredo	De Lay & Laredo
	Phil Penko	Monterey Police Department
	J. Scott Philips	Citizen

Apology is made for any misspelling of a name.

2-1. – 2-5. Consent Agenda

The consent agenda items consisted of the following:

2-2. Minutes of the regular meeting of November 14, 2010.

2-3. Adopt Schedule of Meetings

Director Downey suggested the RTA meeting in July be corrected to read July 25, 2011, a Monday.

2-4.

Scott Phillips thought an approval of the resolution allowing the RTA administrator to conduct background checks was premature. Specifically, he was concerned with the fees.

Greg Yancey, RTA Administrator, stated that the background check resolution was required to get the permitting process moving.

2-5.

Scott Phillips thought the Taxi Administration Program Regulations were problematic and unworkable.

Carl Sedoryk stated that the Program Regulations were an effort to combine all RTA adopted ordinances into a single document, so that numbering was uniform and easy to reference.

Director Sanchez asked Mr. Phillips to cite a specific paragraph in the regulations that was problematic.

Director Pendergrass commented that Mr. Phillips should be able to cite a specific chapter and verse if he objected to anything in the Program Regulations.

Mr. Sedoryk stated that Program Regulations could be modified as necessary going forward, but adoption of the Taxi Administration Program Regulations was essential to get RTA moving forward.

Director Cohen asked about the insurance requirements contained in the Taxi Administration Program Regulations.

Director Pendergrass moved to approve the items on the consent agenda. The motion allows the Technical Advisory Committee to make minor corrections and adjustments to the Taxi Program Administration Regulations. The motion was seconded by Director Sharp and carried unanimously.

3. SPECIAL PRESENTATIONS

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

John Cardinalli expressed the opinion that the RTA Board members were arrogant and unprofessional. He thought the RTA Board did not take the process seriously and were acting ridiculous.

Roy Graham suggested the RTA and the Taxi industry work together to help secure contracts that benefit taxi business. He thought a positive attitude was required for the process to work effectively.

Scott Philips wanted clarification on how Orange County information was mixed into the RTA.

5. COMMITTEE REPORTS

5-1.

Minutes of the TAC subcommittee meetings of November 23, 2010 and December 7, 2010.

5-2.

Mr. Yancey gave a presentation on his recent activities and provided Board Members with an informational packet.

Mr. Phillips thought the document provided by Mr. Yancey did not meet requirements, was unclear and did not add up.

Tom Mancini was concerned about the inspection of taxicab vehicles. He thought an on-sight inspection was inadequate and asked Mr. Yancey for clarification.

Mr. Yancey clarified that the on-sight inspections were not mechanical, but were visual to make sure that all vehicles had meet requirements outlined by the JPA. Further, he clarified that mechanical inspections would have to be completed before his visual inspection and documentation of the mechanical inspection would be required.

6. BIDS / PROPOSALS

7. PUBLIC HEARINGS

8. UNFINISHED BUSINESS

8-1. Appoint alternates to the TAC Board.

Mr. Sedoryk stated the TAC had requested the RTA Board allow alternates with voting powers.

David Laredo, General Counsel, clarified that without alternate voting power, obtaining a voting quorum would be difficult.

Director Cohen asked if alternate applications had been received and inquired if alternates were required to fill out the form 700.

Carl Sedoryk commented that applications would be solicited from potential TAC alternates.

Director Downey asked how many form 700s had been received and asked if alternates were required to take AB1234 training.

The General Counsel commented that his office would provide the training and that 700 forms were due in April.

Director Downey provided a motion continuing the item at the next RTA meeting. Applications will be considered at the next meeting and a subcommittee will recommend alternate appointments to the RTA Board. The motion was seconded by Director Cohen and passed unanimously.

8-2. Appoint remaining members to the TAC.

Chairman Sanchez spoke to the importance of adequate representation for the Salinas area on the TAC.

Director Sharp provided a motion that appointed applicants to vacant positions on the TAC. Gerardo Alejo is the appointee for Taxi Driver slot with Kathi Krystal as an alternate. Eddie Estrada is the appointee for hospitality-restaurant slot. The motion was seconded by Director Downey and carried unanimously.

9. NEW BUSINESS

9-1. Adopt Taxi Permit and Fee Program

Mr. Yancey gave an overview of the proposed permit fees.

Mr. Sedoryk commented the fee structure was a starting point and that the TAC could evaluate the fee structure and recommend changes to the RTA Board.

Director Sanchez inquired as to the status of airport fees.

Director Leffel suggested support of approving the proposed fees with the caveat that the airport may come back with additional fees after it determines which option works best. She suggested a disclaimer stating that there will be additional airport fees.

Director Sanchez asked if other jurisdictions had been studied for a comparison of proposed fees.

Mr. Sedoryk stated that Orange County had been studied as a model and the proposed fees were comparable.

Public Comment

Scott Phillips thought the fees were too high and asked for a vehicle inspection sheet.

Steve Cardinalli thought the fee structure was misleading and excessive. He also thought the Orange County model was bad and suggested the fee schedule would lower the total amount of cabs in Monterey County.

John Cardinali said the RTA was ruining the Taxi industry. He thought prices would rise, with MST as the ultimate winner.

Roy Graham suggested keeping fees at a minimal level so that drivers were not priced out of the industry.

Mr. Sedoryk commented the RTA had start-up costs and jurisdictions had joined the RTA in an effort to relieve themselves of the administrative burden. Administrative costs formerly passed to participating RTA jurisdictions are now being passed on the RTA. As such, the administrative costs must be raised through the proposed fees.

Director Sanchez asked for a breakdown of the 160,000 in RTA program costs at the next meeting. Furthermore, he asked for a breakdown of the taxicab inspection fee.

David Laredo clarified the RTA is not allowed to make a profit, but was allowed to have a small reserve fund.

Director Pendergrass inquired about existing permits and wondered how they fit into the permitting scenario.

Director Downey asked if Phil Penko could clarify the City of Monterey's current permitting situation. Mr. Penko commented that due to ordinance changes, the city was no longer able to issue taxi permits.

Director Downey moved to adopt the schedule of permit fees with the stipulation that the TAC may suggest amending the schedule of fees. The motion calls for any changes to be suggested no later than the February 28 RTA meeting. If changes are not suggested by February 28, the fees will remain as approved. Director Sharp seconded the motion and it carried unanimously.

9-2.

Director Pendergrass asked how staff had come up with senior scrip program costs. Mr. Sedoryk replied that cities had been contacted and provided MST with cost information.

Director Pendergrass provided a motion that directed staff to contract with jurisdictions interested in establishing and funding an RTA senior scrip program. The motion requires RTA permitted taxicabs to accept senior scrips. The motion was seconded by Director Leffel and carried unanimously.

10. REPORTS & INFORMATION ITEMS

10-1.

Mr. Laredo gave an overview of a letter his office provided regarding an EIR.

10-2.

Mr. Sedoryk pointed out the RTA's response letter to the Public Information Act (PRA) request.

11. COMMENTS BY BOARD MEMBERS

Director Downey suggested adding several items to the TAC meeting agenda: EIR CEQA, scrip program, Scott Philips RFQ concern and a time schedule that gives the RTA Board pertinent information in a timely manner.

12. ANNOUNCEMENTS

13. CLOSED SESSION

14. RETURN TO OPEN SESSION

15. ADJOURN

There being no further business, Chairman Sanchez adjourned the meeting at 5:10 p.m.

Prepared by: _____
Theodore Kosub, Deputy Secretary

MONTEREY REGIONAL TAXI AUTHORITY
BOARD OF DIRECTORS
REGULAR MEETING
January 28, 2011

One Ryan Ranch Road, Monterey

* This meeting was inquorate and for informational purposes only.

1. CALL TO ORDER

Vice-Chair Downey called the meeting to order at 10:00 a.m. in the MST Conference Room. A roll call was conducted and The Pledge of Allegiance followed.

Present:	Karen Sharp	City of Carmel-By-The-Sea
	Libby Downey	City of Monterey
	Alan Cohen	City of Pacific Grove
	Mary Ann Leffel	Monterey Peninsula Airport District
Absent:	Kristin Clark	City of Del Rey Oaks
	Sergio Sanchez	City of Salinas
	David Pendergrass	City of Sand City
	Ian Oglesby	City of Seaside
Staff:	Angela Dawson	Accountant
	Hunter Harvath	Asst. General Manager/Finance & Administration
	Tom Hicks	CTSA Manager
	Theodore Kosub	Executive Asst. to the General Manager/CEO
	Carl Sedoryk	General Manager/CEO
	Kathy Williams	General Accounting Manager
Others:	John Cardinalli	Yellow Cab
	Steve Cardinalli	Yellow Cab
	Roy Graham	Citizen
	Kathi Krystal	Associated Taxi
	David C. Laredo	De Lay & Laredo
	J. Scott Philips	Citizen
	Richard Segal	Nab-A-Cab

Apology is made for any misspelling of a name.

2-1. – 2-4. Consent Agenda

The consent agenda items consisted of the following:

2-2. Minutes of the regular meeting of December 20, 2010.

2-3. Taxi Fee and Permit Update

Board members suggested a more detailed breakdown for RTA expenses to date, specifically administrative and salary/wage categories.

Scott Phillips suggested a breakdown for types of taxi drivers that includes owner, owner/operator and driver would be helpful. He was also concerned with Taximeter rates.

John Cardinalli though MST staff and board members were communists.

Richard Segal expressed his desire for the RTA to start issuing permits so that he could begin operating within the RTA.

2-4. Adopt Schedule of TAC meetings

A schedule of potential TAC meetings was presented.

3. SPECIAL PRESENTATIONS

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Scott Philips wanted clarification regarding the proposed taxicab inspection sheet and mentioned the importance of adhering to federal requirements.

5. COMMITTEE REPORTS

5-1. RTA Administrator Update

Greg Yancey, RTA Administrator, gave an update on his activities during the last month.

6. BIDS / PROPOSALS

7. PUBLIC HEARINGS

8. UNFINISHED BUSINESS

8-1. Appoint alternates to the TAC Board.

No action taken.

9. NEW BUSINESS

9-1. Direct staff to prepare ordinance.

No action taken.

10. REPORTS & INFORMATION ITEMS

11. COMMENTS BY BOARD MEMBERS

Director Downey inquired as to Monterey Airport's status in considering how to proceed with potential taxicab fees.

12. ANNOUNCEMENTS

13. CLOSED SESSION

14. RETURN TO OPEN SESSION

15. ADJOURN

There being no further business, Vice-Chair Downey adjourned the meeting at 11:35 p.m.

Prepared by: _____
Theodore Kosub, Deputy Secretary

Agenda # **2-4**
February 28, 2011 Meeting

To: Board of Directors
From: T. Kosub, Executive Assistant to General Manager/CEO
Subject: 2011 TAC Meeting Schedule

RECOMMENDATIONS:

Review and Adopt the attached Technical Advisory Committee meeting schedule for 2011.

FISCAL IMPACT:

None

POLICY IMPLICATIONS:

None

DISCUSSION:

TAC meetings are scheduled for the second to last Tuesday of the month. Certain meetings deviate from the normal schedule in order to avoid holidays and conflicts with staff schedules.

Attachment: 2011 MST-RTA-TAC Meeting Schedule Matrix

PREPARED BY: _____ REVIEWED BY: _____
Theodore Kosub Carl G. Sedoryk

MST Board	RTA TAC	RTA Board
March 7, 2011	March 22, 2011	March 28, 2011
April 11, 2011	April 19, 2011	April 25, 2011
May 9, 2011	May 17, 2011	May 23, 2011
June 13, 2011	June 21, 2011	June 27, 2011
July 11, 2011	July 19, 2011	July 25, 2011
August 8, 2011	August 16, 2011	August 29, 2011
September 12, 2011	September 20, 2011	September 26, 2011
October 10, 2011	October 18, 2011	October 31, 2011
November 14, 2011	November 22, 2011	November 28, 2011
December 12, 2011	December 13, 2011	December 19, 2011

To: Board of Directors
From: T. Kosub, Executive Assistant to General Manager/CEO
Subject: Proposed Technical Advisory Committee Alternates

RECOMMENDATION:

Receive and approve proposed TAC member alternates.

FISCAL IMPACT:

None

POLICY IMPLICATIONS:

Appointments to the TAC require approval of The Monterey County Regional Taxi Authority (RTA) Board.

DISCUSSION:

At the RTA meeting on December 20, 2010, staff was directed to solicit alternate applications. TAC members have suggested the following as alternates:

<u>TAC Member</u>	<u>Suggested Alternate</u>
Gerardo Alejos	
Alma Almanza	
COL Darcy Brewer	CAPT Gerral K. David, USN
Theresa Canepa	Tom Mancini
Steve Cardinalli	Mike Cardinalli
Eddie Estrada	
Christine Erickson	Andy Klingelhoefner
Roy G. Graham	
Tom Greer	Ken Griggs
Hunter Harvath	Tom Hicks
John Narigi	Gary Curiso
Phil Penko	Michael Klein
Chris Sommers	Vince Daniels

PREPARED BY: _____ REVIEWED BY: _____
Theodore Kosub Carl G. Sedoryk

To: Board of Directors
From: Hunter Harvath, Assistant General Manager – Finance & Administration
Subject: Monterey County Regional Taxi Authority Regulations

RECOMMENDATION:

1. Introduce and hold a first reading of an Ordinance (Attachment 1) that would establish regulations for the Monterey County Regional Taxi Authority (RTA).
2. Direct publication of ordinance.

FISCAL IMPACT:

None

POLICY IMPLICATIONS:

The proposed Regulations, if adopted, have significant policy implications. The proposed Regulations cover: insurance requirements, rates and fares, condition of vehicles, inspection of vehicles, drug testing of drivers, the establishment of taxi-stands, acceptable conduct of drivers, and the permitting process for both owners and drivers, among other policies.

DISCUSSION:

ARTICLE VII of the RTA Bylaws states that the RTA Board shall adopt policies, and perform other activities required to further the mission and goals of the Regional Taxi Authority and to comply with federal, state and local laws. The proposed "Monterey County Regional Taxi Authority Taxi Administration Program Regulations" (Attachment 2) would establish many regulations in furtherance of these goals. To adopt an ordinance, your Board must introduce it for its first reading at the February 28, 2011, meeting. At the March 28, 2011, meeting of your Board, the ordinance will have its second reading and will be subject to a public hearing. At the April 25, 2011 meeting, your Board will have the opportunity to formally adopt the ordinance.

PREPARED BY:  HUNTER HARVATH
REVIEWED BY:  CARL G. SEDORYK

Attachment 1: Ordinance No. 2011-01
Attachment 2: Monterey County Regional Taxi Authority Taxi Administration Program Regulations

To: Board of Directors
From: Hunter Harvath, Assistant General Manager – Finance & Administration
Subject: Equipment, Safety, Security and Operational Policy

RECOMMENDATION:

Adopt taxi Equipment, Safety, Security and Operational Policy.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

The proposed Policy, if adopted, would have significant implications. The proposed Policy covers many aspects of taxicab operations. The Policy gives the RTA the authority to ensure that taxicabs, taxicab owners, and taxicab operators provide safe, clean, and reliable transportation to the community.

DISCUSSION:

The Taxi Administration Program Regulations call for the adoption of an Equipment, Safety, Security and Operational Policy. This Policy would further the mission and goals of the Regional Taxi Authority and would facilitate compliance with federal, state and local laws. At the February 28, 2011, meeting of your Board, this draft policy (Attachment 1) was referred to the Technical Advisory Committee for input and recommendations. The input received from the TAC at its April 19, 2011, meeting is as follows:

[input items to be added later this afternoon after the TAC meeting]

Based on this input, staff has made revisions to the proposed policy and has presented it in “strikeout” form in Attachment 2. Pending direction of your Board, staff

would bring back a revised draft ordinance that would enact the Equipment, Safety, Security and Operational Policy. Because the policy would be adopted by ordinance, it would be subject to a first reading, second reading/public hearing, and final adoption process that would take place over the course of at least 2 successive meetings of your Board.

Attachment 1: Draft Equipment, Safety, Security and Operational Policy as referred to TAC on February 28, 2011.

Attachment 2: Revised Draft Equipment, Safety, Security and Operational Policy as edited by staff after April 19, 2011 TAC meeting.

PREPARED BY: _____ REVIEWED BY: _____
Hunter Harvath Carl Sedoryk

To: Board of Directors
From: Hunter Harvath, Assistant General Manager – Finance & Administration
Subject: Taxi services at the Monterey Peninsula Airport

RECOMMENDATION:

Receive update on taxi services at the Monterey Peninsula Airport and provide direction to staff.

FISCAL IMPACT:

None

POLICY IMPLICATIONS:

Your Board is responsible for hearing issues related to the terms and conditions of the Monterey County Regional Taxi Authority Joint Powers Agreement, including the Addendum related to taxi services at the Monterey Peninsula Airport District (MPAD).

DISCUSSION:

In accordance with Section 3 of the Addendum to the Monterey County Regional Taxi Authority Joint Powers Agreement, MPAD “shall continue to exercise reasonable and good faith efforts to investigate moving toward an open-entry system for taxicabs at the airport.” In that regard, MPAD staff conducted a study of possible strategies to implement an open-entry system at the airport. At the September 8, 2010, meeting of the MPAD Board of Directors, airport district staff presented a series of seven open-entry options and discussed the feasibility of each. Based on input from the Board of Directors, both airport and MST staff have continued researching one of the options. At the February 28, 2011 meeting, staff will provide your Board with an update of progress to date of this research and will seek further direction from your Board.

PREPARED BY:



Hunter Harvath

REVIEWED BY:



Carl G. Sedoryk

SUMMARY OF COMMENTS RECEIVED AT TAXI DRIVER MEETING
TUESDAY, FEBRUARY 15, 2011

The meeting was attended by approximately 20-25 drivers representing most cab companies with the exception of Central Coast and Associated. There was a representative from Salinas Cab there.

There was considerable frustration and suspicion over MST's involvement in this process. They saw MST as direct competition for all the same reasons mentioned previously. They saw that having elected officials serving on both the MST and RTA Boards was a conflict of interest. When I asked for specifics I was told that the MST board was there to make sure MST is profitable.

They asked for a little background on how MST came about being tasked to oversee the RTA which I provided. When I talked about the RTA proposal going before the elected bodies of each participating agency, one driver suggested that our Mayor, MST rep, and TAMC rep should have recused themselves from the vote because they were already decided and committed.

After hearing demands that MST be removed, I told them I did not have the juice to make MST go away and was doing everything I can to make this a viable, workable and equitable situation.

Here are some of the key messages I took away from the meeting:

- When we talked about the fee spreadsheet, I was told that previously possessing the City of Monterey taxi permit allowed a driver to operate in PG, DRO, Sand City and Seaside (apparently Seaside looked the other way and did not enforce their permit process). The only added expense was the \$20 sticker that had to be purchased to operate in Carmel.
- There were many questions about the \$415 inspection fee. Previously, Monterey used three garages to conduct them. The associated fee was \$72.00. For the same service in Salinas the fee ranged from \$65-\$85 dollars. There were a number of questions about what made up the \$415. (That needs to be spelled out clearly once and for all).
- One driver mentioned that drivers had been told that they would be allowed to raise their fares to offset the increased cost. He said he did not want to do that because he would lose customers – most likely to MST – and indicated this was what MST wanted from the beginning.
- The Salinas Cab representative recognized that a monopoly is not a good thing and, although he did not intend to operate in Monterey routinely, he liked the idea of being able to pick up a customer in Monterey without the risk of being cited.

- One driver suggested that at least in Monterey taxi drivers are not supported by law enforcement. He mentioned that in Las Vegas when someone throws up in a taxi, the police are called and they make certain the driver is compensated for the cleanup of their cab on the spot. Here, the police simply tell the driver it's a civil matter.
- The closure of DLI to one gate after 10:00 PM or midnight (I heard two different times) is a concern. One attendee mentioned that this is being looked at by the installation command.
- There were several questions about the amount of money being paid the third party administrator. There was concern that because he was on contract with MST he would do their bidding and undermine the success of the taxis.
- The extension letter was discussed. I briefed them on the fact the Central Coast was sent the letter for their drivers. I was asked to ensure all taxis receive a copy of that letter. Apparently there was outside law enforcement working the AT&T and several drivers were stopped and questioned about their expired permit. I assured them I would pass that on.
- Speaking of special events, many drivers felt MST had an unfair advantage since MST is often involved in the special event planning yet offers from the taxi industry to be involved have fallen on deaf ears. AT&T and Laguna Seca were mentioned as examples.
- Another example offered involving special events was the AT&T and the fact the drivers were moved further and further from the bag drop as the event continued. They were told to move by different sources (CHP, PB Security, etc) yet MST continued to run without interruption or displacement.
- Several drivers voiced frustration over the hospitality industry saying taxi service was inadequate yet cabs are routinely "run off" by major hotel staff if they park in front of the hotel too long.
- The limited number of taxi stands was mentioned (only two in Monterey). This makes it difficult for drivers to be near the major venues.
- Another driver indicated that while it might be true that taxi available can be stretched thin on Friday and Saturday nights, he indicated this was not the case other days of the week and shouldn't be a reason to totally change the way the taxi industry must operate. One driver asked if drivers from other companies could get an amended access pass on Friday and Saturday nights to assist with the high volume of bar calls in Monterey.
- The standing of the airport and taxi service was discussed. The group was told that the TAC has received a list of alternatives from the airport that would allow

them to continue receiving the revenue they require but nothing has been decided.

- Scott Phillips asked the drivers about driving the handicap-ready cabs MST is obtaining. There was unanimity that no one was interested in driving them. One driver suggested that as competition increases for fares, drivers will be less inclined to pick up “scrip calls” because they are not very profitable.
- One driver suggested to the group that they form an association so they can have a unified voice. There was talk back and forth about this forming into a bargaining unit.