

**MINUTES**

**PUBLIC TRANSPORTATION COMMISSION**

**WEDNESDAY, JUNE 9, 2010**

**COUNTY COMMISSIONERS' BOARD ROOM**

**601 E. KENNEDY BLVD., SECOND FLOOR**

**I. CALL TO ORDER**

*The meeting of the Public Transportation Commission was called to order by Chairman Kevin White at 9:07 a.m. The following Commission members were present:*

*Chairman Kevin White  
Councilman Joseph Caetano  
Commissioner Ken Hagan  
Commissioner Rose Ferlita*

*Board of County Commissioners  
City of Tampa  
Board of County Commissioners  
Board of County Commissioners*

*The following Commission members were absent:*

*Commissioner Dan Raulerson  
Councilman Mark Knapp*

*City of Plant City  
City of Temple Terrace*

*Chairman White welcomed Councilwoman Linda Saul-Sena to the PTC*

**II. INVOCATION AND PLEDGE OF ALLEGIANCE**

*Chairman White led the Commission in the invocation and pledge of allegiance.*

**III. SWEARING IN OF WITNESSES**

*Chairman White performed a mass swearing in of the witnesses wishing to speak before the Commission.*

**IV. AUDIENCE PARTICIPATION**

*Mr. Micheline came forth to speak on behalf of the Hillsborough County Towing Association to ask about closing at 5:00 p.m. instead of 6:00 p.m. and whether or not closing at 6:00 p.m. was allowed by State statute. Mr. Micheline said the Sheriff's Office, and the Tampa Police Department investigated and that the Towing Association went to them for an interpretation and legal research regarding the matter. In addition, they went to the County Attorney's office. Mr. Micheline said that the issue was the operation of the towing business and the economy and how much it was costing towing companies. He requested a very specific answer from the County Attorney's office and offered to provide documentation from both the Sheriff and the TPD indicating that the State Statute does not say that towing companies have to stay open until 6:00 p.m. for consensual towing, but only relates to nonconsensual towing. He requested that the Board reconsider the issue and allow wrecker companies to close at 5:00 p.m., but that did not mean that they would not be available for calls since they have to be available for those and have to open the gate if someone comes in so that the gate can be unlocked in order to release the vehicles. He contended that having an individual on the premises for an*

*additional hour is causing the towing businesses to suffer severe expenses regarding overtime expenses. Therefore, he requested that the PTC take action to change the hour of closing or ask the County Attorney to research the issue.*

*Chairman White asked if it was Mr. Micheleni's testimony that the Sheriff's Office and Tampa Police Department and their legal staff looked into this matter and that there was no objection on their part to wrecker companies closing at 5:00 p.m.*

*Mr. Micheleni said that it was and that these agencies had provided letters indicating that they had no objection to the change in closing time based on the research of their legal staff and that they prepared a letter to the PTC and that it has been provided to the Board.*

*Councilwoman Saul-Sena asked Attorney Perez about this matter. Attorney Perez said that he had provided advice regarding interpretation of the statute. The statute governing nonconsensual towing does require that the wrecker companies be open until 6:00 p.m. The PTC's wrecker rules currently cover nonconsensual towing which only requires that they be open until 5:00 p.m.*

*The Chairman pointed noted that there are two issues to separate here. Attorney Perez said that the statute appears to differentiate between consensual and nonconsensual towing so there would be two different closing times.*

*Councilwoman Saul-Sena said that it seems that a great need for towing would occur at the end of the work day. She asked if people who needed to collect their cars after these closing hours would be charged higher fees because it is after the regular 9:00 a.m. to 5:00 p.m. workday.*

*Mr. Micheleni said that the effect would be that there would be no requirement to have staff on the premises. There would be a cell phone or contact number required for someone to call according to PTC rules, but the business would not be required to keep a person on the premises so they would not have to pay anyone overtime to stay. There is still a requirement to release the car within 30 minutes if someone calls and goes to the lot to pick up his car.*

*Ms. Saul-Sena said that she felt it was the PTC's job to protect consumers. She wanted to know how many calls come into these companies between 5:00 and 6:00 p.m. to see the amount of activity and how it would affect the clients. So, she felt that it would make the consumer's lives much easier if they could just drive up to the gate and have someone open it rather than have to wait for someone to answer a cell phone. She suggested maybe opening later in the day.*

*Mr. Micheleni said that the rules are that they have to be open at 8:00 a.m. and the typical workday is 8:00 a.m. to 5:00 p.m. and he wanted to separate the issue between consensual and nonconsensual towing. There was discussion about the kind of tow and if someone got into an accident versus if someone's car was impounded because of a DUI.*

*Ms. Saul-Sena said she just felt that it was a matter of convenience for the consumer and Mr. Micheleni said it was just a matter of 30 minutes, but the towing industry has to pay that overtime.*

*Ms. Saul-Sena suggested that they not make that time overtime, but rather make it part of their day and adjust the hours to make it a legal 40 hour week. Mr. Micheleni said that the hours could not be adjusted.*

*Ms. Saul-Sena asked Mr. Micheleni to find out the number of clients whose needs are met during that hour of the day.*

*Mr. Michelini said that he would make that call and ask a larger company, someone like Stepps Towing, and ask how many calls come in between 5:00 p.m. and 6:00 p.m., but he felt it was nominal.*

*Director Padilla just wanted to go on record as saying that PTC staff has never been against the wrecker companies closing at 5:00 p.m., and the rules and law are for private property impounds. He said that recently, on May 26, 2010, Governor Crist signed a bill giving the PTC jurisdiction over private property impounds. With a small staff at the PTC, there would be two sets of rules governing all of these companies and staff would have to determine whether these companies only do rotation calls or if they do private impounds as well. The rule regarding the 8:00 a.m. to 6:00 p.m. hours of operation have been in place for many years and have served the public well. If they were changed it would confuse the proper enforcement of the rules on these wrecker companies since so many of these towing companies do consensual and nonconsensual towing. Ms. Saul-Sena verified that the Director suggested leaving the rule as is for the sake of consistency and he said yes.*

*Chairman White said, putting the legal hurdle aside and looking at the enforcement aspect, then if the customer calls at that hour, what would the problems be? The Chairman wanted the towing industry to come up with suggestions that would help the Board and staff in making this process easier. Ms. Saul-Sena also pointed out that in dealerships, the hours are 7:00 a.m. until 7:00 p.m. to assist customers since they can go before or after regular work hours and she considered that to be consumer-friendly and offered that as a suggestion to the towing association. Mr. Michelini suggested restricted wrecker permits could be used.*

V. REPORTS – For receipt and filing – May, 2010

- A. Inspector's Report – May, 2010
- B. Fiscal Year Status Report
- C. Year-to-Date Report

*Motion to approve the reports section of the agenda was made by Commissioner Ferlita seconded by Councilwoman Saul-Sena and carried unanimously.*

VI. CONSENT ITEMS

- A. May 12, 2010 Public Transportation Commission meeting minutes
- B. Approval of Public Vehicle Driver's Licenses – May, 2010
- C. Administrative Change application from West Coast Transportation Services, Inc. for an ownership change and name change to Bay & Beach Cab, LLC
- D. Lobbyist Report – May/June, 2010

*Motion to approve consent portion of the agenda was made by Commissioner Hagan, seconded by Commissioner Ferlita and carried unanimously.*

VII. ATTORNEY'S REPORT

## VIII. OLD BUSINESS

### A. Taxi, Limousine, Van, Handicab and BLS Ambulance Service Rule Changes

*Director Padilla mentioned that this item was presented at last meeting, the item was brought back as to this meeting as requested and staff was prepared to discuss them at this time. He also said that after further review, rule 7.2 will remain as is and no changes will be made to this rule. The Chairman asked if there was any public comment regarding rule 7.2 from industry?*

*Director Padilla said that if not, it was requested for the Board to move staff recommendation to approve the rest of the rules.*

*Jake Piascik of Dream Limousine came forth and asked if Director Padilla could clarify about rule 7.2 as it is written. Director Padilla said that what it means is the rule remains the same as it is written today.*

*Motion to move staff recommendation to approve rule changes was made by Commissioner Ferlita, seconded by Councilman Caetano and carried unanimously.*

### B. Budget FY11

*Director Padilla pointed out the budget and summary in the old business portion of the agenda. He said that reviewed the budget with Commissioner Raulerson who is a CPA and who assists PTC staff with money matters. The budget appeared to be in order and was presented for the Board's review and approval.*

*Chairman White said that he spoke to Commissioner Raulerson and has agreed with the findings that the PTC budget is in good standing.*

*Motion to move approval of the PTC's FY11 budget was made by Commissioner Ferlita, seconded by Councilman Caetano and carried unanimously.*

## IX. NEW BUSINESS

### A. Public Hearings

#### 1. Limousine Service Applications

- a. Bay Area Transportation, LLC (Plant City, FL) – limousine certificate and two (2) unrestricted limousine permits

*Director Padilla read the recommendation for Bay Area Transportation, LLC's application or certificate and permits recommendation. Owner Doug Wheaton came forth and stated that he had asked for four permits instead of two.*

*Councilman Saul-Sena asked about the process and Director Padilla explained the hearing officer process and its basis in the PTC rules. Ms. Saul-Sena asked who the hearing officer was and Director Padilla answered that it was Paul Marino. She wanted to know if there were a certain number of permits or a percentage of permits allowed and Director Padilla said there was no cap, the number was based on the hearing officer's recommendation alone. She asked how often a certificate holder can*

*apply and Director Padilla answered that they could apply after 12 months. She asked if there was a cost and the Director said yes and that more permits can be recommended through staff if the company is in good standing. He said that if the apply before the year is up or for more than two, they have to go before the hearing officer.*

*Councilman wanted clarification of the initial request for two, but then recommendation of the granting of four at the hearing and it was confirmed that he was correct.*

*Jake Piascik from Dream Limousine came forth and said that one of the other items is that as the hearing office looks at what the request is he also looks at need and necessity and what is in the area and surrounding area and now there are 10 companies. So he felt that this is one of the other areas that is looked at as far as criteria with need and necessity.*

*The Chairman White said that the agenda should be corrected to say four permits, not two and Director Padilla said yes. Ms. Saul-Sena asked if there is a an annual reassessment and Director Padilla said that the hearing officer asks what the number of permits and certificates are in the area, this information is disclosed in this meeting's agenda backup and he hearing officer then makes a recommendation. Ms. Saul-Sena asked if there is an incremental assessment of the need. Director Padilla said the number of permits is addressed at the hearing with the individual and what the applicant will need to survive based on his business plan and economical situation. Chairman White said that if there are ten companies in an area what triggers the cap on need and necessity. Director Padilla said that is difficult to assess because for example, unlike taxis, Pinellas County has more permits than Hillsborough. Ms. Saul-Sena said she would get Attorney Perez to brief her.*

*Councilman Caetano made a motion to grant the four permits to Bay Area Transportation, LLC, seconded by Commissioner Hagan and carried unanimously.*

- b. Crystal Logistics, LLC (Tampa, FL) – limousine certificate and three (3) unrestricted limousine permits

*Director Padilla read the hearing officer's recommendation to grant a limousine certificate and two of the three unrestricted limousine permits to Crystal Logistics, LLC. The Chairman asked if anyone from the company was present and they were, but no one spoke.*

*Motion to approve the application for certificate and two (2) unrestricted limousine permits to Crystal Logistics, LLC was made by Commissioner Ferlita seconded by Commissioner Hagan carried unanimously.*

## 2. BLS Ambulance Service Applications

- a. Crisis Center of Tampa Bay, Inc. d/b/a TransCare Medical Transportation Service – application for two (2) additional BLS ambulance permits on their already existing BLS Ambulance certificate

*Director Padilla informed that this item was continued from the May meeting. He said that on June 1, 2010, the PTC was informed by the applicant's attorney that Transcare requested to withdraw the application and that the hearing on June 3, 2010 be canceled. The allegations that this company is moving outside of the restricted status will be investigated by staff.*

*No one wanted to speak so Commissioner Ferlita said that this issue is a non-issue and the Chairman agreed that no action needed to be taken.*

### 3. Discussion Regarding Red Top Cab Company Litigation and Neighborhood Electric Vehicles

*Attorney Perez briefed regarding the Red Top Cab Company Litigation and NEV's issue as an add on item. It provided to the Board by staff from the PTC and to have discussion regarding Red Top and NEV's. He pointed out the backup are items that he provided. As the documentation is being passed, by memo he briefed the board. He said that this was regarding a lawsuit brought by Red Top and they are a certificate holder owned by Louis Minardi. The matter is about the "green fleet". These are regular passenger vehicles that are operated by the typical cab service and operate upon gratuities. They display advertising on the vehicle. They are environmentally friendly and are hybrids like Explorer hybrids and the Prius and they are either reserved or waved down and operate similar to neighborhood electric vehicles. The issue came up in the context of this board's conversation about NEV's. In that context, it went to litigation with Red Top seeking a declaration. Since it operated similarly to the NEV's they questioned if they had to operate by the laws of the PTC. The issues were about compensation and the judge's order is that these agencies receive gratuities s they are subject to PTC's rules and regulations. There is no action required regarding Red Top's green fleet, but regarding NEV's if they are operation similarly, they would be subject to the PTC's jurisdiction. Therefore, the question is if the commission wants to make NEV's eligible or not to receive permits. Some of the considerations last time were safety and insurance. Regarding safety, many people spoke regarding the dangers of these vehicles and the St. Pete Times did an article about the institute for safety and seeing if they are for public transportation or private use. If they are for private use, they should not be on the road with other vehicles. They are minimally safe. They have no cages, airbags, crumple zones and the insurance commission said they are not safe. This body needed to make sure that the insurance, for PTC purposes, applies to these vehicles. The insurance was provided, but it did not have "for hire" and taxi companies pay more for insurance because of the associated risk of transporting strangers all day long. Those are the issues and provided we could overcome those, there are rule changes that need to take place to make that happen.*

*Ms. Saul-Sena said that the question is what is the PTC's role? Is it to be completely protective of the industries that are given the grant to serve the public or to be broader and serve the public. He view is that the Board is supposed to be balanced and consumer friendly. The consumers love the NEV's. She said that taxis go all over the place, but Nev's stay in the urban center. She felt that the Board should develop rules that assign the area and develop rules that are more correct in that limited context because she thinks the issues are different.*

*Commissioner Ferlita agreed that the PTC should be customer friendly, but that safety of the traveling public is more important. She felt that the PTC has gotten a lot of criticism in the past and that the issue was so elongated that the Board did not know where to go. With NEV's under the purview of the PTC, the challenge is for legal staff and PTC staff to come up with subcategories and a limited scope of service. Commissioner Ferlita said that safety is paramount and it is the Board's primary concern. She felt that the Board needed to look at this issue to see how NEV's fit into the scope of the PTC's purview while being fair to them, but not unfair to taxi and limo drivers. She said that these vehicles are cute, but we have to be safe. Commissioner Ferlita asked Attorney Perez to call St. Petersburg for information. It is different in Pinellas because there is no PTC there. Regulation of these vehicles is now under the PTC's watch so she wants to make it fair, quick and safe and make them accountable according to insurance requirements. She asked to have Mr. John Madiedo weigh in as to if there is a company that will insure NEV's. Her concern was to get this process going quickly and not make the same mistake twice. She asked for Attorney Perez to speak about the issue and then Mr. Madiedo.*

*Attorney Perez said that there is a similar body under St. Petersburg's government, but they operate under the limited area of the downtown area. There are three or four companies that applied, but did*

*not follow through in Hillsborough County. Green Go's insurance lapsed. There is one company operating one vehicle. With regard to the insurance, what is spelled out in the PTC's insurance requirements is the coverage level in the insurance section of the rules and that is taken into consideration and as long as the ordinance and coverage are in line then they make it go forth.*

*John Madiedo gave testimony as to the St. Pete Beach Commission regarding this matter and one of the things that they enacted is that the certificate of insurance must specifically state that this insurance covers "for hire public conveyance exposures". The problem in the past is that insurance certificates were provided because they had insurance for advertising or courtesy service for amusement. It was a fraud because an insurance certificate that was provided that presented that did not comply with the requirements put in place by the legislature in 2006. Mr. Madiedo spoke about all of the coverages. The PTC has raised the bar which was in place and has been in place for many years. They do not have the wording that the certificate provides the coverage for the service. Therefore, the certificate provided was not accurate, so the insurance needed to be defined so that the PTC will know that what it is permitting as it should be. First Commercial was closed down in Florida on October 9, 2009 because of their business practices. Mr. Madiedo said that, at this time, he had no knowledge of any insurance company in the State of Florida that would cover an NEV for "for hire" service.*

*Commissioner Ferlita asked if these owners were held to a standard of accountability, would there then be a possibility that they would be covered. She said that the Board wants them to be safe, but it appeared that there was no company able to cover them. Ms. Ferlita said that got some bad press and that we did not do anything intentionally to close the NEV businesses down. She asked what could be done to find a carrier that would cover them.*

*Mr. Madiedo said that the question was partially answered by Attorney Perez with the report he presented. He said that what was a great barrier to getting the question answered has now been clarified and they recommended that these vehicles do not be insurance for public transportation.*

*Commissioner Ferlita asked Attorney Perez if there was a way to find someone to cover them or if the passenger can sign a release. Attorney Perez said that there was nothing that addresses the signing of a release and that it would be up to the Commission if they want to warn someone about the lack of insurance. Mr. Madiedo asked what would happen if the taxicab companies were allowed to just have their customer sign a waiver. He said that the reality is that the Board has to give a proper evaluation of exposure and then give an honest representation of what they bought.*

*Commissioner Ferlita asked Attorney Perez to do the research and see what's out there and what the PTC can do since it is charged with the oversight to put the NEV's out there, but not at a risk to the public. She suggested a workshop and said a lot of dialogue was needed.*

*Attorney Perez said he would be happy to contact other jurisdictions regarding this matter.*

*Commissioner Ferlita said that she wanted the PTC to accept the responsibility to make sure that if there is accident and someone is hurt, that the Board has done its diligence to protect the public.*

*Councilman Caetano said that the big issue is insurance and that if the Board is going to be concerned about the general public as passengers in NEV's, it seemed as if they cannot be insured. He said that he had asked someone to research with the manufacturer and was told that these vehicles cannot be insured for public liability so he will not support this.*

*Councilwoman Saul-Sena said that she wanted to look at other cities in Florida that allow these vehicles to see what they have done. She said that the core issue was safety, and that certain roads*

*should be precluded. The Board could look at those perimeters because the speed limits in those areas are less. There are other small vehicles as well and these also have very different considerations to be allowed to be used in the city. Attorney Perez said that State Statute prohibits these vehicles from being used on roads with certain speed limits, but cities or counties can also prohibit them from traveling on certain roads.*

*Chairman White said that the issue is public safety. He said that there was an article circulated from the City of Orlando five or six weeks ago where a girl fell out of an NEV.*

*Councilwoman Saul-Sena said it was a personal vehicle.*

*Chairman White said that the girl died. He said that there is a big issue with the public's safety. He gave an example of an accident that happened in front of the courthouse where a car hit a Chevy S10 and "flipped it". Therefore, if an NEV was traveling on a green light and someone hit it, it would be hard to imagine the amount of devastation with no protection on that vehicle. He said he is not against NEV's but he felt that the Board needs to make sure that the traveling public is as safe as it can be an exposure is limited and travelers know the risk and know that they are safe or that they are signing a waiver of the insurance and giving up their rights. NEV's are operating in the urban core, but they go between social hot spots. The Chairman asked how someone who has been drinking and has his judgment impaired can sign a waiver. He said that these are potential situations that the Board will be dealing with as NEV's come into the PTC's purview. He said staff needs to look at a different classification and needs and necessity and where these vehicles would be in and then look at insurance, safety belts, turn signals, lights, and safety procedures, etc.*

*Attorney Seth Mills, counsel for Red Top's litigation spoke next. He said that Attorney Perez gave an accurate report about what happened and worked well with staff to get to a just and correct decision from the court. Seth read from a transcript: the court believes that the intent of the regulation in part or whole is to protect and uphold the safety so that the safety of the consumer is not compromised. One of the major points is that there is a serious public safety concern and someone has to regulate these vehicles. He said that the young lady who died in that accident, the vehicle was driving 6 miles per hour. There could be written releases created. But, green fleets electric/gas cannot be treated differently than any other certificated holders. The PTC cannot treat them in any irrational or different way. The evidence is that there is a greater risk of injury. He felt that, if anything, that should require more insurance rather than less to protect the public. Many tourists do not understand that these vehicles are not going to protect their interests like other vehicles. Signage can be put in place, but it will not help because people ignore warnings. Mr. Mills urged the Board to take hold of the judge's ruling. NEV companies are subject to the rules because they receive compensation. He said that whatever decisions that the Board makes, other industries will try to take advantage of that as well and get out of the PTC's regulatory control. He said that St. Pete just voted to regulate these vehicles just like all other vehicles. Everyone is requiring the insurance that they cannot provide and most everyone is requiring safety equipment.*

*Chairman White asked if anyone in the NEV industry wanted to speak. Chris Ireland owner of Green-Go's came forth. He said that fairness means that if this new rule is compensation for advertising this will include hotels as well so he asked why it is directed to just NEV's. He felt that it will apply to everyone said that everything should truly be fair. He said that NEV's do not have proper insurance. He said that just because John Madeido could not find it does not mean they do not have it but they are not giving away family recipe. He said that this service is loved by other cities, but he believes that he is trying to protect special industry, not competing with taxis. He asked why NEV's should be held to the same standards. He said that there has not been a single incident. The six year old was riding a golf cart; NEV's require seat belts and they have to meet that criteria—a NEV is not considered a golf cart.*

*He said that people can choose. NEV owners are not forcing them to get in the cars, it is a choice. He said that they want to be regulated, cannot go all over town, and cannot generate the kind of business that taxis can. He said that all they have asked for is to be treated fairly. He felt that if everyone is on the same playing field courtesy services should be regulated.*

*Commissioner Ferlita asked Attorney Perez about the hotel shuttle services. Attorney Perez said that in the law, certain vehicles are carved out and courtesy vehicles are in that group and that is in the statute. They are not under our purview according to Florida Law.*

*Commissioner Ferlita said that she took offense that Mr. Ireland said that the PTC is supporting special interest. The PTC has to regulate them. It is not barricading them from doing business. She said that when these companies come back, to make sure that there is no leak that someone can say that the Board is picking on them. She said that whoever falls under the purview where the Board is obligated to regulate them, has to follow the rules, but she wants staff to come back with information so that the Commission can make sure no one feels picked on.*

*Chairman White said that staff could come back with workshop dates. Commissioner Ferlita said that a subcategory might be needed to see what the amount is that they will pay in fees and but the accountability needs to be the same.*

*Director Padilla wanted to know what staff is supposed to do—should staff enforce this or not?*

*Chairman White said that we need to enforce regulation of NEV's and it falls under the PTC's purview and it has no choice but to enforce. Mr. Ireland said that if they fall under our jurisdiction, do we mandate that Yellow Cab and every other taxi company provide insurance? Director Padilla said that the answer to that question it yes, staff does require that taxi companies provide proof of insurance. Chairman White said that under those circumstances, Green-go's has to give up the recipe.*

*The Chairman asked what would happen if another taxi company refused to provide proof of insurance and Director Padilla said they would be suspended and the vehicle would be cited.*

*Director Padilla said that first it has to be defined and then they will be regulated. Right now they are unregulated.*

*Councilwoman Saul-Sena pointed out that there is no meeting in July, but suggested having a special workshop. She was concerned that the PTC ran everyone out of town and there are a number of tourist activities coming to Tampa and maybe there should be a workshop in July and some of the PTC members who could attend would be there.*

*Commissioner Ferlita said normally those workshops do not include Commissioners. She asked why the PTC could not just have a special meeting. She disagreed with the choice of words that the PTC ran everyone out of town. With the receipt of something from the Court, the matter should not be delayed. She wanted to give Attorney Perez the opportunity to the research and then his office could contact the PTC members and not have a workshop. Commissioner Ferlita would also like Ms. Christine Burdick's input and put the matter to rest.*

*Chairman White said to Attorney Perez and Director Padilla that he believes that the NEV's fall under the PTC's purview at the time and Attorney Perez said yes. He asked about the insurance and Attorney Perez said that the certificates and permits are needed so they need the insurance. Chairman White asked if until these items are acquired, these industries are non-compliant and wondered about the issue of enforcement. He said he thought enforcement should begin immediately. Director Padilla and*

*Attorney Perez agreed. But, Councilwoman Saul-Sena said that the PTC did not have any goals. The Chairman said that they are for hire and, Attorney Perez agreed. So, the Chairman said anything operating under PTC guidelines falls under its purview. He told Director Padilla begin enforcement immediately.*

*The Chairman asked Mr. Michelini for an update regarding the towing question earlier in the meeting. Mr. Michelini said that the answer to how many after calls were received after 5:00 p.m. at Stepps Towing is only one and it costs them \$1,000 per month for one vehicle per month.*

*Director Padilla asked for clarification, since the PTC regulates 62 towing companies for government towing, of those, how many towing companies are do consensual towing?*

*Chairman White said that issue will be taken up under advisement and hopefully in August the PTC will have an answer*

X. ADJOURNMENT

*There being no further business, the meeting of the Public Transportation Commission adjourned at Adjourned 10:24 a.m.*

*\*\*\*This is not an official, verbatim transcript of the June 9, 2010 PTC meeting. It should be used for informational purposes only\*\*\**

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*Jacqueline E. Calleja, Administrative Specialist*

**NEXT COMMISSION MEETING – August 11, 2010**