



Memorandum

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: Councilmember Donald Rocha
SUBJECT: AIRPORT GROUND TRANSPORTATION PROGRAM
DATE: August 22, 2014

Approved Don Rocha Date 8/22/14

RECOMMENDATION

That the Council approve the staff recommendation, as follows:

1. Approve the recommendation contained in the memo from Kim Aguirre dated August 19, 2014 to extend the Taxi San Jose contract until March 31, 2015.
2. Approve the RFP language attached to the memo from Kim Aguirre dated August 21, 2014.

ANALYSIS

I appreciate staff's most recent refinements to the RFP language put forward in their supplemental dated August 21st and am willing to support moving their proposal forward despite my concerns with the model the Council has chosen. I wish we had chosen a different approach back in March, but I recognize that the decision has already been made and do not seek to change it now.

My most serious concern with the initial draft of the RFP language was with the provisions that allowed taxi companies to decide which of their drivers would work at the airport. Under that system, I was concerned that the City would be put in the middle of disputes between companies and drivers over whether the companies were fairly distributing airport work among their drivers, just as we were before the current model was adopted in 2005. Such a model would not achieve the stated objective of the Council majority to bring more "equity" to the distribution of airport work as companies would not be required to treat drivers equitably.

The most recent RFP language proposed in staff's August 21st memo addresses this problem by requiring that companies submit the names of all of their drivers who express interest in airport work. If properly implemented, this provision could reduce the risk that the City would be caught in the middle of disputes between companies and drivers.

That's not to say that there won't be other problems with this model: it will dramatically increase the number of drivers at the airport, making it more difficult for airport drivers to make a living, and it could also make it more difficult for cab companies to schedule drivers to meet their business needs. I still think we would have been wise to choose a different model, but given the improvements to the RFP language I'm willing to support it today. My support in the future, however, will depend on the responses we receive to the RFP. We should not proceed with this model if we do not receive proposals that show how it can be implemented effectively and at reasonable cost.