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|  | **OFFICE OF THE**  **CITY COUNCIL** |  |
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March 12, 2015

(5 p.m.)

**Topic:** Discussion of drafting rules for ride share companies that more closely resemble the regulations taxi and limousine companies must follow in Duval County.

**Location:** Conference Room A, 4th Floor, Suite 425, 117 West Duval Street, Jacksonville FL 32202

**Attendance:** Council Member Greg Anderson, Council Member Stephen Joost, Guy Smith, COJ Parking; Nancy Coppen, Jacksonville Aviation Authority; Matt Hunt, ride share driver; Robert Glaeser, Coastal Cab; Bob Braddock, Checker Yellow Cab; Marc Blount, First Coast Corporate Transportation; Cherry Shaw, OGC; Jack Shad, OPP; Luis Parra, ride share driver; Jeff Majors, citizen; Jason Teal, OGC; Dan Macdonald, ECA District 8.

**See attached sign in sheet for full list of attendees.**

Meeting convened: 10:03 a.m. Monday March 10, 2015

Council Member Greg Anderson chaired the meeting speaking to the growing litigation and pending legislation statewide pertaining particularly to Uber, UberX and Lyft. He said that governments are often slow to react and this is a case where government has been slow to keep up with new app technology. He said that in his travels he uses both traditional taxies as well as ride sharing.

Council Member Stephen Joost said Jacksonville is operating on a two-tiered system and he’d like the rules to be drafted so that all companies involved are competing on a level playing field. He is a proponent of car inspections by a certified mechanic and that taxies, limousines, and ride share vehicles have medallions proving they have been inspected.

Guy Smith of the city’s vehicle inspection department explained that cabs are inspected every 120 days and that each car becomes part of the city’s database. The cost is $32 for the initial inspection for a new car in the fleet and $15 for every subsequent inspection. The inspections take between 10 and 12 minutes are done in a central location at 1251 Jessie Street.

CM Joost asked if it was possible to have the inspections at more than one location for the sake of convenience.

Jack Shad, Public Parking Officer, said school buses are inspected at the location where they are maintained. All is needed is an area to set up jacks and a long enough stretch of pavement to check braking distance.

The conversation left inspections and spoke to the need for commercial insurance in order to receive a medallion. Matt Hunt, a shared ride driver, said he cannot personally afford that insurance. CM Joost said that the commercial liability insurance comes into play only when a ride share driver has his phone on to accept driving assignments.

The conversation returned to inspections with CM Joost wanting to make sure that if there is just one inspection location that demand doesn’t cause long backups. He looked to the tax collector and JEA, which both have satellite offices.

There was some confusion on whether the code calls for a seven-point or 19-point inspection. Cherry Shaw will investigate that issue.

Marc Blount, of First Coast Corporate Transportation, voiced his concerns about how Uber and Lyft flaunt local regulations throughout the country and wanted to debate the difference between a taxi and a ride for hire. He said if you are charging a passenger by the minute or the mile, you are operating a cab. He also question that if a customer cannot pay by cash (as is the case in the ride share model), is the entire community being served by the ride share companies.

Ms. Shaw was asked to look into the background check process and how it compares to state requirements.

Blount said proposed Council Member Matt Schellenberg legislation that calls for once-a-year inspections may be good for private vehicles that average 15,000 miles a year, but a single cab logs between 75,000 and 100,000 per year. More inspections are needed, he said.

Mr. Shad said that if demand does cause longer wait times, more bays and can be opened at the Jessie Street location and more people can be hired using the money charged for the increased number of inspections.

Returning to insurance and medallions, the stumbling block to the drive share cars getting medallions is that the company has to register and have the insurance on each driver. Uber and Lyft have not been interested in doing that.

Ms. Shaw was asked to look into state insurance coverage requirements.

Because ride share vehicles are not marked, Bob Glaeser of Coastal Cab said there are “gypsy” ride share companies following the Uber and Lyft model (not affiliated with Uber or Lyft) that may not have adequate insurance. Jeff majors, a ride share driver, said that in Miami a third offence by a gypsy driver results in impounding the car and is a misdemeanor offense.

Mr. Shad said that unlike other cities, Jacksonville does not limit the number of medallions that it issues.

The meeting adjourned at 11:14 p.m.

Minutes package: Meeting notice, minutes, attendance sheet, audio recording, 2015-127, worksheet.

Minutes prepared by Dan Macdonald. The written minutes for this meeting are only an overview of what was discussed. For verbatim comments for this meeting, please listen to the audio CD.