Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466, FAX 619.234.3407

Agenda

Item No. 25d

Joint Meeting of the Board of Directors for
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

ADM 110.11 (PC 50761)

April 26, 2007

SUBJECT:

MTS: ADMINISTRATIVE HEARING – WHITE TOP CAB

RECOMMENDATION:

That the Board of Directors deny the protest filed by White Top Cab regarding the MTS Evaluation Committee's Request for Proposals (RFP) review and score process based on the following findings:

- Notice of hearing for protest reconsideration was properly provided to White Top Cab.
- City of San Diego Policy No. 500-02 authorized the Evaluation Committee to consider all relevant factors pertaining to taxicab services and to use its discretion in using and modifying the RFP proposal requirements.
- In its September 11, 2006, RFP, MTS utilized proper criteria for the evaluation and scoring of the proposal submitted in response to the RFP.
- In scoring and evaluating the proposals of White Top Cab, Nice Cab, Cool Cab, and Somali Taxi Association, the Evaluation Committee properly performed its evaluations and scoring and did not violate any law or regulation or otherwise act in an arbitrary, irrational, or capricious manner.

Budget Impact

None.

Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company.

MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

DISCUSSION:

White Top Cab claims that the Evaluation Committee utilized criteria not set out in San Diego City Council Policy No. 500-02; in particular, criteria for wheelchair access and impact on competition and customer choice.

The City's policy allows the Evaluation Committee to consider all relevant factors and use its discretion in developing and modifying the RFP proposal requirements. Wheelchair access, customer choice, and taxicab competition are relevant factors for taxicab operations and permit selection. Further, the scores of all qualifying proposals were prepared by impartial evaluators, and their evaluations were not arbitrary, irrational, or otherwise capricious.

BACKGROUND

Pursuant to City of San Diego Council Policy No. 500-02, the City established a policy for the issuance of additional taxicab permits, which required 50% of the new permits to be issued using an RFP process. The policy provided:

1. **50% of new permits are issued using a Request for Proposal ("RFP") process, in which qualified persons, companies, business, corporations, and other entities may submit Proposals meeting specified requirements.** Proposers will be evaluated based on experience, financial viability, and proposed quality and level of service, and other relevant factors. **(Ex. 1.)**

Policy No. 500-02 included an Attachment C—guidelines for the RFP process that set out various proposal requirements and provided the following:

> RFP Evaluation Criteria
>
> A key issue in the RFP process is the basis for selecting awardees. **The selection committee is to exercise its discretion to use and/or modify the RFP Proposal requirements set forth,** and evaluate Proposals using criteria that address qualifications as well as ongoing monitoring and evaluation of Proposers' level or quality of service and accountability. (Ex. 1, Attachment C, p. 3.)

To comply with the policy, MTS prepared and issued an RFP to participate in the issuance of 20 additional taxicab permits on September 11, 2006. (Ex. 2.)

The RFP stated the evaluation criteria for the Evaluation Committee to evaluate the proposals provided that the proposal is complete and contains the required documentation. The criteria awarded points as follows:

1.	Experience	20 points
2.	Operations	20 points
3.	Drivers	15 points
4.	Monitoring and evaluation	15 points
5.	Facilities	10 points
6.	Vehicles	7 points
7.	Management	10 points

The RFP also provided for bonus points for the following categories:

1.	Wheelchair-accessible service	10 points
2.	Impact on competition and customer choice	5 points

The Evaluation Committee utilized the RFP evaluation criteria for those proposals that met the minimum requirements stated in the RFP.

White Top Cab's proposal was reviewed, evaluated, and scored by the Evaluation Committee and awarded a total of 226 points. The three highest-scoring proposals were:

Nice Cab	271 points
Cool Cab	263 points
Somali Taxi Association	245 points

White Top Cab filed a timely protest claiming that the scoring and evaluation included criteria not enumerated in Policy No. 500-02, in particular, the bonus points awarded for impact on competition and choice and wheelchair service. White Top Cab appears to also generally complain about the points awarded to the three highest-scoring proposers.

San Diego City Council Policy No. 500-02 empowers the Evaluation Committee to consider all relevant factors pertaining to the taxicab services and to utilize its discretion in using and modifying the RFP proposal requirements. Taking into consideration wheelchair access and impact on competition and customer choice are certainly relevant factors to consider and assess.

With regard to the evaluations, the RFP Evaluation Committee members were comprised of a City of San Diego staff member and two other representatives with backgrounds in transportation who were not affiliated with the San Diego taxicab industry. Each member signed a conflict of interest statement certifying that they had no personal or financial interest in the operation or permitting of taxicabs in the San Diego area. The members evaluated and scored those proposals having met the minimum requirements. The proposals were evaluated by the Evaluation Committee based on the contents of the proposal and the evaluation criteria set out in the RFP. (See Exs. 12-15.)

All Evaluation Committee discussions were attended by the consulting firm of Shaller Consulting to verify compliance with the RFP and Council Policy No. 500-02, and voting tabulations were accumulated and verified by the consulting firm of KPMG. (See Exs. 12-13.)

The protest and information set out in White Top Cab's protest do not reveal any actions on the part of the Evaluation Committee or the selection process that constitutes a violation of law or regulation or that the Evaluation Committee otherwise acted in an arbitrary, irrational, or capricious manner in evaluating the proposals.

RECOMMENDED FINDINGS

- Notice of hearing for protest reconsideration was properly provided to White Top Cab.

- City of San Diego Policy No. 500-02 authorized the Evaluation Committee to consider all relevant factors pertaining to taxicab services and to use its discretion in using and modifying the RFP proposal requirements.

- In its September 11, 2006, RFP, MTS utilized proper criteria for the evaluation and scoring of the proposal submitted in response to the RFP.

- In scoring and evaluating the proposals of White Top Cab, Nice Cab, Cool Cab, and Somali Taxi Association, the Evaluation Committee properly performed its evaluations and scoring and did not violate any law or regulation or otherwise act in an arbitrary, irrational, or capricious manner.

MTS's decision of denying White Top Cab's protest is supported by the evidence presented.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: John Scott, 619.595.7034, john.scott@sdmts.com

APRIL26-07.25.WHITE TOP CAB.JSCOTT

Attachments:

25d.1	City of San Diego Council Policy No. 500-02	**Board Only**
25d.2	9/11/06 MTS RFP – Issuance of 20 Additional Taxicab Permits	
25d.3	11/21/06 Notice of Intent to Award Taxicab Company Permits	
25d.4	12/6/06 Protest of White Top Cab	
25d.5	1/22/07 MTS Response to Protest of White Top Cab	
25d.6	1/27/07 Request for Protest Reconsideration	
25d.7	Evaluation Score Sheets for White Top Cab	
25d.8	Evaluation Score Sheets for Nice Cab	
25d.9	Evaluation Score Sheets for Cool Cab	
25d.10	Evaluation Score Sheets for Somalia Taxi Association	
25d.11	Notice of Hearing re: White Top Cab Protest Reconsideration Request	
25d.12	Declaration of Bruce Schaller and Attachments Thereto	
25d.13	Declaration of Nick Schulte and Attachments Thereto	
25d.14	Declaration of Gabriel Szasz and Attachments Thereto	
25d.15	Declaration of Alan Jagger and Attachments Thereto	
25d.16	Proposal of White Top Cab (in party's possession)	
25d.17	Proposal of Nice Cab (in party's possession)	
25d.18	Proposal of Somalia Cab (in party's possession)	
25d.19	Proposal of Cool Cab (in party's possession)	

5-10,10

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CURRENT

SUBJECT: TAXICAB PERMITS
POLICY NO.: 500-02
EFFECTIVE DATE: August 6, 2001

BACKGROUND:

Regulation of taxicab service is in the interest of providing the citizens and visitors to the City of San Diego with a good quality local transportation service. Towards this end, the City finds it desirable to regulate the issuance of taxicab permits.

PURPOSE:

To establish a policy for the issuance of additional taxicab permits, for the purpose of expanding the taxi industry to meet growing demand for taxi service throughout the City, and providing opportunity for both existing and new taxi operators and for experienced drivers.

POLICY:

The City will periodically issue additional taxicab permits based on a formula. The formula will take into account changes in civilian population and visitation.

New permits will be issued on a full cost recovery basis. Three methods of issuance will be used:

1. 50% of new permits are issued using a Request for proposal (RFP) process, in which qualified persons, companies, businesses, corporations and other entities may submit proposals meeting specified requirements. Proposers will be evaluated based on experienced, financial viability and proposed quality and level of service and other relevant factors.
2. 25% of new permits are issued by lottery to experienced drivers.
3. 25% of new permits are issued by auction to highest bidders.

The process through which permits are issued will limit the concentration of permits. No permits will be issued or transferred to any person, company, business, corporation, or other entity if such issuance or transfer would result in any permit holder having an interest in more than 40% of the existing permits. New permits shall not be transferred for a period of five years after issuance.

IMPLEMENTATION:

Increases in the number of taxicab permits will be based on a formula to be computed annually. This formula will be applied after a transitional period during which 135 additional permits will be issued. Permits issued during the transitional period shall be distributed using RFP, lottery and auction processes. With the issuance of the 135 additional permits, there will be 1,005 outstanding permits.

PLAINTIFF'S EXHIBIT
25d-1

Any permits returned by permit holders will be re-issued in conjunction with issuance of new permits.

HISTORY:

"Taxicabs - Certificates of Convenience and Necessity"
Adopted by Resolution R-172292 08/21/1962
Amended by Resolution R-216590 08/11/1976
Amended by Resolution R-217293 12/15/1976
Amended by Resolution R-222474 12/19/1978
Repealed by Resolution R-258090 03/14/1983
"Taxicabs - Permits"
Added by Resolution R-260636 05/07/1984
Amended by Resolution R-261739 10/15/1984
Amended by Resolution R-271307 06/28/1988
Amended by Resolution R-295355 08/06/2001

IMPLEMENTATION GUIDELINES FOR AMENDED COUNCIL POLICY 500-02, "TAXICAB PERMITS"

A. PROCESS FOR ISSUANCE

The following guidelines and procedures should be observed with respect to the issuance of taxicab permits by RFP process, lottery and auction.

1. RFP Process to Taxi Operators.

   A point system shall be used in this process, as many may submit proposals, and the City should benefit from the best service provider as determined by the proposers scoring the most points. Minimum point requirements must be attained to qualify.

   Process is funded through up-front application fees. A selection committee shall be formed to administer this process. The selection committee will be comprised of administrators from MTDB and City's staffs. Consultants familiar with the regulatory aspects of the taxicab industry and San Diego may be hired to serve on this committee in an advisory role. The selection Committee should include other community and business representatives who are not affiliated with the taxi industry and have business management and accounting background. The selection committee will issue a RFP and hold a pre-bid conference.

   Eligibility:

   Taxi operators providing centralized fleet ownership through an individual, a partnership, a corporation, a driver association or joint venture offering access through a central dispatch system and demonstrating an operational management system for cabs. New operators as well as existing operators will be eligible.

   Applicants can apply for multiple block, but the Selection Committee may not award more than one block to one applicant, provided that such issuance would not result in any permit holder having an interest in more than 40% of the total active permits.

   Proposal Requirements:

   Proposals requesting blocks of 5 or more permits must include a management business plan that addresses all the following:

   Experience of the operator/firm
   - Must meet current operator requirements in MTDB Ordinance 11.

   Responsible management individual for the operator
   - Recent and relevant direct experience managing all aspects of a demand-responsive operation similar in scope and complexity to service proposed.

Maintenance personnel
- Hours of operation
- Certification of personnel
- Staffing plans

Reservations and dispatch operations
- General policies and procedures, training, method of receiving customer calls, making reservations (advanced and immediate), dispatching, and telephone techniques used to accommodate the trip while ensuring efficient operation of the system in serving passengers.
- Communication department staffed 24 hours a day
- Radio frequencies or any alternative communications' means to be used and authorization by licensee and access usage
- Taxi dispatch equipment such as computerized dispatch systems
- Use of GPS in 50% or more of the fleet - minimum
- Dispatch response time standards

Facilities
- Existing and proposed administrative, maintenance, dispatch, vehicle storage facilities suitable to accommodate a project of this scope and complexity

Implementation plan
- Comprehensive and detailed plan showing all start-up tasks (e.g., hiring and training personnel, facilities preparation and vehicle preparation). Plan should allow for flexibility and include contingency plans

System management plan
- Comprehensive and detailed program showing staffing, equipment commitment, staff responsibilities, management plan and quality control to ensure continued high-quality taxicab services
- Must accept credit cards (safety - cashless system)
- Detailed program for handling complaints
- Record keeping reporting (response times, complaints and other service data)
- Performance standards that proposer will meet and remain in compliance

Organization chart

Vehicle requirements and maintenance plan

Safety inspection compliance

Safety program
- Internal safety training and safe driving program, including hiring criteria, new hire training, ongoing training, accident/incident procedures, and wheelchair loading and securing
- Detailed driver training program

Criteria for hiring/retaining drivers
- Driver qualifications - 21 years of age, qualify for a sheriff's card
- Driver classroom training - 16 hours minimum
- Driver appearance

Performance surety/insurance/financial viability program
- Insurance requirements - minimum $300,000 cab liability
- Letter from a financial institution stating that proposer has the resources to fund business plan as proposed within 90 days

References
- Three required

RFP Evaluation Criteria

A key issue in the RFP process is the basis for selecting awardees. The Selection Committee is to exercise its discretion to use and/or modify the RFP proposal requirements set forth, and evaluate proposals using criteria that address qualifications as well as on-going monitoring and evaluation of proposers' level or quality of service and accountability.

Permits issued to taxi operators through the RFP process will be reviewed periodically for compliance with the level and quality of service set forth in each taxi operator's proposal. The methodology for this review will be part of each proposal. Permits of taxi operators not meeting the terms set forth in their proposals will revert to the City for reissuance through the RFP process. Such operators may first be issued a warning and given a defined amount of time to correct deficiencies and no additional permits may be requested via RFP until brought into compliance.

2. RFP Process to Individual Drivers.

Eligibility: Applicants should be limited to drivers who are not permit holders and current permit.

Criteria for selection:
1) Experience
2) Driving record
3) Additional factors, such as experience of driving in San Diego and letters of recommendations

The Selection Committee is to exercise its discretion as to reviewing and developing a selection criteria, and assigning points to proposals.

Accountability: Current taxicab regulations.

3. Lottery to Individual Drivers

Eligibility: Drivers are eligible if they are not permit holders and have at least 5 years of experience driving a taxicab in San Diego.

Entrants will only be able to win a single permit award through lottery. Permit holders shall be required to drive the cab a minimum of 175 shifts per year and may lease the cab for the remaining shifts.

4. Auction

Eligibility: Taxi operators providing centralized ownership, dispatch and management of cabs will be eligible to submit bids.

Procedure: Permits will be auctioned individually to the highest bidder.

There should be no limit as to how many permits one person/entity can win, provided that such issuance would not result in any permit holder having an interest in more than 40% of the total active permits. Revenue from the auctions shall be used for administration and enforcement of taxicab regulations' purposes. MTDB working with the City shall identify alternative funding sources should auction revenues cease to meet staffing and regulatory needs.

B. FORMULA

The formula will be computed as follows:

$$\frac{(\%\text{ growth in population}) + (\%\text{ growth in hotel room nights occupied})}{2} \times (\text{Current number of permits})$$

All changes are calculated on two year rolling average.

Issue additional permits when the formula yields an increase of at least 40 additional permits.

C. TRANSITIONAL PERIOD

Round 1 - Summer/Fall 2001
Immediately issue 75 permits as follows:

- 50 permits through RFP process in blocks of 20, 20, 5, 5
- 10 permits through RFP process to individuals
- 15 permits by lottery to individual drivers

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

September 11, 2006

TAXI 500, 590.10
AG 250.1 (PC 50761)

Dear Prospective Proposer:

Subject: REQUEST FOR PROPOSALS TO PARTICIPATE IN THE ISSUANCE OF 20 ADDITIONAL TAXICAB PERMITS

The San Diego Metropolitan Transit System (MTS) is interested in receiving proposals from qualified firms interested in participating in the issuance of 20 additional taxicab permits. These permits, if issued, will distributed in one block of 10 and two blocks of 5.

This letter, together with its attachments, comprises the Request for Proposals (RFP) for the services. Responses to this RFP should be submitted in accordance with the instructions stated herein.

I. INTRODUCTION

Proposals Requested

MTS is issuing this RFP for the selection of three taxicab operators to provide taxicab service in the City of San Diego. A total of 20 additional taxicab permits will be issued through this RFP process in three blocks: one block of 10 and two blocks of 5 each. Both existing and new taxicab operators are eligible to submit proposals, as detailed below.

Permits will not be issued to any Proposer where such issuance would result in any permit holder having an interest in more than 40 percent of the total active permits. With issuance of these 20 additional permits, there will be a total of 981 active permits issued; 40 percent of this number is 392.

Taxicab operators who are awarded permits under this RFP must then complete the standard taxicab permit application process, as per MTDB Ordinance No. 11.

MTS Point of Contact

John Scott is the sole point of contact for this solicitation. Any questions should be submitted, in writing, to John Scott, or via e-mail at john.scott@sdmts.com. Proposers are directed not to contact other MTS staff or Board members in conjunction with this RFP. Noncompliance with this requirement may result in the firm's proposal being considered unresponsive.

Proposal Due Date

One (1) original plus ten (10) copies of the proposal must be received by MTS no later than 4:00 p.m. on October 26, 2006. All proposals shall be delivered to MTS Taxicab Administration at 1501 National Avenue, Suite 100, San Diego, CA 92113-1029, attention John Scott. Proposals arriving later than 4:00 p.m., or at a different location will not be considered.

Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB), a California public agency, San Diego Transit Corp., in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities. MTDB is owner of the San Diego and Arizona

MTDB member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of N
City of San Diego, City of Santee, and the County of San Diego.

PLAINTIFF'S EXHIBIT
25d-2
tabbies

Proposals must be submitted in a sealed envelope, and the envelope shall be marked "Proposal for Taxicab RFP."

Calendar of Events

The calendar of events leading from issuance of the RFP to award of contract is anticipated to generally follow the schedule shown below:

Calendar	Event
September 11, 2006	MTS Issues RFP
September 26, 2006, 9:30 a.m.	Pre-proposal Conference
October 26, 2006	Proposals Due to MTS
November 13 to November 17, 2006	Evaluation of Proposals and Site Visits
November 21, 2006	Successful Proposers Announced
November 27 – December 1, 2006	Protest Period

It is MTS's intent to follow this schedule. However, the dates/times are subject to change at the sole discretion of MTS.

Fax any questions to 619.595.3083, attention John Scott, or via e-mail to john.scott@sdmts.com by 5:00 p.m. September 28, 2006. Any issues that require clarification, raised either through written questions or at the pre-proposal conference, will be addressed in an addendum. Pre-proposal meeting minutes with questions and answers, as well as any addendum, if needed, will be sent to all proposal recipients via certified retumed receipt.

Award of Permits

MTS intends to award additional taxicab permits to three Proposers who best meet the requirements as specified in this RFP. Evaluations and determinations of responsibility and qualifications shall be based upon the information furnished by the Proposers in response to this RFP, as well as from other sources determined at the sole discretion of MTS. MTS reserves the right to reject all proposals at its sole discretion and to award fewer than three blocks of permits.

By submitting this proposal, the Proposer authorizes MTS to perform all investigations necessary to determine suitability. All information submitted in response to this RFP shall be public record except to the extent that the Proposer expressly marks information as a trade secret or as proprietary information, in which event MTS shall preserve the confidentiality of such information to the extent permitted by law.

Term of Permits

Taxicab permits issued as a result of this RFP shall be renewable annually provided that the permitee meets all requirements of MTDB Ordinance No. 11 and provides the level and quality of service specified in its proposal. Taxicab permits issued as a result of this RFP shall not be transferable until five (5) years after their initial issuance in this RFP process.

Definition of Proposer

"Proposer" means the person, company, corporation, partnership, association, or entity submitting a proposal to operate taxicabs in the City of San Diego in response to this RFP. The Proposer will assume the responsibility for making sure all required documents are factually accurate, fully complete, and submitted with the timely proposal.

Minimum Qualifications of Proposers

All Proposers must present evidence that they are fully competent to meet the requirements of this RFP and perform as specified in their proposal. Qualifications shall be evaluated by the Evaluation Committee on the basis of the Proposer's written submissions and such investigations and findings as may be made by the Evaluation Committee.

II. PROPOSAL PROCEDURE

Proposal Requirements

Proposers must submit one (1) original and ten (10) copies of their proposal.

No proposal by telephone or fax, or modifications to a proposal by said means, will be considered. No proposal will be considered which is received after the time fixed in this RFP or which is incomplete. Any such late or incomplete proposal will not be considered. A Proposer may withdraw its proposal, provided its request is in writing and is received by MTS prior to the time set for receipt of proposals. After proposals have been opened, no Proposer may withdraw its proposal, except with the consent of MTS.

Contents of Complete Written Proposal

Label each page and section in the proposal with the paragraph letter and number to which it is responding, and provide tabs for each section. Each application shall contain the following information:

Section I. Proposer Information

1. The name and address of the Proposer.

2. The name, address, and telephone number of the person submitting the proposal, and the name, address and telephone number of the person who may be contacted regarding this proposal.

3. Whether the business is a corporation, and if so, the date of incorporation and the state where incorporated. Corporate Proposers shall submit a copy of their Articles of Incorporation and Bylaws along with a list of the names of the corporate officers and stockholders of the corporation.

4. The current number of permits held by Proposer, and the number that would be held should Proposer receive a block of permits.

5. References (3 minimum) of clients to whom Proposer provides, or has provided, taxicab services or comparable services.

Section II. Management Business Plan

See Evaluation Criteria in Section IV below. Label each section, e.g., the first section should be labeled, *"1. Experience" followed by "A. Experience and Qualifications of the Proposer," "B. Experience of Senior Officers and Managers", etc.*

Pre-proposal Conference

A pre-proposal conference will be held on September 26, 2006, at 9:30 a.m. at 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490. Proposers are strongly encouraged to attend this pre-proposal meeting, since it is an opportunity to ask questions and receive clarification on issues.

These dates are subject to change at the discretion of MTS.

Application Fee

Successful Proposers for the City of San Diego taxicab permits will be required to pay a processing fee of $3,000 for the first permit and $300 for each additional permit on the same application. This fee must be paid by cashier's check or money order at the time the application is filed. In addition, successful Proposers must pay a per vehicle regulatory fee at the time the permits are issued. This fee is assessed based on the current year's annual regulatory fee and the successful Proposer(s)'s number of years of experience as an MTS/City permit holder.

Fees must be paid by check or money order payable to MTS. No cash will be accepted.

Proposer Site Visit

The Evaluation Committee may conduct site visits for Proposers with existing facilities. Proposer will be notified of the time of any such visit. Sites may include dispatch facilities, maintenance facilities, and general office facilities. Formal interviews of Proposers will not be conducted.

Overview of RFP Process

A total of 20 additional taxicab permits will be issued through this RFP process in three blocks: one block of ten (10) and two blocks of five (5) each. (Proposers can apply for multiple blocks, but will not be awarded more than one block. Thus, a Proposer applying for both one block of 10 permits and one block of 5 permits will be awarded either the block of 10 permits, or the block of 5 permits, or no permits).

Permits will not be issued to any Proposer where such issuance would result in any permit holder having an interest in more than 40 percent of the total active permits. Entities "having an interest" in a permit includes the permit holder and entities with a financial interest in the permit holder, such as stockholders of a corporation. With issuance of these 20 additional permits, there will be a total of 981 active permits issued. Forty percent of this number is 392.

Proposers must be a taxicab operator that provides centralized fleet ownership through an individual, partnership, corporation, or association offering access through a central dispatch system and demonstrating an operational management system for taxicabs. New operators as well as existing operators are eligible to apply for permits issued through this RFP.

Proposals must include information about the Proposer and a management business plan that meets the requirements set forth below. Proposals must also include a plan for ongoing monitoring and evaluation of the Proposer's level and quality of service and accountability, as described below.

Consistent with MTS Policy No. 13, Section 13.1, Proposers shall not be eligible for award of a contract in which their participation would pose a mutual, potential, or apparent conflict of interest.

Proposals will be reviewed by an Evaluation Committee composed of MTS and City staff and other community and business representatives who are not affiliated with the San Diego taxicab industry. The Evaluation Committee may be assisted by consultants who are familiar with the regulatory aspects of the taxicab industry and San Diego and who will serve in an advisory role to the Evaluation Committee.

MTS is issuing this RFP and will hold a pre-proposal conference at the date and time specified above. The Evaluation Committee will review all proposals and rate each proposal using objective selection criteria. Based on this review, the Evaluation Committee will recommend award of the three blocks of permits to the three highest-ranking qualified taxicab operators. The Evaluation Committee will recommend to the Chief Executive Officer (CEO) which Proposer should be awarded a block of 10 permits and which Proposer should be awarded blocks of 5 permits. MTS reserves the right to issue fewer than three blocks of permits and to issue no permits at all.

Once final action is taken on the award, successful Proposers must submit permit applications to MTS as required under MTDB Ordinance No. 11 within 60 business days of notification of the award. If no application is made, or if Proposers do not qualify under MTDB Ordinance No. 11, the affected permits will revert to the pool to be issued in the next RFP process for taxicab operators.

Permits issued under this RFP will be transferable after five (5) years, under provisions of MTDB Ordinance No. 11.

Permits issued to taxicab operators through the RFP process will be reviewed periodically by MTS for compliance with the level and quality of service set forth in each taxicab operator's proposal. The methodology for this review must be included in the proposal. Permits of taxicab operators not meeting the terms set forth in their proposals will revert to MTS for re-issuance through the RFP process. Such operators may first be issued a warning and given a defined amount of time to correct deficiencies. No additional permits may be requested via RFP until the level and quality of service are brought into compliance.

The process for permit issuance is funded through application fees (see above).

Protest Procedure

Protests Received Prior To Proposal Due Date

Following the issuance of this RFP, and prior to the due date, a protest may be filed with MTS. Protests must be in writing and received by MTS within 10 calendar days after the RFP is first made available. MTS will notify all Proposers that a protest has been filed, and the due date may be postponed until the protest has been reviewed and acted upon by MTS.

Protests Received After Proposal Due Date

MTS will evaluate all proposals and determine the best-qualified Proposers. A Notice of Intent to Award will be mailed to all Proposers. Any protest to the notice must be in writing and received by MTS within 15 calendar days after the mailing of the Notice of Intent to Award.

Protest Contents

The protestor must demonstrate or establish a clear violation of a specific law or regulation, e.g., a violation of the prohibition against restrictive specifications. The protest must contain a statement of the grounds for protest and all supporting documentation. MTS may, but is not obligated to, request additional information concerning the grounds for protest.

Reply to Protests

The MTS Protest Committee will review all protests as soon as possible. All material submitted by the protestor will be considered. Such material will not be withheld from any interested party outside MTS, or any agency that may be involved with the procurement, except to the extent that the withholding of information is permitted or required by law or regulation. If the protestor considers that the protest contains proprietary material that should be withheld, a statement advising of this fact may be affixed to the front page of the protest document, and alleged proprietary information shall be so identified wherever it appears. MTS will respond with its determination in writing within ten (10) calendar days.

Request for Protest Reconsideration

Upon receipt of an adverse decision by the MTS Protest Committee, the protestor may file a request for protest reconsideration, which must be directed to the Board of Directors in writing and received within five (5) full working days from the postmark date of the reply from MTS. The decision of the Board of Directors will be in writing and will be final for purposes of judicial review pursuant to Section 1094.6 of the Code of Civil Procedure. No further protests will be heard by MTS.

III. MINIMUM REQUIREMENTS

Proposers must meet the following requirements to be considered for a block of permits. The management business plan submitted with the proposal must address each of the following requirements under the appropriate Evaluation Criteria as indicated in Section IV below.

1. Provide centralized fleet ownership through an individual, a partnership, a corporation, or an association.
2. Operate a central dispatch system.
3. Staff the communication department 24 hours a day.
4. Set standards for dispatch response times.
5. Accept credit cards for payment of taxicab fares.
6. Follow a detailed program for handling customer complaints.
7. Set minimum age driver qualification at 21 years of age.
8. Require minimum of 16 hours of driver classroom training for new drivers.
9. Meet MTS insurance requirements required in MTDB Ordinance No. 11.

10. Submit a letter from an accredited financial institution stating that Proposer has the resources to fund the business plan as proposed within 90 days of permit award.

11. Submit three references of clients to whom the Proposer provides or has provided taxicab services or comparable services.

12. Submit a plan for ongoing monitoring and evaluation of Proposer's level or quality of service and accountability.

IV. EVALUATION CRITERIA

Provided that each application is complete and contains required documentation, the Evaluation Committee will evaluate proposals on a 100-point scale according to the following criteria. In addition, bonus points may be awarded for Proposers who will provide wheelchair-accessible service and for Proposers who demonstrate that award of permits to them will increase competition and/or customer choice in San Diego.

All information that the Proposer wishes to have considered by the Evaluation Committee should be stated in Proposer's submission.

1. Experience. ..... 20 points

Experience and Qualifications of Proposer. Describe the experience and qualifications of the Proposer in operating taxicabs and/or other demand-responsive operations such as shuttles, limousines, or paratransit services. Indicate the number of years of total taxicab and related experience, number of years of experience in San Diego, the maximum and average number of taxicabs operated during this period, and any prior names under which the Proposer did business. Include accomplishments of particular note that reflect the Proposer's ability to fulfill the proposed management plan and meet the proposed service standards.

Experience and Qualifications of Senior Officers and Managers. Describe the recent and relevant direct experience of senior officers and managers in managing all aspects of a demand-responsive operation similar in scope and complexity to the service proposed. Include the experience and qualifications of the senior officers and managers of the Proposer. Include resumes. Include accomplishments of particular note of senior officers and managers that affect the Proposer's ability to fulfill the proposed management plan and meet the proposed service standards.

2. Operations ..... 20 points

Reservations and Dispatch. Describe reservations and dispatch operations. Include general policies and procedures, training, method of receiving customer calls, making reservations (advanced and immediate), dispatching, and telephone techniques used to accommodate the trip while ensuring efficient operation of the system in serving passengers.

Communications Staffing. Describe staffing levels for the communication department (must be staffed 24 hours a day).

Communications Technology. Describe radio frequencies or any alternative communications means to be used for dispatch and authorization by licensee and access usage.

Dispatch System. Describe taxicab dispatch equipment such as computerized dispatch systems. Include details on system being used or to be used, including system manuals and sample data printouts. Include manual or other documentation of dispatch procedures including information obtained from customer (name, customer phone number, location, etc.) and procedure for handling situations that may arise such as extended response times, no-show taxicabs, etc. Include how the dispatch system will track all trips including no-shows and non-dispatched trips. Include how the Proposer will determine whether a no-show was a customer no-show or driver no-show.

Dispatch Response Time Standards. Describe proposed dispatch response time standards. Dispatch response time standards should include percentage of prearranged calls picked up within a certain number of minutes for calls for immediate service and (separately) for advance reservation calls. Standards should also specify the maximum percentage of trips not picked up. *Example:* At least 80 percent of calls for immediate service picked up within 15 minutes of the call; 90 percent of advance reservation calls picked up within 5 minutes of requested time; no more than 0.5 percent of callers not picked up. (These numbers are for example purposes only. Each Proposer is to propose dispatch response time standards that it will meet.)

Credit Card Acceptance. Describe capabilities to accept credit cards from customers. Include method of credit card payment, equipment to be used, and policy for verifying credit card numbers.

3. Drivers ..... 15 points

Drivers. Provide criteria for hiring/retaining drivers, including driver qualifications (must be 21 years of age and qualify for a sheriff's driver's identification card), driver classroom training (16 hours minimum), and driver appearance. Include details on training program for new drivers and training to maintaining the skills of existing drivers. Describe how training addresses MTS regulations; geography, including map reading; major points of interest in San Diego; driver safety and defensive driving; vehicle safety and maintenance/inspection checks; customer service and relations; sensitivity guidelines for the disabled, frail, and elderly passengers; behind the wheel driver training; and (for drivers of accessible vehicles) wheelchair-accessible vehicle operation training.

4. Monitoring and Evaluation ..... 15 points

Monitoring And Evaluation. Provide a plan for ongoing monitoring and evaluation of Proposer's level or quality of service and accountability. Proposals should include detailed monitoring and evaluation methods, including data the Proposer will provide for purpose of review, method of assuring the accuracy and integrity of the data and proposed frequency of review (e.g., annual, biannual, semiannual).

5. Facilities ..... 10 points

Facilities. Describe existing and proposed administrative, maintenance, dispatch, and vehicle storage facilities suitable to accommodate a project of this scope and complexity. Include address of each facility, interior and exterior square footage, number of vehicle maintenance bays and lifts, vehicle maintenance equipment, and number of call-taker and dispatcher stations.

6. Vehicles ..... 10 points

Vehicles and Maintenance. Describe vehicle requirements and maintenance plan. Include number of vehicles by make and model year, maintenance tasks and intervals, and maintenance tracking procedures.

Personnel. Describe maintenance personnel to be used, hours of operation, certification of personnel and staffing plans, and hiring and training of maintenance personnel.

Safety Compliance. Document the Proposer's compliance with safety inspection requirements. Include vehicle inspection results in the past year, number of accidents, number of injury accidents, and number of accidents involving a fatality. Provide Proposer's vehicle safety program and provide information on wheelchair loading and securing procedures if using wheelchair-accessible vehicles.

Insurance. Provide proof of performance surety/financial viability/insurance program.

Low-Emission Vehicles. Describe the use of low emission, very low emission and zero emission vehicles.

7. Management ..... 10 points

Organization Chart. Provide organization chart.

Start-Up Financing. Within 90 days of permit award, provide a letter from a financial institution stating that the Proposer has the resources to fund the business plan as proposed.

Implementation Plan. Provide comprehensive and detailed implementation plan showing all start-up tasks (e.g., hiring and training personnel, facilities preparation, and vehicle preparation). Plan should allow for flexibility and include contingency plans.

System Management Program. Provide comprehensive and detailed system management program showing staffing, equipment commitment, staff responsibilities, management plan, and quality control to ensure continued high-quality taxicab services.

Complaint Handling. Provide detailed program for handling complaints. Include method of logging complaints received, date and time of complaint, response, date and time of response, results of investigation, action taken, and any written communication. Include policy on responding to complaints in writing, and timing of response.

Reporting. Describe record keeping and reporting for response times, complaints, and other service data.

Response Time Attainment. Describe how the Proposer will meet and remain in compliance with proposed dispatch response time standards.

8. Wheelchair-Accessible Service ..... Up to 10 Bonus Points

Wheelchair-accessible taxicab service is not required; however, bonus points may be awarded for provision of such service. If wheelchair-accessible service is proposed, describe the type of vehicles to be used, including whether ramp- or lift-equipped, minivan or full van sizes; vehicle maintenance procedures; vehicle replacement cycle; accessible vehicle operations training for drivers; response time standards for customers needing accessible vehicles; and dispatch and management procedures to be followed to ensure achievement of the Proposer's response time standard.

Also describe the number of accessible vehicles to be put into service initially. Specify the types of permits the Proposer will be using and the number of each (i.e., number of wheelchair-accessible taxicabs that will use existing permits, number using permits issued under this RFP, number from MTS demonstration program). This number of accessible vehicles may be adjusted up or down, but the Proposer must meet the response time standards specified in the proposal for customers needing accessible vehicles. (Note that such adjustments will not change the number of existing permits held by Proposer or the number of permits issued under this RFP.)

9. Impact on Competition and Customer Choice ..... Up to 5 Bonus Points

Bonus points may be awarded to Proposers who demonstrate that award of permits to them will increase competition and/or customer choice in San Diego.

Describe how award of permits to Proposer or Proposer's company, corporation, partnership, association, cooperative or other entity will affect competition within the taxicab industry in San Diego and customer choice of taxicab operators, taxicab fares and taxicab service quality available to taxicab customers in San Diego. Include a description of any particular customer groups that will particularly benefit from additional competition and customer choice if Proposer is awarded a block of permits.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

DSundh/Taxicab/RFP
L-06.RFP.LTR.TO.PROP.JSCOTT
9.7.06

REPRODUCTION WORK ORDER

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Today's Date 4/19/07 Company Name _____

Project Name 25d

Your name _____ Phone Number you can be reached at _____

Project Code No. 50761

☒ Double -side
☐ Single-sided

Copies Needed 23 sets Type of Binding staple

Cardstock ☐ No ☐ Yes Color _____

Date Needed 4/20/07 Time Needed 9-10am

Special Instructions:

Thank You,

Debbie Bridge
(619) 557-4523

Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company.

MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Memorandum

TAXI 500, 590.10
(PC 50761)

DATE: November 21, 2006

TO: Taxicab Company Request for Proposals Participants

FROM: Paul C. Jablonski, Chief Executive Officer

SUBJECT: 2006 NOTICE OF INTENT TO AWARD TAXICAB COMPANY PERMITS

On October 26, 2006, Metropolitan Transit System (MTS) Taxicab Administration received a total of 79 proposals for the above-referenced project. The Taxicab Company Request for Proposals (RFP) Committee has completed the evaluation process. Based on that evaluation, the following companies are eligible to apply for San Diego Taxicab permits:

Company / Entity Name	Points Distribution				Total Permits
	Evaluator 1	Evaluator 2	Evaluator 3	Total Points	
Nice Cab	84	94	93	271	10 Permits
Cool Cab	81	90	92	263	5 Permits
Somali Taxi Association, LLC	75	89	81	245	5 Permits

If you have questions regarding this Notice of Intent to Award, including MTS protest procedures, please contact John Scott, Taxicab Administration Manager, at 619.595.7034.

It is the intent of the MTS Taxicab Administration to docket this item for MTS Board of Directors approval in January 2007. Permit applications will be available following Board approval.

DSundh/Taxicab/RFP06
M-INTENT.TO.AWARD

PLAINTIFF'S EXHIBIT
tabbies
25d-3

Law Office of
LAREYBI & ASSOCIATES

6650 FLANDERS DRIVE, SUITE J
SAN DIEGO, CA 92121-3908
WWW.LAREYBILAW.COM
ALEX LAREYBI
TEL: (858) 678-9429
FAX: (858) 678-8925

December 6, 2006

VIA FAX ONLY (619) 595-3083

John Scott
Manager, Taxicab Administration
MTS Taxicab Administration
1501 National Avenue
San Diego, CA 92113

Re: Protest to Intent to Award Taxi Cab Permits

Dear Mr. Scott:

This letter is to serve as White Top Cab, Inc.'s formal protest to the issuance of twenty taxicab permits for the City of San Diego, pursuant to Metropolitan Transit System Taxicab Administration Request for Proposals issued September 11, 2006.

City of San Diego Council Policy No. 500-02 (hereafter "The Policy") states that under the Request for Proposal process for issuing taxicab permits: "Proposers will be evaluated based on experience, financial viability, and proposed quality and level of service and other relevant factors." A copy of The Policy is attached hereto.

White Top Cab formally protests the Notice of Intent to Award Permits dated November 21, 2006. White Top Cab protests on the basis that the three entities that have been recommended for the award of San Diego taxicab permits do not meet the requirements specified in The Policy and that the requirements of The Policy are not adhered to by the method prospers are evaluated in.

The following are specific discrepancies that violate The Policy:

Nice Cab

PLAINTIFF'S EXHIBIT
25d-4

From the scores given by the MTS, it appears that the proposal of Nice Cab was mainly selected on the basis of its experience, operations, and impact on customer choice. Nice Cab's selection is in violation of The Policy in that they received ratings far below average for the quality of their drivers, yet still are selected based on the quality and level of the service they provide. It seems common sense that the quality of the company's drivers would be a very significant rating for compliance with the above-referenced policy. Additionally, the selection of Nice Cab is in violation of The Policy in that they have been awarded a disproportionate score based on their "Impact on Competition and Customer Choice". The Policy gives specific criteria on which proposals are to be evaluated. Nice Cab's selection is based primarily on factors not enumerated or contemplated by The Policy.

Nice Cab's selection on these ground are based on arbitrary rankings and not on the substance and functioning of the operation that they provide. For these reasons the selection of Nice Cab clearly violates clearly the Policy.

Cool Cab

The selection of Cool Cab is based largely on the points they received for their "Wheelchair Accessible Service", however, they do not claim to currently provide any specially equipped vehicles. Cool Cab is merely promising to provide wheelchair accessible vehicles in the future. This promise does not warrant the points awarded as it is not different from the proposal made regarding this criteria by our client White Top Cab. Distinguishing Cool Cab essentially on this basis alone violates The Policy as it does not take into account the listed features, and provides an improper basis for selection.

Somali Taxi Association, LLC

Somali Taxi Association, LLC's selection is largely based on the excessive amount of points that they received based on their "Impact on Competition and Customer Choice". The Policy is violated by this selection as this company has been selected based on their impact on choice in the San Diego taxicab market and not their "experience, financial viability, and proposed quality and level of service". Rather, they have been selected based on a subjective assessment of their impact on customer choice which can not be all that significant compared to the numerous other proposers. Somali Taxi Association has received nearly three times as many points as the average evaluated proposer in the "Impact on Competition and Customer Choice" without a reasonable basis and has set them ahead of other companies.

Furthermore, this company does not even propose to integrate any type of wheelchair accessibility into their fleet. This fact in itself diminishes Somali Taxi Association, LLC's "Impact on Competition and Customer Choice." Selection on this basis alone is improper and in violation of The Policy.

For these reasons the selections of Nice Cab, Cool Cab and Somali Taxi Association, LLC violate the specific language of The Policy and should be reconsidered under a more objective analysis that complies with the requirements of the Policy. White Top Cab strongly urges the Metropolitan Transit System Taxicab Administration to reevaluate the evaluated proposals based on the language and intent of The Policy.

Should you have any questions regarding this matter, please do not hesitate to contact us at (858) 678-9429.

Very truly yours,

LAREYBI & ASSOCIATES

Shahbaz Rahbari, Esq.
Attachments
CC: Mr. Salahuddin Majid

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

January 22, 2007

TAXI 500 (WHITE TOP CAB) 570.11
(PC 50761)

Shahbaz Rahbari, Esq.
Lareyebi & Associates
6650 Flanders Drive, Suite J
San Diego, CA 92121-3908

Dear Mr. Rahbari:

Subject: RESPONSE TO PROTEST OF WHITE TOP CAB

I am responding to your letter of protest dated December 6, 2006.

The September 11, 2006, Request for Proposals to Participate in the Issuance of 20 Additional Taxicab Permits ("RFP") requires those submitting a protest to provide the following:

> *Protest Contents*
>
> The protestor must demonstrate or establish a clear violation of a specific law or regulation, e.g., a violation of the prohibition against restrictive specifications. The protest must contain a statement of the grounds for protest and all supporting documentation.

In your letter of protest, you claim that the entities of Nice Cab, Cool Cab, and Somali Taxi Association were awarded excessive points by the Evaluation Committee.

Your letter of protest has been reviewed and has been determined to fail to demonstrate or establish a clear violation of a specific law or regulation.

The RFP Evaluation Committee members reviewed each of the proposals timely submitted pursuant to the RFP. Initial review of the proposals determined if the proposal satisfied the minimum requirements set out in the RFP. If the proposal was determined to have met the minimum requirements, the proposal was evaluated by the Evaluation Committee based on the contents of the proposal and the evaluation criteria set out in the RFP. Evaluation Committee members discussed and independently scored the proposals awarding points for each section based on the contents contained within the proposal being evaluated.

After the Evaluation Committee completed its review of the proposals, it then totaled the points for each proposal accordingly. The Evaluation Committee recommended that the permits be awarded to the highest scoring proposals in the following manner:

PLAINTIFF'S EXHIBIT
25d-5

Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB), a California public agency, San Diego Transit Corp., and
in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities. MTDB is owner of the San Diego and Arizona East
MTDB member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of

Nice Cab	10 Permits
Cool Cab	5 Permits
Somali Taxi Association	5 Permits

The voting members of the Evaluation Committee were comprised of a City of San Diego staff member, and other community and business representatives who are not affiliated with the San Diego taxicab industry. Each signed a conflict of interest statement certifying that they had no personal or financial interest in the operation or permitting of taxicabs in the San Diego area. Evaluation Committee discussions were attended by the consulting firm of Schaller Consulting to verify compliance with the RFP and Council Policy No. 500-02, and voting tabulations were reviewed and verified by the consulting firm of KPMG.

Review of your letter of protest, and review of the proposals and scores that were referenced in your letter of protest, does not reveal any actions on the part of the Evaluation Committee or the selection process that constitutes a violation of law or regulation, or that the Evaluation Committee otherwise acted in an arbitrary, irrational, or capricious matter. The scores awarded by the Evaluation Committee to the organizations were found to be consistent with the information and contents contained within the proposals submitted. Therefore, your protest is denied.

If you disagree with these findings, you may file a request for protest reconsideration, which must be directed to the Board of Directors, at the following address:

Mr. Paul C. Jablonski
Chief Executive Officer
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Said letter must be received within five (5) working days from the post mark date of this response.

Sincerely,

Susan J. Hafner

Susan J. Hafner
Director of Multimodal Operations

DSundh/Taxicab
RFP-2006.PROTESTS

cc: Kevin Bush Esq., Cozen O'Connor
Paul C. Jablonski, MTS Chief Executive Officer
Tiffany Lorenzen, MTS General Counsel
John A. Scott, Taxicab Administration Manager
Taxicab Administration Staff

Law Office of
LAREYBI & ASSOCIATES

RECEIVED
JAN 25 2007
MTS

6650 Flanders Dr Ste J
San Diego, CA 92121-3908
www.lareybilaw.com
ALLAN CATE
Tel: (858) 678-9429
Fax: (858) 678-8925

January 27, 2006

VIA U.S. MAIL
Mr. Paul C. Jablonski
Chief Executive Officer
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Re: Request for Protest Reconsideration

Dear Mr. Jablonski:

White Top Cab, Inc. formally requests reconsideration of its protest dated December 4, 2006 that has recently been denied. This protest was in response to the issuance of twenty taxicab permits for the City of San Diego, pursuant to Metropolitan Transit System Taxicab Administration Request for Proposals issued September 11, 2006. White Top Cab, Inc. believes that its protest was meritorious and based on valid legal grounds.

Should you have any questions regarding this matter, please do not hesitate to contact us at (858) 678-9429.

Very truly yours,

LAREYBI & ASSOCIATES

Allan Cate, Law Clerk to Shahbaz Rahbari, Esq.
CC: Mr. Salahuddin Majid

PLAINTIFF'S EXHIBIT
tabbies
25d – 6

COMPANY NAME: White Top Cab

EVALUATOR NUMBER: 1

EVALUATION CRITERIA

		Score
1.	Experience. Owner - 100% ..... 20 points	16
2.	Operations. San Diego Dispatch - peg system. ..... 20 points	16
3.	Drivers ..... 15 points	11
4.	Monitoring and Evaluation ..... 15 points	11
5.	Facilities ..... 10 points	7
6.	Vehicles ..... 10 points	7
7.	Management ..... 10 points	7
8.	Wheelchair-Accessible Service ..... Up to 10 Bonus Points	2
9.	Impact on Competition and Customer Choice ..... Up to 5 Bonus Points	2
		79

EXHIBIT

tabbies
PLAINTIFF'S EXHIBIT
25d-7

COMPANY NAME: White Top

EVALUATOR NUMBER: 2

EVALUATION CRITERIA

EXHIBIT

		Score
1.	Experience. 4 yrs Non Hospital Service ..... 20 points	15
2.	Operations. Good Dispatch + POD system ..... 20 points	10
3.	Drivers ..... 15 points	12
4.	Monitoring and Evaluation basic ..... 15 points	8
5.	Facilities ASC & Garage ..... 10 points	9
6.	Vehicles ..... 10 points	8
7.	Management Good Experienced ..... 10 points	8
8.	Wheelchair-Accessible Service ..... Up to 10 Bonus Points	1
9.	Impact on Competition and Customer Choice ..... Up to 5 Bonus Points	1
		72

COMPANY NAME: White Top Cab

EVALUATOR NUMBER: 3

EVALUATION CRITERIA

			Score
1.	Experience. 2002 - 4yrs little experience	20 points	10
2.	Operations. SD Dispatch / peg credit card is radio to Dispatch	20 points	15
3.	Drivers	15 points	12
4.	Monitoring and Evaluation	15 points	12
5.	Facilities	10 points	8
6.	Vehicles	10 points	8
7.	Management. org chart	10 points	7
8.	Wheelchair-Accessible Service	Up to 10 Bonus Points	2
9.	Impact on Competition and Customer Choice	Up to 5 Bonus Points	1
			75

COMPANY NAME: NICE CAB

EVALUATOR NUMBER: 1

EVALUATION CRITERIA

		Score
1.	**Experience.** SAN Diego Taxi Business ..... 20 points	20
2.	**Operations.** Smart Dispatch, GPS to be added ..... 20 points	18
3.	**Drivers** ..... 15 points	10
4.	**Monitoring and Evaluation** ..... 15 points	12
5.	**Facilities** ..... 10 points	6
6.	**Vehicles** ..... 10 points	6
7.	**Management.** Hire (1) assistant ..... 10 points	6
8.	**Wheelchair-Accessible Service** ..... Up to 10 Bonus Points	2
9.	**Impact on Competition and Customer Choice** ..... Up to 5 Bonus Points	4
		84

tabbies
PLAINTIFF'S EXHIBIT
25d - 8

COMPANY NAME: Nice Cab

EVALUATOR NUMBER: 2

EVALUATION CRITERIA

		Score
1.	**Experience.** ...cab experience vs 6 wk exper... ...**20 points**	20
2.	**Operations.** ...Drop use volume for ntl center... ...**20 points** (Initial improved)	19
3.	**Drivers** ...classroom trng & wex after learning... ...**15 points** (short)	10
4.	**Monitoring and Evaluation** ...**15 points**	13
5.	**Facilities** ...answers RA road adv... ...**10 points**	8
6.	**Vehicles** ...main logs recorded here... ...**10 points**	9
7.	**Management** ...work in pl... ...**10 points**	8
8.	**Wheelchair-Accessible Service** ...**Up to 10 Bonus Points**	3
9.	**Impact on Competition and Customer Choice** ...**Up to 5 Bonus Points**	4
		94

5

COMPANY NAME: Nice Cab

EVALUATOR NUMBER: 3

EVALUATION CRITERIA

			Score
1.	**Experience.** 1984 Expr CFO - Orange Cab	20 points	20
2.	**Operations.** GPS pledges to be added	20 points	18
3.	**Drivers** Lack 16 hours of Class training -5 per training	15 points	10
4.	**Monitoring and Evaluation**	15 points	13
5.	**Facilities** 1000 ft	10 points	10
6.	**Vehicles** 1996 - 2001 -older -1 sedans -1 Low Emissions lacking	10 points	8
7.	**Management** chart there, nice complaint handling	10 points	8
8.	**Wheelchair-Accessible Service**	Up to 10 Bonus Points	2
9.	**Impact on Competition and Customer Choice**	Up to 5 Bonus Points	4
			93

1
19
23
32
3

COMPANY NAME: COOL CAB

EVALUATOR NUMBER: 1

EVALUATION CRITERIA

		Score
1.	Experience. ..... 20 points	13
2.	Operations ..... 20 points	13
3.	Drivers ..... 15 points	9
	NO DMV min. / No Collision up	
4.	Monitoring and Evaluation ..... 15 points	10
5.	Facilities ..... 10 points	8
6.	Vehicles ..... 10 points	8
7.	Management ..... 10 points	9
8.	Wheelchair-Accessible Service ..... Up to 10 Bonus Points	10
9.	Impact on Competition and Customer Choice ..... Up to 5 Bonus Points	1
		81

tabbies
PLAINTIFF'S EXHIBIT
25d-9

COMPANY NAME: Cool Cab

EVALUATOR NUMBER: 2

EVALUATION CRITERIA

EXHIBIT 5

			Score
1.	Experience. ...per driver after discussion of clients other than his exp.	20 points	15
2.	Operations.....Brave	20 points	16
3.	Drivers ...lots of detail	15 points	13
4.	Monitoring and Evaluation.....not much detail	15 points	10
5.	Facilities	10 points	9
6.	Vehicles.....Use own Dodge vans	10 points	10
7.	Management	10 points	6
8.	Wheelchair-Accessible Service ...all	Up to 10 Bonus Points	10
9.	Impact on Competition and Customer Choice	Up to 5 Bonus Points	1
			90

COMPANY NAME: Cool Cab

EVALUATOR NUMBER: 3

EVALUATION CRITERIA

			Score
1.	Experience. Mr Hafiz	20 points	15
2.	Operations	20 points	16
3.	Drivers Details on Training	15 points	13
4.	Monitoring and Evaluation	15 points	11
5.	Facilities	10 points	9
6.	Vehicles Strong	10 points	9
7.	Management	10 points	8
8.	Wheelchair-Accessible Service Very Strong	Up to 10 Bonus Points	10
9.	Impact on Competition and Customer Choice	Up to 5 Bonus Points	1
			92

EVALUATION CRITERIA

COMPANY NAME: SOMALI TAXI Assoc.

EVALUATOR NUMBER: 1

			Score
1.	Experience.	20 points	16
2.	Operations. GPS	20 points	16
3.	Drivers	15 points	10
4.	Monitoring and Evaluation	15 points	9
5.	Facilities	10 points	6
6.	Vehicles	10 points	9
7.	Management. Organization + Contr... 5	10 points	5
8.	Wheelchair-Accessible Service	Up to 10 Bonus Points	0
9.	Impact on Competition and Customer Choice	Up to 5 Bonus Points	4
			75



EVALUATION CRITERIA

COMPANY NAME: Somali Cab Association

EVALUATOR NUMBER: 2

		Score
1.	**Experience.** Association with 29 yrs. exp. Now in Presidents, Council Office, ... **20 points**	18
2.	**Operations.** Own dispatch system digital details ..... **20 points**	18
3.	**Drivers** details, driver management will be owner/drivers ..... **15 points**	11
4.	**Monitoring and Evaluation** ..... **15 points**	12
5.	**Facilities** maint Svc phone office ..... **10 points**	8
6.	**Vehicles** CNG town vice ..... **10 points**	10
7.	**Management** no names in org chart, doesn't match list of officers & managers ..... **10 points**	8
8.	**Wheelchair-Accessible Service** ..... **Up to 10 Bonus Points**	0
9.	**Impact on Competition and Customer Choice** ..... **Up to 5 Bonus Points**	4
		87

EVALUATION CRITERIA

COMPANY NAME: STA Santa Tax Association

EVALUATOR NUMBER: 3

			Score
1.	Experience. confusing who are stakeholders?	20 points	15
2.	Operations card swiped	20 points	15
3.	Drivers	15 points	13
4.	Monitoring and Evaluation fairly complete	15 points	13
5.	Facilities Admin offices / No Facility	10 points	5
6.	Vehicles CNG vehicles not clear 100% of fleet (Strangest)	10 points	9
7.	Management... any charge	10 points	8
8.	Wheelchair-Accessible Service	Up to 10 Bonus Points	0
9.	Impact on Competition and Customer Choice	Up to 5 Bonus Points	3
			81

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

April 6, 2007

TAXI 760.11 (PC 50761)

Shahbaz Rahbari, Esq.
Lareybi & Associates
6650 Flanders Drive, Suite J
San Diego, CA 92121-3908

Dear Mr. Rahbari:

Subject: NOTICE OF HEARING REGARDING WHITE TOP CAB PROTEST RECONSIDERATION REQUEST

This letter is to advise you that your request for protest reconsideration for White Top Cab has been set for hearing before the MTS Board of Directors on April 26, 2007, at 9:00 a.m. in the MTS Board Room located at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101-7490.

Enclosed are the policies and procedures relating to the hearing, including time requirements for producing documents and other related matters. ***Please note that any documents you wish to submit to the Board of Directors during your hearing must be delivered to the MTS General Counsel, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101, no later than April 20, 2007.***

Should you have any questions, the sole point of contact is John Scott, MTS Taxicab Administration Manager. Mr. Scott can be reached at (619) 595-7034.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

JGarde/
L-SRAHBARI.WHITE TOP CAB.PROTEST.JSCOTT

Enclosures

Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB), a California public agency, San Diego Transit Corp., and
in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities. MTDB is owner of the San Diego and Arizona Eas

MTDB member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of Natio
City of San Diego, City of Santee, and the County of San Diego.

tabbies

PLAINTIFF'S EXHIBIT
25A-11

DECLARATION OF BRUCE SCHALLER

I, Bruce Schaller, declare:

1. I am over the age of 18 years and am competent to testify to the following facts:

2. I am the Principal of Schaller Consulting, a consulting firm providing consulting services to governmental, business, and non-profit organizations relating to all forms of urban transportation, including the taxi industry.

3. Schaller Consulting clients include Transit and Airport Authorities, and Municipal and County Governments, in New York, San Francisco, San Diego, San Jose, Austin, Laredo, Rochester, Ottawa, and in the Los Angeles, Washington, D.C., and Dallas areas.

4. Schaller Consulting has been retained by the San Diego MTDB Taxicab Administration in 2003, and again by San Diego MTS in 2006 to attend, oversee, and assist the voting members of the Evaluation Committee assigned to review proposals submitted by taxicab operators in response to MTS's request for proposal, the most recent of which was issued on September 11, 2006, and to verify the Committee's compliance with the MTS RFP and City of San Diego Council Policy No. 500-02.

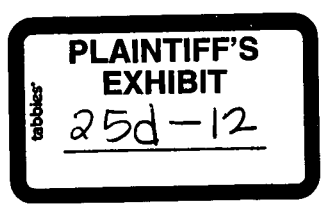
5. I was present with the Evaluation Committee on November 13, and 14, 2006, to review the 79 proposals submitted. Also present were the Evaluation Committee members comprised of Gabriel Szasz, Transportation Planning Analyst, City of Beverly Hills Department of Transportation, Steve Celinker, the City of San Diego Transportation Department's liaison to MTS, and Alan Jagger, Manager, Operations Support at the Orange County Transportation Authority. The Evaluation Committee meeting was also attended by John Scott and Susan Hafner of MTS Taxi Cab Administration, and representatives from the accounting firm of KPMG. KPMG's representatives tabulated and verified the Committee's scoring of proposals.

6. On March 16, 2007, the Evaluation Committee reconvened to review two proposals by Parsa Taxi Cab Service, Inc., and AMM Livery, Inc., dba A-1 Taxi Company, whose proposals had originally been reviewed by the Committee in the initial November meeting, but not scored. The purpose of the March 16, 2007, meeting was for the Evaluation Committee to score the two proposals.

7. I attended the March 16, 2007, meeting through phone conference, with the same three members of the Evaluation Committee, John Scott, Susan Hafner, and a representative of KPMG.

8. I was present in the phone conference and the review and scoring process was performed by the Committee members in the same form and fashion as the scoring performed by the Evaluation Committee during its November 13 and 14 , meetings.

9. During the course of all three days of the Evaluation Committee's meetings, the Committee performed its functions and followed the procedures and scoring guidelines as set out within the September 11, 2006, MTS RFP and Council Policy No. 500-02.



10. As part of my services as consultant for MTS, I provided a memorandum to MTS concerning the Evaluation Committee's review of proposals submitted by taxi operators for both the November 13 and 14, 2006, meeting and the March 16, 2007, meeting. A true and correct copy of the memorandum which I prepared, concerning my personal observations relating to the meetings, and provided at the request of MTS as part of my duties as a consultant for the RFP process is attached.

I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Executed this 18 day of April, 2007, at Brooklyn, New York.

BRUCE SCHALLER

SAN_DIEGO\349002\1 055853.000

DRAFT

SCHALLER

CONSULTING

© CUSTOMER-FOCUSED SOLUTIONS ©

Date: April 16, 2007

To: John Scott, MTS Taxicab Administrator

From: Bruce Schaller, Principal

Re: Evaluation Committee's Review of Proposals Submitted by Taxi Operators

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This memorandum summarizes the Evaluation Committee's review of proposals submitted by Taxicab Operators in response to MTS's Request for Proposals (RFP) issued September 11, 2006.

This phase of permit issuance involves award of 20 additional permits to qualified firms, which may be new or existing taxi operators. The permits are to be issued in three blocks: one block of 10 permits and two blocks of 5 permits. Applicants were given the option of applying for a block of 10 permits, a block of 5 permits, or both. However, no applicant is to be awarded more than one block.

The Evaluation Committee met for two full days, November 13 and 14, 2006, to review the 79 proposals submitted by October 26, the proposal due date, and again via telephone conference on March 16, 2007.

The Evaluation Committee was composed of Gabriel Szasz, Transportation Planning Analyst, City of Beverly Hills Department of Transportation, with responsibility for taxi regulation in Beverly Hills; Steve Celniker, the City of San Diego Transportation Department's liaison to MTS; and Alan Jagger, Manager, Operations Support at the Orange County Transportation Authority. The Evaluation Committee meeting was also attended by Susan Hafner, MTS Director of Multimodal Operations, John Scott, MTS Taxicab Administration, Bruce Schaller of Schaller Consulting and Verrin Kewenvoyouma and Nicholas Schulte of KPMG. These individuals served as resources to the committee but did not participate in the actual evaluation of proposals. KPMG representatives verified the committee's scoring of proposals.

In the November meetings, the committee members thoroughly reviewed each of the 79 proposals individually as per the terms of the RFP, after receiving an explanation of background on the permit issuance process from Ms. Hafner, Mr. Scott and Mr. Schaller.

The Evaluation Committee first reviewed each proposal for compliance with the minimum requirements specified in the RFP. The minimum requirements were:

1. Provide centralized fleet ownership through an individual, a partnership, a corporation or an association.
2. Operate a central dispatch system.
3. Staff the communication department 24 hours a day.
4. Set standards for dispatch response times.
5. Accept credit cards for payment of taxi fares.
6. Follow a detailed program for handling customer complaints.
7. Set minimum driver age qualification at 21 years of age.
8. Require minimum of 16 hours of driver classroom training for new drivers.
9. Meet MTS insurance requirements required in MTDB Ordinance 11.
10. Submit letter from an accredited financial institution stating that Proposer has the resources to fund the business plan as proposed within 90 days of permit award.
11. Submit three references of clients to whom the Proposer provides or has provided taxicab services or comparable services.
12. Submit a plan for on-going monitoring and evaluation of Proposer's level or quality of service and accountability.

In the November meetings, the committee found that 22 of the 79 proposals met the minimum qualifications, and that 57 proposals failed to meet minimum qualifications, most often for lack of the required driver training required in #8, lack of insurance required in #9 and lack of the letter from an accredited financial institution required in #10.

Committee members then discussed and independently scored 22 proposals based on the nine evaluation criteria listed in the RFP. The evaluation criteria and total possible points for each criterion were:

Experience	20 points
Operations	20 points
Drivers	15 points
Monitoring and evaluation	15 points
Facilities	10 points
Vehicles	10 points
Management	10 points
Total	100 points

In addition, bonus points were available in two areas:

Wheelchair accessible service	Up to 10 bonus points
Impact on competition and customer choice	Up to 5 bonus points

Including bonus points, the maximum score was 115 points per evaluator and 345 points after scores of the three evaluators were combined. See the RFP for a detailed description of each evaluation area.

Two additional companies, Parsa Taxicab Service, Inc. and A-1 Taxi (AMM Livery, Inc.), were also evaluated as a result of their protest of the committee's determination that they failed to meet minimum qualifications.

Among the 24 proposals evaluated, the lowest score was 137 points and the highest score was 271 points out of the maximum possible score of 345 points.

The committee recommended award of permits to the three highest-ranking qualified taxicab operators. The highest-scoring proposals were submitted by the following firms:

Nice Cab Company
Cool Cab
Somali Taxi Association LLC

Each firm scored a minimum of 245 points.

Each of the three highest-scoring proposals were submitted by experienced San Diego taxi drivers and operators. Each of the proposals included service quality amenities ranging from low-emission vehicles to a focus on accessible vehicles to the use of GPS location technology for drivers and passengers – services that are not commonly provided by the industry today.

Nice Cab Company is the dba for a sole proprietorship owned by Amir Aghassi. Mr. Aghassi has been involved in the San Diego taxi industry for 22 years and currently owns six taxi permits. He is a former chief financial officer, president and board chairman at Orange Cab Company, where he has exercised various management responsibilities and was involved in the implementation of a computerized dispatch system. Mr. Aghassi proposes to affiliate taxicab permits awarded to him with Orange Cab, and to utilize GPS location technology to assist drivers and passengers.

Cool Cab is the dba for a sole proprietorship owned by Behzad Hafezi. Mr. Hafezi has been a taxi driver since 1983 and a member of Orange Cab since 1995. Mr. Hafezi has focused his services on disabled persons, and proposes to use handicapped accessible vehicles for permits awarded to him. His cabs would use Orange Cab's dispatch services.

Somali Taxi Association (STA) is a limited liability corporation founded by a group of San Diego cab drivers. STA does not currently own any taxi permits in San Diego. STA proposes to set up and operate its own centralized dispatch system and to operate recent-model year Ford Crown Victoria compressed natural gas vehicles in its new fleet.

In the March evaluation, Parsa Taxicab Service, Inc. scored 200 points and A-1 Taxi (AMM Livery, Inc.) scored a total of 197 points, placing them 15th and 16th in the ranking of applicants.

Other applicants that met the minimum requirements Addis Cab; Ark Cab; Century Cab Co.; Coach Cab (Samber Incorporated dba Coach Cab); Delta Transportation Solutions, LLC; Deluxe 1 Cab Company; Express Cab Company; K-1 Cab; M Cab; Mission Bay Cab; Mr. Salah Barwari; Pearlwood Cab; Quest Cab (Pacific Trans Corp. dba Quest Cab); Ride A Cab Company; San Diego Cab Inc.; SWPS Transportation, Inc.; USA Cab Co.; White Top Cab (White Top, Inc. dba White Top Cab); and World Cab, Inc.

Applicants not meeting minimum requirements were Abe's Cab Company; Amir Cab Company; Arco Cab Company; Atlas Cab Company; Avenue Cab; B.Q. Cab Company; Bay Cab Company; Best City Cab; Blue Star; BZ Cab Company; Cal. Cab Company; Checker Cab Company of San Diego (Express Courier Systems, Inc. dba Checker Cab); Checkers San Diego Inc.; Deluxe Cab, LLC; Discount Cab, Inc.; Discount Taxi L.L.C.; DX Cab; Economy/Budget Cab; Eritrean Cab Inc.; Expert Cab and Smart Cab; Globe Auto Tech; Habib Paghmani; Kandahr Cab; Khyber Pass Cab Company; Macias Cab Company; MAGS Livery, Inc. (dba Paseo Cab); Mohsen Eslambolchi (dba DJM Cab Company); Mr. Faramarz M. Majd; Mr. Hamid Amini; Mr. Iraj Aryanpour Kashani; Mr. Kemal Hakim; Mr. Mir Hussainy; Mr. Tesfom Debas; Nobel Cab Company; Nordic Cab; P&G Cab; Poway's Best Cab and Charter; Red Cab Co. of San Diego, Inc.; Red Sea; Resort Cab; Rose Cab; Sahara Cab; Sanctified Business Ventures; SC Coastal Cab Company; Schick Cab Co.; Sea Coste Inc.; Serv All Cab; Shaheen INC, dba Rumi Cab; Silver Cab, Inc.; Sun Rise Cab; T&R, T-1 and T-2 Cab Company; The American Cab Company (ESM Corporation dba The American Cab Company); Top Cab Company; Transit Cab (Transit Capital Corp. dba Transit Cab); and West Coast Cab Company.

Based on the rank-ordering of the highest-scoring proposals, the committee recommended award of permits as follows:

Nice Cab Company	Block of 10 permits
Cool Cab	Block of 5 permits
Somali Taxi Association LLC	Block of 5 permits

The committee also determined, based on information from Mr. Scott, that after award of these permits none of the recommended firms will have an interest in more than 40 percent of the total active permits, as per City policy.

DECLARATION OF NICK SCHULTE

I, Nick Schulte, declare as follows:

1. I am over the age of 18 years and am competent to testify to the following facts:

2. I am a member of the accounting firm of KPMG, LLP.

3. KPMG provided over sight of the MTS Taxi Cab Company Permit process including observation of the evaluation of applications by the Evaluation Committee, including the Evaluation Committee meetings which occurred on November 13 and 14, 2006, and March 16, 2007. I participated in each of these meetings.

4. KPMG supported the Evaluation Committee in its review of proposal submissions, the assessment of minimum requirements, and the application of scoring criteria.

5. KPMG observed the evaluation and scoring process, tabulated the list of proposals that failed to meet the minimum requirements, tabulated the list of proposal scores for proposals that did meet the minimum requirements, and recorded the results of the Evaluation Committee's selections.

6. A true and correct copy of the memorandum setting out the services, findings and consultation provided by KPMG at the request of MTS as part of KPMG's duties regarding the MTS permit process is attached.

7. Also attached are true and correct copies of the tabulations of the scoring and results prepared by KPMG as part of KPMG's duties regarding the MTS permit process.

I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Executed this 18th day of April, 2007, at San Francisco, California.

NICK SCHULTE

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PLAINTIFF'S EXHIBIT
tabbies
25d-13
REVISED

DRAFT

April 18, 2007

Mr. John Scott
Taxicab Administration Manager
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Dear Mr. Scott:

KPMG LLP (KPMG) is pleased to provide this letter regarding our support to the Metropolitan Transit System (MTS) in its execution of permit distribution under the Taxicab Company Request for Proposals (RFP) process. As part of our oversight of the MTS Taxicab Company Permit Process, KPMG completed a series of activities including:

- Observation of the evaluation of applications in the taxicab company permit process
- Observation of the issuance of the taxicab company permits
- Observation of the protest process

Each of these activities is briefly discussed below.

In November 2006, KPMG supported the Evaluation Committee in its review of proposal submissions, the assessment of minimum requirements, and the application of scoring criteria. KPMG observed the evaluation and scoring process, tabulated the list of proposals that failed to meet the minimum requirements, tabulated the list of proposal scores for proposals that did meet the minimum requirements, and recorded the results of the Evaluation Committee's selections.

The Evaluation Committee reviewed 79 proposals for the issuance of 20 taxi cab permits. The 20 taxi cab permits were split into one block of ten permits and two blocks of five permits. Of the 79 proposals, the Evaluation Committee determined that 22 met all 12 of the minimum requirements listed in the RFP. The Committee evaluated and scored the remaining 22 proposals based on the evaluation criteria outlined in the RFP. KPMG tabulated the evaluation scores. As stated in the RFP, MTS announced the intent to award one block of ten permits to the proposal with the highest score, and the two blocks of five permits to the proposals with the second and third highest scores, respectively.

Next, KPMG supported the continuing process of finalizing the issuance of the permits. This included document reviews and telephone conversations with MTS. KPMG will continue to monitor this process until the permits have been issued.

KPMG reviewed the protest process and the actions and results of protests that were filed. Eighteen protests were filed and MTS reviewed and rejected all eighteen protests. Four protest reconsiderations representing five proposals were then re-filed. As a result of these protest reconsiderations, the Evaluation Committee re-convened in March 2007 to grade two additional proposals that the Committee originally determined had failed to meet the minimum requirements. The newly graded proposals did not score as many points as the top three proposals, resulting in no change to the awarded permits.

KPMG is writing this letter to acknowledge our on-going monitoring of this phase of the taxicab company permit issuance process. KPMG also acknowledges that, based on our support and oversight of this process, MTS has complied with the process established by the Taxicab Company RFP Committee with no irregularities.

KPMG appreciates the opportunity to continue to serve MTS on this important process. Should you have any question, please contact me at (916) 554-1158.

Very truly yours,
KPMG LLP

Robert T. O'Neill

Principal
Risk Advisory Services

SD MTS RFP Results 3-19-07
Evaluated Proposals

List Number	Company / Entity Name	Evaluator # 1	Evaluator # 2	Evaluator # 3	Total
44	Nice Cab	84	94	93	271
43	Cool Cab	81	90	92	263
22	Somali Taxi Association, LLC	75	89	81	245
34	Century Cab Co.	75	81	84	240
7	USA Cab Co.	78	84	77	239
68	World Cab, Inc	72	84	81	237
6	Quest Cab (Pacific Trans Corp. DBA Quest Cab)	75	74	83	232
58	Delta Transportation Solutions, LLC	77	75	80	232
1	White Top Cab (White Top, Inc. DBA White Top Cab)	79	72	75	226
66	Express Cab Company	71	74	78	223
5	SWPS Transportation, Inc.	67	65	78	210
57	Coach Cab (Samber Incorporated DBA Coach Cab)	64	65	75	204
25	Ark Cab	62	69	72	203
37	San Diego Cab Inc.	66	66	68	200
51	Parsa Taxicab Service, Inc.	61	68	71	200
42	A-1 Taxi (AMM Livery, Inc.)	63	65	69	197
52	Deluxe 1 Cab Company	53	61	64	178
23	Pearlwood Cab	53	63	61	177
64	K-1 Cab	55	58	62	175
10	M Cab	62	50	56	168
29	Addis Cab	59	51	54	164
14	Mr. Salah Barwari	55	39	48	142
26	Ride A Cab Company	59	42	41	142
35	Mission Bay Cab	54	40	43	137

SD MTS RFP Results 3-19-07
Ranking

List Number	Company / Entity Name	Grading Criteria and Score									
		20	20	15	15	10	10	10	10 Bonus	5 Bonus	
		1 - Experience	2 - Operations	3 - Drivers	4 - Monitoring and Evaluation	5 - Facilities	6 - Vehicles	7 - Management	8 - Wheelchair-Accessible Service	9 - Impact on Competition and Customer Choice	Total
44	Nice Cab	60	55	30	38	24	23	22	7	12	271
43	Cool Cab	43	45	35	31	26	27	23	30	3	263
22	Somali Taxi Association, LLC	49	49	34	34	19	28	21	0	11	245
34	Century Cab Co.	51	49	33	29	26	21	21	5	5	240
7	USA Cab Co.	51	44	21	20	30	26	25	16	6	239
68	World Cab, Inc	46	49	32	30	26	20	26	6	2	237
6	Quest Cab (Pacific Trans Corp. DBA	51	46	33	26	23	22	21	6	4	232
58	Delta Transportation Solutions, LLC	43	47	34	32	23	25	19	8	1	232
1	White Top Cab (White Top, Inc. DB	41	41	35	31	24	23	22	5	4	226
66	Express Cab Company	33	35	30	35	22	24	23	13	8	223
5	SWPS Transportation, Inc.	52	39	32	28	17	14	20	4	4	210
57	Coach Cab (Samber Incorporated D	49	32	25	28	20	20	19	5	6	204
25	Ark Cab	42	39	27	27	20	20	20	6	2	203
37	San Diego Cab Inc.	41	34	25	31	22	22	21	1	3	200
51	Parsa Taxicab Service, Inc.	40	43	27	25	24	16	16	6	3	200
42	A-1 Taxi (AMM Livery, Inc.)	50	52	30	25	10	7	7	6	10	197
52	Deluxe 1 Cab Company	39	32	32	22	17	17	16	0	3	178
23	Pearlwood Cab	29	41	27	24	16	16	15	6	3	177
64	K-1 Cab	31	31	28	26	17	18	16	8	0	175
10	M Cab	39	33	20	18	21	15	15	5	2	168
29	Addis Cab	45	31	29	23	2	12	14	4	4	164
14	Mr. Salah Barwari	35	36	21	17	3	9	14	5	2	142
26	Ride A Cab Company	30	20	13	13	10	20	22	10	4	142
35	Mission Bay Cab	34	30	16	12	7	18	15	5	0	137

SD MTS RFP Results 3-19-07
Failed Minimum Requirements

List Number	Company / Entity Name	1 - Provide centralized fleet ownership through an individual, a partnership, a corporation, or an association.	2 - Operate a central dispatch system.	3 - Staff the communication department 24 hours a day.	4 - Set Standards for dispatch response times.	5 - Accept credit cards for payment of taxicab fares.	6 - Follow a detailed program for handling customer complaints.	7 - Set minimum age driver qualification at 21 years of age.	8 - Require minimum of 16 hours of driver classroom training for new drivers.	9 - Meet MTS insurance requirements required in MTDB Ordinance No. 11.	10 - Submit a letter from an accredited financial institution stating that Proposer has the resources to fund the business plan as proposed within 90 day of permit award.	11 - Submit three references of clients to whom the Proposer provides or has provided taxicab services or comparable services.	12 - Submit a plan for ongoing monitoring and evaluation of Proposer's level or quality of service and accountability.	Incomplete Proposal - Did Not Submit Original and 10 Copies
18	Abe's Cab Company									F	F			
13	Amir Cab Company								F		F	F		
39	Arco Cab Company										F	F		
77	Atlas Cab Company								F					
31	Avenue Cab		F						F					F
3	B.Q. Cab Company							F	F	F				
67	Bay Cab Company						F							
76	Best City Cab								F					
79	Blue Star						F	F	F					
33	BZ Cab Company												F	
50	Cal. Cab Company										F			F
9	Checker Cab Company of San Dieg		F					F	F				F	
27	Checkers San Diego Inc.		F								F		F	
24	Deluxe Cab, LLC							F	F			F		
59	Discount Cab, Inc.										F			
19	Discount Taxi L.L.C.		F					F	F					
55	DX Cab										F	F		
62	Economy/Budget Cab	F		F		F	F		F					
41	Eritrean Cab Inc.										F	F	F	
15	Expert Cab and Smart Cab		F	F	F						F			
11	Globe Auto Tech								F	F	F			
56	Habib Paghmani		F	F	F						F			
30	Kandahr Cab				F			F	F	F	F			
48	Khyber Pass Cab Company				F		F	F	F					
65	Macias Cab Company										F			
54	MAGS Livery, Inc. (dba Paseo Cab)								F					
69	Mohsen Eslambolchi (dba DJM Cab										F			
72	Mr. Faramarz M. Majd									F	F			
12	Mr. Hamid Amini							F	F	F	F		F	
74	Mr. Iraj Aryanpour Kashani										F		F	
36	Mr. Kemal Hakim										F	F		
16	Mr. Mir Hussainy	F					F			F				
75	Mr. Tesfom Debas										F	F	F	
53	Nobel Cab Company										F			
17	Nordic Cab							F	F					
2	P @ G Cab						F							
21	Poway's Best Cab and Charter								F					
4	Red Cab Co. of San Diego, Inc.									F	F	F		
61	Red Sea										F			
32	Resort Cab				F		F	F	F					
47	Rose Cab										F		F	
78	Sahara Cab							F	F			F		
20	Sanctified Business Ventures													F
71	SC Coastal Cab Company								F	F	F			F
46	Schick Cab Co.								F			F		
63	Sea Coste Inc.								F					
40	Serv All Cab										F			
70	Shaheen INC, dba Rumi Cab									F	F			
73	Silver Cab, Inc.								F					
8	Sun Rise Cab									F	F			F
49	T&R, T-1 and T-2 Cab Company								F	F				
38	The American Cab Company (ESM								F					
28	Top Cab Company		F								F			
45	Transit Cab (Transit Capital Corp. D								F	F			F	
60	West Coast Cab Company								F			F		

SD MTS RFP Results 3-19-07
Failed Min Req

List Number	Company / Entity Name	1	2	3	4	5	6	7	8	9	10	11	12	Incomplete
18	Abe's Cab Company									F	F			
13	Amir Cab Company								F		F	F		
39	Arco Cab Company										F	F		
77	Atlas Cab Company								F					F
31	Avenue Cab		F					F	F	F				
3	B.Q. Cab Company						F							
67	Bay Cab Company								F					
76	Best City Cab						F	F	F				F	
79	Blue Star													F
33	BZ Cab Company										F		F	
50	Cal. Cab Company							F	F				F	
9	Checker Cab Company of San Diego (Express Courier Systems, Inc. DBA Checker Cab)		F								F			
27	Checkers San Diego Inc.		F					F	F			F		
24	Deluxe Cab, LLC										F			
59	Discount Cab, Inc.							F	F					
19	Discount Taxi L.L.C.		F								F	F		
55	DX Cab								F					
62	Economy/Budget Cab	F		F		F	F				F	F	F	
41	Eritrean Cab Inc.										F			
15	Expert Cab and Smart Cab		F	F	F				F	F	F			
11	Globe Auto Tech										F			
56	Habib Paghmani		F	F	F			F	F	F	F			
30	Kandahr Cab				F		F	F	F					
48	Khyber Pass Cab Company										F			
65	Macias Cab Company								F					
54	MAGS Livery, Inc. (dba Paseo Cab)										F			
69	Mohsen Eslambolchi (dba DJM Cab Company)									F	F		F	
72	Mr. Faramarz M. Majd							F	F	F	F		F	
12	Mr. Hamid Amini										F	F		
74	Mr. Iraj Aryanpour Kashani										F			
36	Mr. Kemal Hakim					F				F			F	
16	Mr. Mir Hussainy	F									F	F		
75	Mr. Tesfom Debas										F			
53	Nobel Cab Company							F	F					
17	Nordic Cab					F								
2	P @ G Cab								F					
21	Poway's Best Cab and Charter									F	F	F		
4	Red Cab Co. of San Diego, Inc.										F			
61	Red Sea				F		F	F	F				F	
32	Resort Cab										F			
47	Rose Cab							F	F			F		
78	Sahara Cab													F
20	Sanctified Business Ventures								F	F	F			F
71	SC Coastal Cab Company								F			F		
46	Schick Cab Co.								F					
63	Sea Coste Inc.										F			
40	Serv All Cab									F	F			
70	Shaheen INC, dba Rumi Cab								F					
73	Silver Cab, Inc.									F	F			F
8	Sun Rise Cab								F	F				
49	T&R, T-1 and T-2 Cab Company								F					
38	The American Cab Company (ESM Corporation DBA The American Cab Company)										F			
28	Top Cab Company		F						F	F			F	
45	Transit Cab (Transit Capital Corp. DBA: Transit Cab)								F					
60	West Coast Cab Company								F			F		

	Minimum Requirements
1	Provide centralized fleet ownership through an individual, a partnership, a corporation, or an association.
2	Operate a central dispatch system.
3	Staff the communication department 24 hours a day.
4	Set Standards for dispatch response times.
5	Accept credit cards for payment of taxicab fares.
6	Follow a detailed program for handling customer complaints.
7	Set minimum age driver qualification at 21 years of age.
8	Require minimum of 16 hours of driver classroom training for new drivers.
9	Meet MTS insurance requirements required in MTDB Ordinance No. 11.
10	Submit a letter from an accredited financial institution stating that Proposer has the resources to fund the business plan as proposed within 90 day of permit award.
11	Submit three references of clients to whom the Proposer provides or has provided taxicab services or comparable services.
12	Submit a plan for ongoing monitoring and evaluation of Proposer's level or quality of service and accountability.
Incomplete	Incomplete Proposal - Did Not Submit Original and 10 Copies

DECLARATION OF NICK SCHULTE

I, Nick Schultc, declare as follows:

1. I am over the age of 18 years and am competent to testify to the following facts:

2. I am a member of the accounting firm of KPMG, LLP.

3. KPMG provided over sight of the MTS Taxi Cab Company Permit process including observation of the evaluation of applications by the Evaluation Committee, including the Evaluation Committee meetings which occurred on November 13 and 14, 2006, and March 16, 2007. I participated in each of these meetings.

4. KPMG supported the Evaluation Committee in its review of proposal submissions, the assessment of minimum requirements, and the application of scoring criteria.

5. KPMG observed the evaluation and scoring process, tabulated the list of proposals that failed to meet the minimum requirements, tabulated the list of proposal scores for proposals that did meet the minimum requirements, and recorded the results of the Evaluation Committee's selections.

6. A true and correct copy of the memorandum setting out the services, findings and consultation provided by KPMG at the request of MTS as part of KPMG's duties regarding the MTS permit process is attached.

7. Also attached are true and correct copies of the tabulations of the scoring and results prepared by KPMG as part of KPMG's duties regarding the MTS permit process.

I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Executed this 18th day of April, 2007, at San Francisco, California.

NICK SCHULTE

SAN_DIEGO\349248\1 055853.000

PLAINTIFF'S EXHIBIT 25d-13

DRAFT

April 18, 2007

Mr. John Scott
Taxicab Administration Manager
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Dear Mr. Scott:

KPMG LLP (KPMG) is pleased to provide this letter regarding our support to the Metropolitan Transit System (MTS) in its execution of permit distribution under the Taxicab Company Request for Proposals (RFP) process. As part of our oversight of the MTS Taxicab Company Permit Process, KPMG completed a series of activities including:

- Observation of the evaluation of applications in the taxicab company permit process
- Observation of the issuance of the taxicab company permits
- Observation of the protest process

Each of these activities is briefly discussed below.

In November 2006, KPMG supported the Evaluation Committee in its review of proposal submissions, the assessment of minimum requirements, and the application of scoring criteria. KPMG observed the evaluation and scoring process, tabulated the list of proposals that failed to meet the minimum requirements, tabulated the list of proposal scores for proposals that did meet the minimum requirements, and recorded the results of the Evaluation Committee's selections.

The Evaluation Committee reviewed 79 proposals for the issuance of 20 taxi cab permits. The 20 taxi cab permits were split into one block of ten permits and two blocks of five permits. Of the 79 proposals, the Evaluation Committee determined that 22 met all 12 of the minimum requirements listed in the RFP. The Committee evaluated and scored the remaining 22 proposals based on the evaluation criteria outlined in the RFP. KPMG tabulated the evaluation scores. As stated in the RFP, MTS announced the intent to award one block of ten permits to the proposal with the highest score, and the two blocks of five permits to the proposals with the second and third highest scores, respectively.

Next, KPMG supported the continuing process of finalizing the issuance of the permits. This included document reviews and telephone conversations with MTS. KPMG will continue to monitor this process until the permits have been issued.

KPMG reviewed the protest process and the actions and results of protests that were filed. Eighteen protests were filed and MTS reviewed and rejected all eighteen protests. Four protest reconsiderations representing five proposals were then re-filed. As a result of these protest reconsiderations, the Evaluation Committee re-convened in March 2007 to grade two additional proposals that the Committee originally determined had failed to meet the minimum requirements. The newly graded proposals did not score as many points as the top three proposals, resulting in no change to the awarded permits.

KPMG is writing this letter to acknowledge our on-going monitoring of this phase of the taxicab company permit issuance process. KPMG also acknowledges that, based on our support and oversight of this process, MTS has complied with the process established by the Taxicab Company RFP Committee with no irregularities.

KPMG appreciates the opportunity to continue to serve MTS on this important process. Should you have any question, please contact me at (916) 554-1158.

Very truly yours,
KPMG LLP

Robert T. O'Neill

Principal
Risk Advisory Services

DECLARATION OF GABRIEL SZASZ

I, Gabriel Szasz, declare as follows:

1. I am over the age of 18 years and am competent to testify to the following facts:

2. I am employed as a Transportation Planning Analyst for the City of Beverly Hills Department of Transportation, with responsibility for taxi regulation in Beverly Hills.

3. I was selected as one of the three voting members of the Evaluation Committee which reviewed proposals submitted by taxi operators in response to the September 11, 2006, MTS Request for Proposals to Participate in the Issuance of 20 Additional Taxicab Permits (RFP).

4. Prior to my participation in reviewing the proposals, I signed a Declaration of Impartiality and Confidentiality confirming that I had no known or potential conflict of interest. A copy of the Declaration of Impartiality and Confidentiality, which contains my signature, is attached.

5. On November 13 and 14, 2006, I met with the other Evaluation Committee members, Steve Celinkler, and Alan Jagger, along with John Scott and Susan Hafner, from MTS, consultant Bruce Schaller, and representatives from the accounting firm of KPMG, to review the proposals submitted by taxi operators in response to MTS's RFP.

6. In preparation for the review, I reviewed the RFP issued by MTS, including the criterion included within the RFP for the minimum requirements to be contained within the RFP, and the scoring categories and criterion for the scoring.

7. The Evaluation Committee, including myself, reviewed the proposals initially to determine if the proposals satisfied the minimum requirements set out in the RFP. If the proposal was determined to have met the minimum requirements, the proposal was evaluated and scored by each member of the Evaluation Committee, based on the contents of the proposal and the evaluation criteria set out in the RFP.

8. I reviewed each of the proposals that were determined to have met the minimum requirements and scored each of the proposals on a scoring sheet awarding points for each section based on the information contained within the proposal being evaluated and using the criterion set out in the RFP. The Committee Members discussed their scoring and provided the point totals to the KPMG representatives who recorded and tabulated all the points awarded by each of the members.

9. On March 16, 2007, I participated in another Evaluation Committee meeting to review and score proposals submitted by Parsa Taxi Cab Service, Inc., and AMM Livery, Inc., dba A-1 Taxi Company. The same process and procedure in evaluating and scoring the proposals was utilized at this meeting as was used in the November 13 and 14, 2006, meetings.



10. In performing the evaluation of the two proposals, I utilized the same criteria contained in the RFP and the same scoring valuation as I utilized in the November 13 and 14 meeting of the Evaluation Committee. A true and correct copy of the scoring sheets that I prepared on March 16, 2007, for Parsa Cab Services, Inc., and A-1 Livery are attached to this Declaration.

I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Executed this 17 day of April, 2007, at Beverly Hills, California.

GABRIEL SZASZ

SAN_DIEGO\349003\1 055853.000

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)

DECLARATION OF IMPARTIALITY AND CONFIDENTIALITY

I, Gabriel Szasz, have been named as an Evaluation Committee Member for Request for Proposals twenty (20) additional MTS taxicab permits, or have otherwise been authorized to be party to confidential information concerning this procurement.

I, and each member of my immediate family, have no known or potential conflict of interest, whethe contractual, ownership (including but not limited to any ownership interest in any corporation, partnership, association or other legal entity, or any stock option or other rights pertaining to any su entity) or employment related, in or involving this procurement. If any such interest arises at any tir during the solicitation period, a full and complete disclosure shall be made in writing to the Metropol Transit System, immediately.

I acknowledge the importance of confidentiality and professionalism in the procurement process, an affirm that I will not divulge any confidential information concerning this procurement to any person, except to other committee members and others specifically authorized to know such information, un after conclusion of the award process provided. However, I shall not at any time divulge, other than an authorized person/s, information designated by the Metropolitan Transit System as remaining privileged or confidential after contract award. Confidential information shall include contents of proposals and pre-negotiation positions.

I acknowledge that penalties for non-compliance with this agreement may include disciplinary actior to and including termination.

Name: _____
Signature

Date: 11-13-06

Title: Transportation Planner, City of Beverly Hills

PAGE 03
CITY OF BH
310-858-5965
03/15/2007 09:39

2006 RFP EVALUATION CRITERIA - SCORE

COMPANY NAME: PARSA TAXICAB SERVICE INC.

EVALUATOR NUMBER: 3 Gabe

		Score
1.	Experience ..... 20 points	15
2.	Operations ..... 20 points	15
3.	Drivers ..... 15 points	10
4.	Monitoring and Evaluation ..... 15 points	7
5.	Facilities ..... 10 points	8
6.	Vehicles ..... 10 points	6
7.	Management ..... 10 points	6
8.	Wheelchair-Accessible Service ..... Up to 10 Bonus Points	3
9.	Impact on Competition and Customer Choice ..... Up to 5 Bonus Points	1
		71

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PAGE 02
CITY OF BH
310-858-5965
03/16/2007 09:39

2006 RFP EVALUATION CRITERIA - SCORE

COMPANY NAME: (A-1 Taxi) AMM Livery Inc.

EVALUATOR NUMBER: 3 Gabc

			Score
1.	Experience	20 points	17
2.	Operations	20 points	~~17~~
3.	Drivers	15 points	10
4.	Monitoring and Evaluation	15 points	9
5.	Facilities	10 points	~~4~~
6.	Vehicles	10 points	3
7.	Management	10 points	3
8.	Wheelchair-Accessible Service	Up to 10 Bonus Points	2
9.	Impact on Competition and Customer Choice	Up to 5 Bonus Points	4
			69

2007 MAR 16 AM 10:18

EVALUATION CRITERIA

COMPANY NAME: White Top Cab

EVALUATOR NUMBER: 3

		Score
1.	Experience. 2002 - 4yrs little experienced ..... 20 points	10
2.	Operations. SD Dispatch / Peg Credit card is radio to Dispatch ..... 20 points	15
3.	Drivers ..... 15 points	12
4.	Monitoring and Evaluation ..... 15 points	12
5.	Facilities ..... 10 points	8
6.	Vehicles ..... 10 points	8
7.	Management. org chart ..... 10 points	7
8.	Wheelchair-Accessible Service ..... Up to 10 Bonus Points	2
9.	Impact on Competition and Customer Choice ..... Up to 5 Bonus Points	1
		75

DECLARATION OF ALAN JAGGER

I, Alan Jagger, declare as follows:

1. I am over the age of 18 years and am competent to testify to the following facts:

2. I am employed as a Manager, Operations Support at the Orange County Transportation Authority.

3. I was selected as one of the three voting members of the Evaluation Committee which reviewed proposals submitted by taxi operators in response to the September 11, 2006, MTS Request for Proposals to Participate in the Issuance of 20 Additional Taxicab Permits (RFP).

4. Prior to my participation in reviewing the proposals, I signed a Declaration of Impartiality and Confidentiality confirming that I had no known or potential conflict of interest. A copy of the Declaration of Impartiality and Confidentiality, which contains my signature, is attached.

5. On November 13 and 14, 2006, I met with the other Evaluation Committee members, Steve Celinkler, and Gabriel Szasz, along with John Scott and Susan Hafner, from MTS, consultant Bruce Schaller, and representatives from the accounting firm of KPMG to review the proposals submitted by taxi operators in response to MTS's RFP.

6. In preparation for the review, I reviewed the RFP issued by MTS, including the criterion included within the RFP for the minimum requirements to be contained within the RFP, and the scoring categories and criterion for the scoring.

7. The evaluation committee, including myself, reviewed the proposals initially to determine if the proposals satisfied the minimum requirements set out in the RFP. If the proposal was determined to have met the minimum requirements, the proposal was evaluated and scored by each member of the Evaluation Committee, based on the contents of the proposal and the evaluation criteria set out in the RFP.

8. I reviewed each of the proposals that were determined to have met the minimum requirements, and scored each of the proposals on a scoring sheet awarding points for each section based on the information contained within the proposal being evaluated, and using the criterion set out in the RFP. The Committee Members discussed their scoring and provided the point totals to the KPMG representatives who recorded and tabulated all the points awarded by each of the members.

9. On March 16, 2007, I participated in another Evaluation Committee meeting to review and score proposals submitted by Parsa Taxi Cab Service, Inc., and AMM Livery, Inc., dba A-1 Taxi Company. The same process and procedure in evaluating and scoring the proposals was utilized at this meeting as was used in the November 13 and 14, 2006, meetings.



10. In performing the evaluation of the two proposals, I utilized the same criteria contained in the RFP and the same scoring valuation as I utilized in the November 13 and 14 meeting of the Evaluation Committee. A true and correct copy of the scoring sheets that I prepared on March 16, 2007, for Parsa Cab Services, Inc., and A-1 Livery are attached to this Declaration.

I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Executed this 17th day of April, 2007, at Garden Grove, California.

ALAN JAGGER

SAN_DIEGO\349006\1 055853.000

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)

DECLARATION OF IMPARTIALITY AND CONFIDENTIALITY

I, Allan Jagger, have been named as an Evaluation Committee Member for Request for Proposals for twenty (20) additional MTS taxicab permits, or have otherwise been authorized to be party to confidential information concerning this procurement.

I, and each member of my immediate family, have no known or potential conflict of interest, whether contractual, ownership (including but not limited to any ownership interest in any corporation, partnership, association or other legal entity, or any stock option or other rights pertaining to any such entity) or employment related, in or involving this procurement. If any such interest arises at any time during the solicitation period, a full and complete disclosure shall be made in writing to the Metropolitan Transit System, immediately.

I acknowledge the importance of confidentiality and professionalism in the procurement process, and affirm that I will not divulge any confidential information concerning this procurement to any person, except to other committee members and others specifically authorized to know such information, until after conclusion of the award process provided. However, I shall not at any time divulge, other than to an authorized person/s, information designated by the Metropolitan Transit System as remaining privileged or confidential after contract award. Confidential information shall include contents of proposals and pre-negotiation positions.

I acknowledge that penalties for non-compliance with this agreement may include disciplinary action up to and including termination.

Name: Allan J. Jagger
Signature

Date: 11/13/06

Title: Manager Operations Support
Orange County Transportation Authority

Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corporation and San Diego Trolley, Inc. in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company.

MAR-16-2007 12:02 OCTA GORADIO ANNEX 714 265 4317 P.02/03

2006 RFP EVALUATION CRITERIA - SCORE

COMPANY NAME: PARSA

EVALUATOR NUMBER: 1

			Score
1.	Experience	20 points	10
2.	Operations	20 points	15
3.	Drivers	15 points	7
4.	Monitoring and Evaluation	15 points	9
5.	Facilities	10 points	8
6.	Vehicles	10 points	5
7.	Management	10 points	5
8.	Wheelchair-Accessible Service	Up to 10 Bonus Points	1
9.	Impact on Competition and Customer Choice	Up to 5 Bonus Points	1
			61

714 265 4317 P.03/03
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TOTAL P.03

2006 RFP EVALUATION CRITERIA - SCORE

COMPANY NAME: AMM Livery INC. - A-1 TAXI

EVALUATOR NUMBER: 1

		Score
1.	Experience ..... 20 points	15
2.	Operations ..... 20 points	17
3.	Drivers ..... 15 points	10
4.	Monitoring and Evaluation ..... 15 points	8
5.	Facilities ..... 10 points	4
6.	Vehicles ..... 10 points	2
7.	Management ..... 10 points	2
8.	Wheelchair-Accessible Service ..... Up to 10 Bonus Points	2
9.	Impact on Competition and Customer Choice ..... Up to 5 Bonus Points	3
	[illegible]	63
	[illegible]	
	[illegible]	
	[illegible]	

EVALUATION CRITERIA

COMPANY NAME: White Top Cab

EVALUATOR NUMBER: 1

			Score
1.	Experience. Driver - 1 002.	20 points	16
2.	Operations. San Diego Dispatch - pay system.	20 points	16
3.	Drivers	15 points	11
4.	Monitoring and Evaluation	15 points	11
5.	Facilities	10 points	7
6.	Vehicles	10 points	7
7.	Management	10 points	7
8.	Wheelchair-Accessible Service	Up to 10 Bonus Points	2
9.	Impact on Competition and Customer Choice	Up to 5 Bonus Points	2
			79

EXHIBIT 5

Law Office of
LAREYBI & ASSOCIATES

6650 Flanders Dr Ste J
San Diego, CA 92121-3908
www.lareybilaw.com
Shahbaz Rahbari, Esq.
shahbaz@lareybilaw.com
Tel: (858) 678-9429
Fax: (858) 678-8925

October 26, 2006

Metropolitan Transit Systems
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Re: White Top Cab Proposal for one block of 5 permits or one block of 10 permits

Dear MTS:

In connection with MTS' recent opportunity for the issuance of additional taxicab permits to local taxicab operators, this office has been retained by White Top Cab in an effort to meet the MTS' proposed guidelines.

This office has coordinated at length with the prospective applicant and submits the attached proposal in support of its election for either 5 or 10 taxicab permits. White Top Cab along with submitting written assurances and representations of compliance, has submitted supporting documentation in accordance with guideline requirements.

We thank the Committee and hope that it will seriously consider White Top Cab's application and grant it either a block of 5 permits or a block of 10 permits.

Very truly yours,

LAREYBI & ASSOCIATES

Shahbaz Rahbari, Esq.

SR/ac
cc: client
Attachments

PLAINTIFF'S EXHIBIT
tabbies
25d-16

SECTION I. PROPOSER INFORMATION

1. NAME AND ADDRESS

White Top, Inc. dba White Top Cab
10564 Hollings Worth Way
San Diego, CA 92127

2. NAME, ADDRESS, AND TELEPHONE NUMBER OF APPLICANT

Salahuddin Majid
President, White Top, Inc.
10564 Hollings Worth Way
San Diego, CA 92127
Telephone: (858) 603-2710

3. ENTITY

Corporation.
Incorporated: California, April 10, 2002
Please refer to copy of Articles of Incorporation, Bylaws and List of Corporate Officers/Stockholders Attached as Exhibit "1".

4. PERMIT NUMBERS

Current Permits Held: 10

Total if applicant should receive the proposed permits: 15 or 20

5. REFERENCES OF CLIENTS

1. Rite Aid Corporation, Market Office 23, El Cajon, California, (858) 829-3993.
2. Professional Family Dental, Mehran A. Raza, D.D.S., 1106 North Second Street, El Cajon, California, 92021, (619) 442-3131.
3. Louise James & Associates, Prudential Realty, 940 Eastlake Parkway, Chula Vista, California, 91914, (858) 454-7338.

4. Mrith Sriram, 8008 Girard Avenue #140, La Jolla, CA 92037, (858) 454-9910.
5. Mr. Shahla, 8648 Converse Avenue, San Diego, CA 92123.

Please refer to Client References attached as Exhibit "2".

SECTION II. PROPOSER QUALIFICATIONS AND MANAGEMENT BUSINESS PLAN

1. EXPERIENCE

A. Experience and Qualifications

White Top Cab has been a provider of superior transportation services in San Diego County since 2002. The company is managed by experienced professionals with years of industry experience placing emphasis on timely, safe and reliable transportation for its clients. Since 2002, White Top Cab has held permits for ten taxicabs and has been providing transportation services to the Downtown San Diego Airport, the City of Chula Vista and the City of El Cajon.

White Top Cab currently holds permits for 17 taxicabs to operate at the San Diego Airport that are due to expire in December 2007.

Services

White Top Cab specializes in residential, visitor, commercial and airport transportation. White Top Cab's Mission Statement can be stated as follows:

"Our goal is to provide excellent service and a hospitable experience to all of our clients. We offer friendly personal attention while providing the sophistication of a much larger transportation company.

On-Time service is a priority. We strive to always be punctual and deliver our clients to their destinations in a timely manner. We offer

our clients private accommodations, as they are never asked to share a ride with strangers.

Any and all complaints received are handled through our formal complaint process. We thoroughly investigate any and all complaints we receive and seek to provide appropriate remedies in a prompt manner. We constantly endeavor to improve our services through customer feedback. Maintaining high quality customer service for all of our clients is our main mission".

Drivers

Our drivers are professionally trained, courteous and committed to service. Only the most qualified drivers are selected for training and service with White Top Cab.

All of our drivers complete a formal training program including passenger safety and defensive driving. Drivers complete training in general taxicab transportation protocol, vehicle maintenance, customer service and receive other related training exceeding the guidelines prescribed by state and local authorities. Drivers are required to have extensive knowledge of San Diego County and must have been residents of the area for at least three years prior to commencement of services. All drivers and all vehicles are covered by liability insurance in excess of the amounts required by state and local law.

Fleet

White Top Cab's current fleet includes ten clean, well-maintained Ford and Chevrolet sedans that are all less than ten years old. All vehicles are also properly-equipped and Air-Conditioned. Every 3,000 miles all our vehicles undergo routine maintenance to ensure that they are always safe, reliable and in good-repair. Additionally, our drivers undertake an extensive vehicle inspection before each shift to ensure the safety and dependability of their vehicles.

Dispatch

White Top Cab utilizes a state-of-the-art 24/7 radio dispatch system in providing our clients with the most effective response time

possible. Advanced reservations are invited but not required. We offer direct Door-to-Door service and accept all major credit cards.

Conclusion

Providing safe, dependable and on-time transportation is the main goal at White Top Cab. Professional and comfortable services are provided at a fair price. White Top Cab also emphasizes the highest quality of customer service and dedication to serving our clients' needs.

B. Experience of Senior Officers and Managers:

Salamuddin Majid, President
Mr. Majid brings a wealth of industry experience and knowledge to White Top Cab. He has worked for the past eighteen years in the San Diego taxicab transportation industry, serving in various roles and capacities. He began working as a taxicab driver in 1988. Between 1994 and 2002 he served as a manager at the San Diego Dispatch Company. In 2002, he co-founded White Top Cab and in assuming the role of President he has been the leader of, growth and development of this company since its inception. Mr. Majid holds a degree in Persian language from the University of Kabul.

While working as a manager at San Diego Dispatch Company between 1994 and 2002, Mr. Majid performed many of tasks essential to the operation of a taxicab transportation company. He trained new and existing drivers on the local rules and regulations for taxicab operators, regular vehicle inspections, proper vehicle care, defensive driving, customer service, professionalism, and other related matters. He also performed an active role in dispatching taxicabs and overseeing the company's dispatch operations. Other duties performed by Mr. Majid included helping manage the financial affairs of the company and other miscellaneous management tasks essential to the operation of a taxicab transportation company. In addition to these duties, Mr. Majid took an active role in handling complaints for the company, working with the complaint board, passengers and drivers to handle complaints in a judicious and fair manner.

Since 2002, President of White Top Cab, Mr. Majid, has been working to provide the best taxicab transportation services to the public. Mr. Majid takes an active role in overseeing many of the day-to-day activities of the company. He takes pride in personally instructing drivers on the basic rules and regulations of the industry as well as managing many of the daily operations of the company. He also personally supervises White Top Cab's licensing, vehicle maintenance and business development.

As President of White Top Cab, Mr. Majid strives to provide the highest level of customer service and safe, reliable transportation to all customers. He personally takes pride in assuming a daily role in the operations of the company, emphasizing the importance of safe and timely transportation services.

Mr. Majid's resume is attached as Exhibit "3".

Mir E. Schamel, Vice President & Treasurer
Mr. Schamel has been an integral part of White Top Cab's management since 2002. His twelve years of experience in the San Diego taxicab industry has given him the insight to be an invaluable asset to White Top Cab's operations. Mr. Schamel is primarily responsible for maintaining expense and other financial records for the company along with managing other financial aspects of the business.

Mr. Schamel is a competent and highly qualified financial manager. He developed significant administrative skills working as Director of Trade for the government of Afghanistan from 1975-1981 and obtaining a law degree from Kabul University in 1975. This experience is carried over to his position with White Top Cab and is reflected in his performance.

Since 2002 Mr. Schamel has been instrumental to White Top Cab, providing essential bookkeeping and financial services on a consistent basis. Specifically, he develops the annual budget, collects maintence fees, maintains expense records and performs business expense transactions. In addition to overseeing the company's financial matters, Mr. Schamel schedules monthly board meetings, and assumes the role of the President should he be needed in this capacity.

Mr. Schamel's resume is attached as Exhibit "4".

Shekib Olomi, Secretary
Over the past five years Mr. Olomi has been dedicated to providing superior transportation services to White Top Cab's clientele. Mr. Olomi's fourteen years in working as a driver in the industry and five years working in a management capacity for White Top Cab has given him the skills necessary to competently complete the vital tasks he is called on to perform.

Mr. Olomi, as secretary of White Top Cab, provides various managerial functions essential to the operation of the company. He is primarily in charge of customer relations, ensuring that customers are given the very best accommodations. Mr. Olomi also handles various record keeping functions of the company and serves as an administrative assistant.

Mr. Olomi's resume is attached as Exhibit "5".

2. OPERATIONS

A. Reservations and Dispatch

White Top Cab utilizes San Diego Dispatch to provide year-round, 24-hour a day radio dispatch services to its drivers. San Diego Dispatch has been providing reliable, state-of-the-art dispatching services since 1990. San Diego Dispatch is staffed by professional dispatchers who operate under standardized guidelines to ensure that reservation and dispatch services are of the highest quality.

Reservations

When a customer calls for a reservation the following information is obtained by the dispatcher: client's name, address, telephone number, the time of the reservation and any other pertinent information. Generally, twenty minutes prior to the reservation time the reservation is offered via the voice dispatch system to drivers. The closest driver to the address is then assigned to the reservation, special instructions will also be provided if applicable.

Dispatch Operations

All dispatchers at San Diego Dispatch are experienced in the field of dispatching and are veteran taxicab drivers.

Training

In general, when a new dispatcher is needed an experienced telephone operator is promoted to the position. Depending on the level of qualification and knowledge of the newly promoted telephone operator, they must train three to four weeks under the supervision of an experienced dispatcher. Dispatchers are taught the different taxi zones and boundaries throughout the region. They are trained on how to peg drivers in different zones as well as how to dispatch telephone requests. Most importantly, dispatchers are taught how to effectively communicate with drivers and efficiently facilitate passengers' travel.

The same philosophy is applicable for training of new phone operators. New recruits are trained with experienced phone operators for a period usually lasting approximately one week. Phone operators learn how to efficiently and effectively communicate with customers, while providing courteous and prompt service. Phone operators obtain the name, address, telephone number and any special concerns of clients for relay to the dispatcher.

Dispatch Center & Method of Receiving Customer Calls

The dispatch center consists of telephone equipment, dispatch equipment, telephone operators and dispatchers. The main function of the dispatch center is to provide taxicab service for the general public. When a client calls to order a taxicab the telephone operator obtains the client's information such as pick-up address, name, telephone number and any other special concerns. The information is recorded on a dispatch card. The dispatch card is time stamped and the phone operator forwards the dispatch card to the dispatcher. The dispatcher offers the trip to the driver via the voice dispatch system. The order is then assigned to the closest cab. Once the driver picks up the passenger, he or she notifies the dispatcher that

the customer is picked up. The dispatcher time stamps the dispatch card and it is filed for record keeping purposes.

Telephone operators are trained to obtain specific information from the customer in order to minimize time spent on the telephone. Shorter conversations allow phone operators to handle more telephone requests and spend time when needed to clarify essential information.

Telephone operators are trained to ask callers short and specific questions such as name, address and telephone number. Unnecessary conversation, discussion and arguments are avoided to the greatest extent possible while providing personable service.

B. Communications Staffing

San Diego Dispatch is staffed with at least one dispatcher and one telephone operator on each shift, 24 hours a day, 365 days a year. Dispatchers and telephone operators staff the facility in three eight-hour shifts. Staffing is adjusted proportionately to meet increased demand for taxicabs during high-volume days such as weekends and holidays.

San Diego Dispatch maintains access to backup staff in case of unexpected personnel shortages, or in case of increased demand. Having a pool of well-qualified reserve personnel is an essential component to providing optimum levels of staffing. San Diego Dispatch's staffing systems and procedures are designed to provide efficient communications operations and ensure the highest levels of customer care.

C. Communications Technology

All dispatch communications between drivers and the dispatch facility is performed via VHF radio frequencies. A two-way radio system allows for reliable, instantaneous communication between drivers and dispatchers. This system enables the dispatchers to efficiently deploy taxicabs to calls and communicate with drivers in the field. This direct communication is also helpful should any problems or unforeseen contingencies arise.

The San Diego Dispatch Radio is licensed by Federal Communications Commission for the operation of all radio frequencies they utilize.

D. Dispatch System

All dispatching is performed using voice. Each vehicle is equipped with a mobile radio programmed to the dispatch company's specific frequencies. The mobile radio is programmed to receive and transmit.

San Diego Dispatch Radio maintains two transmitters located on Mt. Otay and Mt. Palomar, in order to provide complete radio coverage throughout San Diego County. These transmitters are connected to the dispatch facility via telephone phone circuits. The dispatch center is equipped with radios, links and microphones enabling them to transmit and receive information to and from drivers.

Manuals are readily available to dispatchers at the dispatch center for their communications equipment and the radios in the taxicabs they service. This allows any problems with the communications systems to be quickly addressed. Dispatchers also have instant access to other information that may be needed by drivers in the field. Drivers can request and receive facts concerning local restaurants, lodging, accommodations, popular tourist locations and other miscellaneous information.

Procedures for Handling Extended Response Times & No-Show Taxis

In order to alleviate any extended response times during peak hours. San Diego Dispatch requests drivers to cover to such delays as to cover any voids. Drivers are enticed by being offered additional reservations for providing service for those customers that may be experiencing delays. Most importantly, the customers are also notified by calling them and keeping them informed concerning the status of their service.

Should a taxicab not arrive as scheduled, an immediate attempt to determine the cause of the no-show is made. If it is determined that the taxicab originally scheduled for the pick-up will not be able to

make the call in a timely manner, another taxicab is dispatched to the client immediately. The client is also updated as to the status of their transportation.

Record keeping re no-shows

As described above, San Diego Dispatch tracks all trips including "no-shows" and non-dispatched trips through its dispatch card recording system.

All trip requests are recorded on a dispatch card. The dispatch cards are time stamped when the request is made and when the diver has picked up the passenger. From this information, recorded on each trip card, it can be determined exactly how long it took for the driver to retrieve the customer. Dispatch cards are maintained as a part of the ordinary record keeping. They are organized by shift, date and time. Further, these cards are organized into three categories: all requests serviced, all customer no-shows, and all driver no-shows. Through this record keeping system, White Top Cab can track all trips determining with a great deal of accuracy, response times, driver no-shows and passenger no-shows.

E. Dispatch Response Time Standard

Dispatch response times are constantly monitored in order to ensure that the best possible service is being provided to clients.

Immediate Calls

For most immediate calls, dispatch response for at least 90 percent of calls is 20 minutes. At least 97 percent of all calls are picked up within 30 minutes.

A minimum of 97 percent of immediate calls will be serviced.

Advanced Reservations

Unless there are unforeseen circumstances a minimum of 99% of advanced reservations will be serviced at the time scheduled.

F. Credit Card Acceptance

White Top Cab accepts all major credit cards from its customers. San Diego Dispatch provides credit card processing services via radio to White Top Cab's drivers.

If a customer wishes to use a credit card for payment of a fare, the driver takes the customer's credit card and photo identification to verify the identity of the card holder. Then, the driver provides the credit card number via voice radio to the dispatcher. The dispatcher telephones a credit card clearing house to approve the credit card for the appropriate charge amount. Once the card is approved and an approval number is issued, the dispatcher relays the approval number to the driver. The driver, using the imprint device in his vehicle, takes an imprint of the card and the customer signs the charge slip for the charges. The charge slip is submitted to the office for record retention and a customer is given a receipt.

3. DRIVERS

White Top Cab provides Equal Employment Opportunity for its drivers and provides an Equal Employment Opportunity notice to its drivers. Please refer to Exhibit "6". If drivers have any questions about White Top Cab's Equal Employment Opportunity policies, they are directed to the Equal Employment Opportunity Notice posted on the wall of San Diego Dispatch's facilities. Drivers are hired solely on the basis of their professional experience and skill and not on any improper basis.

Along with drivers from the United States, White Top Cab has had the privilege to work with drivers from diverse international locations including the Russia, Iran, Somalia, and Afghanistan.

Hiring Criteria

White Top Cab hires only experienced, well-qualified drivers over 21 years of age. Drivers must have significant driving experience, a driving record check and pass an extensive background check to be considered to work with the proposer. Additionally, White Top Cab requires that drivers have lived in the San Diego area for at least three years before they can drive with the company.

White Top Cab maintains high standards for new drivers that exceed the minimum qualifications provided by state and local law. Please refer to Exhibit "7" attached, "Driver Requirements". White Top Cab conducts comprehensive periodic reviews of all of its drivers' performances. After three warnings and instruction from management, White Top Cab dismissed drivers who are not performing at its high standards.

All applicants are required to pass a San Diego County Sheriff's drug screen and background check. Applicant's DMV records are also searched for accidents and violations. An applicant is automatically disqualified if they have had more than three moving violations in the past three years, or if they have ever had been conviction for driving under the influence.

White Top Cab conducts an initial review of skills and qualifications of potential drivers to assess their fitness for the position. Drivers are taken out in the field in order to test their ability to handle driving in residential and commercial areas, in addition to highways, and during busy times and night times. Only drivers who can clearly demonstrate superior driving skills and suitability for the position will be considered for further training and work with White Top Cab.

Existing drivers who do not adhere to company policy and procedures are not retained. They are evaluated on a monthly basis and are required to maintain an acceptable driving record, pass an annual San Diego Sheriff's drug screen and maintain all professional licenses, permits and training.

Driver Training

White Top Cab requires all new drivers to undergo extensive training before starting work. New drivers are given hands-on training in addition to the 16-hour classroom training required by the MTS.

Drivers initially spend a minimum of eight hours with a dispatch manager or experienced driver. During this period the prospective driver will learn about taxicab regulations and operations in the San Diego area with particular emphasis on the ordinances governing taxicabs and taxicab drivers. Further subjects concerning driver safety, defensive driving, appearance, dress code requirements and customer relations are addressed. Special emphasis is placed on providing customer service to passengers with disabilities, the elderly and those with special needs.

Drivers will spend an additional six hours training with a dispatcher, learning the following:

- How to use the radio and communications equipment
- How to read maps
- How to find an address on a map
- Location of main points of interest, major venues and popular destinations in the San Diego area
- How to use Taxi Zones
- How to obtain a call (request for a taxicab)
- How to appropriately respond to a dispatcher
- How to contact the dispatcher in the case of emergency
- What to do in case of an emergency
- Robbery prevention and personal safety
- Local trips
- What to do in case of an accident
- How to process credit cards
- How to use "10" codes
- How to provide excellent customer service
- How to accommodate clients elderly clients and clients with special needs
- Knowledge of local geography and traffic areas

In addition, new or prospective drivers will spend at least four hours in a cab with an experienced White Top Cab driver. During this period the driver will learn the following:

- How to operate the meter
- How to operate the radio
- How to operate the emergency signaling system
- General vehicle safety
- Trip sheet requirements
- Taxicab ID requirements
- Driving in different traffic conditions and day and night driving skills

Drivers are required to spend whatever amount of time is necessary to learn the radio communication system and dispatch process. San Diego Dispatch requires that drivers adhere to certain rules and standards of conduct. These rules and regulations are set forth in their "Radio Rules and Regulations",

attached as Exhibit "8". Drivers are required to communicate with the dispatch facility using specific standardized protocols. They are also required to be polite, professional and courteous at all time. Drivers who do not adhere to these rules and regulations are penalized.

Pre-trip inspections and basic mechanical knowledge of the vehicles that they will be operating is emphasized as an essential component of a new driver's training. Drivers are trained to perform comprehensive pre-trip vehicle inspections, examining all areas of the vehicle. Drivers will be required to follow these vehicle inspections before the start of every shift, as described in detail below.

White Top Cab currently has plans to obtain a wheelchair accessible vehicle from Rincon Corp. When it is able to obtain this vehicle, the company will implement a training program for all new and existing drivers, stressing all aspects of the safe and proper operation of this equipment according to the manufacturer's recommendations. Attached as Exhibit "9" is information regarding the equipment White Top Cab is planning to install on at least one of its vehicles.

4. MONITORING AND EVALUATION

White Top Cab continuously monitors the performance of its drivers and operations to ensure that it is providing the most reliable transportation service and best customer care possible.

Reviews are conducted mostly by randomly questioning recent customers about their recent experience using White Top Cab. Feedback is constantly obtained from repeat and long-time customers.

Drivers are assessed on a number of different factors including:

- Personal appearance and cleanliness as well as the appearance and cleanliness of the taxicab (inside and outside)
- Driver's ability to pick-up passengers on-time
- Driver's ability to deliver passengers to their destinations in a safe and timely manner
- Driver's ability to meet the particular needs of the customer
- Level of customer service provided
- If the driver was friendly, polite and helpful to customers and others while on duty

- Driving ability of the driver, and the driver's ability to provide a safe and comfortable ride for the duration of the trip
- Customer's overall satisfaction and approval of their ride
- Any complaints lodged against the driver
- The general maintenance and upkeep of the driver's vehicle (i.e., are routine inspections being made and are vehicles kept in proper mechanical condition)

Review of driver's performance is conducted on a monthly basis to ensure that drivers are providing the best service possible. This monitoring also ensures that the company is providing competent and prompt transportation services and superior customer service.

Drivers who have complaints against them or have in some respect been unsuccessful in providing competent transportation or superior customer service are reprimanded. Senior managers and drivers work with the driver receiving a deficient evaluation to help correct any of the driver's skills that have been found to be lacking. If the driver continues to receive deficient reports in the future then the driver will be again instructed as to how to conduct business in accordance with company guidelines. If this these efforts fail, and a specific driver continues to receive poor evaluations, after three warnings, they will be discharged from the company's service.

5. FACILITIES

Maintenance & Storage Facilities

White Top Cab utilizes the services of two leading garage facilities in San Diego, providing mechanical services for their fleet seven days a week.

1. German Auto Center, located at 1800 Rosecrans Street, San Diego, California 92106, (619) 920-4814.

German Auto Center provides most of routine and non-routine maintenance services for White Top Cab's vehicles. The seven-thousand square foot garage facility, equipped with three lifts competently provides all mechanical services necessary to provide fast and reliable repairs and maintenance. The garage is staffed by four experienced technicians daily, Monday through Friday.

Please see Exhibit "10" attached, letter and photographs submitted by German Auto Center.

2. Palace Imports, located at 4802 El Cajon Blvd., San Diego, California 92115, (619) 583-2277.

Palace Imports is a full-service automotive shop and provides mechanical services to White Top Cab's fleet. The two-thousand square foot garage at Palace Imports contains one lift bay, and is staffed by at least one mechanic. This facility is open seven days a week to provide repair and maintenance services to White Top Cab on a backup basis.

Palace Imports also serves as a storage facility for White Top Cab with two large lots capable of storing its entire fleet, as it is now and as proposed.

Dispatch Facilities

Dispatch and other related services are provided to White Top Cab by San Diego Dispatch, Inc., located at 3485 Kurtz Street, San Diego, California 92110, (619) 226-8294. This facility provides radio-dispatch, credit card processing and other services vital to the operation of White Top Cab. San Diego Dispatch has two call-taker and two dispatch stations and is fully equipped to provide around the clock dispatch and other essential services.

Administrative Facilities

White Top Cab's administrative offices are located at 10564 Hollings Worth Way, San Diego, California 92127, (858) 603-2710. This 1500 square foot facility provides record keeping and other administrative functions for White Top Cab. This facility is suitable for the current needs of the company and will provide adequate services as the company expands as proposed.

6. VEHICLES

A. Vehicles and Maintenance

Currently, White Top Cab operates a fleet consisting of ten 1996-2002 Ford and Chevrolet sedans.

All of White Top Cab's fleet vehicles undergo regularly scheduled maintenance every three thousand miles. Records of maintenance are maintained by White Top Cab. Furthermore, all vehicles are given a routine safety and mechanical inspection before the beginning of each shift.

Routine Maintenance

Every three-thousand miles, each taxicab undergoes an oil change and a comprehensive inspection by a trained mechanic. Vehicles are inspected in all aspects for any safety issues and proper mechanical functioning.

Daily Inspection

Before each shift, the driver inspects his or her vehicle for safety and mechanical concerns. Under the hood, the driver checks the oil, radiant coolant, transmission fluid, brake fluid, windshield wiper fluid and inspects belts and hoses for cracks or wear. All headlights brake lights, turn-indicators and other lights are checked for proper operation. Tires are checked for irregular tread wear, cracks and proper inflation. The windows and windshield are inspected for any cracks. The vehicles seatbelts and spare tire are also checked.

After turning the vehicle on, its gauges, brakes and radio are all checked to ensure that they are operating properly. Drivers also check for strange smells, noises or anything else that may indicate a mechanical problem.

B. Personnel

Maintenance is performed by the trained professional mechanics at German Auto Center and Palace Imports.

German Auto Center provides services Monday through Friday 8 a.m. to 5 p.m., and is staffed by at least four highly-experienced, full-time mechanics. All new employees are carefully screened prior to employment.

Palace Imports provides services Monday through Friday 9 a.m. through 7 p.m. and service on 9 a.m. to 5 p.m. on Saturday and

Sunday. They employ a full-time experienced ASE certified automotive technician with over twenty years of experience. Palace Imports carefully pre-screens all potential employees.

C. Safety Compliance

Safety is our number one concern at White Top Cab. In addition to regular MTDB vehicle inspections, White Top Cab performs both periodic vehicle inspections and a driver safety inspection before the start of every shift. Over the past year all of our vehicles have passed mandated MTDB vehicle inspections. White Top Cab fully complies with all MTDB requirements for vehicle maintenance. Please see vehicle inspection sheets from 2005 and 2006 attached as Exhibit "11".

Every three-thousand miles, each vehicle is serviced by a trained technician. The oil is changed, the fluids are checked and the vehicle is given a complete safety inspection. Vehicles receive new brake pads, tune-ups and other parts/services as they are needed.

Despite having ten taxicabs, White Top Cab had no major accidents last year. However, over the past year, White Top Cab drivers have been involved in three minor accidents. None of these accidents resulted in injury or fatality. Two of the accidents were not the fault of our drivers and the third accident was only a minor collision resulting in only cosmetic damage to vehicles bumper/fenders.

D. Insurance

White Top Cab fully insures all of its vehicles and drivers pursuant to the requirements of California state law and MTDB Ordinance No. 11. Attached as Exhibit "12" is White Top Cab's 2006-2007 insurance policy through Public Livery Insurance Services, Inc., Michael E. James Insurance Agency.

E. Low-Emission Vehicles

All White Top Cab vehicles are regularly tested, and meet all California and MTDB emissions standards.

7. MANAGEMENT

A. Organization Chart

Please refer to the Organization Chart attached as Exhibit "13".

B. Start-Up Financing

White Top Cab is fully capable of providing the capital funding required to implement its Business Plan as proposed. White Top Cab has access to liquid assets that can be applied immediately in the following amounts.

1. $140,000—
Home Equity Line of Credit of White Top Cab President and Stockholder Mr. Salshuddin Majid. Please see Exhibit "14" a true and correct copy of Wells Fargo "Account Statement" and letter dated October 18, 2006.

2. $152,000—
Checking Account of White Top Cab Stockholder Mr. Asmathullah Amiri. Please see Exhibit "15" a true and correct copy of letter from Bank of America dated October 18, 2006.

3. $81,148—
Savings Account of White Top Cab Stockholder Mr. Ahmed R. Miazada. Please see Exhibit "16" a true and correct copy of Mission Federal Credit Union "Account Statement" dated September 30, 2006.

4. $16,000—
Savings Account of White Top Cab Stockholder Ms. Malina Amiri. Please see Exhibit "17" a true and correct copy of Union Bank of California "Statement of Accounts".

5. $59,125—
Time Deposit Account of White Top Cab Stockholder Tajyar Habi. Please see Exhibit "18" a true and correct copy of Union Bank of California Statement.

C. Implementation Plan

White Top Cab is confident that it will be able to successfully put into operation its proposed Business Management Plan. The company is confident that its existing management team will be prepared to hire any additional workforce and make any changes required by its growing business. Procedures already in place for new driver training and recruitment will be more than adequate to ensure adequate personnel to staff and smoothly expand the scale of White Top Cab's operations.

Existing administrative and storage facilities are of sufficient size as to be able to accommodate anticipated increases in workforce and equipment. White Top Cab anticipates handling the proposed increase in record keeping and administrative duties by promoting least two or three existing staff members to its management team. This increase in management personnel will also assist with the added burden of acquiring new vehicles.

San Diego Dispatch maintains adequate capacity to accommodate the increase in dispatch business it would anticipate as a result of its proposed Business Management Plan. German Auto Center and Palace Imports have sufficient capacity to accommodate the growing maintenance and repair needs of proposer. If for an unexpected reason these facilities should not be able to meet the needs of proposer, new and/or additional maintenance and repair facilities can be sought out in the local area.

White Top Cab's senior management is fully capable to handle the additional workload as the corporation has the staff, funds and resources to undertake the increased operations. White Top Cab is confident in its experience and skill to successfully implement the proposed changes.

D. System Management Program

White Top Cab currently employs an experienced management team comprised of individuals with years of experience both driving taxicabs and managing taxicab companies. This team takes pride in providing the best transportation and service possible to its customers.

Mr. Majid, as President, is responsible for managing the day-to-day operations of the company and ensuring that it consistently provides professional transportation services while placing an emphasis on customer service. He personally selects and trains new drivers to perform to the company's high standards. He also oversees the licensing, vehicle maintenance and business development. Vice President and Treauserer, Mr. Schamel handles most routine bookkeeping and financial matters. He oversees expenditures and schedules board meetings. In addition, he takes over any miscellaneous management functions that arise. Secretary, Mr. Olomi, is in charge of most record keeping and associated tasks. He serves as an administrative assistant, providing support to Mr. Majid and Mr. Schamel, and handling any miscellaneous tasks that may arise.

To support the existing management, White Top Cab intends to promote two existing staff members into its administrative team as its needs grow. White Top Cab intends to integrate Mr. Mehruddin Kawaja and Mr. Mohammad Amiri into its management team as the company's need for skilled and competent administrators increases.

Mr. Mehruddin has worked for White Top Cab as a driver for the past five years and currently is performing management and administrative tasks for the company on a limited basis. He has proven to be a competent and proficient asset to the company. Please see Mr. Kawaja's resume attached as Exhibit "19".

Mr. Amiri's past retail management experience and four years of experience as a driver with White Top Cab make him an excellent candidate for inclusion in the management staff. While working with White Top Cab Mr. Amiri has demonstrated skill and competency in all of his work. Please see Mr. Amiri's resume attached as Exhibit "20".

White Top Cab's commitment to providing high-quality taxicab services is its prime concern. Customer feedback, obtained by interviewing customers is carefully analyzed so that the company can continue to provide the highest level of transportation services and customer care.

E. Complaint Handling

If a complaint is received from a customer, the representative handling the complaint determines the nature of the complaint. If the complaint is against a dispatcher or phone operator the representative will obtain as much information as possible and the information is relayed to the dispatch manager. The dispatch manager will then conduct an interview with the employee involved and an appropriate remedy will be enacted.

If a complaint is received against a driver, the representative will obtain as much information as possible concerning the incident. If the complainant does not have sufficient information, such as the name of the driver or cab number, then appropriate research will be conducted to determine such information by reviewing any dispatch records or trip sheets. Once all related information is obtained the driver is then contacted to discuss the complaint and obtain the driver's perspective. Appropriate follow-up is made with the customer in an effort to resolve the complaint. If the driver was in error, then we compensate the customer by offering free rides or a refund in an effort to gain the customer's repeat business.

The following information is obtained when a customer files a complaint:

- Name
- Telephone number
- Alternate telephone number
- Date
- Time
- Cab number
- Pick-up location
- Destination
- Description of the complaint
- Any other relevant information

F. Reporting

As described above, White Top Cab keeps and will continue to keep detailed records of response times and other data related to response times, trip times and no-shows through the use of San Diego Dispatch's card recordation system. After records of complaints are

provided by San Diego Dispatch, or others, to White Top Cab, they are kept in the company's administrative facility for an appropriate amount of time. Service data is also kept at White Top Cab's administrative facility.

G. Response Time Attainment

White Top Cab utilizes the services of San Diego Dispatch to provide dispatching and other services vital to providing superior, on-time transportation services.

As listed above, White Top Cab intends to observe of the response times that it currently maintains.

Immediate Calls

For most immediate calls, dispatch response for at least 90 percent of calls will be 20 minutes. At least 97 percent of all calls will be picked up within 30 minutes.

A minimum of 97 percent of immediate calls will be serviced.

Advanced Reservations

Unless there are unforeseen circumstances a minimum of 99% of advanced reservations will be serviced at the time scheduled.

8. WHEEL CHAIR ACCESSIBLE SERVICE

Accessibility benefits those with disabilities as well as those without disabilities. Currently, White Top Cab is in the process of obtaining equipment from Rincon Corp in order to provide taxicab services to wheelchair passengers. The addition of at least one vehicle with this special equipment will allow the company to better serve the public promoting equal access to their services. Please see Exhibit "9" attached, information regarding special vehicle upgrades to accommodate wheelchair passengers.

9. IMPACT ON COMPETITION AND CUSTOMER

White Top Cab's participation in the San Diego taxicab market will promote competition and enhance taxicab services available to the public generally. By offering competitive fares, superior services and excellent customer service competition in the local market will be increased. Increased competition will lead to better prices for taxicab services and a higher quality of service generally. Competition from small competitors forces larger companies to price their services more fairly and provide better services overall.

Competition from multiple businesses will also help to prevent collusion and price-fixing. When an industry is dominated by a few large competitors, pricing may gravitate away from its natural equilibrium simply because the competitors may be able to "set" the market price, instead of being subject to the effects of healthy competition.

The elderly, many of whom rely on taxicabs as their sole form of transportation, will benefit from increased choice and competition in the local taxicab market. Many of these people are unable to rely on traditional forms of public transportation such as busses, trains or trolleys because of physical disabilities. By increasing competition, lowering prices and increasing the level of service, elderly patrons will benefit from competition in this market. Additionally, individuals living on a fixed-income or those on a tight budget will benefit from lower fares and increased levels of services.

Tourists, and the San Diego tourism industry generally, will benefit from greater competition and lower prices. Scores of vacationers come to San Diego, many of whom will utilize taxicab transportation. Better service and lower prices will mean an enhanced vacation experience and make a trip to San Diego less costly overall.

In sum, the effects of healthy competition among businesses in the same market are well documented. Increased competition forces companies to work harder to provide better services at a more affordable price.

White Top Cab thanks the Metropolitan Transit Development Board and appreciates the opportunity to submit this proposal for a block of either five or ten permits.

Sincerely,

Salahuddin Majid

Salahuddin Majid
President, White Top, Inc.

EXHIBIT 1

WHITE TOP, INC. ARTICLES OF INCORPORATION, BYLAWS AND LIST OF CORPORATE OFFICERS/ STOCKHOLDER

2288485

State of California

OFFICE OF THE SECRETARY OF STATE

mm

SECRETARY OF STATE

I, *BILL JONES*, Secretary of State of the State of California, hereby certify:

That the attached transcript of 2 page(s) has been compared with the record on file in this office, of which it purports to be a copy, and that it is full, true and correct.

IN WITNESS WHEREOF, I execute this certificate and affix the Great Seal of the State of California this day of

APR 10 2002

Bill Jones

Secretary of State

Sec/State Form CE-107 (rev. 9/98)

OSP 01 55358

2288405

ENDORSED - FILED
in the office of the Secretary of State
of the State of California

APR 0 8 2002

BILL JONES, Secretary of State

ARTICLE OF INCORPORATION
OF
White Top.Inc.

1

The name of corporation is White Top.Inc.

2

The purpose of this corporation is to engage in any lawful act or activity for which a corporation may be organized under the general corporation law of California other than the banking business,the trust company business or practice of a profession permitted to be incorporated by the California Corporation Code .

3

The name and address in the state of Corporation's initial agent for service of process is :

Majid Salahuddin at 9808 Caminito Cuadro San Diego, CA 92129

4

This Corporation is authorized to issue only one class of share of stock which shall be designated common stock . The total number of shares it is authorized to issue is : ONE THOUSAND shares .

5

The name and address of the persons who are appointed to act as the initial directors of this Corporation are :

Majid Salahuddin — 9808 Caminito Cuadro
SAN DIEGO, CA 92129

6

The liability of directors of Corporation for monetary changes shall be eliminated to the fullest extend permissible under California law .

7

The Corporation is authorized to indemnify the directors and the officers of the Corporation to the fullest extent permissible under California law .

In withness whereof, the undersigned , being all the persons,named above as the initial directors, have executed these Article of Incorporation .

DATED : APRIL,1 ,2002

MAJID SALAHUDDIN
Salahuddin Majid

The undersigned ,being all the persons named above as the initial directors, declare that they are the persons who executed the foregoing articles of Incorporation ,
which execution is their act and deed .

DATED : APRIL,1,2002

Salahuddin Majid
MAJID SALAHUDDIN



BYLAWS
OF
WHITE TOP INC.

ARTICLE I
SHAREHOLDERS

Section 1. Annual Meeting. An annual meeting shall be held once each calendar year for the purpose of electing directors and for the transaction of such other business as may properly come before the meeting. The annual meeting shall be held at the time and place designated by the Board of Directors from time to time.

Section 2. Special Meetings. Special meetings of the shareholders may be requested by the President, the Board of Directors, or the holders of a majority of the outstanding voting shares.

Section 3. Notice. Written notice of all shareholder meetings shall be provided under this section or as otherwise required by law. The Notice shall state the place, date, and hour of meeting, and if for a special meeting, the purpose of the meeting. Such notice shall be mailed to all shareholders of record at the address shown on the corporate books, at least 10 days prior to the meeting. Such notice shall be deemed effective when deposited in ordinary U.S. mail, properly addressed, with postage prepaid.

Section 4. Place of Meeting. Shareholders meetings shall be held at the corporation's principal place of business unless otherwise stated in the notice.

Section 5. Quorum. A majority of the outstanding voting shares, whether represented in person or by proxy, shall constitute a quorum at a shareholders meeting. In the absence of a quorum, a majority of the represented shares may adjourn the meeting to another time without further notice. If a quorum is represented at an adjourned meeting, any business may be transacted that might have been transacted at the meeting as originally scheduled. The shareholders present at a meeting represented by a quorum may continue to transact business until adjournment, even if the withdrawal of some shareholders results in representation of less than a quorum.

Section 6. Informal Action. Any action required to be taken, or which may be taken, at a shareholders meeting, may be taken without a meeting and without prior notice if a consent in writing, setting forth the action so taken, is signed by the shareholders who own all of the shares entitled to vote with respect to the subject matter of the vote.

ARTICLE II
DIRECTORS

Section 1. Number of Directors. The corporation shall be managed by a Board of Directors consisting of Three director(s).

Section 2. Election and Term of Office. The directors shall be elected at the annual shareholders meeting. Each director shall serve a term of Two years year(s), or until a successor has been elected and qualified.

Section 3. Quorum. A majority of directors shall constitute a quorum.

Section 4. Adverse Interest. In the determination of a quorum of the directors, or in voting, the adverse interest of a director shall not disqualify the director or invalidate his or her vote.

Section 5. Regular Meeting. An annual meeting shall be held, without notice, immediately following and at the same place as the annual meeting of the shareholders. The Board of Directors may provide, by resolution, for additional regular meetings without notice other than the notice provided by the resolution.

Section 6. Special Meeting. Special meetings may be requested by the President, Vice-President, Secretary, or any two directors by providing five days written notice by ordinary United States mail, effective when mailed.

Section 7. Informal Action. Any action required to be taken at a meeting of Directors, or any action which may be taken at a meeting of Directors or of a committee of Directors, may be taken without a meeting if a consent in writing setting forth the action so taken, is signed by all of the Directors or all of the members of the committee of Directors, as the case may be.

Section 8. Removal / Vacancies. A director shall be subject to removal, with or without cause, at a meeting of the shareholders called for that purpose. Any vacancy that occurs on the Board of Directors, whether by death, resignation, removal or any other cause, may be filled by the remaining directors. A director elected to fill a vacancy shall serve the remaining term of his or her predecessor, or until a successor has been elected and qualified.

Section 9. Committees. To the extent permitted by law, the Board of Directors may appoint from its members a committee or committees, temporary or permanent, and designate the duties, powers and authorities of such committees.

ARTICLE III
OFFICERS

Section 1. Number of Officers. The officers of the corporation shall be a President, one or more Vice-Presidents (as determined by the Board of Directors), a Secretary, and a Treasurer. Two or more offices may be held by one person.

Initials: _____ _____

Section 2. Election and Term of Office. The officers shall be elected annually by the Board of Directors at the first meeting of the Board of Directors following the annual meeting of the shareholders. Each officer shall serve a one year term or until a successor has been elected and qualified.

Section 3. Removal or Vacancy. The Board of Directors shall have the power to remove an officer or agent of the corporation. Any vacancy that occurs for any reason may be filled by the Board of Directors.

ARTICLE IV
CORPORATE SEAL

The corporation shall have a corporate seal, which shall be affixed to all deeds, mortgages, and other instruments affecting or relating to real estate. All instruments that are executed on behalf of the corporation which are acknowledged and which affect an interest in real estate shall be executed by the President or any Vice-President and the Secretary or Treasurer. All other instruments executed by the corporation, including a release of mortgage or lien, may be executed by the President or any Vice-President. Notwithstanding the preceding provisions of this section, any written instrument may be executed by any officer(s) or agent(s) that are specifically designated by resolution of the Board of Directors.

ARTICLE V
AMENDMENT TO BYLAWS

The bylaws may be amended, altered, or repealed by the Board of Directors or the shareholders by a majority of a quorum vote at any regular or special meeting; provided however, that the shareholders may from time to time specify particular provisions of the bylaws which shall not be amended or repealed by the Board of Directors.

ARTICLE VI
INDEMNIFICATION

Any director or officer who is involved in litigation by reason of his or her position as a director or officer of this corporation shall be indemnified and held harmless by the corporation to the fullest extent authorized by law as it now exists or may subsequently be amended (but, in the case of any such amendment, only to the extent that such amendment permits the corporation to provide broader indemnification rights).

Initials: _____ _____

ARTICLE VII
STOCK CERTIFICATES

The corporation may issue shares of the corporation's stock without certificates. Within a reasonable time after the issue or transfer of shares without certificates, the corporation shall send the shareholder a written statement of the information that is required by law to be on the certificates. Upon written request to the corporate secretary by a holder of such shares, the secretary shall provide a certificate in the form prescribed by the directors.

Certification

I certify that the foregoing is a true and correct copy of the bylaws of the above-named corporation, duly adopted by the incorporator(s) on April 10, 2002.

Salahuddin Majid, Secretary

Initials: _____ _____

CERTIFIED COPY OF RESOLUTION OF
BOARD OF DIRECTORS OF
WHITE TOP INC.
A CALIFORNIA CORPORATION

We ,the undersigned, being the officers and the Board of Directors of the above named Corporation, do hereby certify that the following is a true and correct copy of a resolution duly Adopted by said Board of Directors whose signatures appear below, on the 16 day of October, 2006, and that said resolution is in full force and effect :

"**RESOLVED,** that the Following are presently duly elected offices of this Corporation :

Name :	SALAHUDDIN MAJID
Office :	President
Address :	10564 Hollings Worth Way San Diego, CA 92127

Name :	SHEKIB OLOMI
Office :	Secretary
Address	5947 Caminito Chiapas San Diego , CA 92108

Name :	MIR E.SCHAMEL
Office :	Vice-President & Treasurer
Address	4631 Choron Street Temecula, CA 92512

There being no further business ,the meeting was duly adjourned . And the following are all of The present shareholders of the corporation

Salahuddin Majid	Mir E Schamel	Habiburhman Tajyar
Shekib Olomi	Mohamad Ibrahim	Asmatullah Amiri

Dated this 16th day of October ,2006

Shekib Olomi
Secretary

WHITE TOP INC.
STOCKHOLDER'S LIST AS OF 9/30/2006

NAME & ADDRESS	S.S. NUMBER	OWNERSHIP %
Habiburhman Tajyar	557-85-4182	5 %
Lailama Tajyar	133-62-6686	5 %
10893 Creek Bridge PL. San Diego , CA 92128		
Salahuddin Majid	117-64-4553	10 %
10564 Hollings Worth Way San Diego , CA 92127		
Mir E.Schamel	619-68-2184	20 %
4631 Choron St. Temecula . CA 92512		
Ahmad Miazada	120-74-7577	10 %
10379 West Ward Ct. San Diego , CA 92131		
Asmatullah Amiri	191-72-1635	10 %
Malina Amiri	086-74-0753	5 %
Khawaja Mehruddin	620-86-2664	5 %
P.O.Box 3546 Newport Beach , CA 92659		

Hamida Janan 1922 Olivia Glen Escondido , CA 92025	415-47-0182	10 %
Mohammad Ibrahim 12444 Picrus St. San Diego , CA 92129	614-01-1175	10 %
Shekib Olomi 5947 Caminito Chiapas San Diego ,CA 92108	230-41-2476	10 %

EXHIBIT 2

REFERENCES OF PROPOSER'S CLIENTS

RITE AID Corporation

MARKET OFFICE 23

TO WHOM THIS MAY CONCERN:

We have used the services of White Cab in the city of EL CAJON for our customers. We always appreciate the quick service and courtesy of their staff. We will continue to use their services in the future.

Thank you

Abdul Tawab

District Manager

858-829-3993

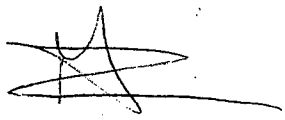
Professional Family Dental
MEHRAN A. RAZA, D.D.S.

1106 NORTH 2nd STREET
EL CAJON, CA 92021
Telephone (619) 442-3131

To whom it may concern:

White Top Cab Company has been providing us with excellent transportation service to our Dental office in the past few years. They have been very prompt in picking up our patients to get them here on time for there appointments. We are very pleased to have White Top Cab Company as our reliable means of transportation, not to mention there great customer service. If you have any questions or concerns please feel free to call us at (619)442-3131.

Sincerely,



Dr. Mehran A. Raza, D.D.S

September 25, 2006

To Whom It May Concern:

I have and continue to use White Top Cab services routinely. In my line of work I work while traveling so it is necessary to have a courteous and responsible driver. White Top Cab has always proven to be extremely reliable and dependable. They are always on time and provide excellent customer service. During my travels, White Top Cab consistently reaches my destination in a timely manner without compromising safety. They keep a well-maintained vehicle with an immaculate interior. I recommend White Top Cab services to anyone.

Louise James

Louise James
Louise James & Associates
Prudential Realty
(858) 454 - 7338

Louise James
940 Eastlake Parkway
Chula Vista, Ca 91914

To the White Top Cab Company,

I would like to recommend the driver of my cab #3163 for a Promotion in your organization. I find him to be very Polite and well mannered. He goes out of his way to be helpfull in every way. He is always on time and cheerful. I always Feel like I am treated with the outmost respect and considerdion.

With best regards.

Shah/c

8648 converse Ave
San Diego Ca 92123

TO WHOM IT MAY CONCERN,

THIS IS A LETTER IN COMMENDATION OF THE EXCELLENT SERVICE I HAVE RECEIVED OVER THE YEARS FROM THE WHITE TOP CAB COMPANY. THE CABS ARE ALWAYS CLEAN AND THE DRIVER VERY PERSONABLE AND WELL SPOKEN. HIS KNOWLEDGE OF THE LOCAL AREA IS EXCELLENT AND EXTENSIVE. I ALWAYS GET THE SERVICE I WOULD EXPECT FROM A LIMOSINE SERVICE.

THANK YOU FOR YOUR KIND CONSIDERATION.

MRITH SRINAM
8008 GIRARD AVE #140
LA JOLLA, CA. 92037
TEL: (858) 454-9910

EXHIBIT 3

RESUME OF SALAMUDDIN MAJID, PRESIDENT, WHITE TOP CAB

Salahuddin Majid
10564 Hollingsworth Way
San Diego, CA 92127
(858) 603-2796

Education:

Habib Yah High School
Kabul, Afghanistan

University of Kabul
Persian Language Degree

Experience:

1981-1983 — United Artists Company
New York, New York
Duties Included: Doorman for United Artists Theater

1984-1985 — Stage Stop Deli
San Diego California
Duties Included: Owning and managing the restaurant

1986-1987 — Wind World Deli
San Diego, California
Duties Included: Single-handedly owning and managing the restaurant

1988-1990 — SHF Cab
San Diego, California
Duties included: Driving passengers safely to their desired destination

1990-1992 — Bell Cab
San Diego, California
Duties included: Driving passengers safely to their desired destination

1992-1994 — Coast Cab Company
San Diego, California

	Duties included: Driving passengers safely to their desired destination
1994-2002	San Diego Cab & San Diego Dispatch Company San Diego, California Duties Included: Driving passengers to safely to their desired destination, and managing San Diego Dispatch Company
2002-Present	President of White Top Cab Company San Diego, California
2005- Present	H-Z Cab San Diego, California Duties included: Driving passengers safely to their desired destination
Skills and Abilities:	Excellent communication skills with passengers and co-worker Very self motivated individual Hard worker Trilingual; Farsi, Pashto, and English
Interests:	Reading, writing, and playing music. Specializing in the harmonium, the Afghan piano Sports enthusiast

EXHIBIT 4

RESUME OF MIR E. SCHAMEL VICE PRESIDENT & TREASURER, WHITE TOP CAB

MIR E. SCHAMEL

46361 SHARON STREET • TEMECULA CALIFORNIA 92592 • PHONE (858) 693-0045

EXPERIENCE

2002-present White Top Cab, Inc. San Diego, CA

Vice President & Treasurer

- Develop annual budget.
- Collect monthly maintenance fees for White Top Cab, Inc.
- Maintain expense records for White Top Cab, Inc.
- Perform business expense transactions.
- Schedule monthly board member meetings and address issues/concerns regarding company.

2002–present White Top Cab, Inc. San Diego, CA

Cab Driver

- Transport clients to requested locations.
- Provide excellent customer service to clients.

1994–2002 San Diego Cab, Inc, San Diego, CA

Cab Driver

- Transport clients to requested locations.
- Provide excellent customer service to clients.

1985–1990 IBA, INC. Viersen, Germany

Carpenter

- Built and developed custom made furniture for leading furniture companies in Germany.

1975–1981 Department of Commerce Kabul, Afghanistan

Director of Trade – Asia Division

- Reviewed requests to import goods into the country.
- Developed protocols and procedures to review, approve and deny requests for importing goods into the country.
- Managed 12 supervisors and assigned daily assignments, tasks and projects.

EDUCATION

1982-1989 Vocational School of Viersen Viersen, Germany

- Vocational training in the field of carpentry.
- Series of german language courses.

1970-1975 Kabul University Kabul, Afghanistan

- Law Degree - (Public Policy)

INTERESTS

Interpret farsi literature and poetry to family members of next generation.

SKILLS

Language Skills: Farsi, German, English.

EXHIBIT 5

RESUME OF SHEKIB OLOMI, SECRETARY, WHITE TOP CAB

Shekib Olomi
5947 Caminito Chiapas
San Diego, CA 92108
(619) 573-0210

Education

1965-1977	Graduated from Habiba High School
1979-1982	(Kabul, Afghanistan) Medical College (Tehran, Iran)

Working Experience

1982-1985	Swedish Health Clinic working as medical assistant. Duties and Responsibilities: Helping and treating injured soldiers in Afghanistan.
1985-1987	Islamabad Poly Clinic working as a medical assistant. Duties and Responsibilities: Treating patients by conducting surgeries.
1987-1989	Sleepy Hollow Nursing Home working as a nurse assistant. Duties and Responsibilities: Helping elderly patients with their daily routines.
1989-1991	Camelot Hall Nursing Home working as an assistant manager of maintenance. Duties and Responsibilities: Responsible for repairing technical problems of entire building.
1989-Present	Ariana Afghanistan Television working as television show host.
1992-2001	Pacific Cab working as a taxi driver.

2001-Present	customer relationship and driving. White Top Cab working as a taxi driver and secretary of company. Duties and Responsibilities: Taxi driving, customer relations, and handling paperwork related to company.

EXHIBIT 6

WHITE TOP CAB, EQUAL EMPLOYMENT OPPORTUNITY NOTICE

WHITE TOP INC

EQUAL EMPLOYMENT OPPORTUNITY NOTICE

White Top Cab is an equal opportunity/affirmative action employer. It is our policy not to discriminate against qualified applicants and employees on the basis of personal characteristics such as race, color, religion, sex, sexual orientation, national origin, handicap, or status as a Vietnam-era or special disabled veteran with respect to recruitment, hiring, benefits, promotion, or any other conditions of employment.

Further, it is a policy of White Top Cab to take affirmative action, where appropriate, to recruit, hire, and promote qualified minorities, women, those with disabilities, and Vietnam-era veterans and special disabled veterans.

We are proud to be an organization that assists minorities and/or women, those with disabilities, and Vietnam-era veterans. We ask you to take note of our policy.

10564 Hollings Worth way ,SAN DIEGO,CA.92127 / Phone # (858) 603 2796

EXHIBIT 7

DRIVER QUALIFICATIONS & REQUIREMENTS

WHITE TOP INC

Driver Qualifications & Requirements

All new drivers must meet all of the following criteria:

1. Must be at least 21 years of age
2. Must attend and pass MTS's required class and test
3. Must possess a valid California drivers' license
4. Must pass San Diego County Sheriff's required annual drug test
5. Must pass San Diego County Sheriff's required background check
6. Must not have a DUI
7. Must not have more than 3 moving violations in the past 3 years
8. Must obtain a Taxicab Driver Identification Card
9. Must be approved by the insurance company providing coverage for the cab

10564 Hollings Worth way ,SAN DIEGO,CA.92127 / Phone # (858) 603 2796

EXHIBIT 8

SAN DIEGO DISPATCH RADIO RULES AND REGULATIONS

SAN DIEGO DISPATCH RADIO RULES AND REGULATIONS

SECTION ONE: USING THE RADIO

The radio is your most important tool. It is important to use it properly to minimize our response time and to maximize your income. The following guidelines will help you do this.

1. When you start your shift monitor the radio for a few minutes before attempting to call the dispatcher. This will prevent you from interfering with business that may have begun before you got in your cab.
2. Wait for the dispatcher to say, "Who Else". When calling in, hold your microphone 8-10 inches from your mouth and speak in a conversational tone. Key the microphone for one second and give your cab number only. If the dispatcher does not respond to you immediately do not repeat your cab number, say them only once and wait for the dispatcher to respond, or for him to say "Who Else". Remember the best time to speak with the dispatcher is when he/she is saying the phrase "who Else". When the dispatcher responds, give your message. Make it short and to the point. Example Peg P.B.
3. Do not argue with dispatcher over the radio (refer to the penalties section). This sort of business is best conducted on the phone or speak with management.

SECTION TWO: PEGGING

To be eligible for bells you must peg. In order to peg into an area, you must be within the boundaries of the area. You must also be clear. Copies of the pegging areas are enclosed with this package. Familiarize yourself with these boundaries. You may inform the dispatcher that you are "Jerry" to certain area. This will help the dispatcher if there are no pegged, adjacent or clear cabs for that area. But it does not count as pegging. The only time you can peg is when you you're absolutely clear. Keep in mind that the pegged cabs always have priority.

SECTION THREE: ASSIGNMENT OF BELLS

Bells, meaning calls that come in over the phone, and these bells are the life blood of this company. Once you are assigned for a bell you must service it unless you have the dispatcher's permission. (refer to the penalties section). The following guidelines will help.

1. Bells are assigned according to your peg position. The first up cab gets the first call, the second cab gets the next, etc.
2. When you are pegged in an area and the dispatcher call your cab numbers, respond with your exact location. Example: Say "Cass and Garnet". Not Pacific Beach. This will help the dispatcher to give you good direction to the bell. You may also give the name of a landmark or a well-known business.
3. Calls are normally dispatched in two parts. Once the dispatcher has gotten your location, then he will give you a call point. Example he will say call me Mission Blvd

and Garnet Ave. When you arrive at the call point call your cab number and "Ready". Do this in one radio transmission. The dispatcher then will give you the exact address, and other information you need to service the call. When you call ready be ready to write the information down. Dispatchers normally do not have much time to repeat information. When you are sure you have correctly copied down the information, answer with "check". As a cab driver you should always have a pen, trip sheets, current map book charge slips and etc.

4. You may "pass" a call. If you are close to a pickup at a hotel, zoo etc. Keep in mind that you can pass only once. The second time the dispatcher will take your peg off, and you have to repeg. You must pass before the call is assigned or the call point is given. You may not wait until the call point is given and then pass. Once a call is assigned you must service it. (refer to the penalties section).
5. If there are no cabs pegged in an area, the bell will be put out as an area call. The closest pegged cab to the call will receive the call; based on our radio rules. Remember, the dispatcher can not see where the cabs are, he can only rely on where the driver says he/she is. When a bell goes to an area call, the dispatcher will ask for cabs and assign it. When bidding on an area call, give your cab numbers firs. Cab numbers only wait for the dispatcher to respond to you, once the dispatcher responds with your cab numbers give your exact location. It is extremely important that when an area call is being bid that no other business be conducted. Example, pegging 10-7, etc.
6. An exception to the closest cab rule on an area call is the adjacent zone rule. Adjacent means you can cross from the zone you are pegged in into the area where the call is without going through another zone or pegging area. For instance, Hillcrest and North Park are adjacent to Balboa Park because you do not need to go through another zone or pegging area to get there. Mission Valley however, is not adjacent because you would have to pass through either North Park or Hillcrest to get to Balboa Park. The highest pegged cab in an adjacent zone, who is closest to the call is the one who will be assigned to the bell. It is always the highest pegged cab whose position is considered. For Example, if the number one pegged cab from Ocean Beach bids on a call in the Sports Arena, and the number one cab from Mission Bay bids, the closest of these two cabs will get the call. This will happen even if the number two pegged cab from either of these areas is closer than the number one cab. For example, if the dispatcher says cab 123 adjacent number one from Ocean Beach, and you are pegged number two or not pegged at all, do not bid. You will not get the call. The purpose of this rule is to cut down on cabs falsifying their location. Additionally, the highest pegged cab in any area has priority. For example, if three pegged cabs from Mission Valley bids for a call in Kearny Mesa which is not adjacent the highest pegged cab (number one pegged cab) will get the call. Bells will be dispatched in the following order.

First call: Pegged cabs in the area
Second call: Adjacent cabs to an area (number one pegged cabs only)
Third call: Semi adjacent or pegged cabs

18. Drivers entering the radio room: Termination.
19. Drivers in the office before or after regular business hours: Termination. (business hours are posted in front door). Should you need to see the management please call the business office and make an appointment.
20. Not complying with MTDB's rules and regulations (ordinance 11): Termination. If you are not familiar with the ordinance, please obtain a copy and learn and follow all regulations. Should you have questions regarding ordinance 11 please ask management.

Repeated violations of item 1-10 will result to termination.

21. Other violations will be handled on a case by case basis.

SECTION SIX: DEALING WITH CUSTOMERS

The driver is our primary contact with the public. Exercise proper hygiene, clean clothes, good bathing habits etc. And always be polite. Don't get upset over local calls. The next call may be the one that makes your day. More importantly we are in the business of transporting general public regardless of destinations. Keep in mind, the more calls you take, the better our business will get, and it increases the odds of you getting a good call. Majority of elderly people depend on taxi service, it is extremely important to assist them in getting in and out of the cab and with their luggage and wheel chairs. MTDB our regulatory agency requires us to assist customers with their luggage and other items, for details refer to the ordinance 11. Remember, being polite, professional and courteous not only increases your tip, but it also eliminates having to deal with the office management and regulatory agencies.

SECTION SEVEN: LOST ITEMS

It is very common for cab customers to lose articles in the cab. It is important to double-check your cab when you are unloading articles. Also when a fare is dropped check the back seat for items left behind. If you find an item in your cab please report it to the dispatcher immediately. On most occasions customers request us to bring it back to them, and that lost item may be your next fare. Sometimes they come to our business office to pick up lost articles. Once you notify the dispatcher he will provide further instructions to you regarding the lost item.

SECTION EIGHT: PRIORITY OF CALLS FROM DRIVER TO DISPATCHER

ZERO

On the radio the word "Zero" is not used for addresses and your cab number or any other purpose. "Zero" means you are in immediate danger and you require police assistance. Use "Zero" only in an emergency. Never use it as part of your number. For instance, say ten-eight-seven not ten-zero-seven. If a driver is in a "Zero" situation all other driver must cease communication with the dispatcher until the "Zero" situation is resolved and dispatcher says, "Who else"?

Dispatch: Pickup at the Appletree Market for Paula
720: Check
Dispatcher: Who else?

If a cab is not pegged in an area:

Dispatch: Adjacent cab Mission Valley
720: 720
Dispatch: 720 from number one Hillcrest adjacent. Who else?
123: 123
Dispatch: 123 from one North Park adjacent. Who else?
Dispatch: 720
720: Sixth and Robinson
Dispatch: 123
123: Alabama and University
Dispatch: 720 from sixth and Robinson, call me south east Hotel Circle.
720: Check
Dispatch: Who else?

Please follow all FCC regulations. Only you are authorized to use the radio. Do not let customers use it. Do not use obscene language on the radio, do not use the radio for unnecessary transmissions, arguments with the dispatcher etc. Any business of this nature should be conducted on the phone with management.

SECTION FIVE: PENALTIES

1. Falsifying your location: 24-hour radio suspension.
2. Taking a pickup instead of an assigned bell: 24-hour radio suspension.
3. Failing to service a bell: 48-hour radio suspension.
4. Using obscenity on the radio: 24-hour radio suspension.
5. Stretch pegging: 24-hour radio suspension.
6. Taking a long route instead of a short cut: 48 hour radio suspension and restitution.
7. Picking up a bell that has been assigned to another driver: 24-hour radio suspension and restitution.
8. Leaving a pegged position without notifying the dispatcher: 3-8 hours radio suspension.
9. Arguing with the dispatcher: 24-hour radio suspension. Continuing arguments with dispatcher will result to further suspensions.
10. No current map book: Suspension until proven to the radio room staff.
11. Receiving bells in any means other than the radio: Termination.
12. Open microphone: Termination.
13. Using profanity and foul language on the radio: Termination
14. Using profanity and foul language towards customers: Termination.
15. Usage of alcohol while operating one of our cabs: Termination.
16. Usage of drugs: Termination
17. Unsafe driving: Termination

On fourth call meaning you are three zones away from the call, dispatcher will not take your peg under consideration. Bell will be assigned to the closest clear, Jerry or local cab in the area. (this will occur depending on the importance of the call and dispatcher's decision). Remember, the dispatcher has the big picture. Sometimes, he will assign a call to a closer cab whose not pegged. This will happen if the call is extremely local, or a 'rush" call. This is done to provide better service. It is in your best interest to go along with this.

7. All calls are important. Do not tie up the radio asking "is it worth it?" or "is it local?" instead, listen to key words like "close or Jerry only Mira Mesa" "Cab to cover Mira Mesa", etc. Remember, if we do not pick them up when they're going local, they won't call when they are going long distances. For the convenience of drivers and better service for our customers, if you go from zone A to zone B to cover a local call you will be pegged number one in zone B.

8. For the purpose of serving our customers better and quick response time, we do not allow personals. And personals will not be accepted over on the phones, therefore, please do not ask customers to request you or ask for you. We will dispatch the closest cab to all the requests considering our radio dispatch regulations.

9. Usage of cellular phones while driving one of our cabs is prohibited.

10. Nixes: When the customer is not found at the location you are dispatched to, call a "Nix". Example, cab 1015, when the dispatcher responds with your cab number, call "Nix" and the area. For instance, cab 1015 Nix in Pacific Beach. If the dispatcher has send you to the area, you may exercise the option of going back to your position in the area from which you came, or taking the number one peg in the area of the "Nix". Don't quick Nix, always wait five minutes after arriving at a location before calling a Nix.

11. When you are pegging:
    a. You have to be absolutely clear, clear means you the driver should be the only person in the vehicle.
    b. You have to be in the boundary of that particular area where you are pegging;
    c. If you are going local in an area you may not repeg upon finding out the destination of the fare. You have to be clear before you can repeg.

SECTION FOUR: RADIO TRANSMISSION PROCEDURE

If a cab is pegged in an area:

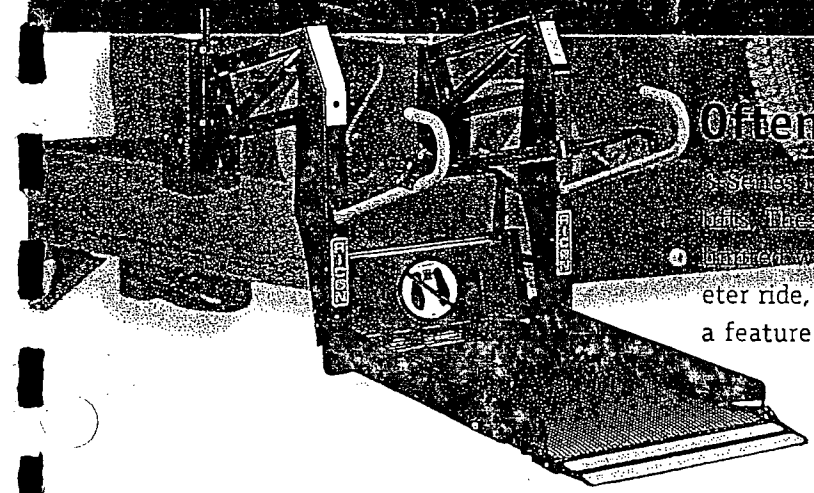
Dispatch: Cab 720
720: Voltaire and Cable
Dispatch: Call me Santa Monica and Cable
720: Check
720: Ready (when you are at the intersection of Santa Monica and Cable)

S-Series

S-Series Advantages (ADA)

- Complies with all Applicable ADA Specifications
- Standee Handrails*
- Occupant Restraint Belt
- Outboard Rollstop
- Inboard Rollstop
- Quiet Sto-Loc Technology
- Lightweight, Compact Design
- Stainless Steel Fittings
- Lubrication-Free Bearings
- Tighter Steel Mesh Platform
- Easy to Operate
- Easy To Maintain
- 5-Year Limited Warranty
- Affordably Priced

Also Available in Non-ADA Models



Often imitated, but never duplicated.

S-Series from Ricon sets the standard for safe, reliable wheelchair lifts. These accessibility products, lightweight lifts include a 5-year limited warranty, our patented "Sto-Loc™" design that assures a quieter ride, and a patented, interlocked occupant restraint belt that is a feature of the exclusive Ricon Safety Zone.

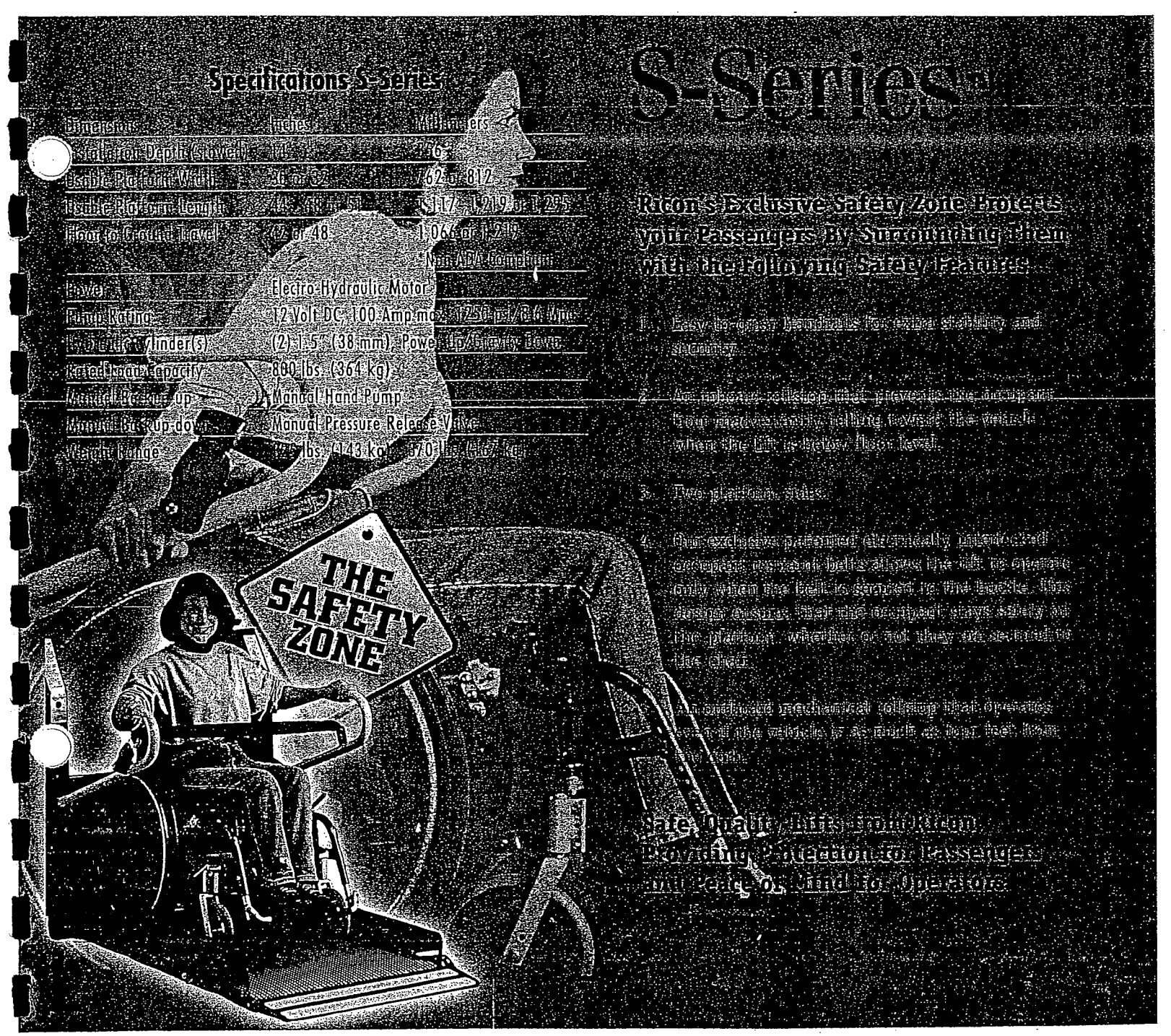
RICON®

Innovation in Mobility

S-Series

Specifications S-Series

Dimensions	Inches	Millimeters
Station Depth (stowed)	18	457
Usable Platform Width	30 or 32	762 or 812
Usable Platform Length	45, 48 or 51	1,117, 1,219 or 1,295
Floor to Ground Travel	42 or 48	1,066 or 1,219
		Non-ADA compliant
Power	Electro-Hydraulic Motor	
Pump Rating	12 Volt DC, 100 Amp max.	1750 psi / 64 lpm
Cylinder(s)	(2) 1.5" (38 mm), Power Up/Gravity Down	
Rated Load Capacity	800 lbs. (364 kg)	
Manual Back-up	Manual Hand Pump	
Manual Back-up down	Manual Pressure Release Valve	
Weight Range	775 lbs. (1,143 kg)	1,370 lbs. (1,457 kg)



Ricon's Exclusive Safety Zone Protects your Passengers By Surrounding Them with the Following Safety Features:

1. Easy-to-open handrails for extra stability and security.
2. An inboard-rolling mat prevents the occupant from inadvertently rolling toward the vehicle when the lift is below floor level.
3. Two platform sides.
4. Our exclusive patented electrically interlocked occupant restraint belt allows the lift to operate only when the belt is secured to the buckle. This design ensures that the occupant stays safely on the platform whether or not they are secured to the chair.

An inboard mechanical railing that operates even if the vehicle is as much as four feet from the curb.

Safe, Quality Lifts from Ricon Providing Protection for Passengers and Ease of Mind for Operators

Ricon Corp.
7900 Nelson Road
Panorama City, CA 91402
U.S.A.

Tel: 818-267-3000
800-322-2884
Fax: 818-267-3001

Ricon UK Limited
Littlemoss Business Park
Littlemoss Road
Droylsden, Manchester
United Kingdom M43 7EF
Tel: +44-161-301-6000
0800-435-677
Fax: +44-161-301-6050

Authorized Dealer

RICON®

Innovation in Mobility

Visit us on the web: www.riconcorp.com

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U.S. Patent 5,228,538; 5,308,215; 5,373,915; 5,445,488 & 5,605,431. Australian Patent Nos. 661127 and 687066. Canadian Patent 2,129,821. German Patent No. EP 0625896 B1. UK Patent No. EP 0625896 B1. Other U.S. and Foreign Patents Pending.

EXHIBIT 10

LETTER FROM GERMAN AUTO CENTER AND PHOTOGRAPHS

German Auto Center

Independent Service & Repair Specialist
BMW & Mercedes Benz

October 10 2006

To whom it may concern:

We have a seven thousand square feet shop, with three hoists and four auto technicians. We have been servicing the vehicles for White Top Cab Company. We are very happy with the relationship we have established over time. Both the owners and drivers are very respectful and courteous. It is a pleasure for us to deal with them.

Respectfully

Tom Raza

1800 Rosecrans Street, San Diego, California 92106
Phone (619) 920-4814, Fax (619) 222-5739

GERMAN AUTO CENTER
Mercedes & BMW Service
1800 Rosecrans St. SD 92106
(619) 222-6711


GERMAN AUTO CENTER
Specialized Service & Repair
WHITE TOP CAB 3162
4NSH924

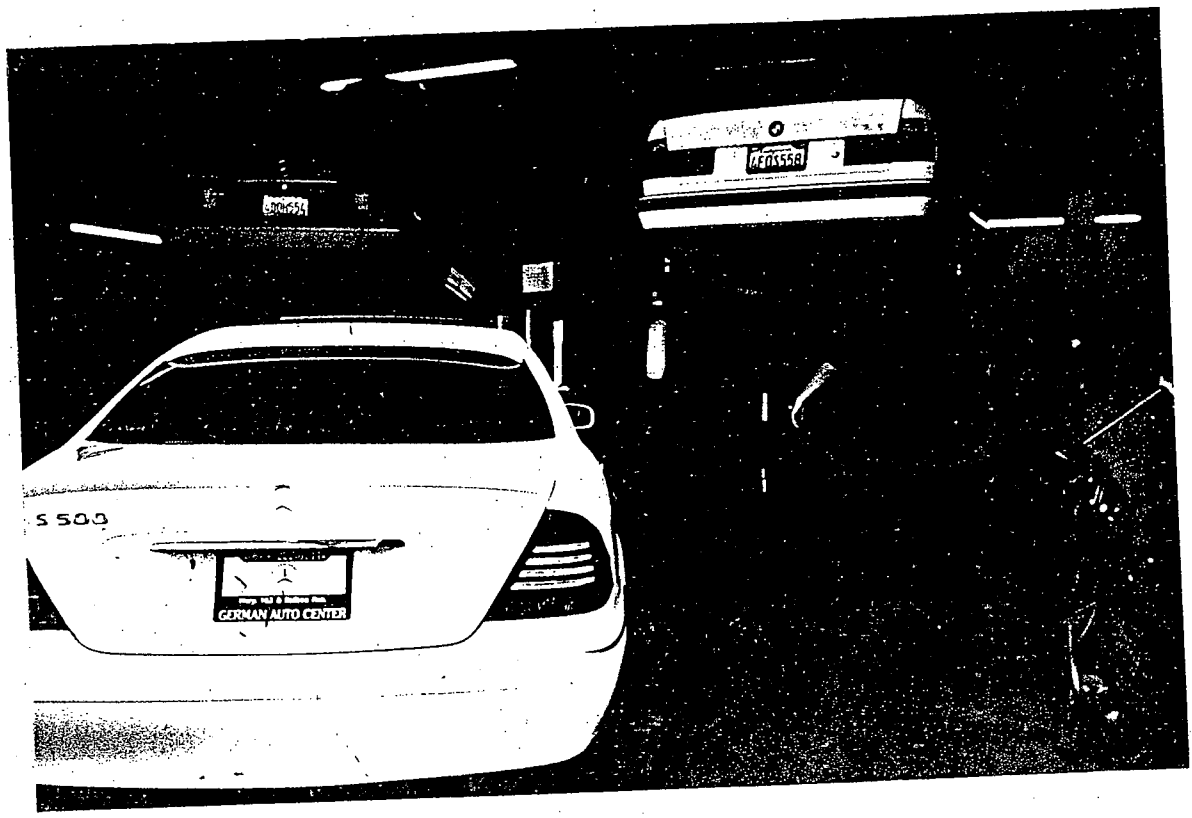

S 500
GERMAN AUTO CENTER

EXHIBIT 11

VEHICLE INSPECTIONS

White-Permit Holder
Yellow-Vehicle File (51(
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 4.10.06

Company name WHITE TOP CAB

To: WHITE TOP CAB INC.

Your vehicle, medallion # T 3166 has been scheduled for inspection on 5.23.06 at 10:30am

at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer _____

Radio Service Organization _____

SD. medallion AP
NC. medallion A11
Other medallion OK RD

Medallion re-assignment:
From # _____ To # _____

Retain _____

Permit Holder Signature

5.19.06
Date

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
- ____ Permit Issuance
- ____ Replacement Vehicle
- X Scheduled
- ____ Supplemental Schedule
- ____ Field Report Referral (attached)
- ____ Return to Service
- ____ Spare Vehicle
- ____ Other

Time 10:17
Year/Make 2002 Chev
Mileage 143463
License Plate # 7R20316
Body No. T3166

Reg. No. MA
Seating Capacity Taxi
Vehicle Identification No. 2G1WH55K629189041
Date 5-19-06
Staff Signature RD

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
*1.3	Emergency Brake	☐	☐	☐
*1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN
*4.1	Fuel Line	☐	☐
**4.2	Oil Leaks	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐
**4.4	Belts	☐	☐
**4.5	Hood Latch	☐	☐
**4.6	Operation/Engine	☐	☐
4.7	Battery Connections, Cables, etc.	☐	☐
4.8	Uncontained Combustibles	☐	☐
FLUID LEVELS			
**5.1	Power Steering	☐	☐
**5.2	Automatic Transmission	☐	☐
**5.3	Engine Oil	☐	☐
CHASSIS/SUSPENSION			
**6.1	Steering Gear and Mounting	☐	☐
**6.2	Suspension System	☐	☐
**6.3	Exhaust System	☐	☐
DOORS			
*7.1	Operate/Secure/Lock	☐	☐
7.2	Handrails/Arm rests	☐	☐
7.3	Window/Operation	☐	☐
TRUNK			
8.1	Spare tire and Equipment/Road Service	☐	☐
8.2	Cleanliness/Condition	☐	☐
8.3	Securely Latched	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)			
*9.1	Fire Extinguisher	☐	☐
*9.2	Reflectors	☐	☐
9.3	First Aid Kit	☐	☐
**10.0	ADA	☐	☐
**11.0	Other	☐	☐

72hrs

* Out of Service ** Possible out of Service

Comments: Spare tire, no jack, 2nd key 5-23-06 11:30

In Service ☐ Out of Service ☐ Next Recommended Inspection _____

Passed Inspection 5-23-06

Signed RD 5-19-06
Inspector Date

Metropolitan Transit System — Multimodal Ground Transportation — Taxicab

White-Permit Holder
Yellow-Vehicle File (5
Pink-Vehicle Inspecto
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 2/9/06

Company name WHITE TOP CAB

To: WHITE TOP CAB INC.

Your vehicle, medallion # T 3161 has been scheduled for inspection on 3/20/06 at 1:30pm

at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer _____

Radio Service Organization _____

SD. medallion _____
NC. medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____
Retain _____

Saeed Abdulla Majid

Permit Holder Signature

3/19/06
Date

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
_____ Permit Issuance
_____ Replacement Vehicle
X Scheduled
_____ Supplemental Schedule
_____ Field Report Referral (attached)
_____ Return to Service
_____ Spare Vehicle
_____ Other

Time 1:00
Year/Make 99 Ford
Mileage 267,202
License Plate # 7C36749
Body No. 3161

Reg. No. N/A
Seating Capacity Taxi
Vehicle Identification No 2FAFP71W5XX22 7297
Date 3-20-6
Staff Signature

		PASS	FIX & RETURN	FAIL
BRAKES/TIRES				
*1.1	Available Pedal			
*1.2	Brake System Leaks, etc.			
*1.3	Emergency Brake			
*1.4	Tire Tread Wear/Other			
EXTERIOR				
*2.1	Headlights (high & low beam)			
*2.2	Signal Lights (both)			
*2.3	Taillights (both)			
*2.4	Brake Lights (both)			
*2.5	Top Lights (both)			
*2.6	Mirrors (all 3)			
**2.7	Windshields			
**2.8	Body Condition/Dents, etc.			
**2.9	Posted Rates of Fare			
**2.10	Driver Safety System			
2.11	Reverse Lights (both)			
2.12	Fuel Cap			
2.13	Paint Faded, Chipped, Peeled			
2.14	Emergency Flashers			
2.15	Markings			
2.16	Hub Caps			
2.17	Cleanliness			
INTERIOR				
*3.1	Horn			
*3.2	Windshield Wipers			
*3.3	Seats/Seatbelts			
*3.4	Meter Seals/Operation			
**3.5	Defroster/Heater Operation			
**3.6	Radio Response/Scanner			
3.7	Dash Gauges/Odometer			
3.8	Cleanliness			
3.9	Condition			
3.10	All Interior Lights			

L/R Tire under 1/32

		PASS	FIX & RETURN
ENGINE COMPARTMENT			
*4.1	Fuel Line		
**4.2	Oil Leaks		
**4.3	Water Leaks, Hose/Radiator, etc.		
**4.4	Belts		
**4.5	Hood Latch		
**4.6	Operation/Engine		
4.7	Battery Connections, Cables, etc.		
4.8	Uncontained Combustibles		
FLUID LEVELS			
**5.1	Power Steering		
**5.2	Automatic Transmission		
**5.3	Engine Oil		
CHASSIS/SUSPENSION			
**6.1	Steering Gear and Mounting		
**6.2	Suspension System		
**6.3	Exhaust System		
DOORS			
*7.1	Operate/Secure/Lock		
7.2	Handrails/Arm rests		
7.3	Window/Operation		
TRUNK			
8.1	Spare tire and Equipment/Road Service		
8.2	Cleanliness/Condition		
8.3	Securely Latched		
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)			
*9.1	Fire Extinguisher		
*9.2	Reflectors		
9.3	First Aid Kit		
**10.0	ADA		
**11.0	Other		

paid 150 3-20-6
4477620

$150 for dual

* Out of Service ** Possible out of Service

Comments 1:30 3-20-6

In Service ☐ Out of Service ☒ Next Recommended Inspection _____

Passed Inspection 3-20-6

Signed _____ 3-20-6
Inspector Date

Metropolitan Transit System

Multimodal Operations
Taxicab Administration

White-Permit Holder
Yellow-Vehicle File (51
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 1/23/06

Company name WHITE TOP CAB

To: WHITE TOP CAB, INC.

Your vehicle, medallion # T 3167 has been scheduled for inspection on 2/27/06 at 1:30pm

at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer _____

Radio Service Organization _____

SD. medallion _____
NC. medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____

Retain _____

Samuel Sudden Negi
Permit Holder Signature

2/26/06
Date

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
___ Permit Issuance
___ Replacement Vehicle
X Scheduled
___ Supplemental Schedule
___ Field Report Referral (attached)
___ Return to Service
___ Spare Vehicle
___ Other

Time 1:30
Year/Make 96 Ford
Mileage 202 956
License Plate # 6482889
Body No. 3167

Reg. No. N/A
Seating Capacity 5 Ford
Vehicle Identification No. 2FALP71W2TX 15192
Date 2-27-6
Staff Signature

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
*1.3	Emergency Brake	☐	☐	☐
*1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN
*4.1	Fuel Line	☐	☐
**4.2	Oil Leaks	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐
**4.4	Belts	☐	☐
**4.5	Hood Latch	☐	☐
**4.6	Operation/Engine	☐	☐
4.7	Battery Connections, Cables, etc.	☐	☐
4.8	Uncontained Combustibles	☐	☐
FLUID LEVELS			
**5.1	Power Steering	☐	☐
**5.2	Automatic Transmission	☐	☐
**5.3	Engine Oil	☐	☐
CHASSIS/SUSPENSION			
**6.1	Steering Gear and Mounting	☐	☐
**6.2	Suspension System	☐	☐
**6.3	Exhaust System	☐	☐
DOORS			
*7.1	Operate/Secure/Lock	☐	☐
7.2	Handrails/Arm rests	☐	☐
7.3	Window/Operation	☐	☐
TRUNK			
8.1	Spare tire and Equipment/Road Service	☐	☐
8.2	Cleanliness/Condition	☐	☐
8.3	Securely Latched	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)			
*9.1	Fire Extinguisher	☐	☐
*9.2	Reflectors	☐	☐
9.3	First Aid Kit	☐	☐
**10.0	ADA	☐	☐
**11.0	Other	☐	☐

* Out of Service ** Possible out of Service

Comments _____

In Service ☐ Out of Service ☐ Next Recommended Inspection _____

Passed Inspection _____

Signed _____ Inspector 2-27-6 Date

White-Permit Holder
Yellow-Vehicle File (S
Pink-Vehicle Inspectc
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 1/4/05 Company name WHITE TOP CAB

To: WHITE TOP CAB, INC.

Your vehicle, medallion # T 3167 has been scheduled for inspection on 2/9/05 at 9:30am
at 1601 Newton Ave., San Diego.
PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer _____

Radio Service Organization _____

SD. medallion _____
NC medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____

Retain _____

Saalaldin Mesjid
Permit Holder Signature

2/8/05
Date

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
_____ Permit Issuance
_____ Replacement Vehicle
X Scheduled
_____ Supplemental Schedule
_____ Field Report Referral (attached)
_____ Return to Service
_____ Spare Vehicle
_____ Other

Time 2:09
Year/Make 96 Ford
Mileage _____
License Plate # 6482889
Body No. 3167

Reg. No. N/A
Seating Capacity 4
Vehicle Identification No. 2FALP71W2TX157
Date 2-16-5
Staff Signature

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
*1.3	Emergency Brake	☐	☐	☐
*1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN
*4.1	Fuel Line	☐	☐
**4.2	Oil Leaks	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐
**4.4	Belts	☐	☐
**4.5	Hood Latch	☐	☐
**4.6	Operation/Engine	☐	☐
4.7	Battery Connections, Cables, etc.	☐	☐
4.8	Uncontained Combustibles	☐	☐
FLUID LEVELS			
**5.1	Power Steering	☐	☐
**5.2	Automatic Transmission	☐	☐
**5.3	Engine Oil	☐	☐
CHASSIS/SUSPENSION			
**6.1	Steering Gear and Mounting	☐	☐
**6.2	Suspension System	☐	☐
**6.3	Exhaust System	☐	☐
DOORS			
*7.1	Operate/Secure/Lock	☐	☐
7.2	Handrails/Arm rests	☐	☐
7.3	Window/Operation	☐	☐
TRUNK			
8.1	Spare tire and Equipment/Road Service	☐	☐
8.2	Cleanliness/Condition	☐	☐
8.3	Securely Latched	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)			
*9.1	Fire Extinguisher	☐	☐
*9.2	Reflectors	☐	☐
9.3	First Aid Kit	☐	☐
**10.0	ADA	☐	☐
**11.0	Other _____		

* Out of Service ** Possible out of Service

Comments _____

In Service ☐ Out of Service ☐ Next Recommended Inspection _____
Passed Inspection 2-16-5

Signed _____ 2-16-5
Inspector Date

MTDB — Multimodal Operations, Facility Administration

White-Permit Holder
Yellow-Vehicle File (510
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 12/27/04

Company name WHITE TOP CAB

To: WHITE TOP CAB INC.

Your vehicle, medallion # T 3162 has been scheduled for inspection on 2/2/05 at 1:30pm at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer _____

Radio Service Organization _____

Sp. medallion _____
N.C. medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____

Retain _____

Permit Holder Signature

2/2/05
Date

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
- ___ Permit Issuance
- ___ Replacement Vehicle
- V Scheduled
- ___ Supplemental Schedule
- ___ Field Report Referral (attached)
- ___ Return to Service
- ___ Spare Vehicle
- ___ Other

Time 1 30 PM
Year/Make 1996 FORD
Mileage 240082
License Plate # 6X43601
Body No. 3162

Reg. No. P/M
Seating Capacity TAXI
Vehicle Identification No. 2FALP71W5TX141557
Date 2/2/5
Staff Signature S. TAINS

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☑	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
*1.3	Emergency Brake	☐	☐	☐
*1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN	F
*4.1	Fuel Line	☐	☐	
**4.2	Oil Leaks	☐	☐	
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐	
**4.4	Belts	☐	☐	
**4.5	Hood Latch	☐	☐	
**4.6	Operation/Engine	☐	☐	
4.7	Battery Connections, Cables, etc.	☐	☐	
4.8	Uncontained Combustibles	☐	☐	
FLUID LEVELS				
**5.1	Power Steering	☐	☐	
**5.2	Automatic Transmission	☐	☐	
**5.3	Engine Oil	☐	☐	
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting	☐	☐	
**6.2	Suspension System	☐	☐	
**6.3	Exhaust System	☐	☐	
DOORS				
*7.1	Operate/Secure/Lock	☐	☐	
7.2	Handrails/Arm rests	☐	☐	
7.3	Window/Operation	☐	☐	
TRUNK				
8.1	Spare tire and Equipment/Road Service	☐	☐	
8.2	Cleanliness/Condition	☐	☐	
8.3	Securely Latched	☐	☐	
ALL-FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher	☐	☐	
*9.2	Reflectors	☐	☐	
9.3	First Aid Kit	☐	☐	
**10.0	ADA	☐	☐	
**11.0	Other _____			

* Out of Service ** Possible out of Service

Comments 1.5 P 2-2-5 P 2-2-5

In Service ☐ Out of Service ☐ Next Recommended Inspection _____

Passed Inspection 2-2-5

Signed _____ 2-2-5
Inspector Date

White-Permit Holder
Yellow-Vehicle File (5
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 12/17/04

Company name WHITE TOP CAB

To: WHITE TOP CAB INC.

Your vehicle, medallion # T 3166 has been scheduled for inspection on 1/24/05 at 10:30am

at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:

New _____ Transfer _____

Radio Service Organization _____

SD. medallion _____

NC. medallion _____

Other medallion _____

Medallion re-assignment:

From # _____ To # _____

Retain _____

Saifuddin Majid

Permit Holder Signature

01/23/05

Date

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE

- ___ Permit Issuance
- ___ Replacement Vehicle
- X Scheduled
- ___ Supplemental Schedule
- ___ Field Report Referral (attached)
- ___ Return to Service
- ___ Spare Vehicle
- ___ Other

Time 1030

Year/Make 2002 CHEV

Mileage 62597

License Plate # 7R20316

Body No. 3166

Reg. No. N/A

Seating Capacity MAX1

Vehicle Identification No. 2G1WH55K629189

Date 1/24/05

Staff Signature S. Paine

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
*1.3	Emergency Brake	☐	☐	☐
*1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN	F
*4.1	Fuel Line	☐	☐	
**4.2	Oil Leaks	☐	☐	
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐	
**4.4	Belts	☐	☐	
**4.5	Hood Latch	☐	☐	
**4.6	Operation/Engine	☐	☐	
4.7	Battery Connections, Cables, etc.	☐	☐	
4.8	Uncontained Combustibles	☐	☐	
FLUID LEVELS				
**5.1	Power Steering	☐	☐	
**5.2	Automatic Transmission	☐	☐	
**5.3	Engine Oil	☐	☐	
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting	☐	☐	
**6.2	Suspension System	☐	☐	
**6.3	Exhaust System	☐	☐	
DOORS				
*7.1	Operate/Secure/Lock	☐	☐	
7.2	Handrails/Arm rests	☐	☐	
7.3	Window/Operation	☐	☐	
TRUNK				
8.1	Spare tire and Equipment/Road Service	☐	☐	
8.2	Cleanliness/Condition	☐	☐	
8.3	Securely Latched	☐	☐	
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher	☐	☐	
*9.2	Reflectors	☐	☐	
9.3	First Aid Kit	☐	☐	
**10.0	ADA	☐	☐	
**11.0	Other _____			

* Out of Service ** Possible out of Service

Comments _____

1-24-5

In Service ☒ Out of Service ☐ Next Recommended Inspection _____

Passed Inspection _____

Signed _____ 1-24-5

Inspector Date

Metropolitan Transit Development Board 1255 Newton Avenue P.O. Box 85131 San Diego, CA 92186-5731

EXHIBIT 12

PROOF OF INSURANCE FOR CURRENT WHITE TOP CAB VEHICLES

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

10/23/2006

PRODUCER	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
(619)445-5797 FAX (619)445-9297 Public Livery Insurance Services, Inc. Michael E. James Ins. Agency O. Box 2275 Alpine, CA 91903-2275	INSURERS AFFORDING COVERAGE	NAIC #
INSURED White Top Inc. DBA: White Top Cab 10564 Hollingwood Way San Diego, CA 92127	INSURER A. National Interstate Ins Co.	
	INSURER B.	
	INSURER C:	
	INSURER D:	
	INSURER E:	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	ADD'L INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
		GENERAL LIABILITY				EACH OCCURRENCE	$
		COMMERCIAL GENERAL LIABILITY				DAMAGE TO RENTED PREMISES (Ea occurrence)	$
		CLAIMS MADE ☐ OCCUR				MED EXP (Any one person)	$
						PERSONAL & ADV INJURY	$
		GEN'L AGGREGATE LIMIT APPLIES PER:				GENERAL AGGREGATE	$
		POLICY ☐ PRO-JECT ☐ LOC				PRODUCTS - COMP/OP AGG	$
A		AUTOMOBILE LIABILITY	PLS00000010011147	02/22/2006	02/22/2007	COMBINED SINGLE LIMIT (Ea accident)	$
		ANY AUTO				BODILY INJURY (Per person)	$ 100,000
		ALL OWNED AUTOS				BODILY INJURY (Per accident)	$ 300,000
		X SCHEDULED AUTOS				PROPERTY DAMAGE (Per accident)	$ 50,000
		HIRED AUTOS					
		NON-OWNED AUTOS					
		GARAGE LIABILITY				AUTO ONLY - EA ACCIDENT	$
		ANY AUTO				OTHER THAN AUTO ONLY: EA ACC	$
						AGG	$
		EXCESS/UMBRELLA LIABILITY				EACH OCCURRENCE	$
		OCCUR ☐ CLAIMS MADE				AGGREGATE	$
							$
		DEDUCTIBLE					$
		RETENTION $					$
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY				WC STATU-TORY LIMITS ☐ OTH-ER	
		ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?				E.L. EACH ACCIDENT	$
		If yes, describe under SPECIAL PROVISIONS below				E.L. DISEASE - EA EMPLOYEE	$
						E.L. DISEASE - POLICY LIMIT	$
		OTHER					

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

CERTIFICATE HOLDER IS LISTED AS AN ADDITIONAL INSURED WITH RESPECTS TO:

SEE ATTACHED LIST OF VEHICLES

CERTIFICATE HOLDER

Metropolitan Transit Development Board
Taxi Division
1501 National Avenue
San Diego, CA 92113

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ~~XXXXXXXXX~~ MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, ~~XXXXXXXX

VEHICLE LIST FOR:
WHITE TOP INC.
DBA: WHITE TOP CAB

Veh #	Med. #	Year	Make	Lic. #	VIN
1	3162	1996	Ford	6X43601	2FALP71W5TX141548
2	3163	1999	Ford	6V89753	2FAFP71W3XX128848
3	3165	1997	Ford	6U46403	2FALP71W8VX126609
4	3167	1996	Ford	6U82889	2FALP71W2TX151924
5	3168	2000	Ford	6U85293	2FAFP71W4YX118752
6	3171	1997	Ford	7L56373	2FALP71W7VX188924
7	3161	1999	Ford	7C36749	2FAFP71W5XX227297
8	3169	1999	Ford	7C37006	2FAFP71WXXX168473
9	3166	2002	Chev	7R20316	2G1WH55K629189040
10	3170	2000	Ford	7W39832	2FAFP73W4YX213969

EXHIBIT 13

WHITE TOP CAB PROPOSED ORGANIZATIONAL CHART

WHITE TOP CAB ORGANIZATIONAL CHART

Salahuddin Majid
PRESIDENT
Duties:
Managing Day to Day Operations
Hiring of Drivers
Business Development

Mir E. Schamel
VICE PRESIDEINT & TREASURER
Duties:
Financial Matters
Bookeeping
Schedule Board Meetings
Administrative Tasks

Shekib Olomi
SECRETARY
Duties:
Record Keeping
Administrative Tasks

Maintenance & Storage Facilities
German Auto Center
Palace Imports

Dispatch Provider
San Diego Radio Dispatch

EXHIBIT 14

FINANCIAL INFORMATION

WELLS FARGO

Consumer Credit Group
MAC P6051-013
P.O. Box 4233
Portland, OR 97208-4233
www.wellsfargo.com

October 18, 2006

Salshuddin Majid
Farkhunda Majid
10564 Hollingsworth Way
San Diego, CA 92127

Re: Account Number 651-651-8272XXX-1998 & 651-651-8272XXX-1001

Dear Salshuddin Majid & Farkhunda Majid:

Thank you for contacting us regarding your above-referenced Home Equity Line of Credit. As of October 18, 2006, your principal balance is $98,536.00 for the 1998 line portion of your account. The principal balance for the 1001 loan portion is $10,000.00.

This is not a payoff quote as it does not include any accrued interest. To obtain current payoff information or if you have questions, please call us at 1-866-585-8395 Monday through Friday 4 a.m. to 7:30 p.m. PT, Saturday and Sunday 7:30 a.m. to 4 p.m. PT. You may also access your account information by visiting us at wellsfargo.com.

We appreciate your business and thank you for banking with Wells Fargo.

Sincerely,

Lisa Forer

Lisa Forer
Customer Communications Specialist

CCGMA003

Received Time Oct. 18. 2:45PM

Consumer Credit Group
MAC P6051-013
P.O. Box 4233
Portland, OR 97208-4233
www.wellsfargo.com

October 18, 2006

Salshuddin Majid
Farkhunda Majid
10564 Hollingsworth Way
San Diego, CA 92127-2870

Re: Account Number 651-651-7249XXX-1998

Dear Salshuddin Majid & Farkhunda Majid:

Thank you for contacting us regarding your above-referenced Home Equity Line of Credit. As of the date of this letter, your account has a zero principal balance and is open and available for your use.

If you decide to close the account, please call us at 1-877-244-4203 to obtain a current payoff quote including any applicable fees or charges.

If you have questions, any representative can assist you at 1-866-585-8395, Monday through Friday 4 a.m. to 7 p.m. PT, Saturday and Sunday 7:30 a.m. to 4 p.m. PT. You may also access your account information by visiting us at wellsfargo.com.

We appreciate your business and thank you for banking with Wells Fargo.

Sincerely,

Michael Lor
Customer Communications Specialist

CCGMA004

Received Time Oct. 18. 2:54PM

Account Statement
Statement Date: September 25, 2006

651 8272026 1998

SALSHUDDIN MAJID
FARKHUNDA MAJID
10564 HOLLINGSWORTH WAY
SAN DIEGO CA 92127-2870

Customer Service

Telephone
800-869-3557 (1-800-TO-WELLS)

Online Banking
www.wellsfargo.com

Correspondence
Wells Fargo Bank, N.A.
PO Box 4233
Portland, Or 97208-4233

Do not send payment to this address

Payments

By mail
Wells Fargo Bank, N.A.
P O Box 54780
Los Angeles, Ca 90054-0780

Overnight mail
Wells Fargo Bank, N.A:
Attn: Payment Services
2324 Overland Dr.
Billings, MT 59102-6401

Smartfit Home Equity Account
Salshuddin Majid
Farkhunda Majid
Account Number: 651 8272026 1998

Activity summary	
Approved line of credit	$250,000.00
Credit in use:	
Line 651 8272026 1998	$98,536.00
FIXD*** 651 8272026 1001	$10,000.00
Total credit in use	$108,536.00
Available credit	$141,464.00
Beginning balance owed**	$109,262.74
Ending balance owed**	$109,235.74

**These balances include unpaid finance charges and other unpaid fees and charges. The Ending balance owed is not a payoff balance. Please contact Customer Service for an accurate payoff.

Payment due Account number	Past due amount	Current amount	Payment due
Line 651 8272026 1998	$ 0.00	$ 647.10	$ 647.10

.00 $ 52.64 $ 52.64

Total payment due on 10/15** $ 699.74

** Automatic payments of $647.10 and $52.64 will be withdrawn on 10/15 from the account you designated.

Received Time Oct. 18. 12:03PM

651 8272026 1998

Activity detail
Line 651 8272026 1998

Date effective	Description	Transaction amount	Principal balance*
08/26	Previous Balance		$98,536.00
09/15	Interest Payment	- $668.66	
09/25	Periodic Finance Charge	$647.10	
09/25	Ending Balance		$98,536.00

*Each change in the principal balance is shown.

FIXD*** 651 8272026 1001

Date effective	Description	Transaction amount	Principal balance*
08/26	Previous Balance		$10,000.00
09/15	Interest Payment	- $58.08	
09/25	Ending Balance		$10,000.00

.64

*Each change in the principal balance is shown.

Summary of Finance Charges

Total Periodic Finance Charge for This Billing Period	$647.10
Finance Charge for Line Balance at Standard Rate	$52.64
Finance Charge for Fixed Rate Advance 1001	$699.74
Total Periodic Finance Charge	

Standard Rate Finance Charge Detail

Account#/Balance Tiers	Effective Date	Number of Days	Corresponding Annual Percentage Rate	Daily Periodic Rate
Line # 651 8272026 1998				
$0.00 - $19,999.99	08/27	30	8.34%	0.022849%
$20,000.00 - $49,999.99		30	8.09%	0.022164%
$50,000.00 and above		30	7.99%	0.021890%
Fixed Rate Adv# 651 8272026 1001	08/28	29	6.63%	0.018150%

Your rate(s) may vary according to the terms of your agreement. You may pay your balance(s) in full at any time. See the disclosure page for important information about your credit card and line of credit accounts.

XD refers to your Fixed Rate Advance(s).

Thank you for banking with Wells Fargo.

Received Time Oct. 18. 12:03PM

Account Statement

Statement Date: June 25, 2006
Page 1 of 4
651 8272026 1998
112,776 (CO651)

WELLS FARGO

SALSHUDDIN MAJID
FARKHUNDA MAJID
10564 HOLLINGSWORTH WAY
SAN DIEGO CA 92127-2870

Customer Service

Telephone
800-869-3557 (1-800-TO-WELLS)

Online Banking
www.wellsfargo.com

Correspondence
Wells Fargo Bank, N.A.
PO Box 4233
Portland, Or 97208-4233

Do not send payment to this address

Payments

By mail
Wells Fargo Bank, N.A.
P O Box 54780
Los Angeles, Ca 90054-0780

Overnight mail
Wells Fargo Bank, N.A.
Attn:Payment Services
2324 Overland Dr.
Billings, MT 59102-6401

Smartfit Home Equity Account

Salshuddin Majid
Farkhunda Majid
Account Number: 651 8272026 1998

Activity summary

Approved line of credit	$250,000.00
Credit in use:	
Line 651 8272026 1998	$84,536.00
FIXD*** 651 8272026 1001	$10,000.00
Total credit in use	$94,536.00
Available credit	$155,464.00
Beginning balance owed**	$95,119.55
Ending balance owed**	$95,122.78

** *These balances include unpaid finance charges and other unpaid fees and charges.*
The Ending balance owed is not a payoff amount. Please contact Customer Service for an accurate payoff.

Account Statement

Statement Date: June 25, 2006

651 8272026 1998

112,778

WELLS FARGO

Account#/Balance Tiers	Effective Date	Number of Days	Corresponding Annual Percentage Rate	Daily Periodic Rate
Line # 651 8272026 1998				
$0.00 - $19,999.99	05/27	30	8.09%	0.022164%
$20,000.00 - $49,999.99		30	7.84%	0.021479%
$50,000.00 and above		30	7.74%	0.021205%
Fixed Rate Adv# 651 8272026 1001	05/30	27	6.63%	0.018150%

Your rate(s) may vary according to the terms of your agreement. You may pay your balance(s) in full at any time. See the end of the statement for important information about your credit card and line of credit account.
*** FIXD refers to your Fixed Rate Advance(s).

Thank you for banking with Wells Fargo.

EXHIBIT 15

FINANCIAL INFORMATION

SO5 – Balance Verification (Up to Four Accounts May Be Shown)
Print on Bank of America letterhead. Use client manager's bank business card only.
Truncate account numbers.

Bank of America

Bank of America
Premier Banking
CA9-165-01-07
500 Newport Center Drive
Newport Beach, CA 92660

Tel 949.760.4671
Fax 949.760.4660

October 18, 2006

Mr. Asmatullah Amiri
P. O. Box 3346
Newport Beach, CA 92659

Account Number: 24687-XXXX]
Account Name: Asmatullah Amiri

Dear Mr. Amiri:

As your dedicated Premier Banking® Client Manager, I am committed to providing you with a highest level of service possible. To that end, as a follow-up to your inquiry surrounding your account balance(s), I would like you to know that our records verify that Mr. Asmatullah Amiri residing at has an account(s) with Bank of America. In addition, the details of this account(s) are listed as follows:

Type of Account	Account Number	Current Balance	Average Balance	Date Opened
Checking	24687-XXXXX	Supressed	152,000.00	March/1999

Please note the date this information applies is as of : October 18, 2006

If you have any questions or would like to discuss this information, please don't hesitate to contact me at 949-760-4674. If I am unavailable when you call, just press "0" to speak to a member of my support team as any one of us would be happy to assist you.

Sincerely,

Bill Kinsey
Senior Client Manager

Bank of America, N.A. Member FDIC

FROM : AA & ROM, NEWPORT_BEACH,CA,USA FAX NO. : 1 949 706 2933 Oct. 20 2006 12:06PM P1

EXHIBIT 16

FINANCIAL INFORMATION

MISSION FEDERAL CREDIT UNION
SERVING THE EDUCATIONAL COMMUNITY
P.O. Box 919023 San Diego, CA 92191-9023

ACCOUNT STATEMENT

800 500 MFCU(6328) www.missionfcu.org
MissionLine 800 640-LINE(5463)
Visa After-Hours Lost/Stolen 800 556-LOST(5678)

ACCOUNT NUMBER 16009241
STATEMENT PERIOD
FROM 09/01/06
TO 09/30/06
PAGE 1

AHMED R MIAZADA
10379 WESTWARD CT.
SAN DIEGO CA 92131

Messages

10/1/06 through 12/31/06. each time you make a purchase with your Mission Fed Visa Debit Card, you are automatically entered in our $100 a Day Giveaway. Must be 18 or older. No purchase necessary. Visit any branch or www.missionfcu.org for details!

Account Summary

Share Type	Dividends Year To Date	09/30/06 Ending Balance
01-SAVINGS	$417.52	$81,148.75

DIVIDENDS YEAR TO DATE ALL SHARES: $417.52
TOTAL DIVIDENDS FOR PREVIOUS YEAR: $0.46

Total Shares $81,148.75

Share 01 - SAVINGS

Post Date	Eff. Date	Description	Credits/ Deposits	Debits/ Withdrawals	Balance
09/01		Previous Balance			$80,385.28
09/05		Withdrawal Cash		$4,000.00-	$76,385.28
09/06		Deposit Cash	$4,600.00		$80,985.28
09/12		Withdrawal ATM #626500007228		$42.00-	$80,943.28
09/12		ATM AFN RALPHS 9440 MIRA MESA BOULUS SAN			
09/12		DIEGO CA			
09/12		Withdrawal Fee ATM Fee		$1.50-	$80,941.78
09/12		ATM AFN RALPHS 9440 MIRA MESA BOULUS SAN			
09/12		DIEGO CA			
09/30		Deposit Dividend 1.000%	$206.97		$81,148.75
09/30		Annual Percentage Yield Earned 1.00% from 07/01/06 through 09/30/06			
09/30		Ending Balance			$81,148.75

09/01/06 Balance	Credits	Debits	09/30/06 Balance
$80,385.28	$4,806.97	$4,043.50-	$81,148.75

Dividends Year To Date $417.52

ActiveReports Evaluation. Copyright 2002-2003 (c) Data Dynamics, Ltd. All Rights Reserved.

EXHIBIT 17

FINANCIAL INFORMATION

UNION BANK OF CALIFORNIA

STATEMENT OF ACCOUNTS

UNION BANK OF CALIFORNIA
4S RANCH 093
PO BOX 512380
LOS ANGELES CA 90051-0380

Statement Number: 0931025316
10/11/06 - 10/12/06

Teleservices®
For 24-hour Automated Direct Service
800-238-4486
800-826-7345(TDD)
Representatives are available from 6 am to 11 pm

To open additional accounts, or apply for loans, call your banking office at 858-385-0614

Visit us at www.uboc.com

Thank you for banking with us since 1998

CY07 Z 0B 0200
MALINA AMIRI
9855 FIELDTHORN ST
SAN DIEGO CA 92127

■ *Remember to use your Union Bank of California Debit Card for all of your purchases. With it, you'll be able to enjoy the flexibility and convenience of making purchases worldwide and on the Web, anywhere MasterCard® debit cards are accepted-without worrying about cash or credit cards. Purchase amounts are automatically deducted from your primary checking account, and transaction details appear on your monthly account statement.*

REGULAR SAVINGS SUMMARY

Account Number: 0931025316

Days in statement period: 2

Balance on 10/11	$	**0.00**
Additions		16,000.00
Subtractions		0.00
Balance on 10/12	$	**16,000.00**
Statement Average Ledger Balance	$	16,000.00

Interest		
Accrued this period	$	0.43
Paid this period	$	0.00
Paid year-to-date	$	0.00
Interest Rates		
10/11/06-10/12/06		0.50%
Annual Percentage Yield Earned		0.47%

Additions

Date	*Description*	*Reference*		*Amount*
10/11	TRANSFER FROM ACCOUNT NUMBER 0151506649	65020554	$	16,000.00

EXHIBIT 18

FINANCIAL INFORMATION

UNION BANK OF CALIFORNIA

CARMEL MOUNTAIN

TCD ACCOUNT INFORMATION SCREEN

BRN ACCT LOCN	731 7319024399 0000000	SHORT NAME	TAJYAR HABI
ACCT TYPE	CUSTOM TIME DEPOSIT-R	CURR BALANCE	59250.00
RATE TYPE AND CODE	F 123	CURR REDEMPT	59195.18
INTEREST RATE	4.85000	FEE TYPE	EARLY WITHDRAWAL
ANNUAL PERCENTAGE YIELD	4.97	AVAIL INTEREST	.00
ACCT STATUS	ACTIVE	TERM INTEREST	.00
IRA STATUS	T C D	YTD INTEREST	631.52
INTEREST TYPE	C	ACCRUED INTEREST	189.2396935
INTEREST DISP	ADD TO BALANCE	WITHHOLDING AMT DUE	.00
ACCRUAL CODE	5	PAY CYCLE - DATE	AM
RENEWAL CODE	RENEWABLE	LAST INTEREST DATE	09/18/2006
TERM TYPE AND PERIOD	D 090	LAST MAINT DATE	09/18/2006
OPENING AMOUNT	59250.00	LAST POSTING DATE	06/16/2006
LAST RENEWAL AMOUNT	59250.00	OPENING DATE	06/16/2006
HOLD RELEASE DATE	00/00/0000	LAST RENEWAL DATE	09/18/2006
HOLD $ AMOUNT	.00	MATURITY DATE	12/17/2006
FRB CODE	0300	LAST CUSTOMER CONTACT DT	09/18/2006
CAUTION MESSAGES			

INF1 TCD 7319024399

11875 CARMEL MOUNTAIN ROAD, SAN DIEGO, CALIFORNIA 92128

858 451 7806 FAX 858 451 7983

EXHIBIT 19

RESUME OF MEHRUDDIN KAWAJA

Mehruddin Kawaja
9855 Fieldthorn Street
San Diego, Ca 92127
(858) 451-2389

OBJECTIVE

To acquire a position that utilizes my skills and experience as a taxi driver

PROFILE

Over 5 years of driving experience. Well organized and reliable with excellent planning abilities. Thoroughly attentive to detail. Able to consistently meet goals, schedules and objectives. Maintenance of calm demeanor and positive attitude while functioning efficiently and effectively in a fast pace environment.

EXPERIENCE

White Top Taxi Manager 2001-Present

- Manager and operator of taxi cab
- Worked both city and airport routes
- Maintained good relationship with customers
- Developed a responsible reputations among customers
- Worked well under stressful situations such as driving in heavy traffic or long distances
- Responsible for maintenance of taxi cab
- Able to lift moderately heavy objects
- Maintained clean driving record

Ace Parking-Parking Attendant 1997-2001

- Worked morning shift
- Proved extremely reliable to superiors
- Always on time and dependable
- Responsible for counting and depositing money
- Maintained location inventory

Shell Gas Station-Cashier/Gas Station Attendant 1995-1998

- Provided excellent customer service
- Responsible for cash drops into safe
- Maintained/stocked products in inventory within store
- Coordinate inventory orders with vendors

EDUCATION

Bachelors of Science in Civil Engineering June 1988
Construction University of Azerbaijan-Azerbaijan (formerly USSR)

EXHIBIT 20

RESUME OF MOHAMMAD AMIRI

MOHAMMAD SALIM AMIRI

Experience

2002- Present: White Top Cab — San Diego, CA

- Knowledge of major routes and destinations
- Understanding of and ability to speak English
- Taking the most direct practicable route
- Excellent assistance to passengers
- Excellent Service of Courtesy and helpfulness to customers
- Acceptance of fares, provides great satisfaction

1997- 2003: Yellow Cab — San Diego, CA

- Provide the passenger with good service
- Transports Customers to desired location
- Understanding of the routes

1990-1996: Gas Station Management — San Diego, CA

- Greeting clients
- Answering telephones
- Cashier
- Maintain a neat and tidy work environment
- Helping in Gas Station
- Good customer service
- Ability to handle multiple assignments
- High attention to detail and accuracy
- Communication skills
- Positive and friendly attitude

Interests

- Business

Language: Farsi and English

13062 Old West Ave. San Diego, California 92129 (858) 733-6219

Nice Cab Company

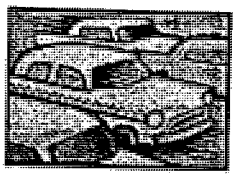
Proposal for MTS Permits

By
Amir Aghassi



List of Exhibits

1	Employment History & Name Change Proof
2	Fictitious Name & Current Permits
3	Client References
4	ICOA Radio Service Details
5	Computer Dispatch System Manual
6	FCC Radio Communications License
7	TRK-240 MDT Information
8	Documentation of Computer System Implementation
9	GPS Research
10	Credit Card Acceptance Policies
11	Drivers [redacted]
12	Facilities [redacted]
13	Taxicab Maintenance Logs
14	Proof of Insurance [redacted]
15	Organizational Charts
16	Financial Resources References
17	Complaint Forms
18	Reporting [redacted]
19	Wheelchair Life Conversion Research



NICE CAB COMPANY
4250 PACIFIC HWY STE 207
SAN DIEGO, CA 92110
(619) 291-8888

SECTION 1 PROPOSER INFORMATION

1. NAME AND ADDRESS

Amir Aghassi DBA Nice Cab Company
[redacted]
[redacted]

(Note, some of the enclosed exhibits reflect my name differently. My name was changed via the court from [redacted] to *Amir Aghassi.* Please see the court documents in exhibit 1)

2. TELEPHONE NUMBER OF APPLICANT

HOME [redacted]
BUSINESS (619) 291-8888
I may also be reached at:

Orange Cab Company
4250 Pacific Hwy Suite 207
San Diego, CA 92110
(619) 291-8888

ENTITY

Sole Proprietor
Please refer to the copy of Fictitious Business Name filing attached as exhibit 2.

3. PERMIT NUMBERS

The six current taxi permits held are:

T-215, T-275, T-480, T-521, T-653, T-688
Copies of these permits are contained in exhibit 2

This proposal is for either five or ten permits. If I were awarded five permits, I would then hold eleven. If I were awarded ten, I would hold sixteen.

4. REFERENCES OF CLIENTS

Prompt, timely and courteous service that I provide is paramount in the transportation industry as indicated by letters from our clients. Please see exhibit 3 for client references

SECTION II PROPOSER QUALIFICATIONS AND MANAGEMENT BUSINESS PLAN

1. EXPERIENCE AND QUALIFICATIONS

I have been involved in the San Diego taxicab business for the last twenty-two years with a track record of positive achievement. I have held an average of six permits during these twenty-two years. Previously I have worked in various management positions within the US Department of State in Tehran, Iran. As indicated on my resume, the last position that I held at the US Embassy was the Inspector and Investigator for the office of the Provost Marshal, US Support Activities, Tehran, Iran, and before then I managed various tasks and publications for the US government.

(Exhibit 1) Upon arriving in San Diego, I began working in the taxicab business. I have had the pleasure of working with different cab companies since my initial involvement in this profession and gained significant first-hand experience. I joined Orange Cab Company in 1985. Orange Cab is a California mutual benefit corporation currently comprised of ninety-five different taxicab operators. Orange Cab is very well known within San Diego for its long history of providing excellent service to the community. These included discount public services during festive nights to prevent the public from driving drunk.

Since 1984, I have served in various vital positions within Orange Cab Company. I was elected and served as the Chief Financial Officer from 1985 until 1996. I also supervised, directed and controlled the business office as well as the day-to-day making of financial decisions for Orange Cab. From 1997 (to present) I have served as the President and Chairman of the Board of Directors of Orange Cab and I managed all aspects of Orange Cab including personnel management alongside the ninety-five members-operators.

I have had the vast experience of being radio room supervisor as well as selecting, scheduling, hiring and firing of dispatch staff. In addition to educating, observing and monitoring their performance, I was also instrumental in developing a new phone-dispatcher operator manual. This manual provides detailed description and procedures for the handling of customer service requests and various company policies. I always focus on the employee's professionalism as well as their education of the industry by providing periodic refresher training to existing employees.

As chairman of the Violations Review Board, I am in charge of conducting sessions for handling of customer complaints. This session consists of adjudicating a complaint lodged against a driver by a customer, dispatcher

or another driver. No customer complaint gets by without a thorough review & investigation by the VRB.

As Public Relations Manager, and a fleet operator, I am in charge of developing professional and enjoyable customer service plans for Orange Cab customers. I hired a public relations person to stay connected with our customers and accounts to ensure our clients receive quality service. I have been privileged of establishing new accounts and maintaining a high quality of service for our existing voucher charge accounts. My accomplishments in this capacity included establishing new charge accounts and clients such as the VA Hospital, a long running account to service the 32nd Street Naval Station, Rancho la Puerta, ten hospitals, eight medical transport companies, fourteen military "arrive-alive" programs, six airlines, and nine hotels. Our cash accounts include countless hotels, bars, restaurants and nightclubs and residential customers.. Please see exhibit 3.

I have been involved in such conferences as MTS, San Diego Regional Airport and the San Diego Taxi & Livery Association. In regards to my sole proprietorship I have operated doing business as Nice Cab Company as well as management of A&A Cab Company.

I initiated the concept and developed a new radio service for independent drivers to meet the requirements of basic radio service. (Exhibit 4) The target taxi operator for this radio service is the driver that has their own client base and generally does not need constant dispatching of calls from the telephone. These drivers use the ICOA Radio Service. This service uses a completely separate radio system consisting of voice operations on a UHF radio system. In 2003, Orange Cab welcomed the new subscribers to the service.

I am currently a full, regular member of Orange Cab entitled to voting rights and dispatching services.

2. OPERATIONS

A RESERVATIONS AND DISPATCH

Orange Cab Company represents the second largest dispatching service in the City of San Diego. The company provides twenty-four hour computerized dispatching service for the ninety-five members, who collectively operate one hundred and forty-nine taxicabs.

The phone operator information manual is designed in a user-friendly way that allows the phone operator to follow detailed and descriptive procedures for accepting calls and reservations. I have been actively involved in providing policies for radio room employees during the voice dispatch period and, more currently, the selection and implementation of our SMART DISPATCH (exhibit 5) computerized system.

The phone operator completes a form on the computer including the name, address, pickup time & date, destination, party size and special requests such as a van, needs help, ect. Phone operators are also trained to handle special situations such as handicapped passengers and pets. With the most emphasis placed on accuracy of the pickup address information, the Smart Dispatch system has significantly cut down on key-in errors. Customer's information is now recalled from previous calls by indexing it on the telephone number. This way, the system uses previously valid address information to dispatch the cab quick and efficiently. Phone operators are trained to verify the call details in case the customer has moved location

Other sections of the manual included time calls, special information for pickup within military bases, estimating fares, estimated response times for various areas, no service areas (areas where Orange Cab subscriber does not have the necessary permits to operate), and finally, handling or forwarding of customer complaints.

The main motive to switch to computerized dispatching was for better customer service and response times. I suggested that we add monthly assessments to the radio service dues for several months, the cost of the upgrade was covered and this went on to make Orange Cab's dispatching operation well advanced in providing superior, responsive and reliable customer service.

As the president and chief officer of Orange Cab, I have been instrumental in adopting the computerized dispatching system assuring that our valued customers receive the highest quality of friendly service in the beautiful city of San Diego.

B. COMMUNICATIONS STAFFING

In providing twenty-four hour radio service, the staff generally consists of two phone operators and two dispatchers per shift. Each shift is eight hours. On busy periods, additional personnel are scheduled. Busy periods are forecast from convention schedules, football and baseball game schedules as well as knowledge gained throughout the years. On the most extreme periods of high call volume, staff normally increases to five or six employees in the radio room.

C. COMMUNICATIONS TECHNOLOGY

Two radio bands are generally utilized in the San Diego area, UHF and VHF systems. Orange Cab operates in the UHF spectrum on three FCC licensed frequency pairs. Two channels are designated for data transmissions to and from the vehicle's mobile data terminals and one for voice communications. Furthermore, three pairs of UHF link channels connect the office computer and dispatcher to the transmitters at the mountaintop sites. This system enables dispatcher and driver to communicate through the county of San Diego. The phone operators and dispatchers utilize advanced headsets for phone and radio communications to reduce errors. (Exhibit 6)

D. DISPATCH SYSTEM

The software package used for the computer dispatching system is Smart Dispatch. (www.SmartDispatch.com). The Smart Dispatch Corporation has been developing taxicab specific software since 1985, so the company and software is well established in the industry. The mobile data terminals installed in each Orange Cab subscriber is the CES Wireless (www.CESWireless.com) TRK-240 terminal. (Exhibit 7) CES Wireless is a global leader in data terminal technology and has been operating since 1974. Communications staff has easy access to the system manuals and other information in addition to the training they receive. These include maps to certain locations (shopping malls, universities, resort type hotels, ect) to enable accurate pinpointing of the customers location. Orange Cab has technicians available on call twenty-four hours per day for any computer or radio problems that arise. Despite this, all Orange Cab dispatchers are trained to switch to the old system of paper call slips and

voice dispatching during any interruptions. Further, Orange Cab's radio room is capable of operating off of its generator and generators back up the mountaintop radio transmitters.

E. COMPUTER DISPATCH

Dispatching on a voice basis, despite its success for Orange Cab, was creating some difficulties in communicating and servicing calls in today's competitive taxicab industry. Therefore, I spearheaded the move to convert the fleet to the computerized system (exhibit 8). At our first meeting on this topic in June of 1998, I presented the information to the membership of the organization and a ballot was sent out to the members. The members decided that this was the route to take Orange Cab on. Several years were spent researching all of the leading vendors of the hardware and software that was available at the time. On June 2001, a motion was made by myself to add an assessment to the monthly radio dues for six months to collect a large portion of the cost of computerization. The Smart Dispatch / CES combination was selected because it offered the maximum compatibility and ease of integration into existing mobile radios and its flexible software package. I also proposed the addition of GPS in every vehicle. Hopefully in the future, GPS will be part of our dispatch system as the system is GPS capable. However, if awarded new permits, I pledge to add stand-along GPS mapping solution to assist driver and passenger in locating points of interest and other benefits of having GPS. (Exhibit 9)

Once the operator keys in the customer request for service as described in RESERVATIONS AND DISPATCH, the system automatically assigns a taxicab to the order based on zones which taxis are "booked" into. The system matches the call to a taxicab in the same zone as the call as a first priority. Failing a match, the system looks outward in an ever-increasing

radius for a match. If no match is found within a reasonable distance, the call is brought to the attention of the dispatcher, who will attempt to locate a match or find another taxi that will be shortly dropping off nearest the call. Taxicab drivers are provided with frequently updated lists showing them where other cabs are booked into as well as call activity. This allows the drivers to spread out and cover territory without all inadvertently clumping together in the same general area. This also allows drivers to bid for unassigned calls nearby if they've just cleared in an area.

Our computer system is equipped with callback detection algorithms that show the status of current and just dispatched orders, including the time of the order and the status of the taxi assigned to it. If no vehicle is assigned to it, the computer logs this information. The system tracks calls that the driver reports not finding a customer (NOLOAD) or where the dispatcher could not find a taxi for the customer (NOCAB) and the customer is referred to another company. The reporting systems keep aggregate records of NOLOADS and NOCABS Calls.

Orange Cab's computer system is programmed to identify all of the public places and intersections in our service area. When a customer wants to place an order for repeat service on multiple occasions, the permanent time call feature allows this.

If a customer calls back to seeking the status of their order, the operator has instant information as to which cab was assigned, estimated time to arrival, ect.

F. DISPATCH RESPONSE TIME STANDARDS

Orange Cab strives to conform to its goal of providing service for calls from within a few minutes up to fifteen minutes for service. Many factors

influence the response time such as outlying areas and peak rush-hour traffic.

Residential service, under normal circumstances, is provided within five to fifteen minutes in about 90% of the time. Under periods of heavy demand or peak traffic hours, the response time goes to fifteen to twenty-five minutes about 90% of the time. Service to easy to locate places if often much less. For example, hotels or public attractions generally have our cabs staging nearby and taxi service for these tourist-orientated places is often near instantaneous. Service to the many military bases in San Diego is similar and for the same reasons.

For the benefit of out-of-town visitors who are often left wondering if they are getting the best value for their transportation dollar, Orange Cab offers Flat Rate cards to hotels for common destinations. This way, the customer will always know the cost of a trip in advance and can use this to compare us to other transportation options. Orange Cab's flat rates are usually discounted a dollar or two from the full meter price.

In addition to serving Orange Cab customers, Nice Cab maintains a separate list of valued and repeat customers that are serviced in the same time frame and manner as described above.

G. CREDIT CARD ACCEPTANCE

I was one of the leading advocates in convincing Orange Cab members to accept credit cards as payment from customers. Orange Cab allowed drivers to choose if they accepted credit cards in the past, but in 2003, the Board decided to make it a requirement for servicing radio service customers. Since then, credit card volume increased well over 80%. I realized that today's passenger demands to be able to use charge cards

for payment and we embraced it. I am also pleased to say that Orange Cab was well ahead of recent legislation by the San Diego Regional Airport authorities in making mandatory acceptance of credit cards by all taxicabs permitted to work from the airport.

All drivers are trained to utilize the credit card swipe on their TRK-240 terminal to expedite the approval process. See exhibit 10 for details on the credit card policy.

I believe the reason for the significant increase of credit card acceptance at Orange Cab was due to my direct involvement in facilitating the quick turn-around time from acceptance to payment to the owner/drivers. Credit Cards are collected and processed daily, therefore eliminating passive driver-discouragement of credit card payment from customers.

3. DRIVERS

Nice Cab requires a high level of experience before considering a driver for hiring. Some of the requirements in addition to the licensing requirements of driver include a minimum of three years as a resident of San Diego and must have experience as a transportation driver for a minimum of six months. Please refer to exhibit 11.

As mentioned previously, new drivers must have six months prior taxicab experience. Orange Cab Company also requires each new driver to take a three-hour computer terminal training session, four hours orientation with the dispatch staff, an in-person orientation in the driver's seat and a two-hour PR class. Nice Cab Company closely observes each new driver for a period of one month after they begin work.

Nice Cab provides an equal leasing opportunity information sheet to each independent driver. Working with drivers from other countries is a privilege as well as indicative of no prejudice against other races, nationalities and religions at Nice Cab. Equal employment opportunity is very important and is put in practice.

Nice Cab always verifies Sheriff permits, interviews, background checks and driving record prior to leasing to potential drivers. Nice Cab interviews prospective lessee to check their knowledge of roadways, congested areas, points of interest and map reading ability. Further, prior to leasing to a driver for a Nice Cab, I take each prospective driver for a test drive to determine driving ability and vehicle handling.

Independent lease drivers for Nice Cab must also sign agreements regarding their conduct with Orange Cab to ensure drivers know what is required of them in relation to servicing passengers referred to them by the radio service. These include but are not limited to, safety, courtesy as well as zero tolerance policy towards substance & alcohol abuse.

Drivers also are given materials relating to public relations to help them become more professional in dealing with passengers and accounts. As president of Orange Cab, I oversaw the development of this materials and programs.

Nice Cab Company educates the drivers to maintain patience while picking up elderly and needy passengers. Drivers understand that elderly people will need extra attention as they provide services for them. In some occasions, they will help the elderly to their residence or other places that they would like to go, such as doctor offices, shopping, ect. It is important to say that a large portion of Nice Cab's personal clients are elderly and I receive appreciation letters from them.

4. EVALUATING AND MONITORING

Nice Cab maintains files, logs and records for its drivers and vehicles. The drivers are monitored on a timely basis for performance, appearance, customer satisfaction, and vehicle maintenance. Any customer complaints or concerns about drivers are freely passed back and forth between Orange Cab and Nice Cab. Nice Cab randomly inquires with customers to evaluate the appearance, cleanliness and overall satisfaction of the customer while going to their destination.

In addition to the complaint procedures established for Orange Cab, Nice Cab has also implemented its own polices and procedures to handle complaints about drivers. Drivers are given a written notice if they violate any rule, law or ordinance for the least grievous incidents and are subject to having their lease terminated if generate more than one complaint per year. Violations of the most grievous nature will result in immediate termination of the driver's lease. The basic policy for customer complaints is to give the driver written or verbal notice for the first offense. Subsequent complaints of the same or similar nature automatically lead to discharging the driver from the lease. Periodic safety reminders and zero tolerance messages are given to drivers quarterly.

Nice Cab will inspect taxicabs upon the required weekly payments. Vehicle inspections including monitoring the fluid levels, tires, interior and exterior of vehicles, lights and brakes. In addition, drivers are monitored by the appearance and vehicle cleanliness. Legal forms such as a valid sheriff's permit and diver license are be monitored by Nice Cab,. I constantly monitor performance and customer service satisfaction.

5 FACILITIES

Presently all dispatch and administration facilities are located at 4250 Pacific Hwy # 207, San Diego, CA 92110. The administration and dispatch operation occupies one thousand square feet of office space. Orange Cab maintains a large display ad in the AT&T Yellow Pages as well as a listing in the White Pages. Customers can reach the dispatch facility by dialing either of two easy to remember telephone numbers (619) 291-3333 or (619) 223-5555. Additionally, Orange Cab maintains an Internet web site and has display ads in several local publications.

Presently, Nice Cab has built a very strong relationship with Central Automotive of San Diego located at 765 17th Street, San Diego, CA 92101. Most repair work is contracted to this facility. Central Automotive is about three thousand five hundred square feet and has three lift bays. Central Automotive employees ASE Certified mechanics. Special tasks such as taximeter installation or two-way radio installation, transmission or tires are sent to businesses that specialize in them. Please see exhibit 12

6. VEHICLES

A. MAINTENANCE

Nice Cab Company has a fleet of six Ford Crown Victoria sedans from 1996 to 2001. The vehicles are serviced every three thousand miles for services such as oil and filter changes. These services include safety checks, brake, transmission and battery inspections. Each vehicle undergoes a bi-annual Smog check. Every twenty thousand miles each vehicle is given a general tune-up and thorough inspection of all vehicle systems at the Central Automotive facility. All personnel and services are

in regulatory compliance with applicable California environmental statues. Please refer to exhibit 13.

Further, each lease driver is required to check the vehicle each day prior to operation. The check includes tires, all safety lighting, meter operation, windshield glass, steering, doors, body, seat belts, mirrors and any other system that pertains to the operating safety of the vehicle or comfort of the passenger. All Nice Cabs are equipped with a functional heating and air conditioning system. In the event that new permits are awarded to me, all of the new vehicles that I put into service will be newer models.

B. PERSONNEL

Nice Cab Company's long history in the taxi business has resulted in professional relationships with many specialists in automotive repair and advice. The professional mechanics at Central Automotive and others required for maintenance and repair has facilitated the task for Nice Cab.

I have been involved on a daily basis with Orange Cab for many years in handling required dispatching for my business and drivers. As owner of Nice Cab I am looking forward to establishing new relationships with other business entities in expanding my taxi business.

C. SAFETY COMPLIANCE

Nice Cab Company monitors vehicle safety via a program of checking mileage, regular oil changes, seat belts, braking and lighting on a weekly basis when drivers report to me. Nice Cab Company has been fortunate that its vehicles have not been involved in any serious accidents.

In addition to regular MTS vehicle inspections, Nice Cab maintains a vehicle log for each vehicle. Please refer to exhibit 13.

D. INSURANCE

As a responsible manager I have always worked to improve the industry by teamwork amongst other operators. I became personally involved in creating group automotive insurance for Orange Cab member/operators. By having meetings every year with different insurance carriers to select the best coverage, I have achieved that goal. I secured a very competitive quote from Public Livery Insurance Service that was substantially lower than what other taxi operators were receiving based on all of the Orange Cab subscriber's aggregated loss runs. Overall, insurance industry insiders have told me, that Orange Cab as a group has significantly lower loss runs compared to the averages of similar groups..

I arranged for the Public Livery representatives to come to the Orange Cab offices to sign up myself and other Orange subscribers in completing the following paperwork:

1. Down payment
2. Recent driving history of drivers
3. Mechanical inspection on any vehicle past a certain age
4. Vehicle registration.

I am proud to say as a result of this effort, greater than 99% of the Orange Cab subscribers joined our group policy for insurance. Please refer to exhibit 14.

I am also proud to proclaim that the independent lease drivers of Nice Cab have excellent driving records and they are very professional in their

driving. Please refer to exhibit 14 for current proof of insurance for Nice Cab.

E. LOW EMISSION VEHICLES

Nice Cab vehicles have always been in compliance with California and MTS standards and requirements as far as smog emissions.

7. MANAGEMENT

A. ORGANIZATION CHART

Please refer to the organizational chart attached as exhibit 15

B. FINANCING

Nice Cab Company is completely capable of providing the required investment outlay for continuing operations as well as outfitting new taxicabs should permits be awarded. Please refer to the attached financial records as proof of this in exhibit 16.

C. IMPLEMENTATION PLAN AND SYSTEM MANAGEMENT PROGRAM

For more than twenty-three years I have been involved directly in the planning aspects for my taxicab business. Also, I have been involved in executive management roles with Orange Cab for more than twenty-two years. The success of these two businesses proves that I am capable of such tasks like budgeting, advertising, marketing, ect.

In addition, Nice Cab has established guidelines and policies for its drivers, maintenance and administrative tasks as previously described. It is important to state again that I have been the financial officer, manager and president of two established taxicab companies, and that my ability to make decisions and advise staff, marketing managers or drivers regarding any matter that requires attention or resolution is well established.

The administrative assistant officer of Nice Cab will be tasked with similar duties as far as monitoring vehicle safety and driver operation.

D. COMPLAINT HANDLING AND REPORTING

Nice Cab drivers maintain complaint forms in their vehicles. Should Orange Cab radio service receive any customer complaints regarding the operation of any Nice Cabs, they will immediately log the complaint for the Violation Review Board (VRB) when the complaint is from a customer, dispatcher, operator or another driver. The VRB meets, if necessary, weekly for adjudicating any filed complaints. The defending driver must attend the meeting with is conducted by a three member panel consisting of rotating taxi operators, board members or management. The panel hears from the complainant, either orally or in writing in the case of a customer, and the defendant. If the driver is found to have violated any rule or ordinance the panel imposes sanctions. If the driver is found not guilty, the case is dismissed. See exhibit 17.

For complaints of the more serious nature, the VRB will refer the case to the Orange Cab radio services Board of Directors. The case is then heard before the board in the same manner as the VRB.

In either case the VRB or the Board reports the complaint and their findings directly to the owner of the taxicab.

In addition to disciplinary action towards drivers, repeated complaints about operators who drive or continue to lease to non-compliant drivers, the Board can take action against the membership status of the member. In this case, the president of Orange Cab will send a notice by mail fifteen days prior to the proposed expulsion date. The member being expelled will have an opportunity to be heard, orally or in writing at a special session before an expulsion committee. This committee as authorized by the bylaws of Orange Cab radio service will decide if the member should be expelled, suspended or sanctioned or if the case should be dismissed.

As president of Orange Cab radio service, I continually send the message to drivers and owners in the association to keep them aware of rules and regulations and try to prevent complaints from happening in the first place through education and communication. I am proud to say that Orange Cab has an excellent record of complains and complaint handling in San Diego.

In addition, Nice Cab's policy on responding to complaints is primarily an investigation though the channel of communications with customers, whether in writing or by verbal communication. Nice Cab believes that the customer is always right and we make our best effort to keep the customers happy and satisfied, whether they must be reimbursed, given a gratis ride or simply an apology by the company. Nice Cab always strives towards customer satisfaction.

E. RESPONSE TIME ATTAINMENT

REPORTING

The Smart Dispatch system records complete logs of all calls, whether dispatched or not. These logs record all pertinent information such as call in time, dispatch time, load time, drop-off time and taxi assigned. The office also logs customer complaints and the result of any investigation. Our advanced computer system shows any need communicated by the customer such as time calls, call backs, lost & found, handicapped & needy services, special groups and tour rides.
Orange Cab Company (and Nice Cab Company) provides average response times to our customers via filings with the MTS.

The response time for Nice Cab will be the same as Orange Cab because they operate under the radio service.

Residential service, under normal circumstances, is provided within five to fifteen minutes in about 90% of the time. Under periods of heavy demand or peak traffic hours, the response time goes to fifteen to twenty-five minutes about 90% of the time. Service to easy to locate places if often much less. For example, hotels or public attractions generally have our cabs staging nearby and taxi service for these tourist-orientated places is often near instantaneous. Service to the many military bases in San Diego is the same and for the same reasons.

H. EQUAL EMPLOYMENT OPPORTINUTY (EEO) COMPLIANCES

Nice Cab is always in compliance with the Equal Employment Opportunity Act. Nice Cab only selects drivers based on their taxi driving experience, driving record, complaint history and performance. Race, sex, color, national origin or creed is not a factor in deciding whom to lease a taxi to. This is easily demonstrated by my current list of lease drivers who come from a broad spectrum of nationalities, races and ethnic groups.

8. WHEELCHAIR ACCESSIBLE SERVICE

Nice Cab drivers are required to comply with the requirements of the federal Americans with Disabilities act (ADA). Nice Cab will terminate the lease of any driver who fails to comply with this important law.

Nice Cab intends to install one wheelchair accessible vehicle if awarded five permits via this RFP, or two wheelchair accessible vehicles if awarded ten permits. I have been in contact with several companies who provide wheelchair conversions for vehicles. (Exhibit 19)

9. IMPACT ON COMPETITION AND CUSTOMERS

Nice Cab Company provides very competitive rates of fare for its customers compared to the other independent services such as Yellow Cab, West Coast Cab or Transit Cab. Competitive rates will always increase competition among the industry resulting in reasonable rates to the customers. The impact to the taxi consumer if permits were awarded to me would be as follow: Orange Cab's radio service per mile rate is

$2.30 per mile thus the new taxis would be less expensive than the rate of the largest radio service. Since I have already established that Orange Cab provides superior service to its customers and combined with a less expensive alternative as far as cost, the consumer would benefit. Orange Cab also serves a wide range of customer demographics. Orange Cab regularly sends cabs to areas in which customers report lack good taxi service such as Southeast San Diego, Logan Heights, East San Diego, ect.

Nice Cab requires higher levels of experience and service before a driver is considered qualified to drive. Since Nice Cab is continually monitoring drivers and their assigned taxicabs, the best possible level of service is always assured and provided.

Through my own experience, I know that one of the most important factors that affect competition is response time. Orange Cab's current and historical call response times provides the customers with a high level of satisfaction and service. This makes Orange Cab, and thus, Nice Cab very competitive both in the level of service provided and cost. Both Orange Cab and Nice Cab drivers have countless repeat customers and, as shown earlier in this proposal, many corporate customers including hospitals, which have a high demand for excellent service, are among our satisfied customers.

When riding in a Nice Cab, customers are always provided with fast and fair service from the time they call until the completion of their trip. The radio room staff at Orange Cab operates in a friendly environment and this keeps the fleet relaxed, therefore customers receive taxi service in a friendly atmosphere.

Nice Cab is very happy and proud that we are able to operate in the City of San Diego and wish to continue keeping residents and visitors to this wonderful city happy.

I have made arrangements that other members of our radio service receive proper written information on how we have grown and operated our system in Orange Cab, so you may find many of the exhibits of other Orange Cab members are the same. This package includes driver training manuals, Orange Cab bylaws, computer dispatching manual, ect. These packages are the result of my hard work for Orange Cab.

In my opinion, the primary goal of a permit holder is customer service and safety. Permit holders must make sure the driver is professional, the vehicle is safe and ensure the driver meets the MTS requirements and follows ethical rules. Competition sometimes has a negative result and the outcome of it might not be beneficial to the customers. Because of this factor, being in charge of Orange Cab and also Nice Cab, I have tried to be positive whether in my small percentage of permits (Nice Cab) or with the bigger percentage (Orange Cab) In my mind I am always thinking of better ways to keep taxi customers happy and make sure they get to their destination safely. The following are some of my accomplishments that have kept me going in reaching my goals in the San Diego taxi business.

- Computerized dispatch system, manual for operators, drivers and dispatchers.
- Budgeting, planning and programming.
- Public Relations with established accounts and recruiting new ones
- Driver training class & PR Classes
- Discipline for the fleet (employees, members, drivers)

- Customer satisfaction
- Involved in meetings such as MTS, San Diego Taxi & Livery Association, San Diego Regional Airport, City Council.
- Followed MTS rules and regulations.
- Communicated with other San Diego taxi companies in working together as a team to make the industry in San Diego truly America's finest.

I would like to graciously thank you for the opportunity to present this proposal for a block of five or ten taxi permits and for your consideration in this matter. I look forward to the opportunity to continue my history of providing superior taxi service to San Diego.

Sincerely Yours,

Amir Aghassi
Nice Cab Company

Amir Aghassi

[redacted]

EXPERIENCE

Nice Cab Company
San Diego, CA 1984 – Current

- Owner
- Own and operate six taxicabs and manage all aspects of the business including vehicle maintenance, vehicle procurement, driver hiring, customer complaints, regulatory issues and finance.

Orange Cab Company
San Diego, CA 1984 – Current

- **President**, Chairman of the Board, 1997 to current. Supervise, direct, control the operation of the corporation. Preside at all meetings.

- **Financial Officer**/Director 1984 to 1997. Controlled all financial aspects of the corporation including keeping of the books and journals, deposits and financial transactions.

- **Radio Room Supervisor** 1997 to current. Handled personnel issues, schedules employees, wrote policies.

Unites States Department of State
Tehran, Iran 1958 – 1979

- **Dispatcher** in the US Embassy motor pool (1958 – 1960)
- **US Military Support** - Publication & Form Management (1960-1975)
- Office of the Provost Marshal, US Support Activity (1975 – 1979) Law enforcement inspector/investigator.

EDUCATION

Narmak Technical College, Tehran Iran 1950 – 1952
Received two-year degree in mechanical engineering.

EMBASSY OF THE
UNITED STATES OF AMERICA

۹ اسفند ۱۳۵۷

February 28 1979

[redacted]

Office Of The Provost Marshal
USSA/I

[redacted]

Dear Mr. [redacted]:

It is with regret that I must notify you that it will be necessary for the U.S. Military Mission in Iran to terminate your services in the organization 60 days from February 28, 1979, i.e. effective close of business April 28, 1979.

During the above 60-day notice period, you will receive regular pay while being charged to administrative leave.

Upon termination, you will also receive any severance pay to which you may be entitled or be placed under retirement provisions if eligible. You will also be compensated for any unused annual leave accrued to your credit.

Your loyalty, initiative, trustworthiness and diligence in your duties have been greatly appreciated.

I wish you the best of success in your future undertakings wherever they may be.

Michael J. McLaughlin
Personnel Officer

[redacted]

بانهایت تاسف باید باطلاع برسانم که بخدمت شما در هیئت مستشاری نظامی امریکا در ایران در پایان ۶۰ روز از تاریخ ۲۸ فوریه ۱۹۷۹ (۹ اسفند ۱۳۵۷) یعنی از پایان روز اداری ۲۸ آوریل ۱۹۷۹ (۸ اردیبهشت ۵۸) خاتمه داده میشود.

این خاتمه خدمت بعلت پایان کلی عملیات هیئت مستشاری نظامی امریکا در ایران صورت میگیرد. طی مدت پیش آگهی ۶۰ روزه فوق شما حقوق عادی خود را بطور معمول دریافت خواهید کرد.

هنگام خاتمه خدمت هرگونه پرداخت اضافی مربوط به خاتمه خدمت که بشما تعلق میگیرد بشما پرداخت خواهد شد و یا در صورتیکه واجد شرایط لازم باشید از حقوق و مزایای بازنشستگی استفاده خواهید کرد. بعلاوه هر مقدار مرخصی سالیانه استفاده نشده که بحساب شما باقی مانده باشد محاسبه و پرداخت خواهد شد.

خدمات توام با صداقت، ابتکار عمل امانت و قابلیت اعتماد و جدیت شما در انجام وظایف محوله مورد کمال قدردانی بوده و میباشد.

موفقیت کامل شما را در کلیه مسئولیتهائی که در آینده در هر سازمانی متقبل خواهید شد خواستارم.

مایکل - ج مک لافلین
رئیس کارگزینی

[redacted]

IN PROPRIA PERSONA

FILED
Robert D. Zumwalt, Clerk
JUL 13 1982
BY E. WOOD, Deputy

SUPERIOR COURT OF THE STATE OF CALIFORNIA

FOR THE COUNTY OF SAN DIEGO

IN THE MATTER OF APPLICATION OF [redacted]) NO. 485638

) DECREE CHANGING NAME

THE PETITION OF THE ABOVE MENTIONED PETITIONERS' FOR AN ORDER CHANGING PETITIONERS' NAME FROM [redacted] TO AMIR, AFSAR, HAYDEH, HAMID, AND SAEED AGHASSI CAME ON REGULARLY FOR HEARING BEFORE THIS COURT AT 8:30 AM ON JULY 6, 1982 AT DEPARTMENT 18 OF THE SUPERIOR COURT OF THE COUNTY OF SAN DIEGO, AT PRESENCE OF HIS HONOR JUDGE J. PERRY LANGFORD, AND ALL THE PETITIONERS.

PROOF HAVING BEEN MADE TO THE SATISFACTION OF THE COURT, THE COURT FINDS THAT THE NOTICE OF THE HEARING WAS GIVEN IN THE MANNER REQUIRED BY LAW, THAT NO OBJECTIONS WERE FILED BY ANY PERSON, AND THAT THE ALLEGATIONS OF THE PETITION ARE SUFFICIENT AND TRUE.

IT IS THEREFORE ORDERED THAT SAID PETITION BE GRANTED AND THAT THE NAME OF [redacted] BE AND IS HEREBY CHANGED TO AMIR, AFSAR, HAYDEH, HAMID, AND SAEED AGHASSI.

DATED: ~~JULY 6, 1982~~ JUL 13 1982

J. PERRY LANGFORD

JUDGE OF THE SUPERIOR COURT

Exhibit 1

- Past Employment [redacted]
- Name Change Documen[redacted]

EMBASSY OF THE
UNITED STATES OF AMERICA

March 5, 1979

Mr. William H. Sullivan
The Honorable Ambassador
of the U.S. Embassy,
Tehran, Iran

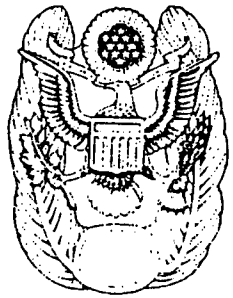
Mr. Aghassi started working f[redacted] the United States Government in 1958.

During his faithful service f[redacted] 22 years to the Administrative Services Branc[redacted] nd Office of the Provost Marshal, U.S. Support [redacted] tivity, his exceptional ability and keen sense[redacted] responsibility have coupled together to prov[redacted] consistent professional support to the admi[redacted] trative effectiveness of this command.

Mr. Aghassi desires to move t[redacted] e United States with his family. In light of [redacted] e above I highly recommend Mr. Aghassi for imm[redacted] ant status and feel that he and his family w[redacted] be a great asset to the United States.

[redacted]

Keith A. Barlow
Colonel, Infantry
Comma[redacted] g



Department of the Army
Certificate of Service

Presented to

[redacted]

in recognition of TWENTY *years of*
Federal Service.

MAR 1958 - MAR. 1978

28 February 1978

KEITH A. BARLOW
Colonel, Infantry
Commanding

DA FORM 2200, 1 JAN 77

FOREIGN SERVICE LOCAL EMPLOYEE

EFFICIENCY REPORT

(SIMPLIFIED)

Date: April 3, 1977

TO : Chief, Admin. Office, ARMISH/MAAG

FROM: Embassy Personnel Office

(MR) [redacted] is due for a periodic
(Employee)
step increase on 4/24/77. Please complete this efficiency report and return it to the Embassy Personnel Office no later than 4/15/77.

The employee's periodic step increase will not be processed until this report is received in the Personnel Office.

☐ Unsatisfactory (Must give written justification for this rating)

☐ Satisfactory

☒ Outstanding (Must give written justification for this rating)

Comments:

Mr. [redacted] has consistantly performed his assigned duties in an outstanding manner far exceeding that normally expected. He has been responsible of maintaining a publication stockroom of all military forms & form letters used by this Command. He has been most diligent in the timely requisitioning of blank forms and regulations. In view of his superb performance of duties Mr. [redacted] is highly recommended for a step increase.

Employee's Signature

Supervisor's Signature

EMB-14
7540-LC-980-0014

104-04

SAADJ-A

20 August 1975

Mr. [redacted]
U.S. Support Activity - Iran
ATTN: SAADJ-AD
APO 09205

Since 5 June 1972 you have performed your duties in a most satisfactory manner.

For the first year and a half you operated the Publications Section by yourself. You were responsible for the resupply, stockage, and issuance of Department of the Army, Department of the Air Force and other forms used by most Department of Defense units in Iran. You were also responsible for the initial distribution and resupply of Department of the Army and Department of the Air Force publications. During this period your job must have been very demoralizing because the forms and publications arrived faster and in quantities greater than any one person could possible handle. Then a new employee was added to your Section and you became a supervisor. You were then able to rapidly process all the forms and publications received by your Section. You also were able to maintain the command reference library in a more acceptable manner and you were given the added responsibility of operating the command distribution center. As a result of your hard work we have successfully accomplished our mission and you have made my work easier. Thank you.

[redacted]

Leonard A. Bartels

LEONARD A. BARTELS
Captain, AGC
Chief, Admin Svcs Br

SAADJ (16 Jun 73) 1st Ind

CPT Leonard A. Bartels 9 July 73

TO: Mr. [redacted]

Thank you for performing your duties in such a manner that it warrants a thank you from LTC Rumbough.

Leonard A. Bartels

LEONARD A. BARTELS
CPT, USA
Adjutant

HEADQUARTERS
UNITED STATES EUROPEAN COMMAND SUPPORT ACTIVITY
APO NEW YORK 09205

SADCM

16 June 1973

Captain Leonard Bartels
Office of the Adjutant
USEUCOM Support Activity
Tehran, Iran

Dear Captain Bartels:

On the occasion of my departure, I should like to express my sincere appreciation for the spendid work that your staff has done over the past two years.

In particular, I would like to thank Mr. Sohrab, Mr. Jackson, and Mr. [redacted] for their gracious consideration for my many "off-the-wall" requests. Jack and Immanual were extremely long-suffering and I do appreciate their efforts. The library staff, in particular Mrs. Drake and Mrs Tucker, have rendered yoeman's service and certainly deserve to be included.

Mrs. Link and Mrs. Smothermon in Special Order were especially efficient in helping Anne spend my money. And finally, my special thanks to Camy, your secretary, for her invaluable assistance.

Sincerely,

DAVID H. RUMBOUGH
LTC, USA
Deputy Commander

PLEASE PRINT/TYPE
INFORMATION
AND RETURN ENTIRE FORM

SEE BACK OF FORM
FOR INSTRUCTIONS

RECORDER/COUNTY CLERK
COUNTY OF SAN DIEGO
1600 PACIFIC HIGHWAY, RM. 260
P.O. BOX 121750 SAN DIEGO, CA 92112-1750
(619) 237-0502

$ 17.00- FOR FIRST BUSINESS NAME ON STATEMENT
$ 3.00- FOR EACH ADDITIONAL BUSINESS NAME FILED ON SAME STATEMENT AND DOING BUSINESS AT THE SAME LOCATION
$ 3.00- FOR EACH ADDITIONAL OWNER IN EXCESS OF ONE OWNER

FILED
#2003-009077
MAR 17 2003
14:24
GREGORY J. SMITH
SAN DIEGO COUNTY RECORDER/CLERK
FEES: 17.00
EXPIRES: MAR 17 2008
DEPUTY: COUNT001

THIS SPACE FOR USE OF RECORDER/COUNTY CLERK

FICTITIOUS BUSINESS NAME STATEMENT

(1) FICTITIOUS BUSINESS NAME(S): ☐ Renewal Notification is an additional $5.00 fee

a. NICE CAR COMPANY

b.

(2) LOCATED AT: 3911 PACIFIC HWY # 208 SAN DIEGO, CA 92110
(Must have Street Address of Business including City, State, and Zip-- - P.O. Box not acceptable)

Mailing Address: _____
(Optional)

(3) THIS BUSINESS IS CONDUCTED BY:

A. ☑ An Individual
B. ☐ Husband and Wife
C. ☐ A General Partnership
D. ☐ A Limited Partnership
E. ☐ Joint Venture
F. ☐ A Corporation
G. ☐ A Business Trust
H. ☐ Co-Partners
I. ☐ A Limited Liability Company
J. ☐ An Unincorporated Association-Other than a Partnership
K. ☐ Other (Please Specify) _____

(4) THE FIRST DAY OF BUSINESS WAS: 4-1-1985 OR IF NOT YET STARTED, CHECK HERE ☐

(5) THIS BUSINESS IS HEREBY REGISTERED BY THE FOLLOWING:

#1 AMIR AGHASSI
Owner's Name or Corporation Name if incorporated
[redacted] T Ave
Residence Address or give STATE if incorporated
[redacted] CA 92037
City State Zip

#2
Owner's Name or Corporation Name if incorporated
Residence Address or give STATE if incorporated
City State Zip

#3
Owner's Name or Corporation Name if incorporated
Residence Address or give STATE if incorporated
City State Zip

#4
Owner's Name or Corporation Name if incorporated
Residence Address or give STATE if incorporated
City State Zip

I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)

(6) _____
(Signature of Registrant)

AMIR AGHASSI
(Print name of person signing and, if Corporate Officer, also state title)

THIS STATEMENT WAS FILED WITH GREGORY J. SMITH, RECORDER/COUNTY CLERK OF SAN DIEGO COUNTY AS INDICATED BY FILE STAMP ABOVE.
NOTICE – THIS FICTITIOUS NAME STATEMENT EXPIRES FIVE (5) YEARS FROM THE DATE IT WAS FILED IN THE OFFICE OF THE COUNTY CLERK. A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED BEFORE THAT TIME.
THE FILING OF THIS STATEMENT DOES NOT OF ITSELF AUTHORIZE THE USE IN THIS STATE OF A FICTITIOUS BUSINESS NAME IN VIOLATION OF THE RIGHTS OF ANOTHER UNDER FEDERAL, STATE, OR COMMON LAW (SEE SECTION 14411 ET SEQ., BUSINESS AND PROFESSIONS CODE).
IT IS THE RESPONSIBILITY OF THE REGISTRANT TO DETERMINE THAT THE FICTITIOUS BUSINESS NAME SELECTED WILL NOT VIOLATE ANOTHER'S RIGHTS ESTABLISHED UNDER LAW.

FORM 231 Co. CLK (REV 01-02)

Exhibit 2

- Fictitious Name Filing for Nice Cab
- Currently Held MTS Taxi Permits

[redacted]

Metropolitan Transit System

1501 National Avenue, Suite 100, San Diego, CA 92113-1029

In accordance with State of California Public Utilities Code Section 120266, MTS shall fully recover the cost of regulating the private vehicle for hire industry. Pursuant to MTS Ordinance No. 11, Sections 1.3(b), 1.4(b), 1.5(d), and Trolley 35.6.1, the Chief Executive Officer establishes a fee schedule to effect full cost recovery, reviews the fees annually and notifies affected permit holders of changes in the fee schedule.

-- TAXICAB ADMINISTRATION REGULATORY FEE STATEMENT

6 Vehicle(s) @ $350.00	2,100.00
Total: $	2,100.00

Statement period: 01/01/06 through 12/31/06.
Balance due in full by 03/24/06. 2,100.00

If your account is not paid in full by 12:00 noon on 03/24/06, permit(s) will be suspended or revoked.

Permit Holder: 10031
AGHASSI, AMIR
[redacted]
LA JOLLA CA 92037 - 7010

ck 2124 PAID 1-13-06

Notice date: 12/16/05 [redacted]

PLEASE RETURN COPY 2 WITH YOUR PAYMENTS

COPY 2

POST IN CONSPICUOUS PLACE OR KEEP ON PERSON

CITY OF SAN DIEGO * CERTIFICATE OF PAYMENT OF BUSINESS TAX

Certificate Number: B1986002906

Business Name: NICE CAB CO/AAA CAB COMPANY
Business Owner: AGHASSI AMIR
Business Address: 3911 PACIFIC HWY #208
SAN DIEGO CA 92110-2026

NICE CAB CO/AAA CAB COMPANY
[redacted]

Business Type: TAXI & LIMOUSINE SERVICE

Effective Date: 03/01/2006
Expiration Date: 02/28/2007

PLEASE NOTIFY THE CITY TREASURER'S OFFICE IN WRITING OF ANY CHANGE IN OWNERSHIP OR ADDRESS – BUSINESS TAX DIVISION, PO BOX 122289, SAN DIEGO, CA 92112

BUSINESS FILE COPY

CITY OF SAN DIEGO
CERTIFICATE OF PAYMENT OF BUSINESS TAX
PO BOX 122289, SAN DIEGO, CA 92112-2289
1200 3RD AVENUE, MS 51T, SAN DIEGO, CA 92101
(619) 615-1500; FAX (619) 533-3272
www.sandiego.gov/treasurer

Certificate Number: B1986002906

Business Name: NICE CAB CO/AAA CAB COMPANY
Business Owner: AGHASSI AMIR
Business Address: 3911 PACIFIC HWY #208
SAN DIEGO CA 92110-2026

Business Type: TAXI & LIMOUSINE SERVICE

Effective Date: 03/01/2006
Expiration Date: 02/28/2007

***AUTO**SCH 3-DIGIT 920 1-218
NICE CAB CO/AAA CAB COMPANY
5868 SOLEDAD MOUNTAIN RD
LA JOLLA, CA 92037-7010

Mailing Address: NICE CAB CO/AAA CAB COMPANY
5868 SOLEDAD MOUNTAIN RD
LA JOLLA CA 92037-7010

This certificate acknowledges payment of business taxes pursuant to the San Diego Municipal Code. This **is not** a License to do business within the City of San Diego in violation of any section of the Municipal Code or regulation adopted by the City Council including, but not limited to: Zoning restrictions; Land Use specifications as defined in Planned Districts, Redevelopment areas, Historical Districts, or Revitalization areas; Business Tax Regulations; Police Department Regulations; and Fire, Health or Sanitation Permits and Regulations.

This document is issued without verification that the payer is subject to or exempt from licensing by the State of California.

Payment of the required tax at the time or times due is for the term and purpose stated and is pursuant to City Ordinance. Please refer to delinquency information under "Notice".

NOTICE: It is the responsibility of the certificate holder to renew this certificate of payment of business tax within the proper time limits. Failure to do so, even if you have not received a renewal notice, will result in the assessment of a penalty. Please note your expiration date on this certificate above. The certificate holder is requested to notify the City Treasurer's Office upon sale or closure of the business, change of location, or change of business activity.

.he tax or fees collected are **Not Refundable** unless collected as a direct result of an error by the City of San Diego.

This certificate is NOT transferable for a change in business ownership.

This information is available in alternative formats upon request.

*** THIS CERTIFICATE MUST BE CONSPICOUSLY DISPLAYED ***

County of San Diego

Department of Agriculture, Weights And Measures

5555 Overland Ave., Suite 3101, San Diego CA 92123-1256

DEVICE REGISTRATION CERTIFICATE

CERTIFICATE NO. **8739**	ANNUAL FEE: **$72.00**	**EXPIRES: 12/31/2006**

VALID LOCATION **3911 PACIFIC HIGHWAY STE 208 SAN DIEGO CA 92110**

VALID AT THIS LOCATION ONLY

ISSUED TO

NICE CAB #T521/AMIR AGHASSI

[redacted]

KATHLEEN A. THUNER

AGRICULTURAL COMMISSIONER

SEALER OF WEIGHTS AND MEASURES

VOID UPON CHANGE IN OWNERSHIP

*** THIS CERTIFICATE MUST BE CONSPICOUSLY DISPLAYED ***

County of San Diego

Department of Agriculture, Weights And Measures

5555 Overland Ave., Suite 3101, San Diego CA 92123-1256

DEVICE REGISTRATION CERTIFICATE

CERTIFICATE NO. **8749**	ANNUAL FEE: **$72.00**	**EXPIRES: 12/31/2006**

VALID LOCATION **3911 PACIFIC HIGHWAY STE 208 SAN DIEGO CA 92110**

VALID AT THIS LOCATION ONLY

ISSUED TO

NICE CAB #T653/AMIR AGHASSI

[redacted]

KATHLEEN A. THUNER

AGRICULTURAL COMMISSIONER

SEALER OF WEIGHTS AND MEASURES

VOID UPON CHANGE IN OWNERSHIP

*** THIS CERTIFICATE MUST BE CONSPICOUSLY DISPLAYED ***

County of San Diego

Department of Agriculture, Weights And Measures

5555 Overland Ave., Suite 3101, San Diego CA 92123-1256

DEVICE REGISTRATION CERTIFICATE

CERTIFICATE NO. **8750**	ANNUAL FEE: **$72.00**	**EXPIRES: 12/31/2006**

VALID LOCATION **3911 PACIFIC HIGHWAY STE 208 SAN DIEGO CA 92110**

VALID AT THIS LOCATION ONLY

ISSUED TO

NICE CAB #T688/AMIR AGHASSI

[redacted]

KATHLEEN A. THUNER

AGRICULTURAL COMMISSIONER

SEALER OF WEIGHTS AND MEASURES

VOID UPON CHANGE IN OWNERSHIP

County of San Diego

Department of Agriculture, Weights And Measures
5555 Overland Ave., Suite 3101, San Diego CA 92123-1256

DEVICE REGISTRATION CERTIFICATE

CERTIFICATE NO. **8747**	ANNUAL FEE: **$72.00**	EXPIRES: **12/31/2006**

VALID LOCATION **3911 PACIFIC HIGHWAY STE 208 SAN DIEGO CA 92110**

VALID AT THIS LOCATION ONLY

ISSUED TO

NICE CAB #T480/AMIR AGHASSI

[redacted]

KATHLEEN A. THUNER
AGRICULTURAL COMMISSIONER
SEALER OF WEIGHTS AND MEASURES
VOID UPON CHANGE IN OWNERSHIP

***** THIS CERTIFICATE MUST BE CONSPICOUSLY DISPLAYED *****

County of San Diego

Department of Agriculture, Weights And Measures
5555 Overland Ave., Suite 3101, San Diego CA 92123-1256

DEVICE REGISTRATION CERTIFICATE

CERTIFICATE NO. **15322**	ANNUAL FEE: **$72.00**	EXPIRES: **12/31/2006**

VALID LOCATION **5868 SOLEDAD MTN RD LA JOLLA CA 92037**

VALID AT THIS LOCATION ONLY

ISSUED TO

NICE CAB #T275

[redacted]

KATHLEEN A. THUNER
AGRICULTURAL COMMISSIONER
SEALER OF WEIGHTS AND MEASURES
VOID UPON CHANGE IN OWNERSHIP

***** THIS CERTIFICATE MUST BE CONSPICOUSLY DISPLAYED *****

County of San Diego

Department of Agriculture, Weights And Measures
5555 Overland Ave., Suite 3101, San Diego CA 92123-1256

DEVICE REGISTRATION CERTIFICATE

CERTIFICATE NO. **15321**	ANNUAL FEE: **$72.00**	EXPIRES: **12/31/2006**

VALID LOCATION **5868 SOLEDAD MOUNTAIN RD LA JOLLA CA 92037**

VALID AT THIS LOCATION ONLY

ISSUED TO

NICE CAB #T215

[redacted]

KATHLEEN A. THUNER
AGRICULTURAL COMMISSIONER
SEALER OF WEIGHTS AND MEASURES
VOID UPON CHANGE IN OWNERSHIP

Exhibit 3

- Client References

October 20, 2006

To Whom It May Concern:

I am writing this letter of reference for Orange Cab and Nice Cab.

We are happy with the service provided by these companies.

If you have any questions, please feel free to contact me at the number listed below.

Traci Marshall	San Diego Yacht Club	[redacted]
Name	Establishment	Telephone

Rosalyn Rahmanan
[redacted]
San Diego, Ca. [redacted]
Phone: [redacted]

11/10/2004

Orange Cab
1250 Pacific Hwy.
Ste. 207
San Diego Ca. 92110

Dear Sir:

I want to tell you 'bout the best Taxi Driver n San Diego, California. (Cab# 480) His name is Ray Hoffmayer Ray has been my Taxi Driver 'nce 1986. He is an excellent Driver. He Know's San Diego 'ery well.

His Taxi is always very ell Kept and very clean 'all time's.

Ray is always very well mannered. Polite & very helpful.

He is a very reliable Person. always on time for appointments. Plus he has a lot of class. And a wonderful personality.

Your Company is very lucky to have an outstanding Gentlemen. Representing your company.

Ray gives excellent service to his Customers.

Sincerely,

Rosalind Rahman

FROM: ROSALYN RAHMANAN
[redacted]
SAN DIEGO, CA. [redacted]

USA
37

I ♥ YOU

ORANGE CAB
4250 PACIFIC HWY.
STE 207
SAN DIEGO, CA. 92110

92110+3213

October 20, 2006

To Whom It May Concern:

I am writing this letter of reference for Orange Cab and Nice Cab.

We are happy with the service provided by these companies.

If you have any questions, please feel free to contact me at the number listed below.

Name Luis
FRONT DESK MGR

Humphreys
Establishment

[redacted]
Telephone

MTDB
Metropolitan Transit Development Board

MTS

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466
FAX (619) 234-3407

December 30, 1996

TAXI 520 (Solati, R.), 520.5, 585.3
(PC 116)

Mr. Reza Solati
c/o Orange Cab
3911 Pacific Highway
San Diego, CA 92103

Dear Mr. Solati:

This is to invite you to attend the January MTDB Taxicab Committee meeting. The Committee would like to recognize you for the compliment you received from a delegate to the Republican National Convention in August.

The meeting will be held at 10:00 a.m. on Wednesday, January 8, 1997, in the Board room of the MTDB offices, 1255 Imperial Avenue, Suite 1000, San Diego.

We hope you can attend, and look forward to meeting you. If you have any questions, please call me at 557-4571.

Sincerely,

Barbara Lupro

Barbara Lupro
Taxicab Administrator

BLL:ky
L-BL-SOL.DOC

cc: Leon Williams, MTDB Chairman
Juan Vargas, San Diego City Council
Mohammad Eslambolchi, Orange Cab

October 20, 2006

To Whom It May Concern:

I am writing this letter of reference for Orange Cab and Nice Cab.

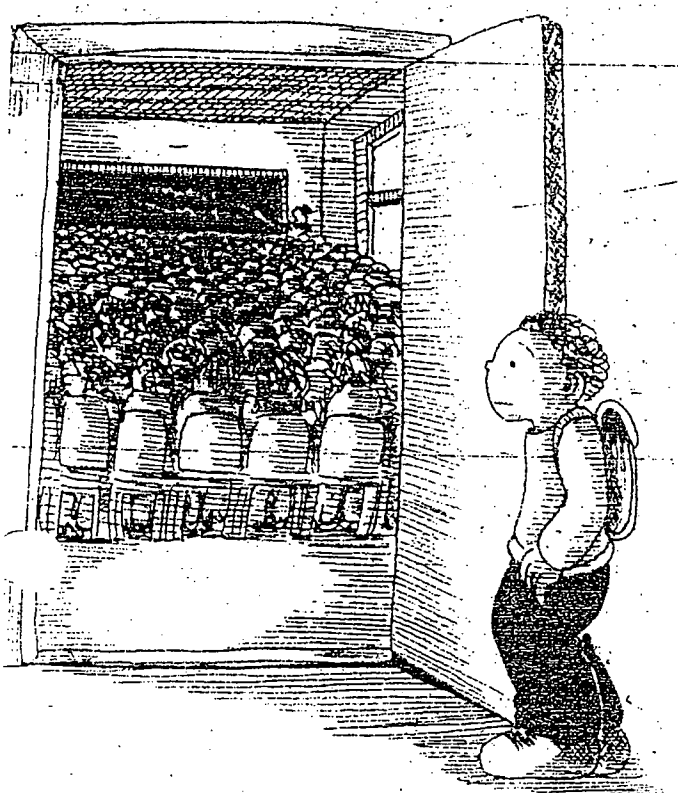
We are happy with the service provided by these companies.

If you have any questions, please feel free to contact me at the number listed below.

Name	Establishment	Telephone
DIVINA	B/W POSADA	[redacted]

INION

ass-size reduction



not proficient readers by
hird year are at risk for
n the future. With class-
will be able to reach more
ll be fewer to reach.
the education community
a critical juncture. Priva-
s our public foundation, a
ly weakened by the rum-
school vouchers. We are
e most ambitious and his-
we have ever known, but
are that the survival of
ntegrity depends on our
trate significant achieve-

ative that recruiters fill
l teaching openings with
people they can find, in-
ability to drive students
ot afford rampant inex-
we expect a system of
any hasty hiring mis-

the goal of class-
e jeopardized by an in-
tent teachers.
luce class size is neces-
chaotic teaching envi-
garten classes will be on

As teachers, our aggravation for now is tempered by our embrace of a shared vision. We will patiently make do while we try to make better, but we hope it is only for a little while.

Burgeoning future student enrollments will only compound the overcrowded and awkward situations that are resulting as schools grapple to reduce class size. We must be supported soon by legislation to expand, build and upgrade schools to accommodate us now, as well as the projected future increases. Time has run out for playing budgetary shell games or policy hot potato.

Public education is finally on the brink of wide-ranging reformation. I am heartened that the academic bureaucracy evoked immediate change, rather than handicap young learners as it waited for a gradual, less-chaotic transition or formed committees to study the matter further.

For too long, I have been demoralized with the capricious changes in educational ideology, whims that have contributed to our state's ranking at the bottom of the national heap, despite the genuine efforts of teachers. I am ready to feel proud again that I am a cog in an efficiently turning public wheel.

Letters to the Editor

The San Diego Union-Tribune welcomes letters to the editor. To be considered for publication, a letter must be signed and include a daytime phone number. It should be addressed to Letters/Editor, *The San Diego Union-Tribune*, Post Office box 191, San Diego, CA 92112-4106 or faxed to 293-1440. The e-mail address is letters@uniontrib.com. Letters may be edited.

Pro teams and politics take priority over symphony, library

Something is wrong with a community that can afford to spend tens of millions of dollars expanding a sports stadium and hosting a national political convention, yet can't fund a symphony orchestra or a new library.

Certainly maintaining professional sports teams and having the city host national events are worthy goals and important to keeping our vital hospitality industry flourishing. But any world-class city also has to have a vibrant cultural and intellectual life.

A Stan Humphries touchdown pass or Tony Gwynn home run qualify as works of art to some people, but others appreciate more a Beethoven symphony or an Emily Dickenson poem, which have endured over generations.

The relatively small investments the orchestra and library require would pay off many times over in enriching the lives of countless thousands of our citizens. San Diegans deserve no less.

GENE KREINICK
La Costa

Now free of teachers' union, she can work for Republicans

I feel like shouting, "Free at last. Thank goodness, I'm free at last from the NEA." The National Education Association, that is. After 22 years of teaching in the public schools, I took the golden handshake offered by my district, the Ramona Unified School District. Why did I belong to the NEA, California Teaches Association and the Ramona Teachers Association all those years?

My first reason for joining was to support my local union and those teachers who worked hard on negotiations each year. My second reason for joining was to have the backing of union lawyers should some parent sue me. Face it, children and parents just aren't like they where when I left the University of Michigan in 1962.

I am glad to be free of the political stands taken by the NEA and the CTA. Their knee-jerk support of Democratic politicians year in and year out was discouraging. How they can say Bill Clinton — and Hillary — are the leaders we want our children to look up to is beyond me.

Special parties and removing all the emotionalism, symbolism and demonizing from the equation, it would be difficult for the producers or those who want to be producers to be anything other than Republicans.

ROBERT M. SCHAEFER
El Cajon

Honest person made visit of conventioneer more special

I attended the Republican National Convention in your beautiful city. It was my fourth such convention. Having served on the host committee for the 1988 Republican National Convention in New Orleans, I can appreciate the tremendous effort that went into making the San Diego convention such a success. The volunteers were especially warm and helpful.

What made this experience even more special to me was an incident that occurred on the Tuesday of the convention. After having attended a function with vice-presidential nominee Jack Kemp, I realized I was missing my wallet. Fearing the worst, I retraced all my steps, but without success. In my wallet were my credit cards, personal documents and more than $300 in cash.

The next day, I was contacted by a driver for the Orange Cab Co., Reza Solati, saying he had found my wallet. It was returned to me with all documents and cash intact. He even refused a $100 reward. Reza Solati proved to be an incredible ambassador of good will. San Diego certainly has a lot to be proud of.

S. SCOTT SEWELL
New Orleans

Billionaire Perot accepts aid; Libertarian Browne does not

I am disappointed by Ross Perot's decision to accept federal funds for his presidential campaign. I see no particular reason to raid the national treasury to send money to a billionaire.

In contrast, I am impressed by Harry Browne, the Libertarian running a shoestring campaign for president. Even though he easily qualifies for federal matching funds, he refuses to take them. I certainly hope Browne gets included in the presidential debates so he can con-

To: To Whom it May Concern
From: Paul P. McNamara

Subject: Letter of Recommendation

I have worked with Mr. Reza Solati for the past two years in the area of transportation within San Diego county. During that time I have known him to be an honest and dependable person of the highest caliber. Our relationship, although business in nature, has grown to a point where I consider him a friend. I have no doubt that all of his business relationships would agree with me that due to his high service and degree of professionalism, one would consider Ray a friend as well

I have no reservation putting my name down as a supporter of any endeavor Ray chooses. He is a man of great integrity and dedication. Please contact for any further comments.

Sincerely,

Paul P. McNamara

Paul P. McNamara
Col USMC (Ret)
[redacted]

Orange Cab Summary of Charge Accounts:

October 2006

Orange Cab has *Commercial Charge* accounts with the following institutions:

Hospi tals	10 accounts
Medical Transportation	8 accounts
Businesses	6 accounts
Military accounts e.g. "Arrive Alive"	14 accounts
Airlines	6 accounts
Hotels	9 accounts

Exhibit 4

- ICOA Radio Service Details

ORANGE CAB
SAN DIEGO'S FINEST

Membership Meeting

November 20, 2003

President: Amir Aghassi **Executive Vice-President:** Jafar Berenji
Vice President: Mohammad Eslambolchi **Financial Officer:** Abdy Askari **Secretary:** Safaa Saleh

Meeting convened at 2 p.m. at the Orange Cab office.

The meeting was called to order at 2:10 PM. There were sixteen full members present and a quorum was reached for this meeting.

The minutes of the November 7th, 2003 Board of Director's meeting were read to the members and approved with one change to the wording. The last sentence of the first paragraph was changed to "ICOA subscribers MAY be given priority" instead of "WILL" be given priority.

Mr. Aghassi then explained to the members the details of the ICOA Subscriber Service. He outlined how it was setup including detailing the costs associated with start up, including purchase of the radio repeater and monthly rent for the mountain -top site. The Orange Cab dispatch office will monitor the ICOA radio system.

Mr. Aghassi then explained the details of the upcoming installation of the computer terminals in the Orange Cab fleet. He advised the members that Orange Cab will initially install one stand and computer terminal in each cab. From that point on, it will be the member's responsibility to pay for any costs associated with moving the terminal from one vehicle to another. Further, the members were told that the owner is responsible for loss, theft or destruction of the terminal or any failure not covered under the terminal's warranty. During the terminal's warranty period, the manufacturer will cover defects with it. Currently a replacement stand to hold the terminal will cost around $180.00 and $25.00 to install. The cost to replace a terminal will be around $1000.00.

The members were told that Orange Cab would have classes to teach drivers how to use the terminal before switching dispatch operations to the computer.

The meeting was adjourned at 3:30 PM.

Safaa Saleh
Secretary

3911 Pacific Hwy. • Suite 208 • San Diego, CA 92110 • (619) 291-3333 • Fax (619) 291-4446

ORANGE CAB
SAN DIEGO'S FINEST

Board of Directors Meeting

November 7, 2003

President: Amir Aghassi **Executive Vice-President:** Jafar Berenji
Vice President: Mohammad Eslambolchi **Financial Officer:** Abdy Askari **Secretary:** Safaa Saleh

Meeting convened at 10 a.m. at the Orange Cab office.

The minutes of October 22nd, 2003 were read and approved.

General:

The creation of the ICOA Radio Service has been completed and everything is now functional. Orange Cab is now welcoming subscribers to the new service and if you know anyone who would be interested in joining, please have them contact the office. Please note that if, in the future, any openings become available in Orange Cab, ICOA subscribers may be given priority to fill those vacancies.

Ownership Interest outside of Orange Cab

The Board of Directors decided that since ICOA Radio Service is functional any member who have non-bell service cabs (independents) in any company other than Orange Cab should bring them into ICOA Radio Service. In order to offset the cost of painting the vehicle, the first three months of radio service will be free. The free radio service applies only to vehicles to leave another radio service to join ICOA and not newly issued permits.

The Board decided, in accordance with the policy referred to in the September 14, 1994 minutes, to write letters to those members who have cabs in any other taxi bell-service organization and advise them that they have sixty (60) days to comply with this existing policy. Any member who continues to operate other taxis in a conflict of interest with Orange Cab may forfeit their membership.

Financial:

The Board reviewed the policy of board member's pay and how to handle absences. Effective this date, any board member who misses a board meeting will lose $100 from that month's board pay.

Safaa Saleh
Secretary

3911 Pacific Hwy. • Suite 208 • San Diego, CA 92110 • (619) 291-3333 • Fax (619) 291-4446

Exhibit 5

- Computer Dispatch System Manual

Exhibit 6

- FCC Radio Communications License

Federal Communications Commission
Wireless Telecommunications Bureau

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RADIO STATION AUTHORIZATION

Licensee: INDEPENDENT CAB OWNERS ASSOCIATION DBA ORANGE CAB

FCC Registration Number (FRN): 0005749585

SEAN WOLFE
INDEPENDENT CAB OWNERS ASSOCIATION DBA ORANGE CAB
4250 PACIFIC HWY STE 207
SAN DIEGO CA 92110

Call Sign	File Number
KJJ780	0002185683

Radio Service: IG - Industrial/Business Pool, Conventional

Regulatory Status: PMRS

Frequency Coordination Number:

Grant Date	Effective Date	Expiration Date	Print Date
06-10-2005	06-10-2005	07-28-2015	06-10-2005

STATION TECHNICAL SPECIFICATIONS

Fixed Location Address or Mobile Area of Operation

Loc. 1 Address
MOUNT OTAY 32 KM SE
City: SAN DIEGO | County: SAN DIEGO | State: CA
Lat (NAD83): 32-35-42.2 N | Long (NAD83): 116-50-42.1 W | ASR No.: N/A | Ground Elev: 1086.0

Loc. Address
510 TARENTO
City: SAN DIEGO | County: SAN DIEGO | State: CA
Lat (NAD83): 32-42-52.2 N | Long (NAD83): 117-15-4.1 W | ASR No.: N/A | Ground Elev: 104.0

Loc. 3 Address
3911 PACIFIC HWY
City: SAN DIEGO | County: SAN DIEGO | State: CA
Lat (NAD83): 32-44-34.2 N | Long (NAD83): 117-11-16.1 W | ASR No.: N/A | Ground Elev: 6.0

Loc. 4 Area of Operation
Operating within a 110.0 km radius around fixed location number 1.

Antennas

Loc. No.	Ant. No.	Frequencies (MHZ)	Sta. Cls.	No. Units	No. Pagers	Emission Designator	Output Power (watts)	ERP (watts)	Ant. Ht./Tp meters	Ant. AAT meters	Construct Deadline Date
1	1	452.22500	FB	1	0	20K0F3E	75.000	531.000	6.0		

Conditions:

Pursuant to Section 309(h) of the Communications Act of 1934, as amended, 47 U.S.C. Section 309(h), this license is subject to the following conditions: This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequencies designated in the license beyond the term thereof nor in any other manner than authorized herein. Neither the license nor the right granted thereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. See 47 U.S.C. Section 310(d). This license is subject in terms to the right of use or control conferred by Section 706 of the Communications Act of 1934, as amended. See 47 U.S.C. Section 606.

Federal Communications Commission
Wireless Telecommunications Bureau

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RADIO STATION AUTHORIZATION

Licensee: INDEPENDENT CAB OWNERS ASSOCIATION

FCC Registration Number (FRN): 0005749585

SEAN WOLFE
INDEPENDENT CAB OWNERS ASSOCIATION
4250 PACIFIC HWY SUITE 207
SAN DIEGO CA 92110

Call Sign	File Number
WPFT659	0001842429

Radio Service: IG - Industrial/Business Pool, Conventional

Regulatory Status: PMRS

Frequency Coordination Number:

Grant Date	Effective Date	Expiration Date	Print Date
08-24-2004	08-24-2004	10-14-2014	08-24-2004

STATION TECHNICAL SPECIFICATIONS

Fixed Location Address or Mobile Area of Operation

Loc 1: Address: MOUNT OTAY 20 MI SE
City: SAN DIEGO County: SAN DIEGO State: CA
Lat (NAD83): 32-35-42.2 N Long (NAD83): 116-50-42.1 W ASR No.: N/A Ground Elev: 1086.0

Loc 2: Area of Operation
Operating within a 80.0 km radius around fixed location number 1.

Loc 3: Address: 32848 BIRCH HILL RD.
City: ESCONDIDO County: SAN DIEGO State: CA
Lat (NAD83): 33-18-30.1 N Long (NAD83): 116-50-58.1 W ASR No.: Ground Elev: 1713.0

Loc 4: Area of Operation
Operating within a 55.0 km radius around fixed location number 3.

Antennas

Loc No.	Ant. No.	Frequencies (MHZ)	Sta. Cls.	No. Units	No. Pagers	Emission Designator	Output Power (watts)	ERP (watts)	Ant. Ht./Tp meters	Ant. AAT meters	Construct Deadline Date
1	1	452.10000	FB	1	0	20K0F3E	75.000	473.000	6.0	821.0	
1	1	463.20000	FB	1	0	20K0F3E	75.000	11.500	6.0	821.0	05-25-2005
2	1	457.10000	MO	25	0	20K0F3E	40.000				
2	1	463.20000	MO	60	0	20K0F3E	40.000	40.000			05-25-2005

Conditions:

Pursuant to Section 309(h) of the Communications Act of 1934, as amended, 47 U.S.C. Section 309(h), this license is subject to the following conditions: This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequencies designated in the license beyond the term thereof nor in any other manner than authorized herein. Neither the license nor the right granted thereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. See 47 U.S.C. Section 310(d). This license is subject in terms to the right of use or control conferred by Section 706 of the Communications Act of 1934, as amended. See 47 U.S.C. Section 606.

Federal Communications Commission
Wireless Telecommunications Bureau

137

RADIO STATION AUTHORIZATION

Licensee: INDEPENDENT CAB OWNERS ASSOCIATION

FCC Registration Number (FRN): 0005749585

SEAN WOLFE
INDEPENDENT CAB OWNERS ASSOCIATION
4250 PACIFIC HWY SUITE 207
SAN DIEGO CA 92110

Call Sign	File Number
WPFT659	0001945808

Radio Service: IG - Industrial/Business Pool, Conventional

Regulatory Status: PMRS

Frequency Coordination Number: PC2004280007

Grant Date	Effective Date	Expiration Date	Print Date
08-24-2004	01-05-2005	10-14-2014	01-06-2005

STATION TECHNICAL SPECIFICATIONS

Fixed Location Address or Mobile Area of Operation

Loc. 1 Address
MOUNT OTAY 20 MI SE
City: SAN DIEGO | County: SAN DIEGO | State: CA
Lat (NAD83): 32-35-42.2 N | Long (NAD83): 116-50-42.1 W | ASR No.: N/A | Ground Elev: 1086.0

Loc. 2 Area of Operation
Operating within a 80.0 km radius around fixed location number 1.

Loc. 3 Address
32848 BIRCH HILL RD.
City: ESCONDIDO | County: SAN DIEGO | State: CA
Lat (NAD83): 33-18-30.1 N | Long (NAD83): 116-50-58.1 W | ASR No.: | Ground Elev: 1713.0

Loc. 4 Area of Operation
Operating within a 55.0 km radius around fixed location number 3.

Antennas

Loc. No.	Ant. No.	Frequencies (MHZ)	Sta. Cls.	No. Units	No. Pagers	Emission Designator	Output Power (watts)	ERP (watts)	Ant. Ht./Tp meters	Ant. AAT meters	Construct Deadline Date
1	1	452.10000	FB	1	0	20K0F3E	75.000	473.000	6.0	821.0	
1	1	464.05000	FB	1	0	20K0F3E	75.000	473.000	6.0	821.0	01-05-2006
2	1	457.10000	MO	25	0	20K0F3E	40.000	40.000			
2	1	464.05000	MO	60	0	20K0F3E	40.000	40.000			01-05-2006

Conditions:

Pursuant to Section 309(h) of the Communications Act of 1934, as amended, 47 U.S.C. Section 309(h), this license is subject to the following conditions: This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequencies designated in the license beyond the term thereof nor in any other manner than authorized herein. Neither the license nor the right granted thereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. See 47 U.S.C. Section 310(d). This license is subject in terms to the right of use or control conferred by Section 706 of the Communications Act of 1934, as amended. See 47 U.S.C. Section 606.

Exhibit 7

- TRK-240 Mobile Data Terminal Information

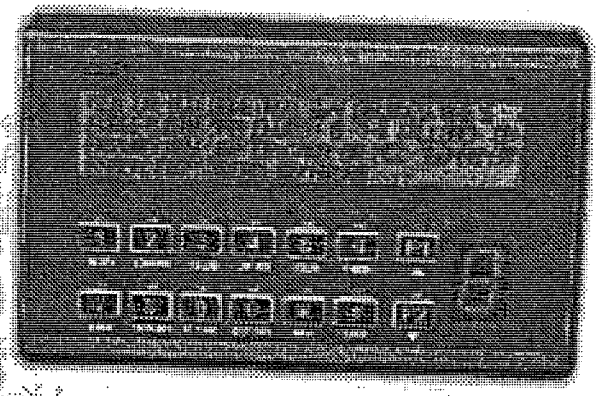
TRK-240 Mobile Display/GPS Terminal

FEATURES

- 4 x 40 character, backlit LCD display
- Optional internal GPS module
- CDPD/GSM cellular/satellite plug and play compatible
- Optional printer, credit card swipe and keyboard
- Proven protocols with secure data encryption
- 14 tough silicone rubber backlit real keys
- 600, 1200, 2400, 3900, 4800 baud
- Serial ports for radio or external devices
- Auto zoning using GPS
- Auto status registration
- Quadtec™ message management
- Compatible with conventional, analog and digital trunking
- Complete series of complimentary base software

BENEFITS

- Dispatch calls to individual mobile units
- Obtain status information directly from fleet
- Track vehicle location with optional internal GPS
- Print tickets in vehicles under dispatcher command
- Let drivers log themselves into zones/plants
- Obtain automatic credit card authorization
- Activate external outputs



The TRK-240 is an advanced mobile data display and status terminal featuring intelligent messaging capabilities that works with your existing mobile radio system. Featuring a backlit 4 x 40 display together with 14 "real" backlit user programmable silicone rubber keys, the TRK-240 is loaded with a host of advanced features. The unit is enclosed in a rugged "industrial" enclosure and sealed from dust and the harsh environment into which these devices are often installed.

A host of additional peripheral devices interface directly for "plug and play" operation including an optional internal GPS (Automatic Vehicle Location) module, credit card reader, mobile printer and QWERTY keyboard.

The TRK-240 features an integral modem for direct radio interface. All transmissions are automatic using the exclusive CES QUADTEC™ process, which automatically takes control of message management.

The CES base software system provides a complete CAD station compatible with the TRK-240 feature set. QUICK-trak™/POWER-trak™ from CES is both a CAD and mapping display system. MULTI-trak™ is a multiple dispatcher, Windows network software system. In addition, trak-CONTROL™ the CES gateway software utility provides a set of tools for third party software integrators to provide compatibility between their software systems and the CES mobile data system.

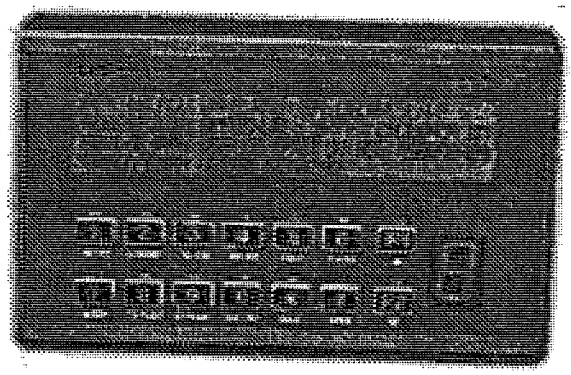
CES WIRELESS TECHNOLOGIES CORP.
925-122 S. Semoran Blvd
Winter Park, FL 32792 USA

CES WIRELESS TECHNOLOGIES

Tel: 407-679-9440 (USA) 800-327-9956
Fax: 407-679-8110
e-mail: sales@ceswireless.com
Web Site: http://www.ceswireless.com

OVERVIEW

The Message Display Terminal (MDT) is designed as a vehicle mountable Mobile Display Terminal which is interfaced with a wireless transceiver for communication with a dispatch center. It provides a display for base originated messages, a series of keys for driver to input information, together with an internal optionalGPS automatic vehicle location module.



The unit is a cost-effective, rugged, feature rich device compatible with most of the popular wireless networks. It is designed to provide a driver with a number of functions to safely and effectively communicate quickly with the dispatch center, and vice versa using short messages.

The main product features are:

- LCD 4 x 40 Message Display
- Intelligent GPS Automatic Vehicle Location Reporting
- Activity Status
- Status with Numeric Entry
- Sub Menu Prompts
- Work Order Processing
- Sensors & Controls
- Emergency Reporting
- Credit Card Processing
- External Printer
- Supports popular wireless systems including conventional, trunking, CDPD, GSM and Satellite
- Rugged Industrial enclosure

The device has an integral data modem for conventional and trunking radio, optional internal GSM or CDPD cellular transceiver, optional internal GPS receiver, programmable to operate with the PDT-100 satellite transceiver, together with a capability to be programmed to interface with a wide range of other transceivers.

Featuring a backlit 4 x 40 high temperature display together with 14 "real" backlit user programmable silicone rubber keys, the TRK-240 is loaded with a host of advanced features including work order processing and menu driven displays. The unit is enclosed in a rugged "industrial" enclosure and sealed from dust and protected from harsh environmental conditions.

Please refer to CES Wireless issued application notes for radio specific compatibility to features outlined in this document. Implementation of some features may be subject to individual radio design. With an in house engineering team, CES Wireless can provide custom features, please call, fax or email to discuss your specific application.

MAIN CHARACTERISTICS

- ✓ The TRK-240 is designed as an integrated Mobile Data Terminal (MDT) providing high-speed wireless data modem for connection to any voice grade wireless radio channel, serial driven radio or internal/external cellular data packet transceiver, e.g. CDP, GSM and satellite.

- ✓ The MDT is compatible with conventional two-way radio, remote base stations, repeaters and popular trunking systems.

- ✓ The MDT supports an internal CDPD or GSM cellular packet data transceiver.

- ✓ The MDT supports the EMS PDT-100 satellite transceiver and operates over the TMI satellite network.

- ✓ The MDT supports GPS Automatic vehicle Location with an optional internal module (GPS-120).

- ✓ The unit is designed for demanding applications where low maintenance, high performance and reliability are essential.

- ✓ The MDT is housed in a rugged steel enclosure, protected from harsh environmental conditions and come with a factory sealed radio interface cable.

- ✓ The MDT has a 40 characters x 4-line LCD backlit, Super Twist Nematic display rated for 50,000 hours.

  The minimum LCD temperature specification is as follows:

Storage	-20 to + 70 deg. C (-4 to +158 deg. F)
Operating	0 to + 50 deg. C (+32 to +122 deg. F)

- ✓ The MDT is provided with 14 programmable, user definable, backlit gold contact keys. Faceplates for many applications are available, together with a customized label.

- ✓ Work order/job ticketing processing is supported, providing the operator, using host software, with the capability of handling multiple calls/jobs and reporting the status of these jobs to the dispatch center using the Unit.

- ✓ The MDT provides for intelligent job/vehicle status activation, including sub menus associated with each status key and numeric entry using the Units integrated keypad.

- ✓ The MDT supports an external printer, magnetic card swipe and external QWERTY keyboard with compatible base end software.

- ✓ The MDT supports pre defined canned message.

- ✓ Audio tuning controls provide for adjustment without opening the MDT, either using the MDT programming software or using the external keypad.

- ✓ In addition to the analog radio interface as described further in this document, the MDT has 3 on board serial ports (RS-485 and RS-232), 3 auxiliary inputs and 3 auxiliary outputs.

- ✓ The MDT is provided with serial flash memory for logging applications.

- ✓ The MDT is capable of reporting on polled, timed or exception, and return position, velocity, health, event logs and time.

- ✓ As a secondary reporting layer, the AVL MDT is provided with a proprietary data compression technology for the logging of vehicle activity/ over extended periods of time and then rapid transfer over a wireless infrastructure at pre programmed time intervals. This technology provides the dispatcher with detailed step-by-step information on the vehicle being tracked together with vital statistics for accurate management analysis. The application of this technology is to collect extensive amounts of data for historical management reports. This data could be used to analyze routes, driver efficiency, or provide proof for claims against the company. (i.e. windshield broken by your trucks loose gravel.) This overcomes the challenge of most wireless systems and the limited about of data that can be sent back 'real time' because of issues relating to spectrum, capacity or airtime.

- ✓ The MDT operates in conjunction with CES Wireless and third party developed software packages with all features fully supported.

- ✓ The MDT is capable of interfacing to engine management systems, sensors and controls to provide real time status conditions or any form of analog or digital information.

- ✓ The MDT has an intelligent memory to maintain port states even on power down.

- ✓ The GPS antenna is a separate item providing for different variants dual CDPD/GPS and GSM/GPS

MAIN CHARACTERISTICS

- ✓ A covert antenna can be provided for mounting in a headlight or other obscure location.
- ✓ The MDT can operate on the same system with the CES Wireless GPS-150 (a standalone Automatic Vehicle Location MDT - without Messaging).
- ✓ The MDT is provided with two-year parts and labor manufacturers warranty. This warranty's the product to be free from defects in material and workmanship for two years from date of shipment. If such malfunction occurs, it must be repaired or replaced without charge for materials or labor when returned to the factory.
- ✓ The MDT supports Stun and Revive allowing the dispatcher to send a command to a vehicle to disable the vehicle electronically. A second command can be sent to enable the truck.
- ✓ The MDT has a built in enunciator.
- ✓ The MDT supports a Request to Talk status by either double clicking the microphone PTT, or by using a MDT status key.
- ✓ The MDT supports the capability of programming the MDT (over the air using host software and Windows based CES Wireless programming software) with up to 30 geographical coordinates allowing for certain "location" based statuses to be automated (i.e. at location A, leaving location B, on job, leave job).
- ✓ The MDT supports a discrete input that can be used to trigger a faster GPS sampling (from every 5 sec. up). For example, when a police vehicle activates the siren, the updates are transmitted every 5 seconds, and when the siren, if off, the updates are transmitted every 15 minutes.
- ✓ The MDT supports an intelligent movement algorithm that limits location updates to the dispatcher if the vehicle has not moved between samples.
- ✓ The MDT supports speed exception reporting.
- ✓ The MDT supports mileage reporting. The MDT calculates mileage traveled and reports based on preprogrammed intervals, exceptions of status.
- ✓ The MDT supports an Audio Alerts.
- ✓ The MDT is provided with a radio interface cable having separate shielded strands for audio in and audio out, together with a additional shielded strand covering the entire cable.
- ✓ The MDT supports a base modem that manages up to 50 simultaneous transactions.

Programming

The TRK-240 is programmed using the CES Wireless TRK-240PA interface adapter, which connects to a PC serial port. The TRK-240S programming software provides a wide range of programmable parameters, including the capability of saving programmed configuration files, and uploading new firmware as new features become available.

Diagnostics

The TRK-240S provides a complete test and diagnostics routine such as Test Mode, GPS Test Mode, Radio Status, Firmware and Reset Unit mode, not just for the TRK-240 but also for the GPS internal board.

Audio Alert

Audio Alert capabilities allow the MDT's to be setup to beep to get the drivers attention. This gets the drivers attention and forces him to hit a status button to verify he not only received the message, but also read it. Speaker muting is provided.

LCD

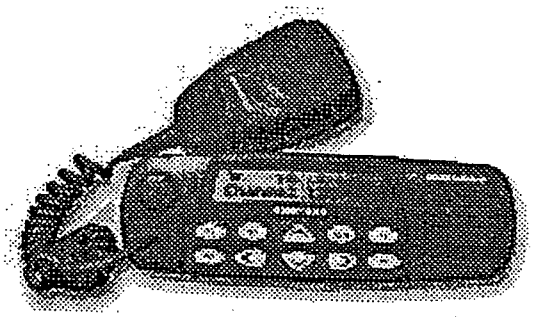
The TRK-240 has a 4 line x 40-character LCD display, accommodating 160 or 320 character messages.

Interface Connection

Two sealed interface cables are provided to accommodate various connection configurations. See Appendix A for a list of the connections. This provides for radio, accessory, auxiliary and programming ports.

When interfacing with a conventional/trunking radio/satellite, radio ready cables (terminated with the appropriate radio connector) are available. Please contact CES Wireless for the current list. Some older radios do not provide a radio accessory connector. In that instance, TRK-240 connection points will have to be brought inside the radio. To accommodate for different radio models, the programming software provides for the programming of polarity for most of the inputs and outputs.

CONVENTIONAL/TRUNKING RADIO



The TRK-240 is designed to interface with two-way radio devices (see below for other network types). For analog applications, the TRK-240 has an internal wireless modem to transmit and receive data at 600- 4800 baud. It supports conventional radio (remote base station, repeater, simplex, semi duplex, wire line or leased line etc) or trunking (LTR®, Smartnet®, Smart Zone®, Privacy Plus®, SmartTrunk®) radio.

The product has internal intelligence to decide when a channel is ready for transmission, handshaking, message retry, message queues and an acknowledgment process in order to accommodate some of the peculiarities of this transmission medium, guaranteeing transmission success. This results in maximum message throughput.

CES Wireless has also interfaced serially with two-ways radios having their own modem on board.

System ID

Provides data differentiation between many companies operating CES Wireless data products on the same frequency.

Unit ID

This is a unique mobile identity that identifies the vehicle/TRK-240. The Unit ID can be programmed from 00001 to 32767, and alias can be programmed at the base end. So for example, the TRK-240 unit ID might be 10123, however this would appear as John Smith on the dispatcher's screen.

Group ID

This provides a company with the capability to create sub-fleets and direct messages accordingly. For example, a company might have 50 ready mix trucks, 25 block trucks, 20 delivery vans and 10 supervisor's cars. Without Group ID, the rest of the fleet would also receive any global message sent to the block trucks. This allows global message to be targeted to the correct sub fleet.

A company can assign or program up to 10 different groups within the fleet minimizing message confusion while increasing efficiency and performance within the fleets.

Lead In Delay

Another feature of the Radio Interface is the Lead In Delay. This is the period of time that the TRK-240 will cause the radio or transmitter to key prior to encoding the data, ANI or status information. This is necessary to give repeaters, line equipment or base stations sufficient time to settle prior to reception of the signal information. Example; when the system is key, the system sends a get ready message that allows the system to set or prepare for an incoming transmission. This is done to avoid any lost of transmitted data; if this is not done part of the information can be lost. The client can program the system delay from 0 to 200 ms (mille seconds) in 10ms increments.

Encryption

To prevent unauthorized decoding of the data, a 3 level encryption technique is employed. Security, is one of our clients main concern, therefore no third parties have access to the information that is been sent to and from the mobile units or from and to the Central Office/ Dispatcher.

ANI

The Automatic Number Identification allows the Central Office to identify which vehicle is currently transmitting. This function is conducted automatically, however, each unit in the fleet must have their unique ANI. If fitted with a GPS receiver, the TRK-240 can be programmed to transmit the vehicle location as part of the ANI packet. The ANI (Automatic Number Identification) can be send at the beginning, end or randomly on a voice transmission.

ANI Holdoff

This function avoids redundancy and excess transmission of the ANI data when short back and forth conversation between the Central Office and the mobile unit is conducted.

PTT Functions

In order to avoid unnecessary transmission over the air, the Central Office can set the 'Double Click' function to on, this will unable the operator's microphone. The operator of the mobile unit must double click the PTT in order to request to talk. The 'Stuck Mike' function alerts the dispatcher that the PTT switch is active, this happens after the set time has expired (i.e. 5 minutes). However, the setting should always be

longer than the TX Limit time. The 'Guard time' is use to prevent the TRK-240 sending data while the user is engaged in a voice conversation. The 'TX Limit' controls the amount of time the operator can transmit; if the operator exceeds the pre-programmed time the TRK-240 sounds its alert and un-keys the transmitter.

Busy

The TRK-240 will monitor the radios busy channel indicator prior to sending data to determine if the channel is free.

Frame Transmit

This involves a series of internal TRK-240 intelligent logic functions that respond to the amount of time the system waits, retries, stores, repeat, and respond to message transactions to guarantee that they get to the target location uncorrupted and as quickly as possible.

Channel Change

When using conventional or trunking radio, and subject to radio designed, the TRK-240 can provide channel steering, to provide the user with a separate voice and data channel or trunking group.

Talk Mode

The TRK-240 is provided with two programmable talk modes; open or closed. Open means that the speaker and microphone is enabled at times for operator use. Closed mode means that the speaker is muted and the microphone is disabled until the dispatcher enables them from the dispatcher center. The vehicle operator can send a RTT (Request to Talk) status either by double clicking the microphone, or activating the RTT status key on the MDT.

Baud Rate

The baud rate is programmable for 600, 1200, 2400, or 4800 bps. The baud rate selected will be consistent throughout the fleet and must be capable of operating reliable on the selected radio system.

Radio Type

The type of radio system (conventional, LTR trunking, Smartnet trunking, Privacy Plus & Passport trunking, etc.,) is programmable. The default settings relating to these protocols can be altered as follows:

CDPD/GSM

CDPD stands for Cellular Digital Packet Data, a method of sending and receiving data in small bursts, called packets, over a mobile cellular network. CDPD offers secure, encrypted data transmission in most U.S. metro areas and some international markets (Canada, Venezuela, Mexico). CDPD offers Speed and Immediacy by allowing information to be transmitted more quickly, immediately and efficiently across an IP mobile network. The TRK-240 has an optional internal CDPD transceiver available to provide connectivity over a CDPD wireless network. Limited factor is coverage.

GSM stands for Global System for Mobile Communications and is the most widely used digital cellular standard in the world. Although relatively new, GSM is widely use in Europe, Asia and Australia, US acceptance was slow, but it is growing in popularity. GSM is currently limited to short messaging services (sms) (limited to 160 characters), however GPRS (GSM Packet Data) is being installed worldwide with data speeds far exceeding that even made available by CDPD. The TRK-240 has an optional internal GSM transceiver available to provide connectivity over a GSM wireless network. Limiting factor is currently coverage, but this will quickly change as carriers roll out their upgrades.

Satellite

The TRK-240 is compatible with the EMS PDT-100, and using the TMI satellite network, provides blanket coverage from Northern Canada to Northern Venezuela.

TRK-240 KEYS

The TRK-240 features twelve keys that are provided on the front panel, in addition to the F1 and F2 keys. The key functions allow the operator of the mobile unit to send messages or pre-programmed message to the Central Office/Dispatcher. The keys are completely programmable.

Custom text next to each key will indicate the primary function of that key. When any key that is active is pressed, the MDT will generate a chirp on the alert output. If a status action occurs because of a numeric key press, a double beep is generated. An LED near each key provides feedback as to which key is active and the acknowledgment state. When a status key is pressed, the LED will flash at a _ second rate. When an acknowledgment is received it will illuminate steady. If the status is placed in the "long term transmission queue", it will flash slowly. If another status key is pressed, the LED will continue to report the acknowledgment state but it will turn off when the acknowledgment is received.

The function keys act as display message scroll up and scroll down, except when a status key is activated and the MDT is in "numeric mode", they become Abort and Enter respectively.

Numeric Entry

A numeric message can be entered by the driver and associated with a status key activation. For example, Key 3 = Dollar. On activation of Key 3 display reads <Enter Dollar Amount>. Driver, using the numeric keypad, enters 3*45 to represent $3.45, and then presses <SEND>. Other examples are mileage, leftover cargo, employee number, plant number, invoice number, credit card number etc.

Sub Menus

The TRK-240 can be programmed with the ability to display key driven sub-menus. These sub-menus could be used to prompt the driver for Numeric Entry as detailed above, or allow the use of the keys for further driver activation, e.g. Key 3=Out of Service, sub prompt might include, 1=Lunch, 2=Breakdown, 3=Rest Stop etc. These features allow you to query the driver for many things. (e.g. how many yards did he pour, entering his employee #, etc.) The display is used as a "menu prompt" screen to direct the driver on what to enter and how. The TRK-240 supports 16 lines of sub menus per status key, with a maximum of 160 lines available between sub menus and predefined messages (see below).

Predefined Messages Outbound

The driver can select TRK-240 predefined messages to send a fixed message to the dispatch center. This must also be configured at in the base software.

Predefined Messages Inbound

The TRK-240 has the ability to display "canned" messages via a command from the dispatch computer. There are a total of 50 messages screens.

Programmability

The TRK-240 status keys can be programmed as follows:

- ✓ Function as a Request to Talk, Speaker Mute, Emergency, or Status Key
- ✓ Enabled or disabled on Power Up
- ✓ Prevent the driver activating in an illogical order
- ✓ Send GPS location coordinates with status activation information
- ✓ Open or close the speaker on activation (two-way/trunking radios)

WORK ORDER PROCESSING

This allows the TRK-240 to be programmed to accept "job tickets" from a "host" software and display them for driver review. (Work order processing firmware is only available on request and not ordinarily shipped with the TRK-240). Drivers can update status activities for specific work orders to keep dispatchers abreast of current activities. Most operators use the Work Order process to provide a paperless "job ticket" system. Taking a job ticket from the "host" software provider the CES Wireless system can send the job tickets to specific trucks (the holding queue for the tickets is user programmable to hold multiple tickets.) While a driver has a ticket in the display of the TRK-240, every status button he hits is sent back with the job ticket "#" attached to the front of the message. This allows the operator to track status activity on a "per ticket" basis.

INPUTS AND OUTPUTS

The TRK-240 has the capability to be interfaced with a wide range of non-CES Wireless equipment. The interfaces can be in the form of an on/off switch, with the change in switch status transmitted back to the dispatcher center (e.g. pump off). Or the interface can be through a serial RS-232 or RS-485 connection, which provides engine temperature, tank volume, speed, or monitor sensitive cargo. The auxiliary outputs can also be use to monitor when a door is open or close and send the status report back to the dispatch center.

Auxiliary Inputs and Outputs

The TRK-240 contains 4 auxiliary inputs (one of them used for ignition sense) and 3 Auxiliary Outputs that send a status on Low, High or both transitions. These can be used to sense doors open, engine on, and taximeter on/off. Once activation occurs, a unique status is reported back to the dispatch center if GPS is fitted, the GSP coordinates are also sent back, together with time and speed.

Serial Ports

The TRK-240 supports four serial ports. One is used for GPS when fitted, and one is used for programming the device. The user can assign one of the other 2 serial ports to compatible devices. The current selections include a serial radio interface, CRD-500 credit card reader, PRN-97 or CRD-PNT printer, and QWERTY keyboard. For non-supported devices, CES Wireless can write the TRK-240 driver to support your product.

Serial Port Assignment

The user can assign one of the 3 serial ports to a compatible device. The current selections include:

Port 1	*Port 2*	*Port 3*
Programmer	Unused	Unused
	Radio Interface	Radio Interface
	CRD-500 Credit Card Reader	CRD-500 Credit Card Reader
	PRNT-98 or KBD-98 Printer	PRNT-98 or KBD-98 Printer
	QWERTY Keyboard	QWERTY Keyboard

Display Functions

The TRK-240 can be programmed to have the 'Backlight' always On, always Off, when the ignition is active or only when the unit is receiving messages. The numbers of messages that the TRK-240 will store is programmable from 1-99.

Audio Alert

The TRK-240 has two 'Alert Types' the Buzzer or Tone. In addition the "Alert Time" allows the unit to indefinitely beep when a message is received or to stop at a programmed time or when the 'PTT in' is activated.

Outgoing Message Queue

Two types of message can be sent, those that are placed in the 'Long Term Queue' and those that are placed in the 'Short Term Queue'. The main difference between the two is that the long-term queue will continue to send the message until an acknowledgment from the base is received. The short-term queue will abort the send after the programmed number of retries and transfer the message to the long-term queue.

Horn Output

The Horn Output provides an external alert to the driver when absent from the vehicle. This is used in conjunction with the Ignition Input; preventing the Horn alerting when the ignition is active. Various timing parameters can be set for on, off and expiry time.

Emergency – Supervisor

The TRK-240 has an independent Emergency input (a button, control foot switch or automatic switch can be attached). The emergency can be programmed OFF, send on switch closed, switch opened or both.

GPS

GPS (Global Positioning System) is an existing technology originally set up by the U.S. government to accurately monitor the maneuvers of military vehicles with nearly pinpoint precision. GPS was a qualified success with military operations, and now it is revolutionizing navigational tracking for commercial and civilian use. The principals of GPS are quite simplistic in nature, yet this simple solution to maintaining knowledge of the exact location of a vehicle or troop of vehicles is currently being trusted by such high-pressure industries as Police Forces, Hospitals and Fire Departments. Other industries such as Taxi Cab Companies, Messenger Services, Cement and Concrete suppliers, Construction Firms and Utility Companies have also discovered the benefits of GPS, and they are finding advantageous and profitable results as an outcome.

CES Wireless has harnessed this technology and maximized its use for the fleet management industry. With its advanced tracking algorithms, the TRK-240 reports on polled, timed or exception, and returns position, velocity, health, event log, speed, odometer reading and time.

Regular Interval Reporting

The MDT can be programmed to transmit GPS location at a preprogrammed time interval from 1 to 65535 minutes, with or without an acknowledgement.

DACT™

A proprietary "Data Accumulation Compression Technology", (DACT™), allows for the recording and accumulation of data over extended periods, and then "rapid fire" transfers over a wireless infrastructure at pre programmed time intervals. DACT™ provides detailed, step-by-step, stop-by-stop, event-by-event information on the vehicle being tracked, together with vital statistics for accurate management analysis or playback.

This provides the user with the capability to record vehicle activity every 15 seconds (programmable), from speed, velocity, position, stop, starts, auxiliary inputs etc, and using a propriety technology, the data is compressed and transmitted to the dispatch center at a programmable time period, from 1 minute up to 45 days. This is a second reporting layer, in addition to regular interval reporting. (Caution: This level of data and reporting requires sufficient spectrum to carry the data, and if fully utilized would required a packet data network such as CDPD or GPRS)

The compressed data is transmitted in 'frames' (or batches) and the frame period can be programmed also. The application of this technology to the system allows you to collect extensive amounts of data for historical management reports. This data could be used to analyze routes, driver efficiency, or provide proof for claims against the company. (i.e. windshield broken by your trucks loose gravel.) This overcomes the challenge of most wireless systems and the limited about of data that can be sent 'real time' because of issues relating to spectrum, capacity or airtime. Using this feature, customers can reduce their airtime charges dramatically.

MOTION-trak™

Movement Intelligence: MOTION-trak™ is a movement-based algorithm that compares previous vehicle GPS samplings to new ones and then reacts to preprogrammed instructions. For example, this technology limits location updates if the vehicle has not moved between samples. This keeps the wireless infrastructure from becoming cluttered with redundant data (e.g. Instead of 12 samples of GPS data an hour for a sitting truck, there will only be one sample).

But, what will happen if the mobile unit is in stop and go heavy traffic? In order to provide reliable reporting, the unit can be programmed to log and send the data 10 seconds (programmable) after the unit has stopped or begun to move.

MOTION-trak™ also reacts to Auxiliary Input 1, to change the reporting interval. When a police car turns on the emergency siren and auxiliary 1 changes polarity. The TRK-240 can be programmed to change its reporting interval from say every 10 minutes to every 5 seconds (programmable).

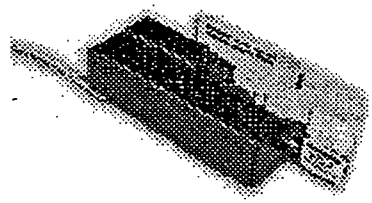
geo-STATUS™

The geo-STATUS™ is a proprietary 'patent pending' technology developed by CES Wireless to allow for certain "location based" statuses to be automated (i.e. at plant, leave plant, on job, leave job). The TRK-240 message terminals are programmed with the geographical coordinates for the various fixed locations. The MDT monitors the GPS samples and looks for a match to the plant zones/job ticket zone tored. Once the TRK-240 acknowledges its presence in a particular zone the terminal automatically reports this specific and unique status to the Dispatch Center. Entry and exit is reported. The geo-STATUS™ coordinates can be preprogrammed in the terminal, or can be programmed over the air by the host software therefore supporting customer locations that can change regularly throughout the day. The product can support 30 different geo-STATUS coordinates.

Serial Radio Interface

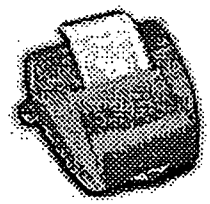
The device currently supports many different serial driven radios, and CES Wireless can provide 'drivers' for other radios, subject to a protocol, document being available. Development may be subject to an additional charge.

CRD-500 credit card reader



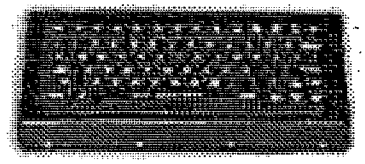
Most of the CES intelligent products have a credit card option available, which will accept all major credit cards. To obtain authorization for a transaction the driver simply slides the credit card through the reader. The credit card information is displayed on the TRK-240 display terminal. The driver is then prompted through a number of menus including entry of the dollar amount. When finished, the driver presses the highly visible "send" key, and the information is transmitted as an encrypted message to the dispatch center.

PRN-97 or CRD-PNT printer



The CES Mobile Printer provides the driver with a hard copy of the information transmitted from the base dispatch location. This information can be in the form of a received, credit card authorization, message, ticket job etc. Once received by the vehicle equipment, the printer can be activated by the base dispatcher and commanded to print a desired message. The driver can also activate this advanced product by simply pressing the PRINT key to print a selected message. The unit can print up to 80 characters across and the paper roll is 7 meters in length. TRK-240 display terminal will alert the driver if the paper is out. The driver can change the paper in seconds. In addition, the paper rolls have a red line printed as it nears the end of the roll. The TRK-240 will store all messages until the printer has paper.

QWERTY keyboard



The external CES keyboard KBD-98 provides the driver with the capability to enter free form text messages, which are then displayed, on the TRK-240 display terminal. Once reviewed, the driver simply presses the "sent" key to transmit the information to the dispatch center. The KBD-98 provides the driver with a rugged and backlit keyboard in QWERTY style, which was designed with simplicity in mind.

Bar Code Reader



CES provides a Bar Code Reader interface as a feature in all of our products. Since there are many types of Bar Code Readers available on the market that apply to many different types of application; CES will provide an interface to the reader of your choice, or we will provide the reader that best meet your application. Bar Code readers provide quick, accurate and secure data collection. With the addition of the CES Wireless equipment, remote host computer access and rapid data transfer is provided.

Non-supported devices

CES Wireless can write the TRK-240 driver to support your product. Please contact CES Wireless at 407-679-9440 for further information. Development may be subject to an additional charge.

Exhibit 8

- Documentation on Implementation of the Computer Dispatching System

ORANGE CAB
SAN DIEGO'S FINEST

7

January 13, 2004

Dear Members,

On January 28th, 2004 at 2 PM there will be a membership meeting.

The meeting will be held at the Orange Cab office located at 4250 Pacific Hwy Ste 207.

The purpose of this meeting will be further discussion of the impending computer dispatching system and installation of the terminal in your taxicab(s). We will also discuss each owner's responsibility and ask owners to sign a contract before taking possession of their terminals.

Both Full and Associate members are asked to attend this very important meeting so please plan to be there.

Sincerely yours,

Amir Aghassi
President

3911 Pacific Hwy. • Suite 208 • San Diego, CA 92110 • (619) 291-3333 • Fax (619) 291-4446

ORANGE CAB
SAN DIEGO'S FINEST

June 6, 2001

Dear Member,

On Wednesday June 20th, 2001 at 10 A.M. there will be a membership meeting to discuss the purchase of a computerized dispatching system at the Orange Cab office. All members are strongly encouraged to attend this meeting.

Further, all full members have been sent a ballot with this letter. This ballot is for each full member to vote on the motion passed by the Board on June 6, 2001 (See enclosed Board Meeting Minutes) for a special assessment on the radio dues. You are asked to attend this meeting before you submit your ballot to the business office.

This ballot must be received by the business office before 5 p.m. June 26th, 2001 or it will not be counted.

I hope to see you at the membership meeting to discuss this very important issue.

Sincerely Yours,

Amir Aghassi
President

3911 Pacific Hwy. • Suite 208 • San Diego, CA 92110 • (619) 291-3333 • Fax (619) 291-4446

ORANGE CAB
SAN DIEGO'S FINEST

Orange Cab
Official Ballot

At the June 6th, 2001 Board of Directors meeting the following motion was passed:

*"**A motion** was made by Mr. Aghassi to add a $100 per month assessment to the radio dues for six months to collect a large portion of the cost of the computerized dispatching system beginning with the July radio dues."*

Another motion was made to have the membership vote on this surcharge.

The reason for this surcharge is because each computer terminal and installation into a taxicab costs approximately $1000.00. This is an expense that each owner needs to pay, as it will be your property. If you need more information please attend the membership meeting on June 20th, 2001 at 10 A.M. at Orange Cab's office.

Please vote YES or NO on the motion to increase the radio dues $100 per month for a period of six months to raise funds to purchase a computerized dispatching system.

YES☐ NO☐

This ballot must be in the Orange Cab office by 5 P.M. June 26th, 2001

3911 Pacific Hwy • Suite 208 • San Diego CA 92110 • (619) 291-3333 • Fax (619) 291-4446

ORANGE CAB
SAN DIEGO'S FINEST

Membership Meeting

DATE: Tuesday June 30th, 1998 2 PM

THIS MEETING IS AT THE ORANGE CAB BUILDING
3911 Pacific Hwy * Meeting Room

Very Important * Please Read

The Board of Directors is holding a membership meeting regarding combining our present dispatch system to a fully automated computer dispatch system. The approximate cost of this system will be at least $175,000.00. The initial proposal would be for each owner to pay $500 per cab as a down payment with the balance financed by the office and collected through a radio dues surcharge.

A presentation of these ideas is necessary to make a decision regarding this proposal.

It is very important that you attend this meeting because it involves a serious decision regarding your business.

3911 Pacific Hwy. • Suite 206 • San Diego, CA 92110 • (619) 291-3333 • Fax (619) 291-4446

ORANGE CAB
SAN DIEGO'S FINEST

BALLOT

Ballot item: Fully automated computer system for dispatching Orange Cab's calls from the office and each cab. This system will automatically dispatch calls to the cabs on the road to the Mobile Data Terminal (MDT). This system will allow bells to be dispatched fast and without error and allow drivers to have instant access to pegging, credit card approvals, etc. The approximate cost of this system fully installed in the office and each taxi and including 10 extra MDT's (in case of breakdown) will be approximately $175.000.00.

If you need further information about this system please contact Sean at the business office.

The current proposal is for each owner to pay $500.00 cash per cab to Orange Cab and the balance ($115,000) to be financed **IF** we can find a company to finance this loan.

VOTE: YES☐ NO ☐

NAME:_____ SIGNATURE:_____

CAB NUMBER(S):_____

The deadline for the ballot is July 20th, 1998 5pm. If your ballot is not received before the deadline it WILL NOT be counted.

Please mail in the enclosed envelope.

3911 Pacific Hwy. • Suite 208 • San Diego, CA 92110 • (619) 291-3333 • Fax (619) 291-4446

Exhibit 9

- GPS Device Research

Exhibit 10

- Credit Card Acceptance Policies

101

ORANGE CAB
SAN DIEGO'S FINEST

4250 Pacific Hwy Suite 207 * San Diego, CA 92110
(619) 291-8888 Office * (619) 225-6231 Fax

June 1st, 2004

Dear Members,

This is a reminder that all drivers must now accept credit cards from customers. Credit Card acceptance is no longer optional. Cabs that do not have an imprint machine should immediately come to the office to purchase one.

It is very important that you pass this information along to your driver. If you have any questions, please contact the office.

Sincerely,

Sean M. Wolfe
Office Manager

101

CREDIT CARDS

1) **Make sure the imprint is 100% completely readable. If it is not, you may lose the money even if you have an approval code. This is your number one concern when accepting a credit card.**

2) **DO NOT** "fix" the imprint with a pen. This will not be accepted and you will lose the money. The imprint may not be altered or written over. If a number does not show up clearly, give the bad imprint to the customer and make a new one.

3) Hand written imprints are not acceptable. The card **MUST** be present. Only the name on the card is authorized to use it. You have the right to check identification for any credit card purchases. If a name does not match or is slightly different, like a family member, you should not honor the card. Relatives or spouses **DO NOT** have the right to use the card. In the event the cardholder challenges the charge, even for their own spouse, you may loose the money. Simply put, only the named person on the card may use it.

4) Get an approval code for all charges. There is no minimum for needing an approval code. If you do not have a valid approval code on the slip and it is declined at processing time, you will lose the money. You should get the approval BEFORE the trip begins. Ask all customers, will this be a cash or credit trip? This way, if their card is not good and they have no cash, you won't lose any money.

5) Fill out the beginning and ending spot of the cab ride. This will help stop people from challenging charges on their bill by refreshing their memory.

6) The best policy for tips is to fill out to the sub total. Then hand the slip to the customer and ask them to sign and total the slip. This way they can add in the tip without you having to ask them for it.

7) There is NO MINIMUM CHARGE for credit cards. This is a violation of Visa/MC/Amex rules.

8) Never use the same approval for two different charges.

9) PLEASE NOTE – CREDIT CARDS CANNOT AND WILL NOT BE PROCESSED 30 DAYS AFTER THE DATE OF SALE.

By following these rules, you can almost eliminate all collecting money from credit card purchases.

Orange Cab's acceptacnce policy- All cards must be turned in within 15 days of the date of the SALE. The office reserves the right to return any charge slips unpaid if these procedures have not been followed in the event that the credit card processing company will not pay them.

ORANGE CAB

— SAN DIEGO'S FINEST —

April 14, 2006

Dear Members,

I am writing to you regarding two important issues.

First, the Board approved a new policy for accepting credit cards at the office:

> Each owner (or representative) may only bring credit cards to the office **once or twice each week**. Individual drivers of multi-cab owners cannot bring credit cards into the office one-by-one as they are currently doing. The owner (or representative) should collect credit card slips from all of their cabs and bring them into the office as a group weekly. This policy is effective May 1st, 2006.

Second, the Board feels that it is important that each owner talk to their lease drivers regarding customer receipts. The MTS has been doing random checks in which they ride in the cab pretending to be a customer. If the driver **fails to offer a receipt**, a ticket is issued. Further, the receipts must be **completely filled out**, including adding the taxi's DBA name, cab number, driver's name. If the driver fails to put the DBA name (cab name) on the receipt, they can be ticketed.

Please speak to each and every one of your drivers to make sure they are clear on the MTS receipt policy.

Should you have any questions, please contact me at the business office.

Sincerely Yours,

Amir Aghassi
President

4250 Pacific Hwy. • Suite 207 • San Diego, CA 92110 • (619) 291-8888 • Fax (619) 225-6231
www.OrangeCabSanDiego.com • info@orangecabsandiego.com

Exhibit 11

- Drivers

REMINDER

Dear _____,

Your _____ expires on _____.

Please take care of this matter as soon as possible and provide me with a copy.

Thank You,

Amir Aghassi
Nice Cab

NICE CAB Company
Amir Aghassi

Driver Performances

Drivers please be notified that the assigned vehicles will be inspected by Nice Cab upon the required weekly payments. In addition, the assigned vehicles must be inspected by Amir Aghassi every three weeks. The vehicle inspections include monitoring the fluid levels, tires, interior and exterior of the vehicle, brakes and lights. In addition, the drivers are continuously monitored for their appearance and vehicle cleanness. Nice Cab will also constantly monitor other legal forms such as a valid sheriff's permit and driver license. Nice Cab's policy requires drivers to constantly monitor their personal appearance and vehicle safety and cleanliness.

The drivers will also be constantly monitored by Amir Aghassi regarding their performance and customer service satisfaction. The first time that a driver received a complaint from Orange Cab and the driver is then found guilty by Orange Cab's Violation Review Board (VRB), the driver will receive a verbal warning from Nice Cab. The second complaint will submit the driver to a written warning by Nice Cab. Upon the third complaint, the driver will be personally relieved of his service. Complaints of the serious nature may yield an automatic termination of services.

_____

Lease driver signature

NICE CAB Company

Amir Aghassi

Drivers Requirements

At the time of lease contract:

1. Valid California Driver License
2. Approved by Nice Cab's insurance
3. Clean Driving Record
4. Must be 21 years of age
5. Have lived in San Diego for 3 or more years
6. Dress must be appropriate and appearance should be clean
7. Have driven a taxi for at least six months in SAN DIEGO

Requirements at all times during business

1. Receiving radio room orientation
2. Minimum of 20 hours on-the-road training by me
3. Must obtain current sheriff's permit at all times
4. Must pay lease on time
5. Must keep cab clean and regular check-ups (oil, brakes, air, ect)
6. Cooperation with Orange Cab radio dispatch & fellow drivers
7. Obey traffic rules at all times
8. No arguing with customers, dispatchers, phone answerers & other drivers.
9. Make sure insurance proof and registration is in the taxi cab
10. Driver's performance on the job will be monitored by me at all times.
11. Always carry trip sheets, map, and business/credit/voucher cards.
12. Your safety should be your main concern at all times when working in unfamiliar areas
13. If there is a problem with the vehicle I must be notified ASAP
14. If any questions, do not hesitate to ask at any time

ORANGE CAB

— SAN DIEGO'S FINEST —

January 27, 2005

Dear Members and Drivers,

According to a decision of the Board of Directors on December 9th, 2004 **ALL** owner-drivers and lease drivers must attend PR (Public Relations) classes that are to be held at the office.

Printed on the back of this letter is a schedule of the first round of classes. Please check it to see if you and/or your lease drivers are scheduled for the session. Please be advised that this class is mandatory for anyone who drives, even part time. Any driver who does not take the class by the end of the month will not be allowed bell service.

Thank you for your cooperation in this matter. With this class, each and every driver will become a PR person, which will help attract business to Orange Cab.

Sincerely,

Amir Aghassi
President

4250 Pacific Hwy. • Suite 207 • San Diego, CA 92110 • (619) 291-8888 • Fax (619) 225-6231
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ORANGE CAB
SAN DIEGO'S FINEST

June 1, 2001

Dear Member,

The purpose of this letter is to advise you of a policy change regarding new drivers to the Orange Cab Radio Service.

Effective immediately, all new drivers whom you lease your taxi, must come to the business office and register as a driver BEFORE they are allowed to use the radio service. This also applies to any driver who has driven another Orange Cab in the past. Further, drivers who are new to Orange Cab must come to the office for radio room orientation BEFORE using the radio.

Please note that Orange Cab's policy regarding new drivers is that they must have SIX MONTHS experience driving a taxi in San Diego before they are allowed to use the radio service. Please do not send drivers with no experience down to the office for orientation.

Sincerely,

Amir Aghassi
President

3911 Pacific Hwy. • Suite 208 • San Diego, CA 92110 • (619) 291-3333 • Fax (619) 291-4446

ORANGE CAB
SAN DIEGO'S FINEST

June 12, 2000

To: All Orange Cab members

Re: New Driver Policy

Dear Member,

Due to the increasing number of unqualified drivers trying to use the radio, the Board of Directors decided to re-issue the policy on new drivers.

- A driver must have six months experience in San Diego as a TAXI driver.
- New drivers must receive orientation **before** using the radio.
- Orientations are currently given Monday through Thursday at 10 AM. However, drivers must pickup a copy of the radio rules packet at least one day prior to coming to the office for orientation so they have time to review the materials.

Reminder: As a member, it is your duty to ensure that your lease drivers meet the qualifications listed above and instruct them not to attempt to take bells until completing orientation.

Also note that new drivers are not allowed to work on 32nd Street until they complete radio room orientation and are issued an ID card by the business office. Since all of the cabs have window stickers, it is easy for a driver to get into the base without having an ID card. However, a person entering the base without authorization could be arrested and the car impounded.

Thank you for your cooperation.

Amir Aghassi
President

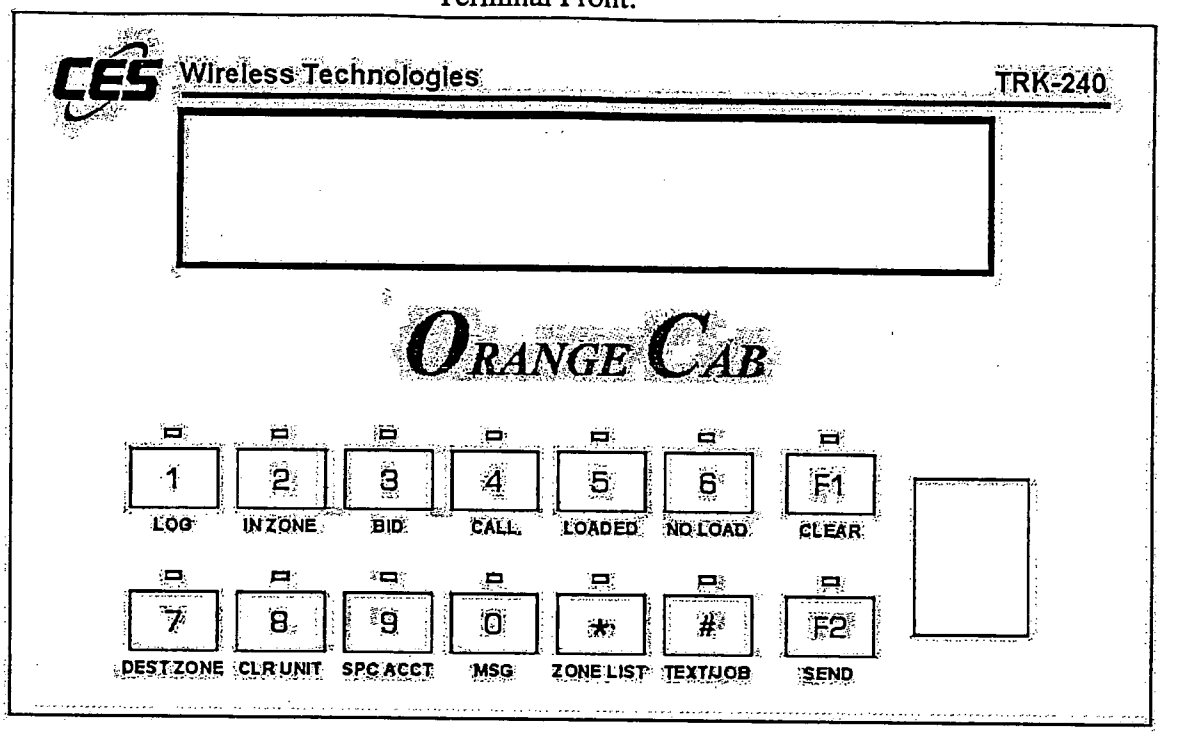
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ORANGE CAB

DRIVER TRAINING MANUAL

© 2004 Orange Cab of San Diego
March 8, 2005

Terminal Front:



1 LOG — Log On and Off from the system. When pressed a new menu comes up

2 IN ZONE — Use this key to PEG into a ZONE. When pressed you enter the ZONE number.

3 BID — Use this key to BID for a call in another ZONE.

4 CALL — Used to accept or reject a bell

5 LOADED — This key is the same as turning your meter on

6 NO LOAD — Use this key to report a NIX.

7 DEST ZONE — Use this key to report the ZONE you are Jerried to.

8 CLR UNIT — Use this key to tell the system you are clear (After using 7)



Not Used



1_* Press this key to CLEAR if you press the wrong button.
2_ Also use it to MOVE the screen UP on messages that are bigger than the display.



1_ Press this key to SEND messages.
2_ Also use it to MOVE the screen DOWN on messages that are bigger than the display.



1_ Press this key to view the MESSAGE Queue
2_ Last call received from dispatch



Press this key to view the ZONE and CAB List Queue



This key has different functions:
1_ Flag Request
2_ Cust Call Out
3_ Pos Update
4_ Emergency
5_ RTT (Request To Talk)

* Sometimes the computer may not respond when you press the 

button so you press the 

then you press 

to clear

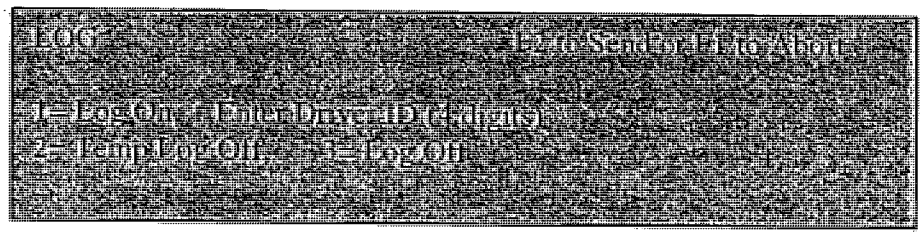
Basic Instructions: Below are some general instructions to use your terminal.



Logging On and Off

- If your meter is on from a previous fare, turn it off.
- Make sure your radio is on channel 1 (data channel).
  Remember when you are on channel 2 (voice channel) you cannot send or receive information while on the voice channel.
- Log On: At the beginning of your shift, you must **LOG ON**. This tells the system that a specific driver is in a cab. You cannot do very much without logging on.
  NEVER give your log on ID number to any other driver. If you share your ID for another driver to use, YOU will be held responsible for any complaints or other problems that are generated on bells(may also risk being expelled from Orange Cab permanently)

To Log on press  on the terminal. A menu will come up offering three options.



Menu Item 1 Log On

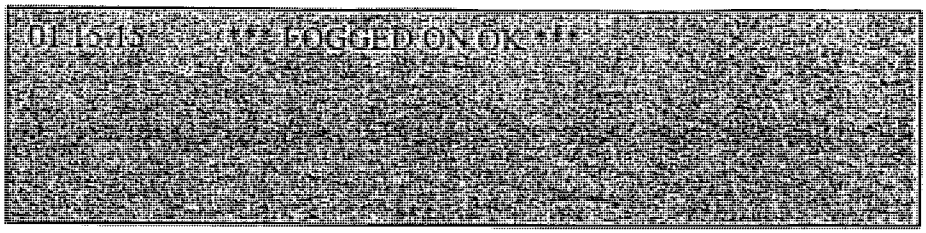
To LOG ON press  again and enter your four digit ID number.

Then press  to SEND the information to the system.
Within a few seconds, your terminal will transmit the data to the system.
(If you watch your radio the red transmit light will come on for a few seconds).

Your terminal will wait for the system to tell it that it received the log on.

The small green light above the  button will flash fast.

This means the system is sending the LOG ON. Once the system receives the LOG ON, the terminal will tell you "LOGGED ON OK".



The system and dispatcher now knows you are working. If the system tells you that you are *** CURRENT STATUS IS LOGGED ON ***, it means you probably didn't log off last time you worked.

Menu Item 2 Temp Log Off

- You will use this option to Temporary Log Off. This is the same as 10-7. You will not lose your position if pegged during the time allowed. If you do not log back on before the time expires you will lose your position.

Press 1 LOG and 2 IN ZONE and F2 SEND
You now have 10 minutes to be away from your cab. When you return, LOG back ON. If the system is holding a call for you, it will send it shortly.

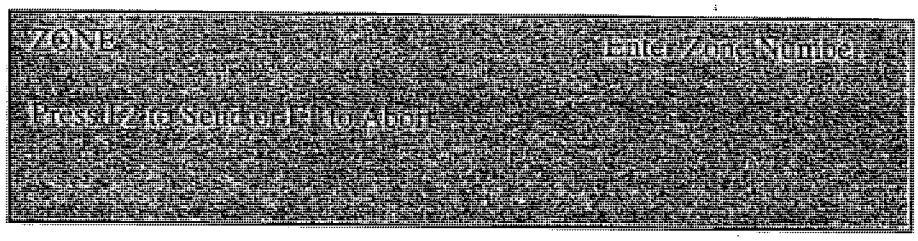
Menu Item 3 Log Off

- When you finish your shift or are going to be away from your cab for a while, you must log off. If you do not, the system will still send you messages and you may never see them. It is recommended that you log off if you are away from the cab for more than 30 minutes.
- Press 1 LOG and 3 BID and F2 SEND You are now logged off.



In Zone (Pegging)

- In order to receive a bell, you must be pegged into a ZONE.
- All ZONES are referred to by a two digit number.
- Refer to your ZONE LIST to locate the ZONE you are currently in.
- Once you find it press  on the terminal. A new screen comes up and is waiting for you to enter the ZONE number.

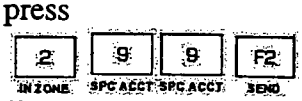


- Press the ZONE number on the terminal. When you are finished hit  to send the request to the system. *(If you make a mistake, press F1 to cancel).*
- In a few seconds, the system will send you a message similar to this: "Zone 10 Set 02"

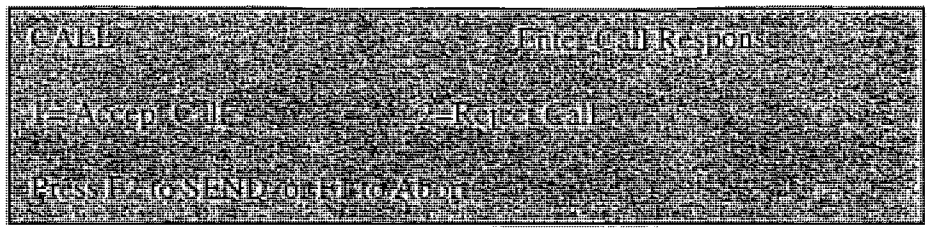
  This means you are pegged number 2 in ZONE 10.

In Zone (Pegging Off)

- If you leave that ZONE and do not immediately peg into another ZONE, you must peg into ZONE # 99. This tells the system you are not pegged anywhere and it will not offer you any calls in the ZONE you just left.
- For example, you get a pick up leaving the area. Immediately, you should press



(2 means peg---99 is ZONE number---and F2 to send)
- You are off the area.
- If you remain in the ZONE and you become number 1 and a call comes in, the system will send you a message "Fare waiting in Zone (number)". The terminal will also make a loud BEEP sound. You now have a certain amount of time to press the  Call button.



If you want to Accept the call Press [4 CALL] and [1 LOG] again plus [F2 SEND] to send. The bell will be displayed on the screen. If it does not fit, press [F1 CLEAR] and [F2 SEND] to move up or down.

You can Reject the call by choosing menu item 2, however you will lose your peg position.

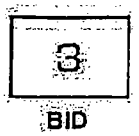
If you do not press it within the time allowed, it will be offered to the next cab and you will loose your peg.

- You can now PEG in the ZONE you are in.

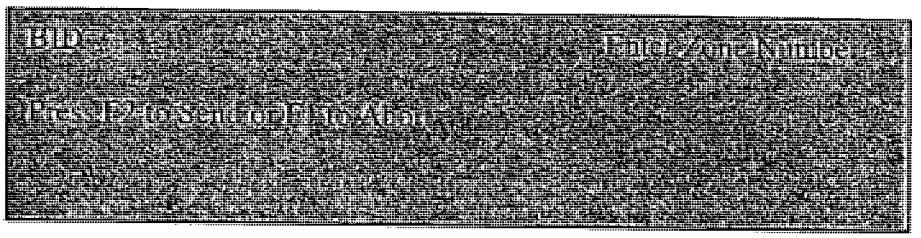
Message Coverage:

Every time you send or receive a message on your terminal, it will confirm with the system that everything was received OK. If it does not, it will keep trying over and over until is succeeds. There are some locations where the radio does not cover very well or not at all. Just like voice communication is difficult or impossible in these areas, this is also true for the terminal. However, the terminal has a MUCH better chance of getting the message through to the system than you do with voice. This is because the terminal takes a very short time to send the information.

When you send a message, the green light above the button you used to send the message will flash. When it is flashing FAST, it is either waiting for the system to be clear or sending it. Once it is successful, it will stop flashing and remain ON. If the terminal is having difficulty, after about a minute, it will begin to flash SLOW. This means the terminal will keep trying to send your message, but you should probably move your vehicle and find a better location. **If the terminal displays NoUpdate Received In 2 Minutes you are in a bad area and must move your vehicle!**

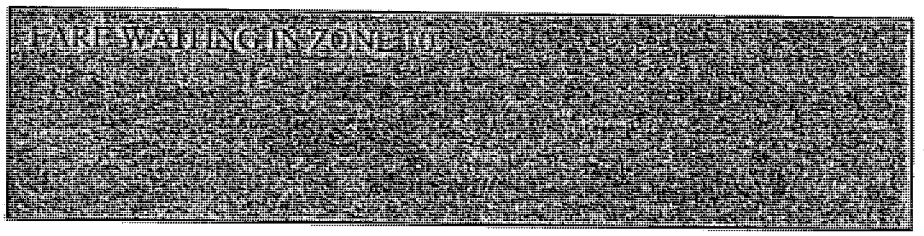


- If you wish to BID for an OPEN call, press  and Enter the Zone number of the OPEN call. Press  to send your BID.
- The system will give OPEN calls to the FIRST cab to BID.
- (An OPEN call is any bell that the system could not automatically dispatch)





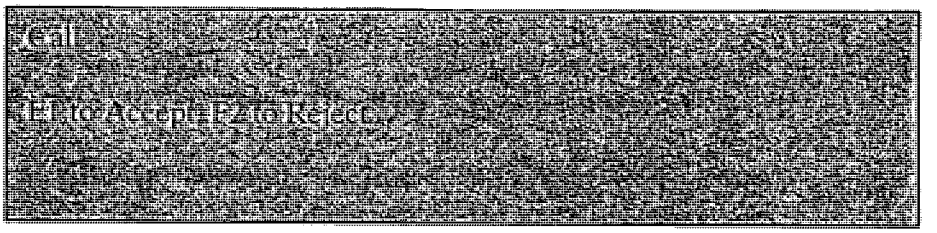
- When it is your time to receive a bell the system will send you a message similar to the one below. The terminal will also make a loud BEEP sound.



You now have a certain amount of time to press the Accept Call button.

If you do not accept the call within this time, it will be offered to the next cab and you will loose your peg. The message "Late Accept, Status is Log On" will appear and you must re-peg

- Press  to Accept the Call. You will see the following:



- Within a few seconds, the system will send you the bell information.
- When you pickup the passenger, turn on your meter. The terminal will automatically send the system a message that your meter is ON. When you drop off the passenger, another automatic message will be send telling the system that your meter is OFF.
- If you Reject the call because you are off the area, cannot service the bell or don't want it, the system will give the call to another cab and you will be un-pegged



- Normally, this key is NOT used.
- This is the same as turning your meter ON



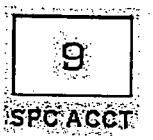
- Use NO LOAD to report a NIX.
- If you get a NIX or CANCELLATION Press 6 NO LOAD and then F2 SEND to SEND.
- The system will put you back to your original position



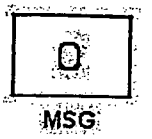
- Use the DEST ZONE key to report the ZONE that you are DROPPING off a fare in.
- You can use this key to tell the system that you will be clearing in a certain ZONE with in 10 minutes.
- The system will give you a bell in that ZONE –IF—there are no cabs pegged in or around it, however, you must CLEAR (Meter Off) within 10 minutes of pressing the 7 DEST ZONE. If you press 7 DEST ZONE more than 10 minutes before you CLEAR, the system will un-peg you and you will need to Re-Peg.



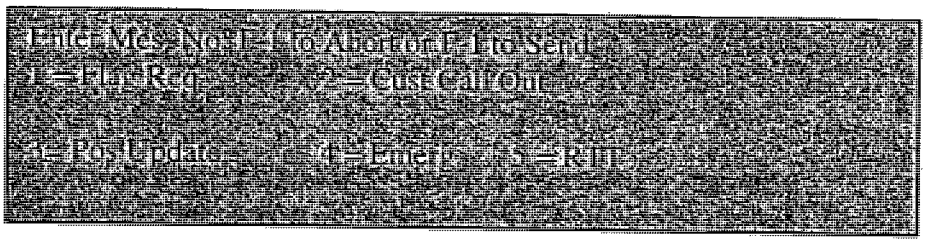
- Not Used. Same as METER OFF



- Not Used



Messages Key: When you press  a new menu will be displayed.



1 = Flag Req. **(Flag Request)**

This is used to request permission from the dispatcher to take a flag down while you are on the way to a bell.

2 = Cust Call Out **(Customer Call Out)**

Use this to request a call out. However since the customer's phone number is displayed on the CALL information you will probably not use this as you can call them on your cell phone.

3 = Pos. Update **(Position Update)**

Use this request to check your peg position.

4 = Emerg. **(Emergency)**

This is for EMERGENCIES. Press this button if you have a life-threatening emergency. Note: Pressing the FOOT SWITCH is the same as pressing this button. Remember to switch your radio to channel 1 immediately if you can. Also note, for lesser emergencies you can just switch to channel one and say APRIL.

5 = RTT **(Request to Talk)**

This is to request the dispatcher to talk to you on Channel 1 (Voice Channel). Press 5 and SEND and wait for instructions. If you switch to Channel 1 before the dispatcher tells you to, you may miss bells.



ZONE & CAB LISTS:

Every minute the system sends a message to every cab in the fleet. The information will look something like this:

<10> 0-3 <11> 1-0

This means that ZONE 10 has no calls holding "0" and three cabs pegged "3" and ZONE 11 has one call holding "1" and no cabs pegged. If you want the call in ZONE 11, you would hit the BID button (3 BID) and enter that ZONE number followed by F2 SEND. If you are the first message that the system receives, the call will be sent to you. If you win the call, you will also be un-pegged from wherever you were, if any.

The next minute, every cab receives a CAB LIST. This list shows each ZONE and lists every cab pegged into it. The information looks something like this:

<10> 422 310 622 <11> 1019 432 602

From this information you can determine where any cab is pegged. You can also check to make sure you are pegged in the correct location!

As previously stated this information comes automatically every minute. You must press the * ZONE LIST key to view it. Press the * ZONE LIST key and the most recent message will appear. If you see the CAB LIST, press F1 CLEAR to see the most recent ZONE LIST. Each message will begin with the time it was sent. Pressing F1 CLEAR moves you backwards to older messages. F2 SEND moves you forwards to more recent messages. The system will keep a total of the last 6 messages, three most recent ZONE List's and three most recent CAB List's.



The Text/Job Queue. TEXT means MESSAGES and JOB means BELLS. Whenever the system sends you a JOB (BELL) it will go into the TEXT/JOB Queue. You can look back on 99 items in the queue. The most recent item will have the highest number.

Press the # key and the most recent message will appear. If you see the CAB LIST, press F1 CLEAR to see the most recent ZONE LIST. Each message will begin with the time it was sent. Pressing F1 CLEAR moves you backward to older messages. F2 SEND moves you forwards to more recent messages.

Credit Card Approval:

To get an Approval Code you must slide the customer's credit card through your credit card reader. A new screen will appear on your terminal. It will have ddd.cc displayed and you now need to enter the amount and hit F2 SEND to send. If the customer's card cannot, a screen will come up and allow you to enter the card number and expiration date then the amount. After a few seconds, the system will either tell you an Approval Code or other messages similar to DECLINED. There is no point in trying the same card again if it is DECLINED however, the passenger often is embarrassed and will ask you to do it again, hoping it will work. Ask the passenger for another card and try again if they have one, or else they can pay with cash.

VERY IMPORTANT:

When you swipe the card and get an approval code it does NOT complete a transaction. It is ONLY an approval code. You must make an IMPRINT with your credit card machine and have the customer sign it. You must make sure the DATE and APPROVAL CODE is on the slip. If you do not get an IMPRINT, there is no way to get paid for the sale. Always write your cab number on the slip and give the customer copy to them.

It is recommended that you get your approval at the beginning of the trip. You approval code dollar amount does NOT have to match the amount you write on the sales slip as long as it is close.

Dispatch Behavior:

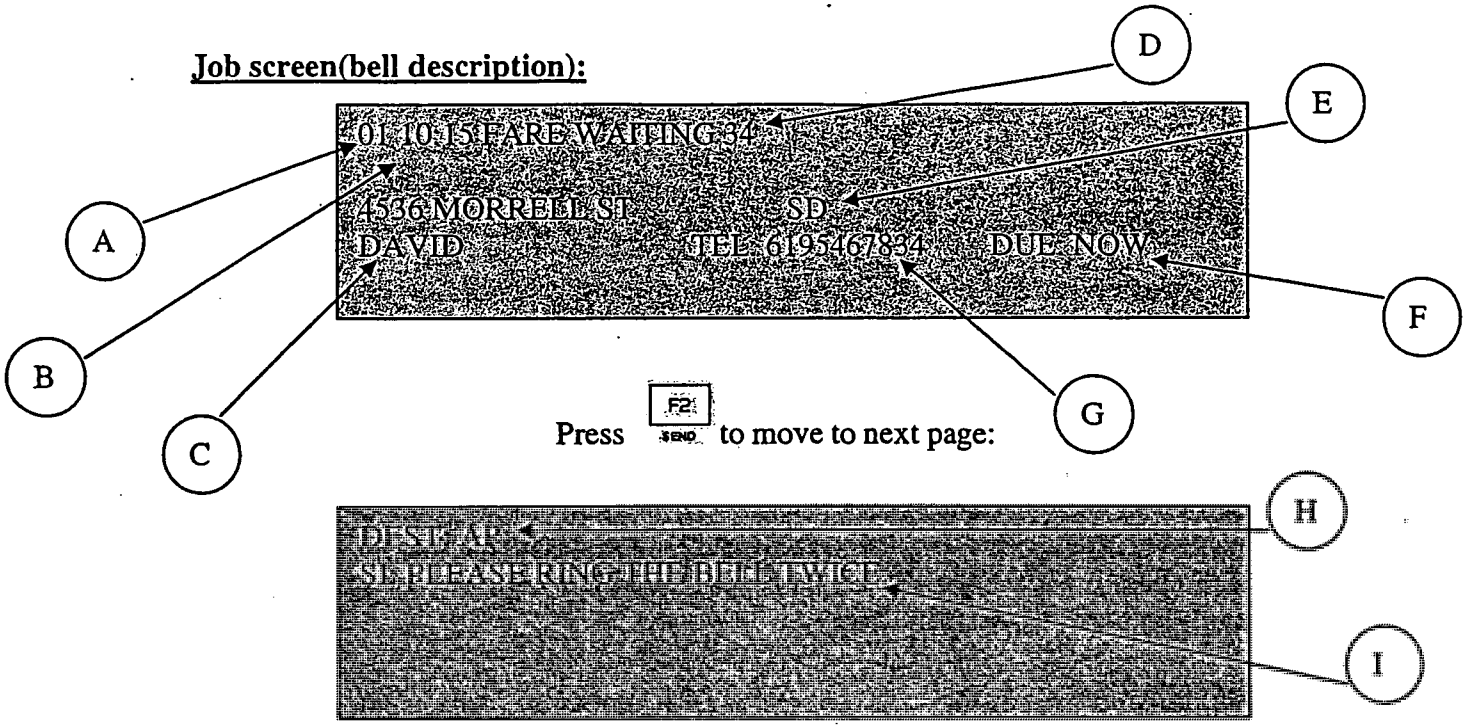
Bell comes in a zone it is offered to first pegged cab. If there are no pegged cabs in the zone, then it will offer the call to the pegged cab in the 1st back-up zone (1st up till last one) then it will move on to the 2nd through the 6th.

If there are no cabs in any of the back-up lists then the Bell is held until a cab bids on it, or the Dispatcher manually dispatches it.
(to see a list of Held/Open bells refer to Zone List/Cab List.

10-7:

When a cab goes 10-7 then the Bell is held for him to come back.
*If there are any other pegged cabs in the same zone it offers it to those cabs.

Job screen(bell description):



The above two pages are to explain how you receive a bell.
A: First page
B: Time received by terminal(cab)
C: Name of the customer
D: Area the bell is in
E: Town
F: What time the bell is due
G: Telephone number
H: Destination
I: Special instruction that driver must follow.

Remarks:

If you see the following message " No zone list update received" that means your computer can't contact the company & you should probably move your car.

ORANGE CAB ZONE NUMBERS

10 South Bay (SD,CV)
11 Chula Vista (CV, BONITA)
12 National City (NC)
13 Navy Station (SD)
14 Paradise Hills (SD)
15 Encanto (SD)
16 South East (SD)
17 Golden Hill (SD)
19 Coronado (COR)
20 Downtown (SD)
21 Embarcadero (SD)
22 Hillcrest (SD)
23 North Park (SD)
24 Balboa Park (SD)
25 Old Town (SD)
26 East San Diego (SD)
30 Frontier (SD)
31 Ocean Beach (SD)
32 Point Loma (SD)
33 Harbor Island (SD)
34 Pacific Beach (SD)
35 Morena (SD)
36 Mission Bay (SD)
37 La Jolla South (SD)
38 La Jolla North (SD)
40 Hotel Circle (SD)
41 Mission Valley (SD)
42 Del Cerro (SD)
43 San Carlos (SD)
50 La Mesa (LM)
51 Lemon Grove (LG)
52 Spring Valley (SV, CDO)
53 Casa de Oro (CDO, SV)
54 El Cajon (ELC, CREST, BOSTNA)
55 Santee/Lakeside (SAN, LKSIDE)
56 Crest (CREST, ELC, BOSTNA)
60 Linda Vista (SD)
61 Mission Village (SD)
62 Kearny Mesa (SD)
63 Clairemont (SD)
64 UTC (SD)
65 Miramar (SD)
66 Scripps Ranch (SD)
67 Ranch Penasquitos (SD)
68 Rancho Bernardino (SD)
69 Poway (POWAY)
70 Del Mar (DELM)
71 East Del Mar (SD, DELM)
80 North Coastal
81 North Inland
85 Fallbrook (FLBRK)
86 North Mountains
87 South Mountains
88 North Desert
89 South Desert
90 Loma Linda
95 Rancho la Puerta
99 OFF ALL AREAS

ORANGE CAB CITY CODES

AGUANGA	AGUANG
ALPINE	ALPINE
JULIAN	JULIAN
BONITA	BONITA
BONSALL	BONSAL
BORREGO SPRINGS	BGOSPR
BOSTONIA	BOSTNA
BOULEVARD	BLVD
CAMP PENDLETON	CP
CAMP PENDLETON N	CPN
CAMP PENDLETON S	CPS
CAMPO	CAMPO
CARLSBAD	CLBD
CASA D ORO-MT HELIX	CDO
CHULA VISTA	CV
CORONADO	COR
CREST	CREST
DEL MAR	DELM
DESCANSO	DESCAN
DULZURA	DULZUR
EL CAJON	ELC
ENCINITAS	ENCIN
WARNER SPRINGS	WARNER
ESCONDIDO	ESC
FAIRBANKS RANCH	FAIRBK
FALLBROOK	FLBRK
GRANITE HILLS	GH
HARBISON CANYON	HARBIN
HIDDEN MEADOWS	HIDMEA
IMPERIAL BEACH	IB
JACUMBA	JACUMB
JAMUL	JAMUL
JULIAN	JULIAN
LA MESA	LM
LA PRESA	LAPRES
LAKE SAN MARCOS	SANMAR
LAKESIDE	LKSIDE
LEMON GROVE	LG
NATIONAL CITY	NC
OCEANSIDE	OCSDE
OCOTILLO	OCOTIL
PALA	PALA
PAUMA VALLEY	PAUMA
PINE VALLEY	PVLY
POTRERO	POTREO
POWAY	POWAY
RAINBOW	RBOW
RAMONA	RAM
RANCHITA	RANCHI
RANCHO SAN DIEGO	RSD
RANCHO SANTA FE	RSF
SAN CLEMENTE	SANCLM
SAN DIEGO	SD
SD CNTRY ESTATE	SDCE
SAN MARCOS	SM
SANTA YSABEL	SYSA
SANTEE	SAN
SOLANA BEACH	SOLBCH
SPRING VALLEY	SV
TECATE	TECATE
VALLEY CENTER	VLYCTR
VISTA	VTA
WARNER SPRINGS	WARNER
WINTER GARDENS	WINTER

10 South Bay

N	South of Coronado Island across bay to City limit of Chula Vista (11)
W	Water
S	Border to Mexico
E	Boundary of Tan/Green (Jamul) area

11 Chula Vista

N	from west I-54 moving east to end of I-54 then cut across to *Sweetwater Reservoir*
W	Ocean
S	City Limits of Chula Vista
E	Green section (Jamul) of map

12 National City

Follow municipal city limits

13 Navy Station

N	Start 28th and Main St east along Main Street to I-15
W	28th and Main St south down 28th to water
S	Include base areas stop at National City Limits
E	Main St and I-15 south along I-15

14 Paradise Hills

N	Paradise Valley Road
W	National City Limits
S	I-54
E	Boundary of San Diego City Limits

15 Encanto

N	I-94 from Euclid Ave move east along I-94 to Federal Blvd, follow Federal Blvd to Lemon Grove city limits
W	Euclid Ave (*)
S	Starting on west end use National City Limits until city limits intersect Paradise Valley Road(*) east along Paradise Valley Road(*)
E	City Limits boundaries

16 South East

N	I-94
W	I-15
S	from west side, use Main St(*) along Main until Main and I-15 then use north city limits of National City
E	Euclid Avenue

17 Golden Hill

N	from west use south edge of Balboa Park (Russ St), shoot up 28th st to 28th and Upas St, then use Upas St(*) to I-805
W	from top, use I-5 down to I-5 and Imperial Avenue intersect, then move west along Imperial Ave(*) to intersect of 8th St and Imperial Avenue, then 8th to the water
S	from 28th St and the water move up to 28th and Main St then east along Main St to I-15 and Main St.
E	from I-15 and Main St move up along I-15 to intersect of I-805 and I-15 then use I-805

19 Coronado

Island, follow water

20 Downtown

N	I-5
W	8th St and Harbor up along Harbor to Harbor and Front St, then use Front Street up to I-5
E	I-5 (freeway curves to cover N and E edge
S	Imperial Ave moving west to 8th St to Harbor Drive

21 Embarcadero

N	Washington St (*)
W	from south, use water up to intersect Laurel St and Harbor Drive, Laurel to Pacific Hwy, north along Pacific Hwy to Washington St(*)
S	Front St and Harbor Dr
E	from Washington and I-5 use I-5 down to intersect of I-5 and Front St, then use Front St(*) down to Harbor Drive

22 Hillcrest
- N Camino del Rio South (*)
- W from bottom, I-5 up to Washington St, east along Washington St to intersect of Jackdaw St and Washington St up along Jackdaw St
- S from I-5 & Front St east along I-5 to intersect I-5 and 6th Ave, then N on 6th avenue up to Upas St, then east along Upas St.
- E Park Blvd

23 North Park
- N Camino del Rio South (*)
- W Park Blvd (*)
- S Upas St and Myrtle St
- E start at Camino del rio South(*) and Fairmount(*) go south along Fairmount Ave to Myrtle St.

24 Balboa Park
- N Upas (*)
- W 6th Avenue (*)
- S Russ St(*)
- E 28th Street(*)

Basically Green Section of Map

25 Old Town
- N intersection of I-5 and I-8 move east to Taylor and I-8 then use Hotel Circle South Drive(*)
- W I-5 and I-8 go down I-5 to intersect of Pacific Hwy and I-5 then use Pacific Hwy down to Pacific Hwy and Barnett St(*) then include the MCRD Marine Corp Base, then back to Pacific Hwy to Washington St
- S Washington St and Pacific Hwy east on Washington St to Jackdaw St(*)
- E Jackdaw Street(*)

26 East San Diego
- N Line from Fairmount Ave & Montezuma Rd(*) east on Montezuma(*) to El Cajon Blvd(*) to 70th St. then grab city limits line
- W From Fairmount Ave and Montezuma Rd(*) go S on Fairmount Ave to Myrtle St, then W on Myrtle to intersect I-15 then go S on I-15 to intersect I-805&I-15 then S on I-805 to I-94
- S From I-805 & I-94 go E along I-94 until La Mesa city limits
- E City Limits

30 Frontier
- N I-8 (*)
- W from I-8 and Nimitz go down Nimitz to intersect Nimitz and Chatsworth
- S From Nimitz and Chatsworth go SW on Chatsworth to Lytton St down Lytton St to Barnett St, take Barnett St to Pacific Hwy(*)
- E I-5 south from I-8 to intersect I-5 & Pacific Hwy then use Pacific Hwy(*) to Barnett.

31 Ocean Beach
- N Water
- W Water
- S Hill Street(*)
- E From intersect I-8 & Nimitz St go south to Catalina St, south on Catalina St(*) to Hill St(*)

32 Point Loma
- N Hill Street and the water use Hill Street to Catalina St to Nimitz St, South on Nimitz St to Chatsworth(*), move east along Chatsworth(*) to Lytton St(*), down Lytton St(*) to intersect of Lytton St(*) and Barnett St (*) then cut south to small water inlet.
- W Water
- S Water
- E Water

33 Harbor Island
- N North edge of airport property
- W Water inlet
- S Water
- E eastern edge of airport property boundary, follow the perimeter to Laurel(*) and Harbor Drives(*) then cut to the water (just east of Coast Guard station).

34 Pacific Beach
- N From water near La Jolla Blvd & Colima St, go straight east on imaginary line to intercept Amity Street (near I-5)

W Ocean
S See Mission Bay (33)
E I-15

35 Morena

N Clairemont Drive from I-5 go east to Bergner St to Field St
W East Mission Bay Drive from Clairemont Drive go south to intersect with Friars Rd(*)
S Friars Rd(*) and East Mission Bay Dr go east on Frairs Rd(*) to Morena Blvd and Linda Vista Rd intersect.
E From top, Field St near Clairemont Drive, go S on Cowley Way and enter Tecolote Canyon, curve SW to exclude Univ. of San Diego Campus, from corner of Univ of SD Campus, near Savanna and Cushman St, jump down to Linda Vista Rd(*) and Napa.

36 Mission Bay

N On the west end of the "strand" Santa Clara St(*)
W Water
S I-8
E East Mission Bay Drive(*) not included in this zone except portion south of intersect Sea World Drive

37 La Jolla South

N From the water La Jolla Blvd & Nautilus St(*) go E along Nautilus to Soldad Road, then N on Soledad Rd into the Soledad Regional Park and cut east to I-5.
W Water
S Use N of Pacific Beach(34)
E I-5

38 La Jolla North

N Use S of area 64 (UTC)
W Water
S Nautilus Street
E I-5

40 Hotel Circle

N Friars Road
W Napa & Linda Vista Rd down across bridge across San Diego River
S Hotel Circle South Drive (and any small off shoot streets)
E I-163

41 Mission Valley

N From I-163 just above Friars Road, line east above Metropolitan Drive, go east above Friars Road to I-15. Include any off shoot streets accessible only from Friars Road.
W I-163
S Camino del rio South
E I-15

42 Del Cerro

N From I-15 Friars Road east and it turns into Mission Gorge Rd east to open area(green) (Mission Trails Regional Park) Continue on until Mission Trails Golf Course.
W I-15
S From I-8 & I-15, go east on Camino del Rio South to Fairmount Ave, go s on Fairmount Ave to Montezuma Road, go e on Montezuma Road to intersect of El Cajon Blvd.. Go east on El Cajon Blvd until 70th.
E From 70th St and El Cajon Blvd go N on 70th across I-8, (70th turns into Lake Murray Blvd N of I-8) then a line thru Lake Murray up to Mission Trails Golf Course

43 San Carlos

N From Mission Trails Golf Course Line NE thru open area (Mission Trails Regional Park) up to city limits (Santee), follow city limit line to I-125
W Line from Mission Trails Golf Course thru Lake Murry until you hit city limits (La Mesa)
S Line from Lake Murray using city limits of La Mesa all the way to I-125
E I-125

50 La Mesa

City Limits except near I-8 and I-125 ignore very windy city limit line that east of intersect I-125 and I-8. Just use I-125 N from I-94 to I-8 then use I-8 east until intersect with Grossmont High School and turn north along city limit line

51 Lemon Grove

City Limit

52 Spring Valley

N I-94

W Follow City Limits (Lemon Grove & San Diego)
S Starting aty east end of I-54(near Sweetwater Community Park) draw line east thru Sweetwater Reservoir then arc SE to grab the green area of Jamul's Boundary(green section)
E Boundary of green area(Jamul)

53 Casa de Oro

N Start I-8 & I-125 go E along I-8.. When I-8 curves north then begin to go E along the city limits like and follow city limits east to intersect with Jamacha Road
W from I-8 & I-125 go south on I-125 to I-94
S I-94
E Jamacha Road

54 El Cajon

N See Map, approximate it from the map
W City Limits
S See North of La Mesa(50)
E Use I-8 and Greenfield and go straight up and down.. Not critical

55 Santee/Lakeside

N Follow line of south, South Mountains(87)
W City Limit of Santee
E See West of South Mountain(87)
S Use North El Cajon(54)

56 Crest

Defines itself after completing surrounding areas (exact edges not critical)

60 Linda Vista

N From I-163 & I-805 go S on I-163 to Mesa College Dr(*) W on Mesa College Dr(*) to Kearny Mesa Park then cut thru canyon area (green) until you hit Morena(35)'s boundary.
W Where N boundary left off, go S thru canyon until you hit Univ. of San Diego, include Univ. of San Diego and go to Morena Blvd(*) to Friars Rd(*)
S Friars Rd(*) from Napa St to I-163
E From I-163 and Friars(*) then N on I-163 to point just above Metropolitan Drive then we have to cut in and include the streets that are accessible from (streets named after birds), around those streets up to I-805 (near Juvenile Hall) then up to I-163&I-805

61 Mission Village

N Aero Drive(*) from I-163 to I-15
W Opposite of Linda Vista(60)
S Friars Rd(*) however, dead end streets off of Friars road that are N of Friars should be excluded(*) and left in Mission Valley(41)
E I-15 & Aero Dr S along I-15 to Friars Rd(*)

62 Kearny Mesa

N I-52 from I-805 east to Mission Trails Regional Park
W From I-805 & I-163 go N on I-805
S Aero Dr from the west end across to I-15, then S on I-15 to about ½ way between Aero Dr and Friars Rd(*) and cut in east thru open area (above Admiral Baker Golf Course)
E Line thru open space (Mission Trails Regional Park)

63 Clairemont

N I-52
W I-5 from I-52 south to Clairemont Drive(*) & I-5
S I-5 east on Clairemont Drive(*) to Bergner St(*) to Field St(*) then go east thru canyon to Mesa College Drive to I-163 then N on I-163
E Mesa College Drive & I-163 N on I-163 to intersect I-805 & I-163 then N on I-805 up to I-52

64 UTC

N From Upper NW corner, Torrey Pines State Preserve include the green area of the preserve then go east on I-5 where I-805 and I-5 merge, then cut east thru Los Penasquitos Canyon Preserve
W Water
S Start from west near ocean, Spindrift St(*), to Princess St(*) to Ardath Road (recently renamed La Jolla Parkway)(*) to I-52, east on I-52 to I-805 then N on I-805 to Miramar Road, then east on Miramar Road to Camino Santa Fe Rd.

E From Miramar Rd and Camino Santa Fe Rd, go N on Camino Sante Fe, it is broken between Miramar Rd and Mira Mesa Blvd, just connect them up to Mira Mesa Blvd, north to Calle Cristobal, then N up to Los Penasquitos Canyon Preserve.

65 Miramar

N From west, line thru Los Penasquitos Canyon Preserve to Black Mountain Road then cut under Mercy Road and the roads off Mercy Rd
W Camino Santa Fe(*)
S From Camino Santa Fe(*) and Miramar Road go W on Miramar Road(*) to I-805, S on I-805 to I-52, E on I-52 until I-15.
E I-15

66 Scripps Ranch

N I-15 & I-56 go E I-56 and it changes name to Ted Williams Parkway. Take Ted Williams Parkway to city limits.
W I-15
S From I-15 & Miramar Rd go E above pink area (USMC Air Station Miramar), to Creek Rd then curve to the N
E Follow city limits (poway)

67 Ranch Penasquitos

N From I-15 and Camino del Notre to E on Camino del Norte to city limits, then from I-15 and Camino del Norte go west thru the small neighborhood to the small lake then use the city limits
S Follow Miramar(65) N
E City limits

68 Rancho Bernardino

N Lake Hodges
W Follow city limits
S Follow Rancho Penasquitos(67) N
E City Limits

69 Poway

CityLimits

70 Del Mar

Use City Limits

71 East Del Mar

N From I-5 use Via de la Valle west to city limits and E from I-5 until it curves N then begin to use the city limits line(Fairbanks Ranch)
W City Limits Del Mar
S See UTC (64) N
E See Miramar(65) and Rancho Penasquitos(67) N

80 North Coastal

N Northern Edge of San Diego County
W Ocean
S Northern Boundaries of area 70,71, 67
E See paper map for line.

81 North Inland

N City Limit between Vista & Bonsall
W See Paper Map
S See Rancho Bernardino(68) lines
E Follow City Limit lines east to Lake Hodges

85 Fallbrook

Follow city limit lines (Orange area of your map)

86	**North Mountains**	*	**87**	**South Mountains**	*
88	**North Desert**	*	**89**	**South Desert**	*

* **86-89** See map, except for the western boundaries it is not too critical how these areas are divided. The North, East and South are SD County Lines. The line dividing them in the middle can vary by a few miles if it makes it easier to divide.

SECTION 2

GENERAL ORANGE CAB INFORMATION RULES/POLICY

Orange Cab Radio Procedures:

Welcome to Orange Cab. As a new driver you will be required to read this document and understand everything in it. Also, after reading it, you will be required to attend radio room orientation. You are encouraged to ask any questions of the dispatcher at this time. After the orientation you can always ask the dispatcher for help in understanding the procedures or you can call the business office with your questions.

Important Rules & Radio Guidelines

- (Voice Channel) Wait for "Central Clear" or "Who Else?". You MUST wait for those words before you call in or press your Mic.. button. This is the method we use to prevent drivers from cutting off others who are talking to the dispatcher. Failure to wait may result in the dispatcher not answering you, radio suspension, and action with the VRB (see complaint section below.)
- Do not interrupt when the dispatcher is talking or listening to another driver. The only exceptions to this are:
- You have an emergency (e.g. APRIL situation, see emergency procedures below)
- Once you Accept a call, you must service it. Failure to do so may result in loss of radio service and/or suspension of radio service for several days.
- Once you have been assigned a call, you may not take a pick-up en route to your call. The same penalties apply for Rule # 4
- If you leave the boundaries of an area for any reason you have lost your position and must book into zone 99 (off).
- Personals may not be made of any voucher account passenger or hotel and restaurant employees. Further, you cannot personalize any customers from the Optimum Health Institute or Rancho la Puerta (the Ranch) in any way whatsoever.
- **Drivers are not allowed to call the dispatcher or telephone operator on the phone unless told to do so.** Any driver who calls the office to speak with the dispatcher will have radio service suspended. If you need to talk to someone you can call the office manager during office hours 291-8888
- **Any driver who provides his or her phone number (home/cellular/whatever) to any employee of the dispatch room will be permanently kicked out of Orange Cab.**

General Operations:

Map Books / Phone Books

You are **required** to have a Thomas Brothers map book **AND** a phone book. You will need both of these to service bells. If you need to find the address of some business, restaurant, hotel, etc you need to look in your phone book.

Flat Rates

Orange Cab secures business from many hotels and businesses by offering FLAT RATES. These are pre-determined rates for trips originating at their business or to their business. Each account has a printed sheet with rates to popular destinations. These are usually very close to the meter rate, but sometimes we have to offer a discount on certain places in order to secure the account or under bid another company. Flat rates apply for direct trips only. If the customer has additional stops or substantial waiting time, you can charge the meter rate. Please give the flat rate whenever asked. This is very important. Failure to do so will result in loss of radio service and/or suspension of radio service.

Vouchers

It is very important that all vouchers be filled out completely. Even when someone else fills out the form make sure it is properly and completely filled out because this is your responsibility.

It is important for drivers to only transport voucher customers only to or from the places listed on each voucher. If the passenger says they need to make an extra stop or to be dropped somewhere else, you cannot charge any excess to the voucher. A company or agency, other than the passenger, is paying for most vouchers, so specific authorization is required to modify it.

Request the voucher at the start of the trip. Confirm the pick up and destination location written on the voucher. If either is not the same as what the passenger is requesting, do not transport the passenger until you get authorization from the account. (For example, a nurse or the hotel desk clerk). If a change is made, the authorized employee should change the writing on the voucher and sign it.

Beware of any changes to a voucher that are not the same handwriting as the voucher. Question these and get authorization before transporting.

There are some accounts in which you will supply the voucher form. Please ask if you are not sure.

Generally waiting time is not allowed on vouchers. If the voucher is pre-filled out by an authorized account employee specifying a round trip on a single voucher then it is okay. If a customer has two vouchers, one for a trip and the other for a return, it is not acceptable to add waiting time. The customer should call dispatch for a return trip.

Credit Cards

Orange Cab accepts Visa MasterCard Discover and American Express. All Drivers must accept credit cards.

You need to have an imprinting machine and the blank charge slips. It is wise to get an Approval Code on the credit card before you take the customers on the trip. If you get an approval code it means the charge will be paid. If you take someone on a trip and find out later that the card was not approved, you will lose the money.

PLEASE READ THE ATTATCHED DOCUMENT "CREDIT CARD" REGULATIONS

Complaints

Orange Cab takes customer complaints very serious. Drivers who generate valid complaints will have their radio service suspended from 1 hour up to months depending on the nature of the complaint. Orange Cab WILL NOT TOLERATE drivers who cause customers to complain. **Complaints involving any ACCOUNT will result in the automatic suspension of the cab for 3 days regardless of what happened. This is automatic.**

Other Drivers Fares...

Drivers are responsible to make sure that any pickup's they find are not already assigned to another driver. There are several ways to do this. If you find a person flagging a cab, you MUST do one of the following:

- Ask them if they have called for a taxi BEFORE YOU LET THEM IN YOUR CAB
- Ask the dispatcher if a cab has been assigned the call by using the radio CODE 10.

Be Warned - If you take another drivers fare and you don't use one of the above methods to check you may lose your bell service and face other penalties.

Emergency Situations:

If you have a serious emergency arise contact the dispatcher with the code word **APRIL.**
For example say "CAB 123 APRIL!" You may interrupt the dispatcher for any valid April situations. Some examples of valid emergencies are, you've been robbed, you're in a physical confrontation with someone, a car accident with injuries, you notice something on fire, someone needs an ambulance, a crime in progress, etc.

Calling in during an April situation with non-emergency traffic, even accidental or unintentional may result in indefinite bell service suspension.

Lost Items:

Items found in your taxicab should be returned to the passenger as soon as possible.
Any item not returned to the customer the same day **MUST be returned to the business office by the end of the FOLLOWING business day.** If the customer asks you to deliver the property, you are entitled to turn on the meter and charge the fare for it's return. On the other hand, any item left in the trunk is YOUR

responsibility. If an item gets left in the trunk you will have to return it as soon as possible after it's discovery and not be allowed to charge the fare for the return.

Remember, Any found items in your cab must be turned into the business office by the end of the next business day, during regular office hours where you will receive a receipt for it.

DO NOT leave found property in the dispatch office. Leave only with Office Manager and you will be issued a receipt.

General Notes:

1. Never argue on the radio with the dispatcher. If you have a dispute, contact the office manager. Arguing on the radio may result in you being suspended from receiving bells.

2. Make sure you always take the shortest route for your customers. Long hauling will NOT be tolerated and customer complaints will be investigated and offending drivers punished accordingly.

3. Always give the flat rates when asked to do so. These rates are an integral part of Orange Cab. If you don't like the concept, find another company to work for.

4. Always be polite and understanding with the customers. Don't argue with them. It's better to put up with someone's bad attitude for a few minutes than to get into a fight with him or her. They may just be having a bad day, so it's not worth losing a customer over.

5. On a stronger note, NEVER argue with our accounts. Bell men, desk clerks, etc. should never be argued with. Any driver who causes a loss of an account business with face severe penalties.

Some Radio Codes:

Here are some radio codes that Orange Cab uses.

10-4	Message Understood.
10-9	Please Repeat Last Message
Code 2	Flat Rate
Code 10	To check on a pickup to make sure it's not someone's bell.
April	I have an emergency!
Baker	I have a question?
Nix/NoLoad	I could not locate my customer. Please keep my peg.

CREDIT CARDS

1) **Make sure the imprint is 100% completely readable. If it is not, you may lose the money even if you have an approval code. This is your number one concern when accepting a credit card.**

2) **DO NOT** "fix" the imprint with a pen. This will not be accepted and you will lose the money. The imprint may not be altered or written over. If a number does not show up clearly, give the bad imprint to the customer and make a new one.

3) Hand written imprints are not acceptable. The card **MUST** be present. Only the name on the card is authorized to use it. You have the right to check identification for any credit card purchases. If a name does not match or is slightly different, like a family member, you should not honor the card. Relatives or spouses **DO NOT** have the right to use the card. In the event the cardholder challenges the charge, even for their own spouse, you may loose the money. Simply put, only the named person on the card may use it.

4) Get an approval code for all charges. There is no minimum for needing an approval code. If you do not have a valid approval code on the slip and it is declined at processing time, you will lose the money. You should get the approval BEFORE the trip begins. Ask all customers, will this be a cash or credit trip? This way, if their card is not good and they have no cash, you won't lose any money.

5) Fill out the beginning and ending spot of the cab ride. This will help stop people from challenging charges on their bill by refreshing their memory.

6) The best policy for tips is to fill out to the sub total. Then hand the slip to the customer and ask them to sign and total the slip. This way they can add in the tip without you having to ask them for it.

7) There is NO MINIMUM CHARGE for credit cards. This is a violation of Visa/MC/Amex rules.

8) Never use the same approval for two different charges.

9) PLEASE NOTE – CREDIT CARDS CANNOT AND WILL NOT BE PROCESSED 30 DAYS AFTER THE DATE OF SALE.

By following these rules, you can almost eliminate all collecting money from credit card purchases.

Orange Cab's acceptacnce policy- All cards must be turned in within 15 days of the date of the SALE. The office reserves the right to return any charge slips unpaid if these procedures have not been followed in the event that the credit card processing company will not pay them.

Exhibit 12

- Facilities

Central Automotive
765 17th St.
San Diego CA
92101

Metropolitan Transit System
1255 Imperial Ave., Suite 1000
San Diego CA 92101

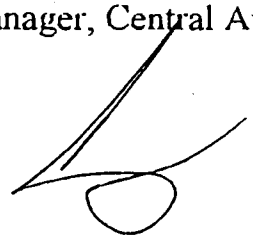
To whom it may concern:

We have been providing Nice Cab Co. with vehicle maintenance, diagnostic and electrical repairs for over 20 years. We first started working with Amir at our previous location, Tune Co. We have continued at our new location, Central Automotive.

Our shop has three mechanics that have a minimum of 15 years experience. All have been employed here for a minimum of 10 years. Our main expertise is in the area or diagnostic, fuel injection and computer repairs in addition to mechanical repair.

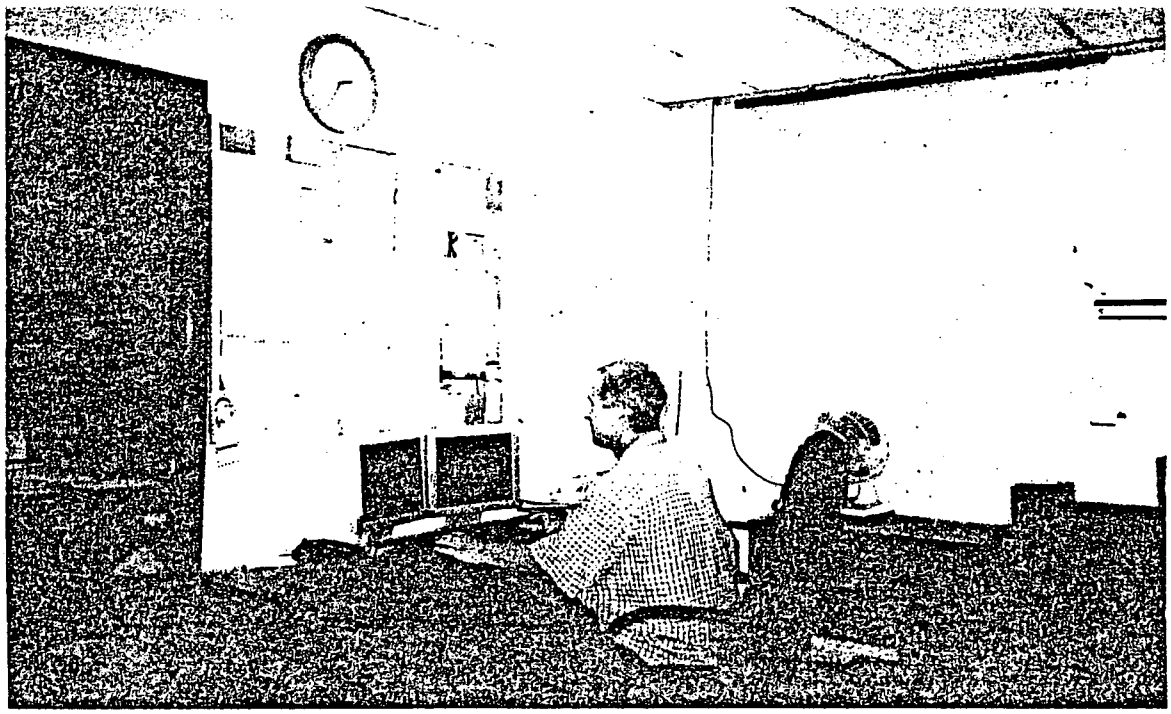
I have personally worked with Amir for many years. I am sure Nice Cab Co. will continue to repair and Maintain their vehicles to the standards required by Metropolitan Transit.

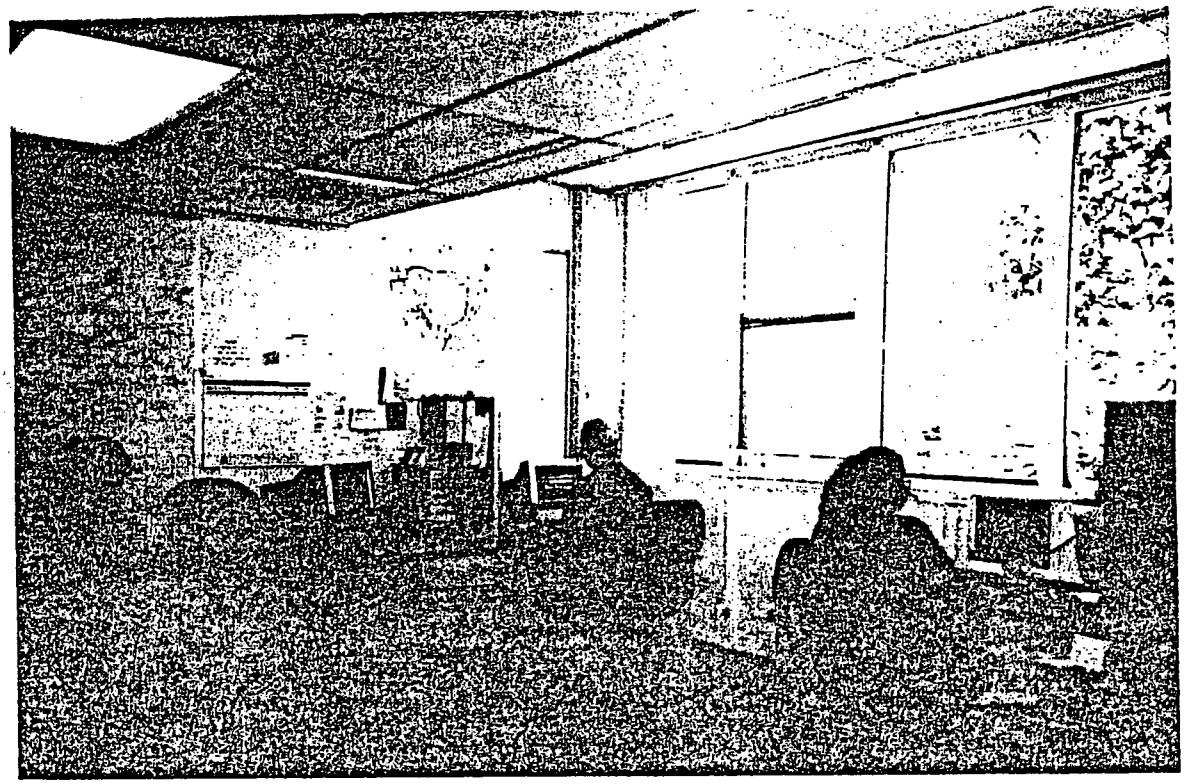
Christopher Czech
Manager, Central Automotive






Shell





Radio Room

Exhibit 13

* Taxicab Maintenance Logs

Central Automotive
765 17th St.
San Diego CA
92101

Metropolitan Transit System
1255 Imperial Ave., Suite 1000
San Diego CA 92101

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I have personally worked with Amir for many years. I am sure Nice Cab Co. will continue to repair and Maintain their vehicles to the standards required by Metropolitan Transit.

Christopher Czech
Manager, Central Automotive

Exhibit 14

* Proof of Insurance

ORANGE CAB

SAN DIEGO'S FINEST

February 1, 2006

Dear Members,

After several meetings with the insurance company, the office has received a quote from Public Livery Insurance for 2006. Our insurance has better coverage than the other company. The price will be $2600. The down payment is $350 and nine monthly payments of $250.

PLIS representatives will be in the Orange Cab office on weekdays between February 6th and February 15th from 9AM until 3PM for you to sign up. If you don't come to the office to sign up during this period you will have to go to their Mission Gorge office after the 15th, however keep in mind the MTS and Airport may receive your insurance certificate late in this case.

You will need the following paperwork when you come to the office:

- Down payment
- Recent driving record of each driver
- Mechanical Inspection on all vehicles 15 years or older
- All vehicle registrations

If you have any questions, please contact the office.

Sincerely Yours,

Amir Aghassi
President

4250 Pacific Hwy. • Suite 207 • San Diego, CA 92110 • (619) 291-8888 • Fax (619) 225-6231

MTS Metropolitan Transit System

Multimodal Operations
Taxicab Administration

White-Permit Holder
Yellow-Vehicle File (510
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

6.19.06

To: AMIR AGHASSI

Company name NICE CAB CO.

Your vehicle, medallion # T 215 has been scheduled for inspection on 8.3.06 at ~~9:00am~~ 1:30

at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer _____

Radio Service Organization _____

SD. medallion _____
NC. medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____
Retain _____

Permit Holder Signature

Aug 3 06
Date

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
___ Permit Issuance
___ Replacement Vehicle
X Scheduled
___ Supplemental Schedule
___ Field Report Referral (attached)
___ Return to Service
___ Spare Vehicle
___ Other

Time 1130
Year/Make 01 Ford
Mileage 195708
License Plate # 7F39038
Body No. 215

Reg. No. N/A
Seating Capacity _____
Vehicle Identification No. 2FAFP71W31X13
Date 8-7-6 8982
Staff Signature

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☒	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
**1.3	Emergency Brake	☐	☐	☐
1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN	FAIL
*4.1	Fuel Line	☐	☐	☐
**4.2	Oil Leaks	☐	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐	☐
**4.4	Belts	☐	☐	☐
**4.5	Hood Latch	☐	☐	☐
**4.6	Operation/Engine	☐	☐	☐
4.7	Battery Connections, Cables; etc.	☐	☐	☐
4.8	Uncontained Combustibles	☐	☐	☐
FLUID LEVELS				
**5.1	Power Steering	☐	☐	☐
**5.2	Automatic Transmission	☐	☐	☐
**5.3	Engine Oil	☐	☐	☐
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting	☐	☐	☐
**6.2	Suspension System	☐	☐	☐
**6.3	Exhaust System	☐	☐	☐
DOORS				
*7.1	Operate/Secure/Lock	☐	☐	☐
7.2	Handrails/Arm rests	☐	☐	☐
7.3	Window/Operation	☐	☐	☐
TRUNK				
8.1	Spare tire and Equipment/Road Service	☐	☐	☐
8.2	Cleanliness/Condition	☐	☐	☐
8.3	Securely Latched	☐	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher	☐	☐	☐
*9.2	Reflectors	☐	☐	☐
9.3	First Aid Kit	☐	☐	☐
**10.0	ADA	☐	☐	☐
**11.0	Other _____			

* Out of Service ** Possible out of Service

Comments 8-7-6

In Service ☒ Out of Service ☐ Next Recommended Inspection _____

Passed Inspection 8-7-6

Signed _____ 8-7-6
Inspector Date

10/02

MTS Metropolitan Transit System

Multimodal Operations
Taxicab Administration

White-Permit Holder
Yellow-Vehicle File (510
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 6.19.06

Company name NICE CAB CO.

To: AMIR AGHASSI

Your vehicle, medallion # T 653 has been scheduled for inspection on 7.31.06 at 8:30am 2:00

at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer _____

Radio Service Organization _____

SD. medallion _____
NC. medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____
Retain _____

Amir Aghassi
Permit Holder Signature

Jul 31, 06
Date

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
___ Permit Issuance
___ Replacement Vehicle
X Scheduled
___ Supplemental Schedule
___ Field Report Referral (attached)
___ Return to Service
___ Spare Vehicle
___ Other

Time 2:00
Year/Make 00 Ford
Mileage 118,085
License Plate # 7J38877
Body No. 653

Reg. No. N/A
Seating Capacity Taxi
Vehicle Identification No. 2FAFP71W14X20
Date 7-31-06 1578
Staff Signature

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
	Emergency Brake	☐	☐	☐
	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN	FA
*4.1	Fuel Line	☐	☐	☐
**4.2	Oil Leaks	☐	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐	☐
**4.4	Belts	☐	☐	☐
**4.5	Hood Latch	☐	☐	☐
**4.6	Operation/Engine	☐	☐	☐
4.7	Battery Connections, Cables, etc.	☐	☐	☐
4.8	Uncontained Combustibles	☐	☐	☐
FLUID LEVELS				
**5.1	Power Steering	☐	☐	☐
**5.2	Automatic Transmission	☐	☐	☐
**5.3	Engine Oil	☐	☐	☐
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting	☐	☐	☐
**6.2	Suspension System	☐	☐	☐
**6.3	Exhaust System	☐	☐	☐
DOORS				
*7.1	Operate/Secure/Lock	☐	☐	☐
7.2	Handrails/Arm rests	☐	☐	☐
7.3	Window/Operation	☐	☐	☐
TRUNK				
8.1	Spare tire and Equipment/Road Service	☐	☐	☐
8.2	Cleanliness/Condition	☐	☐	☐
8.3	Securely Latched	☐	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher	☐	☐	☐
*9.2	Reflectors	☐	☐	☐
9.3	First Aid Kit	☐	☐	☐
**10.0	ADA	☐	☐	☐
**11.0	Other _____			

* Out of Service ** Possible out of Service

Comments _____

In Service ☑ Out of Service ☐ Next Recommended Inspection _____

Passed Inspection 7-31-C

Signed _____ 7-31-C
Inspector Date

10/02

MAINTENANCE RECORDS FOR THE MONTH OF JUNE 2006 * NICE CAB

CAB	DATE	DESCRIPTION	OIL MILEAGE	BRAKE	OTHER	NOTICE	PART	LABOR
215	6/1/2006		189641	REAR				
275	6/3/2006		117862			CLEAN INTERIOR		
480	6/10/2006		94216	FRONT	TRANS SERVICE			
521	6/12/2006		244012	FRONT		CHANGE WIPER		
653	6/15/2006		114936		CHANGE BATTERY			
688	6/15/2006		145826	REAR				

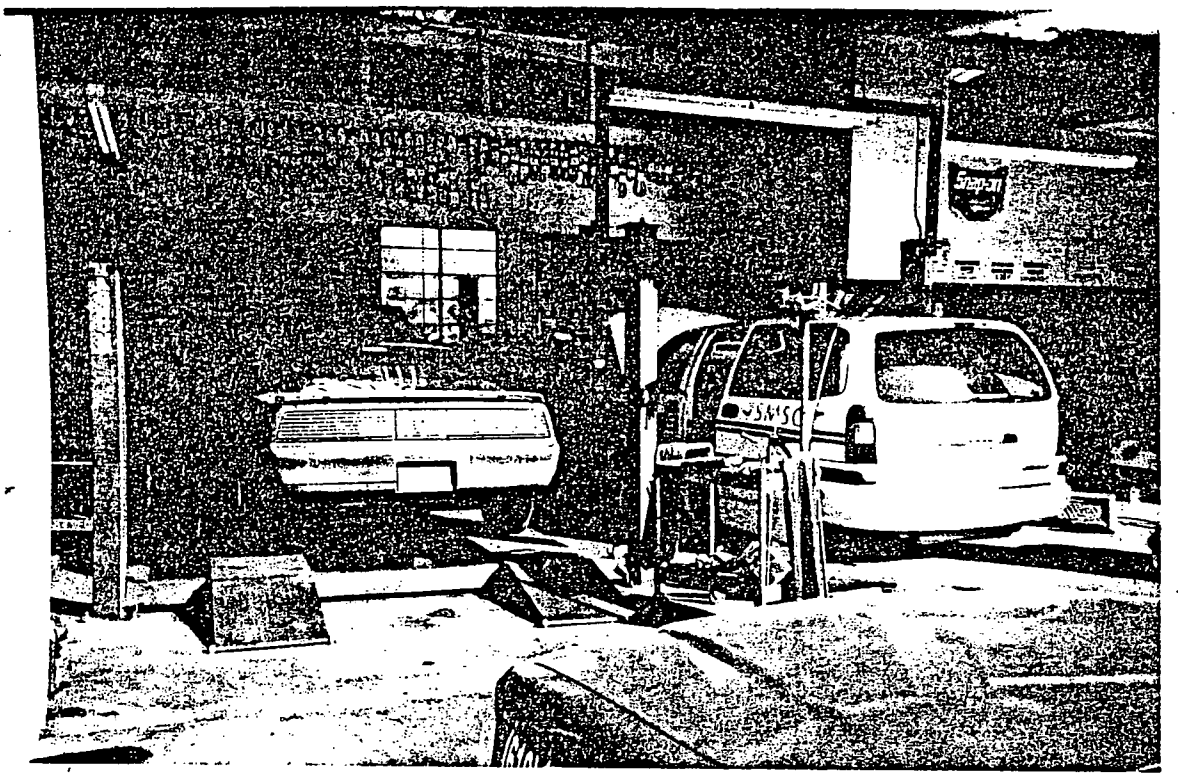
MAINTENANCE RECORDS FOR THE MONTH OF JULY 2006 * NICE CAB

CAB	DATE	DESCRIPTION	OIL MILEAGE	BRAKE	OTHER	NOTICE	PART	LABOR
215	7/3/2006	CHANGE TIRES	192603					
275	7/5/2006		120121	FRONT				
480	7/2/2006		95117		CHANGE UPPERHOSE			
521	6/12/2006		246983	REAR				
653	7/15/2006		117725		SEAT BELT CHECK			
688	7/14/2006		148315					

MAINTENANCE RECORDS FOR THE MONTH OF AUG 2006 * NICE CAB

CAB	DATE	DESCRIPTION	OIL MILEAGE	BRAKE	OTHER	NOTICE	PART	LABOR
215	8/1/2006	CHANGE TIRES	195905	FRONT				
275	8/5/2006		122131	REAR	FLUSH RADIATOR			
480	8/1/2006		97985					
521	8/8/2006		249653		CHANGE WINDSHIELD			
653	8/12/2006		119985	FRONT	CHANGED BATTERY			
688	8/12/2006		151025	FRONT				





White-Permit Holder
Yellow-Vehicle File (510)
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

te: 1/23/06 Company name NICE CAB CO.

AMIR AGHASSI

ur vehicle, medallion # T 480 has been scheduled for inspection on 3/2/06 at 11:00am,
1601 Newton Ave., San Diego.
EASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

rmit Issuance:
w_____ Transfer_____

dio Service Organization_____

SD. medallion _____
NC. medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____
Retain _____

rmit Holder Signature

3-1-06
Date

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

YPE
___ Permit Issuance
___ Replacement Vehicle
X Scheduled
___ Supplemental Schedule
___ Field Report Referral (attached)
___ Return to Service
___ Spare Vehicle
___ Other

Time 10:30
Year/Make 96 Ford
Mileage 121 516
License Plate # 7589843
Body No. 150

Reg. No. N/A
Seating Capacity Taxi
Vehicle Identification No. 2FALP71W5TX12
Date 3-2-6 4359
Staff Signature

RAKES/TIRES		PASS	FIX & RETURN	FAIL
1.1	Available Pedal			
1.2	Brake System Leaks, etc.			
3	Emergency Brake			
...4	Tire Tread Wear/Other			
XTERIOR				
2.1	Headlights (high & low beam)			
2.2	Signal Lights (both)			
2.3	Taillights (both)			
2.4	Brake Lights (both)			
2.5	Top Lights (both)			
2.6	Mirrors (all 3)			
2.7	Windshields			
2.8	Body Condition/Dents, etc.			
2.9	Posted Rates of Fare			
2.10	Driver Safety System			
2.11	Reverse Lights (both)			
2.12	Fuel Cap			
2.13	Paint Faded, Chipped, Peeled			
2.14	Emergency Flashers			
2.15	Markings			
2.16	Hub Caps			
2.17	Cleanliness			
TERIOR				
3.1	Horn			
3.2	Windshield Wipers			
3.3	Seats/Seatbelts			
3.4	Meter Seals/Operation			
3.5	Defroster/Heater Operation			
3.6	Radio Response/Scanner			
3.7	Dash Gauges/Odometer			
3.8	Cleanliness			
3.9	Condition			
3.10	All Interior Lights			

ENGINE COMPARTMENT		PASS	FIX & RETURN	FAIL
*4.1	Fuel Line			
**4.2	Oil Leaks			
**4.3	Water Leaks, Hose/Radiator, etc.			
**4.4	Belts			
**4.5	Hood Latch			
**4.6	Operation/Engine			
4.7	Battery Connections, Cables, etc.			
4.8	Uncontained Combustibles			
FLUID LEVELS				
**5.1	Power Steering			
**5.2	Automatic Transmission			
**5.3	Engine Oil			
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting			
**6.2	Suspension System			
**6.3	Exhaust System			
DOORS				
*7.1	Operate/Secure/Lock			
7.2	Handrails/Arm rests			
7.3	Window/Operation			
TRUNK				
8.1	Spare tire and Equipment/Road Service			
8.2	Cleanliness/Condition			
8.3	Securely Latched			
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher			
*9.2	Reflectors			
9.3	First Aid Kit			
**10.0	ADA			
**11.0	Other _____			

* Out of Service ** Possible out of Service

omments

In Service X Out of Service Next Recommended Inspection _____

Passed Inspection _____

Signed _____ 3-2-6
Inspector Date

White-Permit Holder
Yellow-Vehicle File (510)
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 05/05/05 Company name NICE CAB

To: AMIR AGHASSI
Your vehicle, medallion # T-521 **has been scheduled for inspection on** 05/05/05 **at** 10:00am
at 1601 Newton Ave., San Diego.
PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer _____

Radio Service Organization _____

Amir A

Permit Holder Signature

SD. medallion _____
NC. medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____
Retain _____

5/5/05
Date

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
____ Permit Issuance
____ Replacement Vehicle
X Scheduled
____ Supplemental Schedule
____ Field Report Referral (attached)
____ Return to Service
____ Spare Vehicle
____ Other

Time 9:20
Year/Make 1996 Ford
Mileage 211404
License Plate # 6N62080
Body No. 521

Reg. No. N/A
Seating Capacity Taxi
Vehicle Identification No. 2FALP71W8TX14
Date 5-5-05 6517
Staff Signature RA

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
3	Emergency Brake	☐	☐	☐
.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
NTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

left rear brakes are not adjustment

ENGINE COMPARTMENT		PASS	FIX & RETURN	FAI
*4.1	Fuel Line	☐	☐	☐
**4.2	Oil Leaks	☐	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐	☐
**4.4	Belts	☐	☐	☐
**4.5	Hood Latch	☐	☐	☐
**4.6	Operation/Engine	☐	☐	☐
4.7	Battery Connections, Cables, etc.	☐	☐	☐
4.8	Uncontained Combustibles	☐	☐	☐
FLUID LEVELS				
**5.1	Power Steering	☐	☐	☐
**5.2	Automatic Transmission	☐	☐	☐
**5.3	Engine Oil	☐	☐	☐
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting	☐	☐	☐
**6.2	Suspension System	☐	☐	☐
**6.3	Exhaust System	☐	☐	☐
DOORS				
*7.1	Operate/Secure/Lock	☐	☐	☐
7.2	Handrails/Arm rests	☐	☐	☐
7.3	Window/Operation	☐	☐	☐
TRUNK				
8.1	Spare tire and Equipment/Road Service	☐	☐	☐
8.2	Cleanliness/Condition	☐	☐	☐
8.3	Securely Latched	☐	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher	☐	☐	☐
*9.2	Reflectors	☐	☐	☐
9.3	First Aid Kit	☐	☐	☐
**10.0	ADA	☐	☐	☐
**11.0	Other 72hrs	☐	☐	☐

* Out of Service ** Possible out of Service

Comments

In Service X Out of Service ☐ Next Recommended Inspection _____

Passed Inspection 5-5-05

Signed RA 5-5-05
Inspector Date

ORANGE CAB

— *SAN DIEGO'S FINEST* —

February 2, 2005

Dear Members,

The Board of Directors has decided to change the insurance company for Orange Cab members due to many problems with the pervious insurance company. We think this new carrier will eliminate these problems. The new insurance is California Admitted.

The total annual premium is $3000 per cab. The down payment of $300.00 is due by February 15th, 2005. The remaining 9 equal payments of $300.00 are due before the 22nd day of each month beginning in March 2005..

The new agent is the ***Public Libery*** Company. The under-writer is ***Acceptance Indemnity Insurance Company.***

To make your first payment and to fill out an application, you must come to the office. Please bring a copy of each cab's registration and each driver's license plus a check for $300 for each cab to the Orange Cab office between February 3rd 9AM and February 8th at 5 PM. **Please do not wait until the last minute.**

For the Board of Directors
Sincerely,

Amir Aghassi
President

4250 Pacific Hwy. • Suite 207 • San Diego, CA 92110 • (619) 291-8888 • Fax (619) 225-6231
www.OrangeCabSanDiego.com • info@orangecabsandiego.com

Exhibit 15

- Organizational Charts

NICE CAB COMPANY
ORGANIZATIONAL CHART

Facilities
Mechanic Shop
Central Auto
& Other Specialists

APPLICANT AMIR AGHASSI
President
Duties
Managing Day to Day Operations
Public Relations
Coordination of Lessees

Dispatch System
Orange Cab

Proposed Addition to Company
Administrator & Financial Officer
Duties
Maintaining Drivers Files ad Profiles
Accounting & Record Keeping
. Background Checks & Personnel Administration

Hamid Aghassi
Administrative Assistant
Duties
Daily Mileage Report Handling
Oversee Maintenance of Vehicles
Recording Vehicle Data & Driver Log Sheets

Cab 215 Cab 275 Cab 480 Cab 521 Cab 653 Cab 688

Proposed Additions

Cab1 Cab2 Cab3 Cab4 Cab5 Cab6 Cab7 Cab8 Cab9 Cab10

Premier Banking Division
1350 Fashion Valley Road
San Diego, CA 92108
619 295-7851
619 692-9004 Fax
800 742-4932 Customer Service

Molly Zakir
Assistant Vice President
Premier Banking Manager

WELLS FARGO

Personal and Confidential

Amir Aghassi
[redacted]

To Whom It May Concern:

This letter is to verify that Mr. Aghassi has an account with Wells Fargo Bank for over 10 years. He has a combined balance of over [redacted] and he is a VIP client. If you require any further information please don't hesitate to contact me @ 619-295-7851

Sincerely,
Molly Zakir
Malahat Zakir
Assistant Vice President
Premier Banking Manager

Washington Mutual

Personal & Confidential

To Whom It May Concern:

This is to certify that Amir Aghassi has been a customer with Washington Mutual Bank since 1999 and has account balances that equal over [redacted]. If you have any questions, please contact (619) 298-9688.

Sincerely,

Katherine Blaemers
Personal Financial Representative
Mission Valley – San Diego
(619) 298-9688
FAX (619) 298-0361

LH0629

Mission Valley
Financial Center
5111 Mission Center Rd.
San Diego, CA 92108
phone [redacted]
fax [redacted]

Exhibit 16

- Information, Letters & Statements Outlining Financial Resources

Orange Cab

Complaint Form

Date: .....

Complaint From: (Name)..... Cab #..... Owner.... Driver.... Dispatcher....

Complainant About: (Name)..... Cab #..... Owner.... Driver.... Dispatcher....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

Date of VRB Hearing: .....

VRB Action: .....

VRB Chair Signature: .....

Date of Appeal or Reschedule: .....

All complaints must be date and time stamped upon receipts

Exhibit 17

- Complaint Forms

Orange Cab Dispatch Room * Account Complaint Form

Complete as much as possible for the situation. Incomplete complaints are difficult to take action with.

Date Complaint Received _____ Date Occurred _____ Time _____

Driver: Cab:_____ Name:_____ Shift:_____

Complaint Received From Account:_____

Received from person:_____ Position: _____

Callback number: _____Best Time: _____

Customer name: _____Contact Info: _____

Pickup location: _____ Drop off location: _____

Long Haul Complaints:

Amount paid :_____ Flat Rate (if applicable) :_____

Route Taken: _____

Completed by: _____

Additional Information: _____

DRIVER COMPLAINT FORM

DATE	FROM	CAB	DRIVER
ME	LOCATION (IF APPLICABLE)		

NATURE OF COMPLAINT: CIRCLE

FAIL-TO-UNPEG /DROPPED-ACCEPTED-BELL /FAIL-TO-CODE10

TO-LONG-TO-SERVICE /CC-REFUSAL /LONG HAUL

OTHER:

NOTES:

ACTION TAKEN

DRIVER COMPLAINT FORM

DATE	FROM	CAB	DRIVER
TIME	LOCATION (IF APPLICABLE)		

NATURE OF COMPLAINT: CIRCLE

FAIL-TO-UNPEG /DROPPED-ACCEPTED-BELL /FAIL-TO-CODE10

TO-LONG-TO-SERVICE /CC-REFUSAL /LONG HAUL

OTHER:

NOTES:

ACTION TAKEN

FOUND ITEM TICKET DATE:_____ BY:_____

CAB#

ITEM

Time/Date FOUND:_____

Pickup_____ Dropoff_____

NOTES

FOUND

FOUND ITEM TICKET DATE:_____ BY:_____

CAB#

ITEM

Time/Date FOUND:_____

Pickup_____ Dropoff_____

NOTES

FOUND

FOUND ITEM TICKET DATE:_____ BY:_____

CAB#

ITEM

Time/Date FOUND:_____

Pickup_____ Dropoff_____

NOTES

FOUND

FOUND ITEM TICKET DATE:_____ BY:_____

CAB#

ITEM

Time/Date FOUND:_____

Pickup_____ Dropoff_____

NOTES

FOUND

FOUND ITEM TICKET DATE:_____ BY:_____

CAB#

ITEM

Time/Date FOUND:_____

Pickup_____ Dropoff_____

NOTES

FOUND

FOUND ITEM TICKET DATE:_____ BY:_____

CAB#

ITEM

Time/Date FOUND:_____

Pickup_____ Dropoff_____

NOTES

FOUND

ST ITEM TICKET DATE _____ BY _____

B# | ITEM

e/Date Lost _____

kup_____ Dropoff_____

TES

LOST

ST ITEM TICKET DATE _____ BY _____

B# | ITEM

e/Date Lost _____

kup_____ Dropoff_____

TES

LOST

ST ITEM TICKET DATE _____ BY _____

B# | ITEM

e/Date Lost _____

kup_____ Dropoff_____

TES

LOST

LOST ITEM TICKET DATE _____ BY _____

CAB# | ITEM

Time/Date Lost _____

Pickup_____ Dropoff_____

NOTES

LOST

LOST ITEM TICKET DATE _____ BY _____

CAB# | ITEM

Time/Date Lost _____

Pickup_____ Dropoff_____

NOTES

LOST

LOST ITEM TICKET DATE _____ BY _____

CAB# | ITEM

Time/Date Lost _____

Pickup_____ Dropoff_____

NOTES

LOST

Exhibit 18

- Reporting

Exhibit 19

- Wheelchair Lift Conversion Documents

ABILITY CENTER

"Dedicated to Elevating the Quality of Life through Increased Mobility"

October 24, 2006

Dear Amir Aghassi;

Ability Center takes pride in being a one-stop shop for all of your mobility needs. Our greatest focus is on our outstanding customer service; always putting the needs and comfort of our customers before all else. We know that the decision to purchase mobility or adaptive equipment is sometimes a challenging and confusing process.

I am sure that we can answer any question that you may have and that we may further assist you in the future with all of your mobility needs. Our goal is to increase your level of freedom and enhance your quality of life. Each individual need is unique. We customize our quality products to fit your specific need. I am here to help make that decision a reality by making the process as smooth as possible from start to finish.

If you are in the market for an accessible vehicle, Ability Center can provide financing options with up to ten-year terms on approved credit. Whether you are in need of a accessible vehicle or just a simple hand control, I want to let you know, that Ability Center represents only the highest quality products available. We proudly represent Braun, VMI, El Dorado, Vision and Bruno.

"Dedicated to elevating the quality of life through increased mobility" as our motto, I look forward to helping you with your freedom and independence through increased mobility. We look forward to seeing YOU soon!

Sincerely,

Ryan Baker

- ph
- fax

Your Mobility Consultant
Ability Center, Inc.

P.S. Ask me about the Guardian Program...

4797 Ruffner St. • San Diego, CA 92111-1421 • (858) 541-0552 • (888) 380-3765 • Fax (858) 541-1941
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23606 N. 19th Ave. Suite 14 • Phoenix, AZ 85085 • (623) 879-0800 • (877) 879-0805 • Fax (623) 879- 0822
11600 Western Avenue • Stanton, CA 90680 • (714) 890-8262 • (877) 938-8267 • Fax (714) 901-1492
www.abilitycenter.com

QUOTE

ORDER NUMBER: 0034413
ORDER DATE: 10/24/2006

ABILITY CENTER

SALESPERSON: 1111
CUSTOMER NO: 01-0109322

SOLD TO:
Amir Aghassi

4250 Pacific Highway #207
San Diego, CA 92110

SHIP TO:
Ability Center

4797 Ruffner St.
San Diego, CA 92111

VEHICLE: 2002- -
VIN:

CONFIRM TO:

W/C:
W/C: SSN:

CUSTOMER P.O.	SHIP VIA	F.O.B.	TERMS
			DUE UPON RECEIPT

ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACK ORDER	PRICE	AMOUNT
CHASSIS	EACH	1.00	0.00	0.00	16,500.000	16,500.00
2006 Dodge Grand Caravan USED			WHSE: 103			
//M003						45.00
DOCUMENT PREP CHGS - SD						
109						8.50
SMOG CERTIFICATION FEE						
//M004						47.50
SMOG FEE PAID TO SELLER - SD						
/M005						160.00
LICENSE FEE-SD						
/M006						15.00
REGISTRATION						
CONV	EACH	1.00	0.00	0.00	15,900.000	15,900.00
VISION REAR ENTRY MANUAL			WHSE: 103			
CONV	EACH	1.00	0.00	0.00	525.000	525.00
FOLD DOWN SEAT			WHSE: 103			
CONV	EACH	1.00	0.00	0.00	595.000	595.00
56" DOOR ENTRY			WHSE: 103			
/SHO500						800.00
SHIPPING CHARGES SD						
Shipping From Vision						

Quote is for used chassis w/ new conversion
20% Deposit Required to place order....

omer Signature: _____ Date : / /

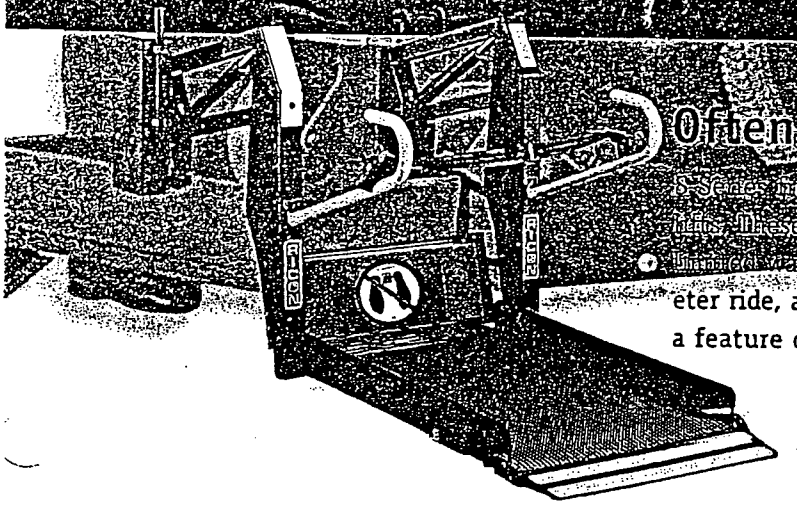
Net Order:	34,596.00
Less Discount:	0.00
Freight:	0.00
Sales Tax:	1,278.75
Order Total:	**35,874.75**

S-Series

S-Series Advantages (ADA)

- Complies with all Applicable ADA Specifications
- Standee Handrails*
- Occupant Restraint Belt
- Outboard Rollstop
- Inboard Rollstop
- Quiet Sto-Loc Technology
- Lightweight, Compact Design
- Stainless Steel Fittings
- Lubrication-Free Bearings
- Tighter Steel Mesh Platform
- Easy to Operate
- Easy To Maintain
- 5-Year Limited Warranty
- Affordably Priced

Also Available in Non-ADA Models

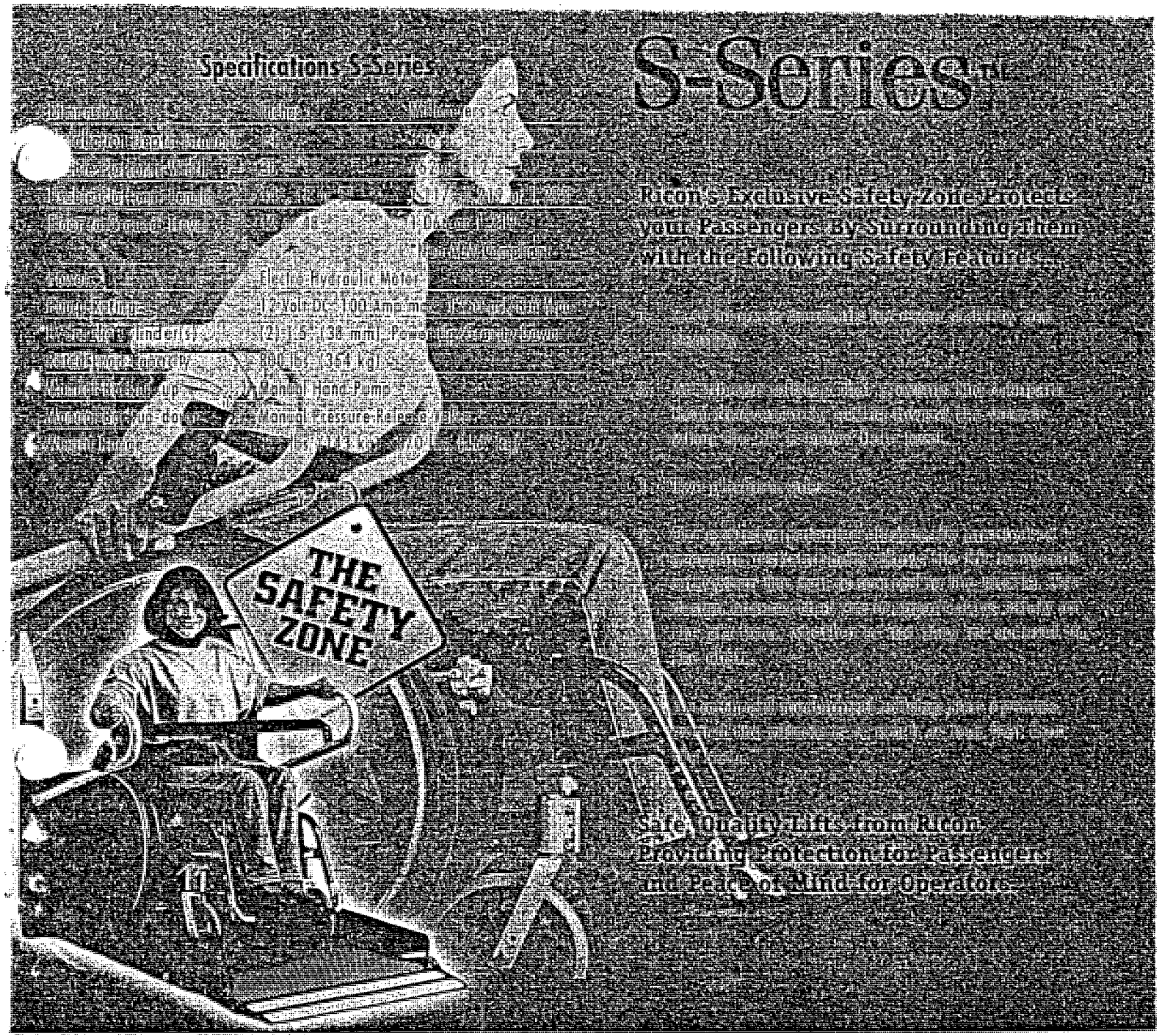


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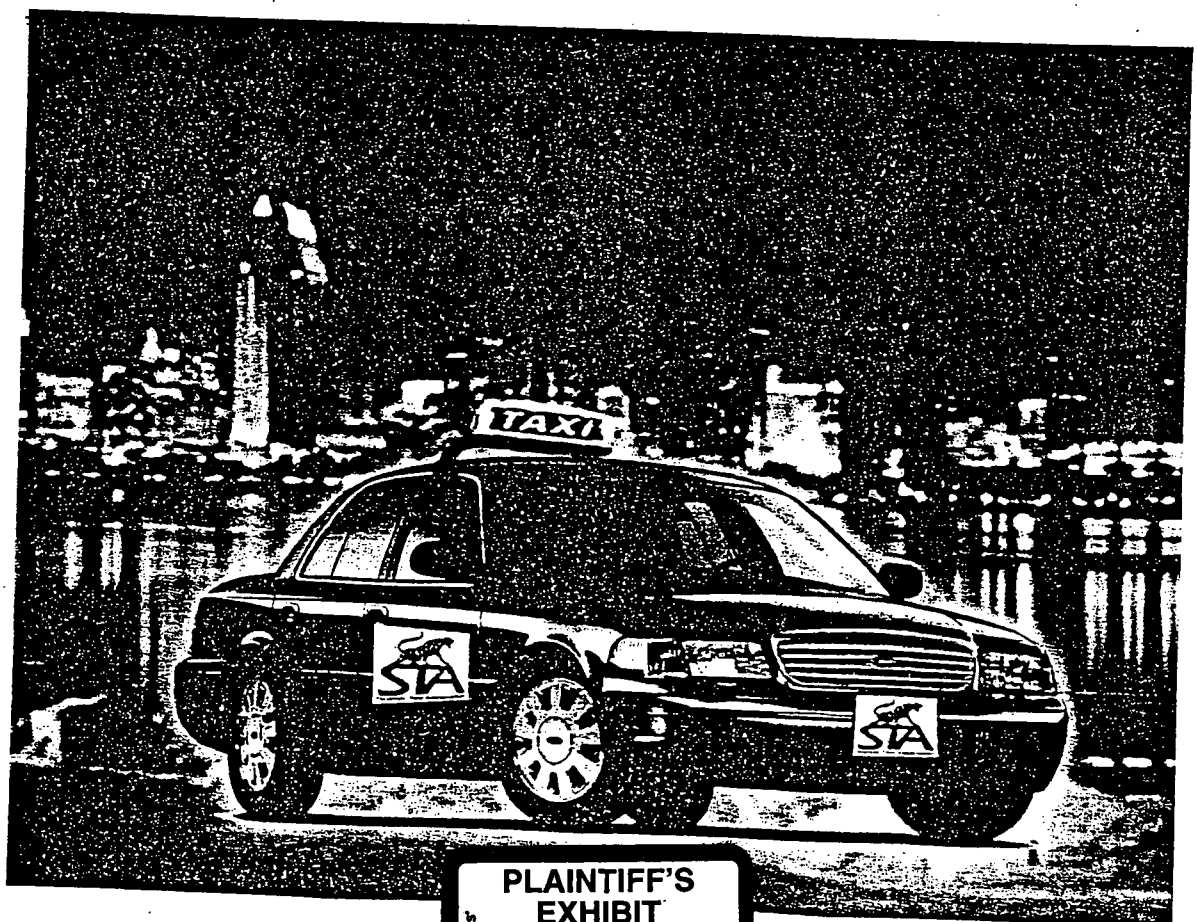
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U.S. Patent 5,228,538; 5,308,215; 5,373,915; 5,445,488 & 5,605,431. Australian Patent Nos. 661127 and 687066. Canadian Patent 2,129,821. German Patent No. EP 0625896 B1. UK Patent No. EP 0625896 B1. Other U.S. and Foreign Patents Pending.

Somali Taxi Association

PROPRIETARY INFORMATION

This Proposal is prepared in response to Metropolitan Transit System (MTS) Request For Proposal (RFP), and only for MTS and its Evaluation Committee to whom it is presented, and may not be reproduced, broadcast, or disclosed, in whole or in part, for any reason without the written consent of the Proposer, Somali Taxi Association, LLC.



PLAINTIFF'S EXHIBIT
25d-18



EXECUTIVE SUMMARY

The Somali Taxi Association (STA), a limited liability corporation founded by a group of accomplished San Diego business people with cumulative experience of more than 290 years in the local taxicab industry, respectfully requests to be issued ten (10) taxicab permits.

It is our desire to demonstrate with this proposal that STA will add significant value to San Diego's public transportation market. STA proposes to operate a fleet of ten (10) Ford Crown Victoria vehicles, including low-emission Compressed Natural Gas (CNG) vehicles, using advanced technology in dispatch, communication, payment, and performance and monitoring.

Safety is STA's top priority, and this concern is reflected in all aspects of operation, including hiring, driver training, and maintenance.

STA will add competition to the San Diego market, improve the quality of service to all of San Diego's residents and visitors, and create economic opportunities for the many new Americans of City Heights neighborhood.

STA looks forward to receiving ten (10) taxicab permits.

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SECTION 1.0

PROPOSER INFORMATION



SECTION 1.1

NAME & ADDRESS OF PROPOSER

Somali Taxi Association, LLC (STA)
6035 University Avenue
Suite 11
San Diego, CA 92115

SECTION 1.2

NAME, ADDRESS, & POINT OF CONTACT OF PERSON SUBMITTING PROPOSAL

Noor J. Tayaser
6035 University Avenue
Suite 11
San Diego, CA 92115
Phone: (619) 229-2111
(619) 807-2796 (mobile)
Fax: (619) 229.2047
Email: SomaliTaxiA@Yahoo.com

SECTION 1.3

COMPANY LEGAL DOCUMENTATION

Please see Appendix A.



SECTION 1.4

PROPOSER PERMIT REQUEST

We submit our proposal for consideration of ten (10) taxicab permits. Our second preference is to be considered for a block of five (5) taxicab permits. Somali Taxi Association, LLC trusts you will find our proposal thoroughly responsive to the RFP and MTDB requirements.

SECTION 1.5

REFERENCES

Please see Appendix B for letters of reference from:

- Jim Madaffer, Councilmember Council District 7, City of San Diego
- Bob Montgomery. Regional Resettlement Director, International Rescue Committee San Diego
- Hamse Warfa, Associate Executive Director, Horn of Africa
- Tommy Grandys, Store Director, Albertsons City Heights
- Derek Turbide, San Diego Agent, Clean Energies
- Wm. Patrick DeShields, Publisher/Editor, San Diego News Link
- Robert Giebink, President, Avenida Direct Insurance Services
- Thomas Samulski



SECTION 2.0

MANAGEMENT BUSINESS PLAN



SECTION 2.1

EXPERIENCE

The Somali Taxi Association, LLC (STA) is a California Limited Liability Company.

STA intends to capitalize on the experience of its drivers/operators/members who drive for existing San Diego taxicab companies. STA has cumulative experience in the field of 291 years. Several members have received honors for providing superb customer services.

Our members have earned a reputation for providing high quality, punctual, safe and courteous transportation services throughout San Diego County.

For further information, please refer to sections 2.1.1 and 2.1.2.



SECTION 2.1.1

EXPERIENCE AND QUALIFICATIONS OF PROPOSER

The Somali Taxi Association, LLC (STA) was formed on December 22, 2005 by a group of taxicab drivers to help members realize their goal of business ownership. Below is a list of members and their driving experience.

For resumes of individual members, please refer to Appendix C.

Member ID	Member	Position	Company worked for	Experience (yrs)
29	Ahmadei M. FARAH	Chairman of Compliance Group	Yellow Cab	14
30	Mohamed A. HUSSEN	Member	US Cab	13
41	Ali Ahmed HERSI	Member	Yellow Cab	11
1	Bashir Abdi WARSAME	Member	White Tab	11
2	Hassan O. ABDIRAHMAN	Member	Orange Cab	11
40	Mohamed O. OLAD	Member	Yellow Cab	11
46	Abdisamad I. QADID	Member	Yellow Cab	10
60	Ali Yusuf ABDI	Member	Yellow Cab	10
45	Idle GEDLE	Member	Orange Cab	10
8	Ismael M. GURE	Member	Golden State Cab	10
49	Ismail A. ABDI	Member	Yellow Cab	10
27	Ismail SAHARDID	Member	Orange Cab	10
61	Nur Ali HASSAN	Member	Yellow Cab	10
23	Shuayb MUMIN	Member	Yellow Cab	10
38	Yassin ESSA	Member	Yellow Cab	10
28	Mohamed Islan OMAR	Member	Yellow Cab	9
51	Abdirizak A. YUSUF	Member	Yellow Cab	8
59	Ismail Ainab ALI	Member	Yellow Cab	8
15	Abdullahi M. GASS	Member	Yellow Cab	6
4	Shakur ELMI	Secretary	Yellow Cab	6
55	Abdirahim MOHAMUD	Member	Yellow Cab	5
5	Abdulaziz S. MUSE	Member	Jang Cab	5



20	Abdulmalik H. ADAN	Member	Yellow Cab	5
18	Ahmed ABU	Member	Orange Cab	5
63	Ali Abdi HORI	Treasurer	Yellow Cab	5
36	Ali M. ARTAN	Member of the Executive Advisory Committee	Yellow Cab	5
33	Aweis YUSUF	Member	Yellow Cab	5
22	Hassan MOHAMED	Member	Yellow Cab	5
24	Liban ALI	Member	White Cab	5
62	Nur FARAH	Member	Yellow Cab	5
34	Waays M. MOHAMED	Member	Yellow Cab	5
13	Yasin ARIF	Chairman	Orange Cab	5
26	Zakariya M. ABDI	Member	Yellow Cab	5
7	Khadar IBRAHIM	Member	Yellow Cab	4
11	Mohamed S. EINTE	Member	Yellow Cab	4
3	Noor J. TAYESER	President	Orange Cab	4
16	Nur DHINBIL	Member	Limousine	4
52	Abdikarim M. ISSE	Member	Yellow Cab	3
10	Abdulahi Noor ADE	Member	American Cab	3
53	Elias QABILLE	Member of the Compliance Group	Yellow Cab	3
39	Shire A. GABOSE	Member	West Coast	3
	Total years of Members' Experience			**291**

SECTION 2.1.2

EXPERIENCE OF OFFICERS AND MANAGERS

Name	Title	Experience
Noor J. Tayeser	President of STA	Management
Shakur Elmi	Secretary	Communications
Ali Abdi Hori	Treasurer	Management and Finance
Ahmedei M. Farah	Chairman of Compliance Group	Management and Public Relations



Yasin Arif	Chairman of the Executive Advisory Committee	Management
Mouna Isaac	Member of the Executive Advisory Committee	Accounting
Elias Qabille	Member of the Compliance Group	Training
Ali Artan	Member of the Executive Advisory Committee	Management and Customer Service

SECTION 2.2

OPERATIONS

The STA business model is for the Association to function as a headquarters with drivers/operators/members. The headquarters will have a Communication and Dispatch Center and Administrative facility located in the City Heights neighborhood (*please see section 2.5.2*). Maintenance and storage for vehicles undergoing maintenance will be provided by a third party (*please see section 2.5.3*). The Administrative facility will have adequate parking for STA vehicles, day-to-day business, and Association functions.

The Association's headquarters will have an Executive Advisory Committee, Administrative Support Services Group, and Compliance Group.

- The *Executive Advisory Committee* is comprised of executives with diverse credentials and resources. These executives have agreed to assist STA upon notification that MTS approves of our proposal. The Committee will meet monthly, or as often as necessary, to review headquarters requests and take appropriate action.

- The *Administrative Support Services Group* will provide human resources, property management, purchasing, accounting and financial services for the organization.

- The *Compliance Group*'s primary function will be to ensure that the Association and its employees are in compliance with Metropolitan Transit Development Board's (MTDB) ordinances, government regulations, and laws. This Group will perform internal audits, file reports, and be responsible for training.

We believe this business model allows our Association to sufficiently meet MTDB obligations while providing exceptional service to the greater San Diego community.



Upon notification that MTS plans to grant taxicab permits to the STA, the Association will procure an FCC-approved, state-of-the-art reservation and dispatch system for our operational needs. The Communications and Dispatch Center will be staffed 24 hours-a–day / 7 days-a-week by friendly, courteous, and well-trained dispatchers. All our taxicabs will be equipped to accept credit and debit cards.

For further information on reservations and dispatch, please refer to section 2.2.1. For further information on credit/debit card acceptance, please refer to section 2.2.6.

STA will adhere to all MTDB rules and regulations for taxicab operators. STA Administrative Support Group will ensure all operators meet the age requirement, possess excellent driving records, be drug tested, have a valid California driver license, and qualify for the Sheriff's Driver's Identification card.

For more information on driver qualifications, please refer to section 2.3.2.

STA Compliance Group will ensure that all operators meet MTDB insurance requirements and receive at least 16 hours of mandatory safety classroom training. Additional classroom and field training sessions will be conducted in an assortment of areas (e.g. dispatch response time and customer communications, courtesy and appearance, personal assistance to elderly and disabled passengers, vehicle inspection and maintenance, equal opportunity and sensitivity training, etc.).

For more information on safety procedures, please refer to section 2.6.3.

SECTION 2.2.1

RESERVATION, DISPATCH AND DISPATCH SYSTEM

STA will use the PathFinder™ Digital Dispatch System. Digital Dispatch will provide complete project implementation services, training, ongoing customer support, and on-site maintenance 24 hours-a-day.

Pathfinder™ supports a wide array of reservations:

- ASAP reservations that require immediate dispatching
- Pre-booked reservations that require service at a future time
- TBA reservations that allow a customer to book a job for a later time that is unknown



- Via reservations that require a number of stops, pick-ups, and/or drop-offs
- Large Group reservations that require multiple taxis for a single job

When a customer calls for a reservation, the call taker will answer the call after no more than 3 rings. Second, the call taker will enter the job information into PathFinder™, which will provide the call taker with the following information:

- Fleet availability
- Estimated time of pick-up

The call taker will relay this information to the customer and receive the necessary job information from the client. Third, the job information will be electronically transmitted to the dispatcher. Using the GPS Closest Cab Dispatch feature of Pathfinder™, the dispatcher will assign the job to the closest taxicab available. The dispatcher will electronically transfer the job information to the driver through the Mobile Data Terminal located in the taxicab:

- Pick-up location
- Pick-up time
- Drop-off location
- Customer's phone number
- Reservation type
- Payment method

Finally, the driver will perform the job. Once arriving at the pick-up location, the driver will indicate through Mobile Data Terminal if the passenger is present and when the taxicab has departed by simply pressing a button. This information is transmitted to the Pathfinder™'s computer system and stored for later data and reporting needs.

By thus bundling reservation and dispatch operations into Pathfinder™, the STA will be able to accommodate a wide array of customer needs.

The PathFinder™ Digital Dispatch System contains the following components:

- Control Center equipment and software
- Mobile Data Communications network equipment
- In-Vehicle equipment and software

PathFinder™ Digital Dispatch System was chosen for several reasons. First, it provides STA a single-source, FCC-approved solution.



Second, PathFinder™ boasts many unique innovations to help dispatch and complete jobs faster, allowing for improved operational efficiency, such as:

- GPS based Closest Cab Dispatch
- Vehicle Location Tracking
- In-Vehicle Mapping and Navigation Displays
- Driver Emergency Button
- Credit Card Verification Module
- Debit Card Support Module
- Account Card Module
- Shared Ride Module
- WebBooker Module
- FleetManager Module for analyzing fleet operations and reporting
- Management Functions to deal with problem jobs

Third, Digital Dispatch System Inc. was selected because they have a proven track record: approximately 70,000 systems installed on 4 continents. The company provides complete project implementation services, training, ongoing customer support, and on-site maintenance 24 hours-a-day.

The Mobile Data Terminals (MDT) in the vehicles allows drivers to be connected to the Pathfinder™ computer system and for close job monitoring. Job progress is managed through the MDT.

- The driver presses a single button on the MDT to indicate when he has arrived at the pick-up location and when the customer has entered the vehicle.
- The driver can also signal through the MDT if a customer is a no-show.
- Once the job is completed, the driver signals its completion through the MDT.
- For non-dispatched jobs, the driver can enter the job information in the MDT and it is transmitted to the Pathfinder™ computer system.
- To determine driver no-shows, the dispatcher monitors the job progress through Pathfinder™. If the driver does not indicate through the MDT that the customer has arrived or the job has begun, the dispatcher will contact the driver to determine the job's outcome. The dispatcher will determine if there was a driver no-show and enter it into the Pathfinder™ computer system for later data and reporting needs.

For more information about reservations and dispatch systems,, please see the Pathfinder Brochure in Appendix D and the iPilot800 Brochure in Appendix E.



SECTION 2.2.2

COMMUNICATIONS STAFFING

STA central dispatch will be staffed 24-hours-a-day / 7-days-a-week by friendly, courteous, and well-trained dispatchers.

Calls made to the STA central dispatch number will be answered within 3 rings by staff members. If all call takers are busy helping other customers, Pathfinder™ places the incoming calls into a queue. A recorded message informs the customers that their call will be answered by the next available call taker. STA understand that having trained and qualified communication staff is essential to providing quality customer service. STA will obtain communication staff through a third party. STA has contacted Teamster Local 481 to meet our communication staff needs. Members of Teamster Local 481 have provided dispatch personnel to Yellow Cab of San Diego in the past. Teamster Local 481 has a proven track record of providing experienced and courteous dispatch personnel.

STA strives for providing exceptional taxicab service to the community. Therefore, it is important for STA communication staff to have bilingual capabilities during all hours of operation. Spanish-speaking and Somali-speaking personnel, be it supervisors, call takers, or dispatchers, will be on-duty at all times. We believe this capability is necessary to effectively communicate with a diverse San Diego market.

SECTION 2.2.3

COMMUNICATIONS TECHNOLOGY

Pathfinder has communication technology integrated into the system. Through the Mobile Data Communications network, call takers, dispatchers, and drivers are all connected with two-way text messaging and voice communications. Text messages with job information can be sent between office personnel and drivers. Drivers can also send text messages to headquarters. Call takers and dispatchers can make a voice call to a driver; drivers can request a voice call from headquarters if necessary.



Pathfinder is an FCC-approved system that supports radio and mobile telephone communication. STA will use Pathfinder's mobile telephone compatibility with Public Data Networks, such as GPRS, CDMA, and IDEN, to meet its communication needs.

For more information about Communications Technology, please see the WINGBrochure in Appendix F.

SECTION 2.2.4

DISPATCH RESPONSE TIME STANDARDS

Customers seeking immediate pick-up will be given an approximate time of pick-up. STA will respond to immediate and advance reservation calls for service within 20 minutes 85% of the time, under 35 minutes 95% of the time, and service a minimum 90% of the requested trips. Customer contact information will be saved for six months, in a confidential manner.

SECTION 2.2.5

CREDIT CARD ACCEPTANCE

PathFinder™ offers operational versatility and supports credit card and debit card verification for our drivers.

PathFinder™ provides on-line credit and debit card verification for drivers. The transaction can be handled in a single step if the final amount is known. The card is swiped on the Mobile Data Terminal (MDT) and the details are sent to the control center. When the transaction is completed, an authorization number is returned and printed receipt provided. For debit card payment, the passenger uses a PIN pad connected to the MDT to swipe the debit card and complete the payment process. When the transaction is complete, a transaction number is generated and printed on the customer receipt. All transaction information is encrypted in the PIN pad and transmitted securely. Finally, all transactions are stored in the Pathfinder™ computer system for later adjustment, settlement, and reporting.

For more information, see the SmartPay Brochure in Appendix G.


STA
Somali Taxi Association



SECTION 2.3

DRIVERS

The Administrative Support Services Group and the Compliance Group will work together to hire, train, retain, and assure compliance among all STA drivers/operators/members.



SECTION 2.3.1

HIRING/RETAINING CRITERIA

The Administrative Support Services Group is responsible for recruiting and screening new divers/operators/members.

STA's top priority is safety, so by recruiting and screening new drivers/operators/members, the Administrative Support Services Group will ensure that the safest individuals are transporting our most important cargo: the customers. STA has developed the following corporate safety philosophy which the Administrative Support Services and Compliance Group will instill into new drivers/operators/members:

- Safety is everyone's responsibility;
- safety must become a part of everything we do;
- safety is our #1 priority;
- a safety-first attitude prevents accidents;
- to prevent accidents, we must eliminate all unsafe acts and conditions.

A safety-first attitude starts with the screening and recruiting process. The recruiting process will include the following aspects:

- Membership Application
- Operator Job/Responsibilities Description:

For a Sample Job Description of Taxicab Driver/Operator/Member Position with the Somali Taxi Association, please refer to Appendix H.

- STA Interview and Reference Checks
- Motor Vehicle Record Check
- Physical and Drug Tests
- Safety Fitness Test and Training Record
- Criminal Background Check

STA Administrative Support Services and Compliance Group will further refine these processes to attract, hire, and retain qualified operators who are safety conscious individuals.

Additionally, the STA will utilize the best practices of our peers and solicit referrals from existing members. We believe referrals from our existing members could prove to be



an effective screening and recruiting tool. The STA also intends to employ recruiters and participate in job fairs.

SECTION 2.3.2

DRIVER QUALIFICATIONS

The Compliance Group will monitor and report to the Association on all operators' adherence to MTDB rules and regulations, specifically with respect to MTDB minimum insurance requirement, mandatory safety classes, and other requirements.

STA members/operators/drivers for the new MTDB permits will meet all the requirements identified in the RFP:

- Operators/Drivers will be at lease 21 years old and possess a valid California driver's license and a Sheriff's Driver's Identification card;
- Operators/Drivers must submit to a background check, to be perform by the Sheriff's Licensing Division representing the California Department of Justice;
- Operators/Drivers must take and pass the required drug and alcohol test;
- Operators/Drivers motor vehicle records will be checked, and verified every six months for incurred violations;
- Operators/Drivers will be able to speak, read, and write English.

SECTION 2.3.3

DRIVER TRAINING

Driver training will be supervised by Elias Qabille, member of STA's Compliance Group. *For more information on his qualifications, please see Appendix I.*

STA's training program for operators/drivers will exceed 16 hours in length and includes mandatory attendance as well as written and field observation tests on topics shown below:

- Safety orientation
- Accidents review meetings



- Defensive driving training
- Behind the Wheel Training
- Operating procedures knowledge and skills testing
- MTDB Ordinance No. 11
- Fares and Trip Sheets training
- Geography and Orientation to Major Points of Interest
- Radios and Map Book training
- Vehicle pre/post trip inspections
- American with Disabilities act (ADA) Regulations
- Wheelchair loading and securing training
- CPR certification training
- Substance awareness training & Drug-Free workplace training
- Customer Service
- Sensitivity and Empathy training
- Dress code

SECTION 2.3.4

DRIVER APPEARANCE

The Compliance Group will monitor and report to the Association on all operators' adherence to MTDB rules and regulations, specifically Ordinance No. 11, Section 1.8 with respect to operator/driver appearance.

STA's dress code mirrors MTDB Ordinance No. 11, Section 1.8 (x)(1-3); specifically operators/drivers shall be hygienically clean, well-groomed, neat, and suitably dressed.

STA's dress code and appearance guidelines state that members/operators/drivers must be

- clean and neat, wearing
- non-denim dress pants (skirt or dress are also suitable for female members/operators/drivers)
- shirt with a collar, shoes, and socks (stockings are suitable for females).

Each operator/driver must have some form of identification badge. Operators/drivers hair and facial hair shall be neatly trimmed and groomed. Prohibited items are

- T-shirt
- Tank top



- Body shirt
- Swimwear,
- Jogging suit, or other similar type attire
- any kind of flip flop or other similar footwear.

While on duty, STA operators/drivers shall be hygienically clean, well-groomed, neatly, dressed, and in accordance with the approved dress code.

Our Compliance Group will monitor and report on all members/operators/drivers adherence to MTDB rules and regulations on driver appearance.



SECTION 2.4

MONITORING AND EVALUATION

Monitoring and Evaluation will be the responsibility of STA Compliance Group.



SECTION 2.4.1

QUALITY OF SERVICE AND ACCOUNTABILITY

STA's Compliance Group will monitor and report to the Association and MTDB on its adherence to MTDB requirements.

The Compliance Group is accountable to the Association managers and members for performing quality checks, field observation, tests, and filing timely reports to MTDB.

SECTION 2.4.2

MONITORING AND EVALUATING METHODS

STA's Administrative Support Services and Compliance Groups are responsible for developing monitoring and evaluation methods that are effective and measure the performance and quality of the STA's services.

The primary function of the Compliance Group is to ensure the Association and its drivers/operators/members are in compliance with MTDB ordinances, government regulations, and laws. This Group will perform internal audits, file reports and be responsible for members training.

The Pathfinder Mobile Data Network allows for the Compliance Group to generate reports that individually evaluate drivers on the basis of response time, driver no-shows, and customer complaints. Managers can effectively assess a driver's performance and maintain a high quality of service for our customers. Good drivers will be rewarded and poor drivers will be penalized. The monitoring and reporting features of the Pathfinder computer system allow managers to evaluate performance, find strengths and weaknesses in service, and improve overall quality.

For more information on the report generation features of the Pathfinder computer system, see the Pathfinder Brochure in Appendix D.



SECTION 2.4.3

MONITORING AND EVALUATION DATA

STA Compliance Group will monitor and report to the Association and MTDB on its adherence to MTDB requirements.

STA Compliance Group will utilize many quality checks in all areas of the Association. These quality checks include inspection sheets, documentation, job logs, and follow-up inspection. Some of these areas are:

- Record keeping
- Complaint handling
- Vehicles preventive maintenance
- Vehicles and operators safety
- Accidents review
- Operating procedures and skills checks

The Compliance Group is accountable to the Association managers and members for performing internal audits, field observation, tests, and filing timely reports. The Compliance Group will verify the reports generated by the Pathfinder computer system against the paper reports filed by call takers, dispatchers, and drivers.



SECTION 2.5

FACILITIES

We have researched several facilities and are confident that within 60 days we can secure annual leases for administrative offices, dispatch, vehicle maintenance and storage for our members.

Upon award notification of our proposal, STA will promptly initiate leases for necessary facilities to ensure we meet the RFP and MTDB requirements.

At this writing, the Association intends to locate its headquarters in the City Heights neighborhood by expanding its current administrative offices located at 6034 University Avenue. Maintenance facilities have been contracted to a third party provider in close proximity.



SECTION 2.5.1

FACILITIES DESCRIPTION

STA Administrative Support Services Group has full responsibility for execution of facilities leases for the organization.

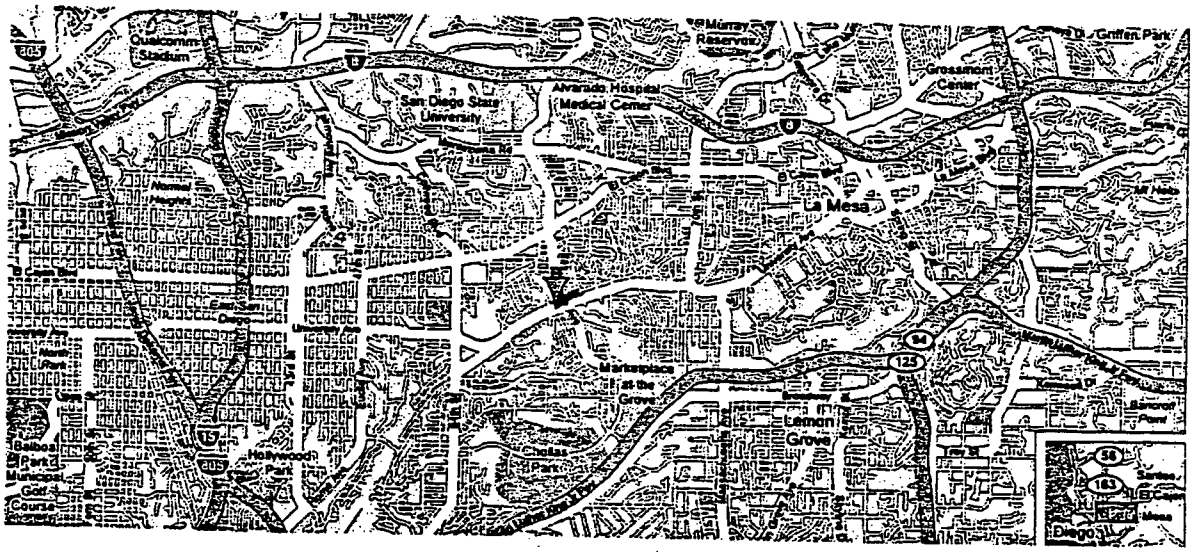
STA require facilities that are strategically located to meet the needs of members/operators/drivers and the MTDB. Our assessment includes the need for administrative offices, maintenance complex, central dispatch operation, and storage facility for operators/drivers vehicles as the Association grows.

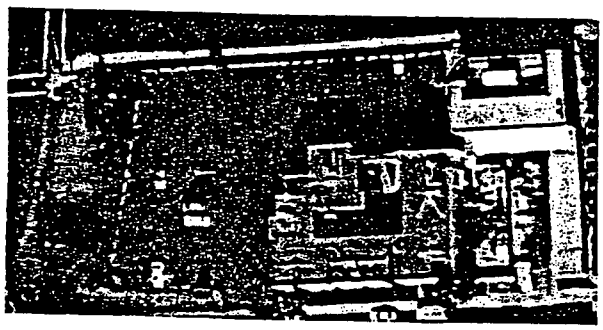
SECTION 2.5.2

ADMINISTRATIVE FACILITY

STA requires its administrative office to be located near major transportation arteries for easy access for members/operators/drivers. According to MTDB requirements, the facility needs office space for workstations and ample parking to accommodate Association Members, Administrative Support Services Group, and Compliance Group personnel. The facility requires classroom and conference room space as well.
Include photos and location of prospective administrative facility
The Administrative Facility is proposed to be located in the City Heights neighborhood, expanding on STA's current administrative offices on 6035 University Avenue. This location is in close proximity to a majority of the drivers/operators/members' residences and to the Compressed Natural Gas (CNG) filling stations in El Cajon and by the airport. It is also within easy access of three interstate freeways, I-805, I-15, and I-8, ensuring easy access to all parts of the city.

Somali Taxi Association







Above: Area map of proposed administrative facility.
Far left: Aerial view of proposed administrative facility.
Left: Outside view of administrative facility.

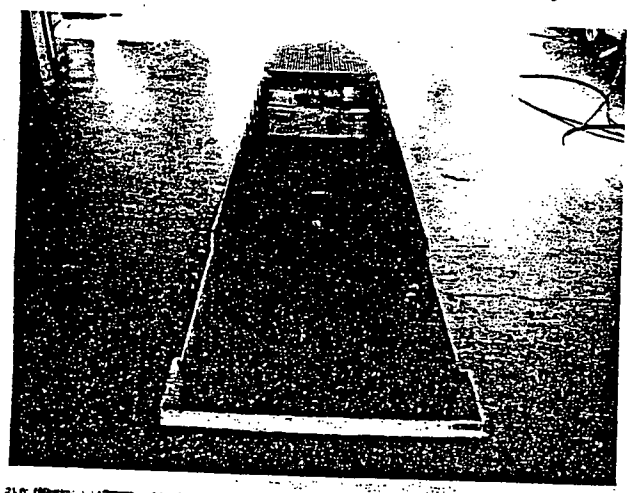
Somali Taxi Association

SECTION 2.5.3

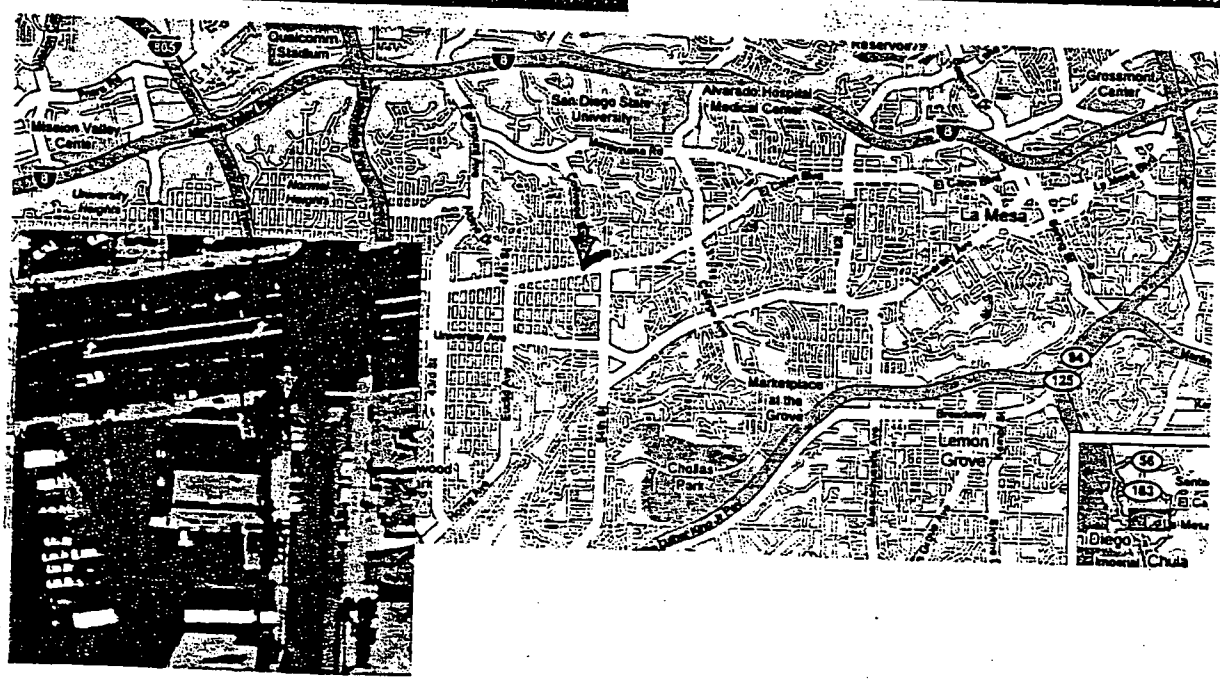
MAINTENANCE FACILITY

STA will contract with "Run Rite Auto Service", located at 5249 El Cajon Blvd, to meet our vehicle maintenance and storage needs.

For more information on maintenance facilities, please refer to sections 2.6.1 and 2.6.2. For a copy of the maintenance facility service contract, please see Appendix J.









SECTION 2.5.4

DISPATCH FACILITY

The dispatch facility will be equipped with state-of-the-art reservation and dispatch system and equipment for its operation center, and will be staffed 24 hours-a-day / 7-days-a-week by friendly, courteous, and well-trained dispatchers.

Our assessment includes the need for several workstations equipped with Digital Dispatch System equipment. To ensure quality control and performance standards, the call center supervisor and MIS office will be adjacent to the reservation and dispatch area.

SECTION 2.5.5

VEHICLE STORAGE FACILITY

The vehicles of the STA will be stored in the following manner:

- The administrative facility will have adequate parking for drivers who need to come to the headquarters;
- the maintenance facility will also have adequate parking for when vehicles are being repaired;
- at all other times, the vehicles will be stored at the respective residences of our drivers/operators/members.



SECTION 2.6

VEHICLES

STA proposes to purchase ten (10) Ford Crown Victoria vehicles. The vast majority of fleet operators and police forces in the United States utilize Ford Crown Victoria's because of their size, dependability, and affordability. A substantial proportion of STA's fleet will consist of vehicles which have been converted to run on compressed natural gas (CNG) for its fleet. These vehicles will be 2006 models with a mileage of between 6,000 and 18,000.

Please refer to section 2.6.7 (Low-Emission Vehicles) for further details.



SECTION 2.6.1

VEHICLES AND MAINTENANCE PROGRAM

STA understands that maintaining our fleet is essential to serving the community and providing excellent customer service. STA will put in place an outstanding vehicle maintenance program modeled after the most successful fleet maintenance programs in the industry.

The vast majority of fleet operators in the United States utilize Ford Crown Victoria's because of their size, dependability, and affordability. STA members/operators/drivers will purchase ten (10) Ford Crown Victorias, including vehicles that will have been converted to run on compressed natural gas (CNG).

For more information on the vehicles used in the fleet, please see section 2.6.

The STA maintenance program will comprise the following elements:

- Maintenance record keeping
- Preventive maintenance inspections
- Pre-trip/Post-trip vehicle inspections
- Vehicle repairs – work orders
- Vehicle cleaning

STA maintenance program will include a set of comprehensive check sheets, so vehicle maintenance functions will be scheduled, documented, and performed with regularity. Conducting regular servicing is at the heart of our maintenance program. Preventive maintenance inspections at 5,000, 15,000 and 30,000 miles are critical to keeping our fleet operating at peak efficiency.

STA Compliance Group will create an electronic service reminder system to keep track of all required inspections for every vehicle in the fleet. Additionally, the compliance group will perform on-site inspections to examine servicing records and repair work being performed.

Daily pre-trip and post-trip vehicle inspections are important elements to help identify potential trouble before it becomes a more serious problem. These proactive inspections performed by STA members/operators/drivers are a vital component in complying with MTDB requirements.



Vehicle cleanliness influences how passengers feel about the quality of service they are receiving. Vehicle cleanliness is included in the daily pre-trip and post-trip vehicle inspections check sheets. STA operators/drivers will have access to an automated car wash, and periodic detailing.

SECTION 2.6.2

MAINTENANCE PERSONNEL

STA has entered a comprehensive maintenance service agreement with "Run Rite Auto Service", located at 5249 El Cajon Blvd. The service agreement covers all preventative, maintenance, diagnosis, repair, parts replacement and inspection services of the fleet.

For a copy of the service agreement, please see Appendix J.

STA plans to build a strategic alliance with Pearson Ford of San Diego as our maintenance partner for the CNG vehicles in the fleet. Pearson Ford is located in close proximity to our proposed Administrative Facility and will be one of two dealers in San Diego with personnel experienced and certified in servicing CNG Ford Crown Victoria vehicles. The other is Kearny Mesa Ford.

SECTION 2.6.3

SAFETY COMPLIANCE

STA is a new company, so no records of safety inspections, compliance, accidents, injuries or facilities exist.

STA is aware that MTDB requires safety compliance inspections that are performed by the California Highway Patrol (CHP). As a new fleet operator, we look forward to developing a reputable safety record and record of compliance.

STA is confident to achieve and maintain a superior safety record, and many of its management staff are experienced safety trainers.

For more information on safety procedures and training, please see section 2.3.3.



SECTION 2.6.4

VEHICLE SAFETY PROGRAM

Safety is the top priority of the STA. The first step is recruiting and hiring safe drivers and then giving them the best driver safety training.

STA will hire experienced consultants to help us with screening and recruiting, our policies, procedures and techniques.

STA Compliance Group is responsible with implementing a comprehensive vehicle safety program for members/operators/drivers. One important element is training of members/operators/drivers. Vehicle Safety Program training requires mandatory attendance, written tests, and observation of activities in the field. STA Vehicle Safety Program will include meetings, training, and tests on topics shown below:

- Safety orientation
- Accidents review meetings
- Defensive driving training
- Behind the Wheel Training
- Operating procedures knowledge and skills testing
- MTDB Ordinance No. 11
- Fares and Trip Sheets training
- Geography and Orientation to Major Points of Interest
- Radios and Map Book training
- Vehicle pre/post trip inspections
- American with Disabilities act (ADA) Regulations
- Transportation mobility devices
- CPR certification training
- Substance awareness training & Drug-Free workplace training
- Customer Service
- Sensitivity and Empathy training
- Dress code



SECTION 2.6.5

WHEELCHAIR LOADING AND SECURING PROCEDURES

Initially, STA members/operators/drivers will place ten (10) Ford Crown Victoria vehicles into service. None of these vehicles are equipped with wheelchair ramps or lifts.

Should MTS decide in the future to offer a special program for taxicabs equipped to handle wheelchair loading, STA proposes to participate in this program. In this case, STA would plan to purchase a previously-owned low-mileage Dodge Grand Caravan 2006 fully converted by AmeriVan, with remote entry, magnetic entry, kneel, and extra detachable front seat base.

STA will ensure members/operators/drivers are properly trained in the correct way to load and secure wheelchairs.

For further information on the proposed wheelchair accessible vehicle, please see Appendix K.

SECTION 2.6.6

INSURANCE

As stated above, STA members/operators/drivers will place ten (10) Ford Crown Victoria's into service.

STA insurance coverage will meet or exceed MTDB insurance requirements as stated in MTDB Ordinance No. 11. STA will provide MTDB its certificate of insurance as required.

For a letter from our insurance provider, please see Appendix P.

SECTION 2.6.7

LOW-EMISSION VEHICLES

STA is working in close association with "Clean Energy" and its San Diego representative Derek Turbide to ensure it will meet its commitment to include



Compressed Natural Gas (CNG) vehicles in its fleet. These vehicles will have been fully converted by BAF Technologies. A previous version of CNG Ford Crown Victoria vehicles is successfully being used in several locations throughout California and the United States, including San Francisco, New York; Washington, D.C.; Toronto; Atlanta; Los Angeles; and Orange County, California where one taxicab company has converted its entire fleet of 104 vehicles to natural gas.

STA plans to purchase its fleet from Crenshaw Ford in Los Angeles. These vehicles have been in service for between 8,000 to 16,000 miles, and will be fully converted and CNG certified. Clean Energy is the largest provider of vehicular natural gas (CNG and LNG) in North America with a broad customer base in the refuse, transit, shuttle, taxi, intrastate and interstate trucking, airport and municipal fleet markets. Other customers of "Clean Energy" include Los Angeles International Airport, Phoenix Sky Harbor International Airport, SuperShuttle, Foothill Transit, Waste Management, Dallas-Ft. Worth International Airport, SYSCO Foods, Ft. Worth Transportation Agency, Denver International Airport, Denver RTD, MTDB of San Diego and the US Navy. Clean Energy is a private company whose major shareholders include Boone Pickens, Westport Innovations Inc and Perseus 2000 LLC.

There are currently four natural gas fueling stations in the City of San Diego (*see maps below*). Station A on El Cajon Boulevard is located in close proximity to STA's proposed Headquarters, while Station B is at the airport, where a significant proportion of trip are expected to originate and terminate. STA is therefore strategically positioned to make use of these fueling stations and to ensure the smooth operation of its fleet. Fueling stations C and D, within easy access of major traffic arteries throughout the city, will further boost the ease of operation. An additional location near the airport is currently in discussions and will further ensure that STA has ready access to CNG to fuel its vehicles.

In addition to contributing to cleaner air in San Diego, STA will thus address the "oil addiction" and dependence on foreign energy reserves often lamented in the United States, since 97% of the natural gas used in its CNG vehicles will come from sources in North America.

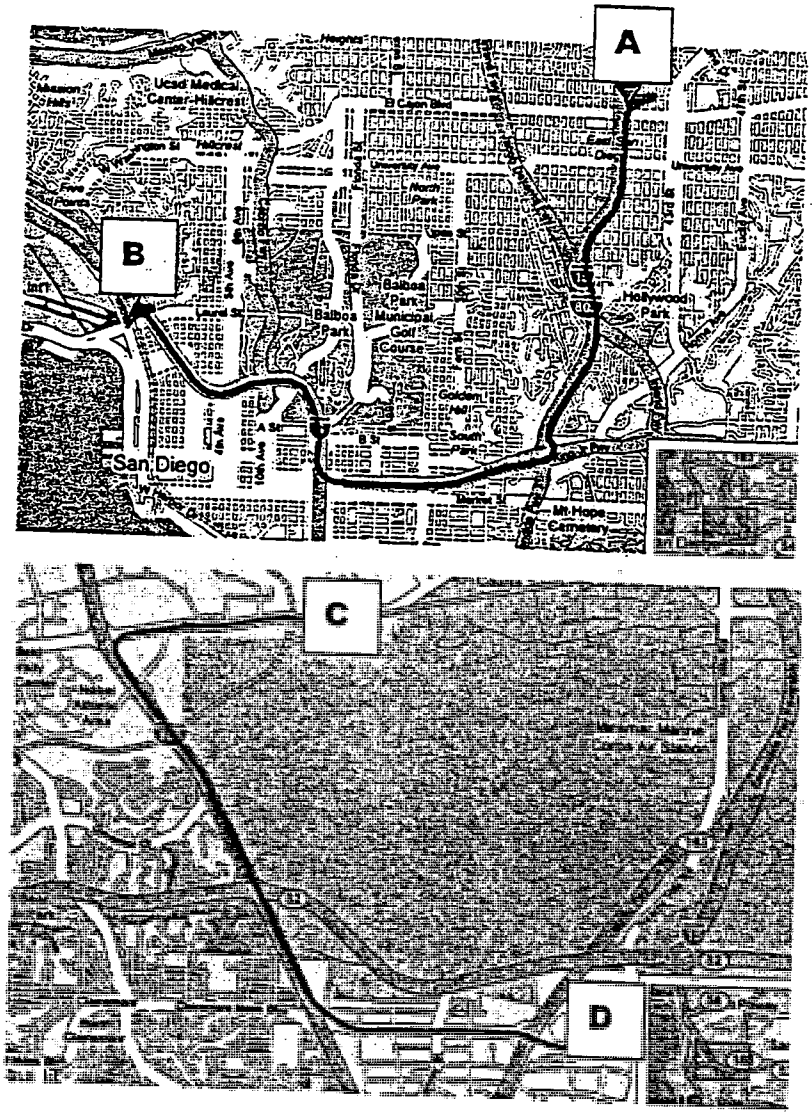
STA will make use of county-level and federal incentive programs, including grant monies and tax credits, in the vehicle acquisition.

For more information on the Ford Crown Victoria in general, see the Ford Crown Victoria Brochure in Appendix L.

For more information on CNG conversions by BAP Technologies, please see the Ford Crown Victoria CNG brochure in Appendix M.

Somali Taxi Association

For more information on "Clean Energy", please see Appendix N.





SECTION 2.7

MANAGEMENT

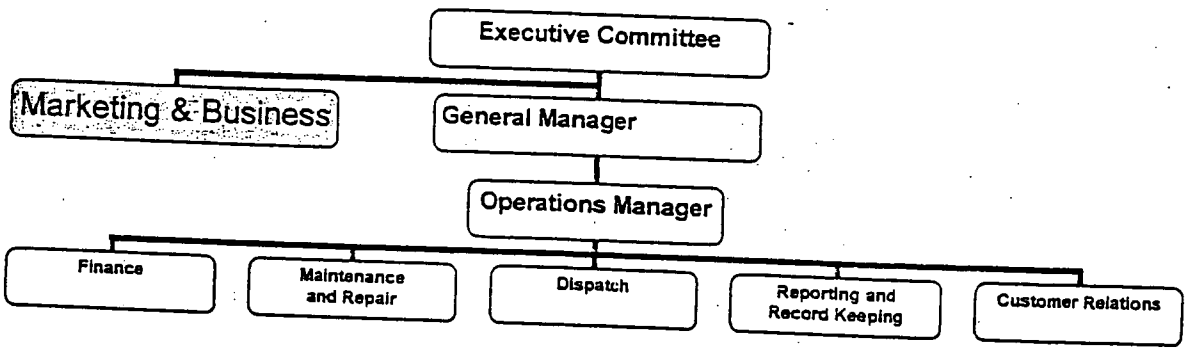
STA's management team is comprised of accomplished individuals with extensive industry and management experience.

For more information, see their resumes in Appendix C.

Somali Taxi Association

SECTION 2.7.1

ORGANIZATION CHART





SECTION 2.7.2

START-UP FINANCING

STA is confident that we will have the finances to implement our plan as proposed. *Please see the letter from our bank in Appendix O.* In addition, our management team has the business acumen, hands-on experience, and group of advisers to professionally handle our fleet of ten vehicles.

SECTION 2.7.3

IMPLEMENTATION PLAN

Upon award notification of ten taxicab permits, STA will promptly initiate the following actions to ensure we meet RFP and MTDB requirements:

- Submit MTDB's Application and pay taxicab permit fees;
- Lease the necessary facilities;
- Purchase computer, telephones, dispatch equipment, and other tools to ensure effective and profitable communications;
- Install equipment, prepare vehicles and train call center operators and drivers;
- Submit insurance certificate that meet or exceed MTDB requirements;
- Hire consultants to refine our internal systems of record keeping and reporting with appropriate checks and balances;
- Welcome onboard our Executive Advisory Committee Members;
- Schedule MTDB inspections;
- Commence services.



SECTION 2.7.4

SYSTEM MANAGEMENT PROGRAM

STA has extensively documented all elements of our management system, e.g., management plan, facilities, equipment, recruitment staffing and training, operation, monitoring and quality assurance; our management system was designed to ensure San Diego receives excellent taxicab services.

SECTION 2.7.5

COMPLAINT HANDLING

STA will record any and all customer complaints for investigation by our Compliance Group. Our goal is to address and remedy concerns promptly and courteously, so passengers are satisfied and continue to patronize the STA.

STA Compliance Group will create a Customer Complaint Investigation Form to record the following information:

- Passenger name
- Telephone number
- Concern
- Time
- Cab number
- Trip date
- Origin
- Destination
- Call or pick-up
- Resolution/Recommendation

The Compliance Group investigator will ask complainant to describe their concern and provide as much information as possible. Once the research and investigation process is complete the investigator will resolve the complaint, notify all parties involved, and document the file.



SECTION 2.7.6

RECORD KEEPING AND REPORTING

STA has extensively documented various elements of our operation and management systems, including responsibilities of Compliance Group for oversight and reporting throughout this proposal. STA will develop an internal system with appropriate checks, balances, and records that comply with MTDB data and reporting requirements.

SECTION 2.7.7

RESPONSE TIME ATTAINMENT

When approved for MTDB taxicab permits, STA will respond to immediate and advance reservation calls for service within 20 minutes 85% of the time, under 35 minutes 95% of the time and service a minimum 90% of the requested trips. Customer contact information will be saved for six months, in a secure manner.

STA Compliance Group will monitor our response time, which we expect to attain and surpass the local market standard, through the Pathfinder computer system.



SECTION 2.8

IMPACT ON COMPETITION AND CUSTOMER CHOICE

The addition of STA to the mix of transportation providers in San Diego will be a boon to competition and customer choice. Competition will be significantly increased by the introduction of STA as a new taxicab company in the City of San Diego. With the company's members' previous experience and expertise in taxicab services, it will be a new and reliable transportation option to travelers in San Diego. Its uncompromisingly high level of quality of service and responsiveness to customers will furthermore set new standards in the entire sector, encouraging competitors to strive to meet the newly defined best practices as a consequence of the service launch by STA, thus improving the overall quality of transportation in San Diego.

Beyond adding simply one more alternative to the transportation mix from which customers can choose, the issuance of taxicab permits to STA will result in the inclusion of a whole section of San Diegans who are currently mostly excluded from reliable and affordable transportation options. Both STA drivers and management are intimately familiar with the currently underserved parts of the City, including Logan Heights, Sherman Heights, Barrio Logan and City Heights, and the majority of STA drivers and executives are members of the ethnic communities residing there. STA will make a most pronounced difference to these communities, by often enabling them to enjoy genuine customer choice in the transportation sector in the first place, while benefiting all of San Diego with its high service quality.

San Diego is home to the second largest concentration of Somali residents in the entire United States, and Somali drivers currently make up one of the biggest groups of all taxicab drivers in San Diego. However, they are also amongst the most underrepresented in terms of ownership in the industry. The incorporation of the Somali Taxi Associations aims to rectify this situation, and its launch will be a tremendous tool of empowerment for this disenfranchised community in its quest to lead productive and fully integrated lives in their new home, the City of San Diego.



Appendix A

Company Legal Documentation

OPERATING AND SUBSCRIPTON AGREEMENT

for

SOMALI TAXI ASSOCIATION LLC.

A CALIFORNIA LIMITED LIABILTY COMPANY

THIS OPERATING AND SUBSCRITION AGREEMENT is entered into as of January 15, 2006, by and between by and between all members joining the company and entering into this agreement and upon subsequent joining by any new member.

WHEREAS, the Members desire to form a limited liability company (Company) under the Beverly-Killea Limited Liability Company Act.

WHEREAS, the Members enter into this Agreement to form and provide for the governance of the Company and the conduct of its business, and to specify their relative rights and obligations.

NOW, THEREFORE, in consideration of the foregoing premises and the mutual covenants and agreements contained herein, and intending to be legally bound hereby, the parties hereto agree as follows:

ARTICLE I
DEFINITIONS

Section 1.01. The following capitalized terms used in this Agreement have the meanings specified in this Article or elsewhere in this Agreement and when not so defined shall have the meanings set forth in California Corporations Code section 17001.

(a) "Act" means the Beverly-Killea Limited Liability Company Act (California Corporations Code sections 17000-17655), including amendments from time to time.

(b) "Agreement" means this operating agreement, as originally executed and as amended from time to time.

(c) "Articles of Organization" is defined in California Corporations Code section 17001(b) as applied to this Company.

(d) "Assignee" means a person who has acquired a Member's Economic Interest in the Company, by way of a Transfer in accordance with the terms of this Agreement, but who has not become a Member.

(e) "Assigning Member" means a Member who by means of a Transfer has transferred an Economic Interest in the Company to an Assignee.

(f) "Capital Account" means, as to any Member, a separate account maintained and adjusted in accordance with Article III, Section 3.03.

(g) "Capital Contribution" means, with respect to any Member, the amount of the money and the Fair Market Value of any property (other than money) contributed to the Company (net of liabilities secured by such contributed property that the Company is considered to assume or take "subject to" under IRC section 752) in consideration of a Percentage Interest held by such Member. A Capital Contribution shall not be deemed a loan.

(h) "Capital Event" means a sale or disposition of any of the Company's capital assets, the receipt of insurance and other proceeds derived from the involuntary conversion of Company property, the receipt of proceeds from a refinancing of Company property, or a similar event with respect to Company property or assets.

(i) "Code" or "IRC" means the Internal Revenue Code of 1986, as amended, and any successor provision.

(j) "Company" means the company named in Article II, Section 2.02.

(k) "Economic Interest" means a Person's right to share in the income, gains, losses, deductions, credit or similar items of, and to receive distributions from, the Company, but does not include any other rights of a Member, including the right to vote or to participate in management.

(l) "Encumber" means the act of creating or purporting to create an Encumbrance, whether or not perfected under applicable law.

(m) "Encumbrance" means, with respect to any Membership Interest, or any element thereof, a mortgage, pledge, security interest, lien, proxy coupled with an interest (other than as contemplated in this Agreement), option, or preferential right to purchase.

(n) "Gross Asset Value" means, with respect to any item of property of the Company, the item's adjusted basis for federal income tax purposes, except as follows:

(o) The Gross Asset Value of any item of property contributed by a Member to the Company shall be the fair market value of such property, as mutually agreed by the contributing Member and the Company; and

(p) The Gross Asset Value of any item of Company property distributed to any Member shall be the fair market value of such item of property on the date of distribution, as mutually agreed by the distributee Member and the Company.

(q) "Initial Member" or "Initial Members" means those Persons whose names are set forth in the first sentence of this Agreement. A reference to an "Initial Member" means any of the Initial Members.

(r) "Involuntary Transfer" means, with respect to any Membership Interest, or any element thereof, any Transfer or Encumbrance, whether by operation of law, under court order, foreclosure of a security interest, execution of a judgment or other legal process, or otherwise, including a purported transfer to or from a trustee in bankruptcy, receiver, or assignee for the benefit of creditors.

(s) "Losses." See "Profits and Losses."

(t) "Majority of Members" means a Member or Members whose Percentage Interests represent more than 50 percent of the Percentage Interests of all the Members.

(u) "Meeting" is defined in Article V, Section 5.02.

(v) "Member" means an Initial Member or a Person who otherwise acquires a Membership Interest, as permitted under this Agreement, and who remains a Member.

(w) "Notice" means a written notice required or permitted under this Agreement. A notice shall be deemed given or sent when deposited, as certified mail or for overnight delivery, postage and fees prepaid, in the United States mails; when delivered to Federal Express, United Parcel Service, DHL WorldWide Express, or Airborne Express, for overnight delivery, charges prepaid or charged to the sender's account; when personally delivered to the recipient; when transmitted by electronic means, and such transmission is electronically confirmed as having been successfully transmitted; or when delivered to the home or office of a recipient in the care of a person whom the sender has reason to believe will promptly communicate the notice to the recipient.

(x) "Percentage Interest" means a fraction, expressed as a percentage, the numerator of which is the total of a Member's Capital Account and the denominator of which is the total of all Capital Accounts of all Members.

(y) "Person" means an individual, partnership, limited partnership, trust, estate, association, corporation, limited liability company, or other entity, whether domestic or foreign.

(z) "Profits and Losses" means, for each fiscal year or other period specified in this Agreement, an amount equal to the Company's taxable income or loss for such year or period, determined in accordance with IRC section 703(a).

(aa) "Proxy" has the meaning set forth in the first paragraph of California Corporations code section 17001(ai). A Proxy may not be transmitted orally.

(bb) "Regulations" ("Reg") means the income tax regulations promulgated by the United States Department of the Treasury and published in the Federal Register for the purpose of interpreting and applying the provisions of the Code, as such Regulations may be amended from time to time, including corresponding provisions of applicable successor regulations.

(cc) "Substituted Member" is defined in Article VIII, Section 8.08.

(dd) "Successor in Interest" means an Assignee, a successor of a Person by merger or otherwise by operation of law, or a transferee of all or substantially all of the business or assets of a Person.

(ee) "Transfer" means, with respect to a Membership Interest, or any element of a Membership Interest, any sale, assignment, gift, Involuntary Transfer, or other disposition of a Membership Interest or any element of such a Membership Interest, directly or indirectly, other than an Encumbrance that is expressly permitted under this Agreement.

(ff) "Triggering Event" is defined in Article VIII, Section 8.03.

(gg) "Vote" means a written consent or approval, a ballot cast at a Meeting, or a voice vote.

(hh) "Voting Interest" means, with respect to a Member, the right to Vote or participate in management and any right to information concerning the business and affairs of the Company provided under the Act, except as limited by the provisions of this Agreement. A Member's Voting Interest shall be one vote per member.

ARTICLE II
ARTICLES OF ORGANIZATION

Section 2.01. Promptly following execution of this Agreement, the Managers shall file for Articles of organization with the California Secretary of State as well as any necessary and required filings with ant agency.

Section 2.02. The name of the Company shall be "Somali Taxi Association, LLC".

Section 2.03. The principal executive office of the Company shall be at 3810 Winnona Avenue # 216, San Diego, CA 92105. and at any other place as may be determined by the Members from time to time.

Section 2.04. The initial agent for service of process on the Company shall is John B. Barriage, Attorney at Law whose address is 1065 Bay Boulevard, Suite B, Chula Vista, California 91911. The Members may from time to time change the Company's agent for service of process.

Section 2.05. The Company has been formed for the purposes of engaging in the business of providing public taxicab service, including but not limited to taxicab ownership and operation, and taxicab radio and dispatch services.

Section 2.06. The Members intend the Company to be a Limited Liability Company under the Act. No Member shall take any action inconsistent with the express intent of the parties to this Agreement.

Section 2.07. The term of existence of the Company has already commenced on the effective date of filing of Articles of Organization with the California Secretary of State, and shall continue until terminated by the provisions of this Agreement or as provided by law.

Section 2.08. The names and signatures of the Initial Members are as set forth in Attachment 1.1. Subsequent members shall be added by to this attachment at the time they joined. Upon filling of Attachment 1.1 subsequent attachments numbering 1.2, 1.2, 1.3 etc. shall be added to add additional or new members.

Section 2.09. The Members shall be the managers of the Company.

ARTICLE III
CONTRIBUTION, ADMISSIONS, AND VOTING RIGHTS

Section 3.01. Each Member upon joining the Company shall contribute to the Company as the Member's an initial Capital Contribution the in money the amount of $3000.00 (Three thousand dollars). Payment may be made in minimum monthly installment payments of $500.00 a month until paid (i.e. six months). An administrative fees initial payment of $40.00 is required upon signing this agreement and shall not be applied toward a member's Capital Contribution.

Section 3.02. If a Capital Account Member fails to make a required Contribution within 30 days after notice of required payment, that Member's entire Membership Interest shall terminate and that Member shall be limited to reimbursement of 90% of the members initial Capital Contribution. This amount is not intended as penalty but rather is calculated as liquidated damages for the breach incurred by the member, as damages would be difficult to ascertain.

Section 3.03. An individual Capital Account, if any, shall be maintained for each Member contributing Capital, consisting of that Member's Capital Contribution, (1) increased by that Member's share of Profits, (2) decreased by that Member's share of Losses, and (3) adjusted as required in accordance with applicable provisions of the Code and Regulations.

Section 3.04. A Member shall not be entitled to withdraw any part of the Member's Capital Contribution, if any, or to receive any distributions, whether of money or property from the Company except as provided in this Agreement.

Section 3.05. No interest shall be paid on funds or property contributed to the capital of the Company or on the balance of a Member's Capital Account or deposit account.

Section 3.06. A Member shall not be bound by, or be personally liable for, the expenses, liabilities, or obligations of the Company except as otherwise provided in the Act or in this Agreement.

Section 3.07. No Member shall have priority over any other Member, with respect to the return of a Capital Contribution, or distributions or allocations of income, gain, losses, deductions, credits, or items thereof.

Section 3.08. Each member's initial contribution of $3,000 represents one share of the membership.

Section 3.09. After a member has paid his initial Capital Contribution and after six months has elapsed, whichever occurs last, a member may contribute additional Capital Contribution for additional shares. Each share is valued at $3,000 per share. A member may own fraction of shares.

Section 3.10. After a member has paid his initial Capital Contribution and after six months has elapsed, whichever occurs last, a member shall be required to pay a monthly expenses fee of as determined by majority vote of the membership.

Section 3.11. A membership moratorium shall become effective six months after the effective date of the California Secretary of State's filing of the Company's Articles of Organization. This moratorium shall preclude the admission of new members to the Company. This moratorium may be lifted by majority vote of the members.

Section 3.12. Each member shall be entitled to one vote. Voting rights based on amount of shares owned is expressly prohibited by this agreement.

ARTICLE IV
ALLOCATIONS AND DISTRIBUTIONS

Section 4.01. The Profits and Losses of the Company and all items of Company income, gain, loss, deduction, or credit shall be allocated, for Company book purposes and for tax purposes, to a Capital Member in accordance with the Member's Percentage Interest. Each Member shall be responsible for accounting for each Members own earnings and shall be responsible for reporting his or her own income to the United States Internal Revenue Service and the California Franchise Tax Board.

Section 4.02. If any Capital Member unexpectedly receives any adjustment, allocation, or distribution described in Reg sections 1.704-1(b)(2)(ii)(d)(4), 1.704-1(b)(2)(ii)(d)(5), or 1.704-1(b)(2)(ii)(d)(6), items of Company gross income and gain shall be specially allocated to that Member in an amount and manner sufficient to eliminate any deficit balance in the Member's Capital Account created by such adjustment, allocation, or distribution as quickly as possible. Any special allocation under this Section 4.02 shall be taken into account in computing subsequent allocations of Profits and Losses so that the net amount of allocations of income and loss and all other items shall, to the extent possible, be equal to the net amount that would have been allocated if the unexpected adjustment, allocation, or distribution had not occurred. The provisions of this Section 4.02 and the other provisions of this Agreement relating to the maintenance of Capital Accounts are intended to comply with Reg sections 1.704-1(b) and 1.704-2 and shall be interpreted and applied in a manner consistent with such Regulations.

Section 4.03. Any unrealized appreciation or unrealized depreciation in the values of Company property distributed in kind to all the Members shall be deemed to be Profits or Losses realized by the Company immediately before the distribution of the property and such Profits or Losses shall be allocated to the Members' Capital Accounts in the same proportions as Profits are allocated under Section 4.01. Any property so distributed shall be treated as a distribution to the Members to the extent of the Fair Market Value of the property less the amount of any liability secured by and related to the property. Nothing contained in this Agreement is intended to treat or cause such distributions to be treated as sales for value. For the purposes of this Section 4.03, "unrealized appreciation" or "unrealized depreciation" shall mean the difference between the Fair Market Value of such property and the Company's basis for such property.

Section 4.04. In the case of a Transfer of an Economic Interest during any fiscal year, the Assigning Member and Assignee shall each be allocated the Economic Interest's share of Profits or Losses based on the number of days each held the Economic Interest during that fiscal year.

Section 4.05. All cash resulting from the normal business operations of the Company and from a Capital Event shall be distributed among the Members in proportion to their Percentage Interests at such times as the Members may agree.

Section 4.06. If the proceeds from a sale or other disposition of a Company asset consist of property other than cash, the value of such property shall be as determined by the Members. Such noncash proceeds shall then be allocated among all the Members in proportion to their Percentage Interests. If such noncash proceeds are subsequently reduced to cash, such cash shall be distributed to each Member in accordance with Section 4.05.

Section 4.07. Notwithstanding any other provisions of this Agreement to the contrary, when there is a distribution in liquidation of the Company, or when any Member's interest is liquidated, all items of income and loss first shall

be allocated to the Members' Capital Accounts under this Article IV, and other credits and deductions to the Members' Capital Accounts shall be made before the final distribution is made. The final distribution to the Members shall be made to the Members to the extent of and in proportion to their positive Capital Account balances.

ARTICLE V
MANAGEMENT

Section 5.01. The business of the Company shall be managed by all the Members. A Member shall be a manager only during the time the Member is a Member of the Company. Unless otherwise provided in this Agreement, all decisions concerning the management of the Company's business shall be made by the Vote of a Majority of Members.

Section 5.02. The Members are not required to hold meetings, and decisions may be reached through one or more informal consultations followed by agreement among a Majority of Members, provided that all Members are consulted (although all Members need not be present during a particular consultation), or by a written consent signed by a Majority of Members. In the event that Members wish to hold a formal meeting (a "Meeting") for any reason, the following procedures shall apply:

(a) Any five Members may call a Meeting of the Members by giving Notice of the time and place of the Meeting at least 48 hours before the time of the holding of the Meeting. The Notice shall specify the purpose of the Meeting and the location if the Meeting is not to be held at the principal executive office of the Company.

(b) A majority of Members shall constitute a quorum for the transaction of business at any Meeting of the Members.

(c) The transactions of the Members at any Meeting, however called or noticed, or wherever held, shall be as valid as though transacted at a Meeting duly held after call and notice if a quorum is present and if, either before or after the Meeting, each Member not present signs a written waiver of Notice, a consent to the holding of the Meeting, or an approval of the minutes of the Meeting.

(d) Any action required or permitted to be taken by the Members under this Agreement may be taken without a Meeting if a Majority of the Members individually or collectively consent in writing to such action.

(e) Members may participate in the Meeting through the use of a conference telephone or similar communications equipment, provided that all Members participating in the Meeting can hear one another.

(f) The Members shall keep or cause to be kept with the books and records of the Company full and accurate minutes of all Meetings, Notices, and waivers of Notices of Meetings, and all written consents in lieu of Meetings.

Section 5.03. The Members as such and as managers shall not be entitled to compensation for their services, except as otherwise mentioned in this Agreement.

Section 5.04. The Company shall have a Board of Directors and Officers as set forth below in (a) – (b) of this section. A Majority of the Members may provide for additional officers of the Company and for their election, and may alter the powers, duties, and compensation of the President, if any, and of all other officers. The President, if there is one, shall attend any Meetings of Members called under Section 5.02(a)-(f). Any person may hold multiple offices.

(a) Board of Directors

The Company shall initially be governed by an interim Board of Directors consisting of thirteen (13) members selected by majority vote of the Company Members no later than December 30, 2005. The interim Board of Directors shall serve until the installation of thirteen Board Members elected at a General Election to be held no later

than June 30, 2006 and subsequently on an annual basis. The Board of Directors shall be responsible for the company operations.

The following listed officers shall be members of the Board of Directors and shall be elected by majority vote of the Members.

(b) President/General Manager

1. To manage the day to day functions and operations of the company including, but not limited to:

a. Vehicle and customer service operations.

b. Public relations, governmental relations, and marketing.

c. The selection, hiring, training and supervision of employees if any.

d. The procurement of vendor services and equipment including..

2. To Manage On-site aspects of the company, including but not limited to:

e. Supervision of office, operations and service staff;

f. Open and maintain to bank accounts, with full rights of deposit and withdrawal.

(c) Chief Financial Officer/Treasurer

To manage all financial records of the Company, including, but not limited to

g. Monitoring and reconciliation of all bank accounts with full rights of deposit and withdrawal.

h. Payment of bills and expenses

i. Payment of business taxes and any record keeping necessary thereof.

(d) Secretary

To keep accurate minutes and corporate organization records.

Section 5.05. The Officers shall have the powers and duties described in Section 5.04 and such other powers and duties as may be prescribed in this Agreement or by the Members. the foregoing, any Officer shall not take any of the following actions on behalf of the Company unless a Majority of Members, by number, has consented to the taking of such action.

(a) Any act that would make it impossible to carry on the ordinary business of the Company;

(b) Any confession of a judgment against the Company;

(c) The dissolution of the Company;

(d) The disposition of all or a substantial part of the Company's assets not in the ordinary course of business;

(e) The incurring of any debt not in the ordinary course of business;

(f) A change in the nature of the principal business of the Company;

(g) The incurring of any contractual obligation or the making of any capital expenditure with a total cost of more than $2500.00;

(h) The filing of a petition in bankruptcy or the entering into of an arrangement among creditors; and

(i) The entering into, on behalf of the Company, of any transaction constituting a "reorganization" within the meaning of Corp C §17600.

Section 5.06. All assets of the Company, whether real or personal, shall be held in the name of the Company.

Section 5.07. All funds of the Company shall be deposited in one or more accounts with one or more recognized financial institutions in the name of the Company, at such locations as shall be determined by a Majority of Members. Withdrawal from such accounts shall require the signature of such person or persons as a Majority of Members may designate.

Section 5.08. Each officer described in Section

ARTICLE VI
ACCOUNTS AND RECORDS

Section 6.01. Complete books of account of the Company's business, in which each Company transaction shall be fully and accurately entered, shall be kept at the Company's principal executive office and shall be open to inspection and copying by each Member or the Member's authorized representatives on reasonable Notice during normal business hours. The costs of such inspection and copying shall be borne by the Member.

Section 6.02. Financial books and records of the Company shall be kept on the cash method of accounting, which shall be the method of accounting followed by the Company for federal income tax purposes. A balance sheet and income statement of the Company shall be prepared promptly following the close of each fiscal year in a manner appropriate to and adequate for the Company's business and for carrying out the provisions of this Agreement. The fiscal year of the Company shall be January 1 through December 31.

Section 6.03. At all times during the term of existence of the Company, and beyond that term if a Majority of the Members deem it necessary, the Members shall keep or cause to be kept the books of account referred to in Section 6.02, and the following:

(a) A current list of the full name and last known business or residence address of each Member, together with the Contribution and the share in Profits and Losses of each Member, if any;

(b) A copy of the Articles of Organization and any amendments;

(c) Copies of the Company's federal, state, and local income tax or information returns and reports, if any, for the six most recent taxable years;

(d) Executed counterparts of this Agreement, as amended;

(e) Any powers of attorney under which the Articles of Organization or any amendments thereto were executed;

(f) Financial statements of the Company for the six most recent fiscal years; and

(g) The Books and Records of the Company as they relate to the Company's internal affairs for the current and past four fiscal years.

If a Majority of Members deem that any of the foregoing items shall be kept beyond the term of existence of the Company, the repository of said items shall be as designated by a Majority of Members.

Section 6.04. Within 90 days after the end of each taxable year of the Company the Company shall send to each of the Members all information necessary for the Members to complete their federal and state income tax or information returns, and a copy of the Company's federal, state, and local income tax or information returns for such year.

ARTICLE VII
MEMBERS: DUTIES, RIGHTS AND VOTING

Section 7.01. There may be more than one class of membership and no Member shall have any rights or preferences in addition to or different from those possessed by any other Member of that class. Each Member shall have one vote. Any action that may or that must be taken by the Members shall be by a Majority of Members, except that the following actions shall all require the unanimous Vote of the Members:

(a) The transfer of an existing Membership Interest and the admission of the Assignee as a Member of the Company; or the admission of a new Member.

(b) Any amendment of the Articles of Organization or this Agreement; or

(c) To require, or compromise of the obligation of a Member to make an additional Capital Contribution.

Section 7.02. The record date for determining the Members entitled to Notice of any Meeting, to vote, to receive any distribution, or to exercise any right in respect of any other lawful action, shall be the date set by a Majority of Members, provided that such record date shall not be more than 60, nor less than 10 days before the date of the Meeting, nor more than 60 days before any other action. A meeting for admission of new Members may be taken on notice to all members by telephone on two days notice.

In the absence of any action setting a record date the record date shall be determined in accordance with California Corporations Code section 17104(k).

Section 7.03. At all Meetings of Members, a Member may Vote in person or by Proxy. Such proxy shall be filed with any Member before or at the time of the Meeting, and may be filed by facsimile transmission to a Member at the principal executive office of the Company or such other address as may be given by a Majority of Members to the Members for such purposes.

Section 7.04. All members are managers of the company and all managers pledge their best efforts to manage the company professionally and in accordance with the professional standards contained in this agreement. Each Member recognizes that the whole of the organization requires excellent and prompt and courteous customer service, and cooperation with office staff, administration and marketing to service accounts. Violation of the professional standards are grounds for expulsion from the company by a majority vote. The professional standards include but are not limited to the following:

(a) Conformance with all applicable laws of the State of California, including but not limited to the California law, San Diego Metropolitan Transit System, its successor if any and ,other applicable municipal or airport jurisdictions where the Company may operate.

(b) Each Member when operating a taxi shall agree to comply with any local taxicab regulations. Violation of this standard is immediate grounds for suspension and after hearing expulsion.

(c) Each Member when operating a taxicab shall at all times maintain the vehicle in good and clean working order and shall upon completion of use return the vehicle it clean and good working order. Each member shall be when driving any company vehicle be courteously and careful and shall exercise great care when transporting customers.

(d)

Each Member represents and covenants that each Member has disclosed to the company a true and accurate statement of all and any criminal convictions and a complete and up-to date department of motor vehicles driving record. Each Member agrees to waive any claim to right of privacy as to these matters and agrees to promptly notify the company of any change of condition as to their criminal or driving record. Each Member agrees to submit to criminal and motor vehicle background checks deemed appropriate by the Majority of the Membership, including but not limited to an application for and the obtaining of a San Diego County Sheriff's identification card through an agreeable taxi service or other disclosure service.

(d) Each Member agrees to be bound any new or supplemental rules of the company of general application as determined by a majority of the membership.

Section 7.05 Upon unanimous consent a new Member may be admitted. All Members shall be managers. Member upon withdrawal or expulsion excepting any portions required to cover obligations of the Member to the company.

ARTICLE VIII
TRANSFERS, TERMINATION, OR EXPULSION OF MEMBERSHIP INTERESTS

Section 8.01. Transfer of existing membership of a member, can only be affected with unanimous approval of the members. Member wishes to transfer any or all of the Member's Membership Interest in the Company under a Bona Fide Offer (as defined below), the Member shall give Notice to all other Members at least 30 days in advance of the proposed sale or Transfer, indicating the terms of the Bona Fide Offer and the identity of the offeror. If the price for the Membership Interest is other than cash, the fair value in dollars of the price shall be as established in good faith by the Company. For purposes of this Agreement, "Bona Fide Offer" means an offer in writing setting forth all relevant terms and conditions of purchase from an offeror who is ready, willing, and able to consummate the purchase and who is not an Affiliate of the selling Member.

Section 8.02. A Member may withdraw from the Company at any time by giving the Company Notice of Withdrawal at least thirty (30) days before the effective date of withdrawal. Withdrawal shall not release a Member from any obligations and liabilities under this Agreement accrued or incurred before the effective date of withdrawal. A withdrawing Member shall divest the Member's entire Membership Interest before the effective date of withdrawal in accordance with the transfer restrictions and option rights set forth below. A withdrawing member may be refunded his 90 percent of his initial capital deposit if his accounts to the company are current and there are no existing liabilities.

Section 8.03. Except as expressly provided in this Agreement, a Member shall not Transfer any part of the Member's Membership Interest in the Company, whether now owned or hereafter acquired, unless (1) the other Members unanimously approve the transferee's admission to the Company as a Member on such Transfer and (2) the Membership Interest to be transferred, when added to the total of all other Membership Interests transferred in the preceding 12 months, will not cause the termination of the Company under the Code. No Member may Encumber or permit or suffer any Encumbrance of all or any part of the Member's Membership Interest in the Company unless such Encumbrance has been approved in writing by all the other Members. Any Transfer or Encumbrance of a Membership Interest without such approval shall be void.

Section 8.04. On the happening of any of the following events (Triggering Events) with respect to a Member, the members interest in the company shall end:

(a) the death or incapacity of a Member and in which event the member's heirs may take ownership provided such heirs enter into this agreement and become Members.

(b) the bankruptcy of a Member, if such event would be detrimental to the company ;

(c) the winding up and dissolution of a corporate Member, or merger or other corporate reorganization of a corporate Member as a result of which the corporate Member does not survive as an entity;

(d) the withdrawal of a Member; or

(e) Expulsion of a member;

(f) except for the events stated in Section 8.04, the occurrence of any other event that is, or that would cause, a Transfer in contravention of this Agreement.

Each Member agrees to promptly give Notice of a Triggering Event to all other Members.

Section 8.05. Notwithstanding any other provisions of this Agreement:

(a) If, in connection with the divorce or dissolution of the marriage of a Member, any court issues a decree or order that transfers, confirms, or awards a Membership Interest, or any portion thereof, to that Member's spouse (an Award), then, notwithstanding that such transfer would constitute an unpermitted Transfer under this Agreement, that Member shall purchase from his or her former spouse the Membership Interest.

(b) If, by reason of the death of a spouse of a Member, any portion of a Membership Interest is transferred to a Transferee other than (1) that Member or (2) a trust created for the benefit of that Member (or for the benefit of that Member and any combination between or among the Member and the Member's issue) in which the Member is the sole Trustee and the Member, as Trustee or individually possesses all of the Voting Interest included in that Membership Interest shall terminate.

Section 8.06. Except as expressly permitted under Section 8.02, a prospective transferee (other than an existing Member) of a Membership Interest may be admitted as a Member with respect to such Membership Interest (Substituted Member) only (1) on the unanimous Vote of the other Members in favor of the prospective transferee's admission as a Member, and (2) on such prospective transferee's executing a counterpart of this Agreement as a party hereto. Any prospective transferee of a Membership Interest shall be deemed an Assignee, and, therefore, the owner of only an Economic Interest until such prospective transferee has been admitted as a Substituted Member.

Section 8.07. Any person admitted to the Company as a Substituted Member shall be subject to all provisions of this Agreement.

Section 8.08. The initial sale of Membership Interests in the Company to the initial Members has not been qualified or registered under the securities laws of any state, or registered under the Securities Act of 1933, as amended, in reliance on exemptions from the registration provisions of those laws. No attempt has been made to qualify the offering and sale of Membership Interests to Members under the California Corporate Securities Law of 1968, as amended, also in reliance on an exemption from the requirement that a permit for issuance of securities be procured. Notwithstanding any other provision of this Agreement, Membership Interests may not be Transferred or Encumbered unless registered or qualified under applicable state and federal securities law or unless, in the opinion of legal counsel satisfactory to the Company, such qualification or registration is not required. The Member who desires to transfer a Membership Interest shall be responsible for all legal fees incurred in connection with said opinion. It is expressly understood that membership in the company is not intended as an investment vehicle and that all members are mangers of the company.

Section 8.09. A Member may be expelled for a failure to comply with any material violation of this agreement, including but not limited to violations of any rule, professional standard or obligation as contained in this agreement. A material obligation is defined to include any violation of the provisions of Article VIII of this agreement. Prior to expulsion the President/General Manager may suspend a Member for up to one week for a material violation if the President/General Manager deems the alleged violation to be serious requiring immediate action. A hearing on expulsion shall be heard no later than seven days after a member is either suspended or given notice of proposed expulsion. A Member may only be expelled after an opportunity to explain his or side of any alleged violation and upon majority vote of the membership. The decision of a majority vote of the Membership shall be final as to the Member's Expulsion.

Section 8.10. Any Member has a right to lease taxicabs from the Company. Members shall have priority over non-members for taxicab leasing privileges. In the event that there is a shortage of available taxicabs for member leasing lease allocations shall be made to Members by lottery.

ARTICLE IX
DISSOLUTION AND WINDING UP

Section 9.01. The Company shall be dissolved on the first to occur of the following events:

(a) The written agreement of a Majority of Members to dissolve the Company.

(b) The sale or other disposition of substantially all of the Company assets.

(c) Entry of a decree of judicial dissolution under California Corporations Code section 17351.

Section 9.02. On the dissolution of the Company, the Company shall engage in no further business other than that necessary to wind up the business and affairs of the Company. The Members who have not wrongfully dissolved the Company shall wind up the affairs of the Company. The Persons winding up the affairs of the Company shall give written Notice of the commencement of winding up by mail to all known creditors and claimants against the Company whose addresses appear in the records of the Company. After paying or adequately providing for the payment of all known debts of the Company (except debts owing to Members) the remaining assets of the Company shall be distributed or applied in the following order of priority:

(a) To pay the expenses of liquidation.

(b) To repay outstanding loans to Members. If there are insufficient funds to pay such loans in full, each Member shall be repaid in the ratio that the Member's respective loan, together with interest accrued and unpaid thereon, bears to the total of all such loans from Members, including all interest accrued and unpaid on those loans. Such repayment shall first be credited to unpaid principal and the remainder shall be credited to accrued and unpaid interest.

(c) Among the Members in accordance with the provisions of Article IV, Section 4.07.

Section 9.03. Each Member shall look solely to the assets of the Company for the return of the Member's investment, and if the Company property remaining after the payment or discharge of the debts and liabilities of the Company is insufficient to return the investment of any Member, such Member shall have no recourse against any other Members for indemnification, contribution, or reimbursement.

ARTICLE X
NONCOMPETITION AND CONFIDENTIALITY

Section 10.01. Each Member hereby covenants with the Company and each other Member that on the Transfer of the Member's Membership Interest, whether voluntary, involuntary, by operation of law, or by reason of any provision of this Agreement, the Member will not, directly or indirectly, through an Affiliate or otherwise, in any of the following counties of the State of California: San Diego and Southern Orange Counties, for a period of three years following the date of the Transfer, (a) engage in any business in any way similar to or competitive with the business of the Company, (b) enter into any agreement or understanding, written or oral, relating to the services of any employee of the Company, (c) solicit the business of, enter into any agreement, written or oral, or otherwise deal with any customers of the Company, who were such at the time of the Transfer, or (d) use or disclose in any manner any Confidential Information.

Section 10.02. "Confidential Information" means all trade secrets, "know-how," customer lists, pricing policies, operational methods, programs, and other business information of the Company created, developed, produced, or otherwise arising before the date of the Transfer.

Section 10.03. Each Member hereby stipulates that a breach of the provisions of this Article X will result in irreparable damage and injury to the Company for which no money damages could adequately compensate it. If the Member breaches the provisions of this Agreement, in addition to all other remedies to which the Company may be entitled, and notwithstanding the provisions of Article XI, 11.02, the Company shall be entitled to an injunction to enforce the provisions of this Agreement, to be issued by any court of competent jurisdiction, to enjoin and restrain the Member and each and every Person concerned or acting in concert with the Member from the continuance of such breach. Each Member expressly waives any claim or defense that an adequate remedy at law might exist for any such breach.

Section 10.04. If the provisions contained herein shall be deemed to exceed the time or geographic limits or any other limitation imposed by applicable law in any jurisdiction, then such provision shall be deemed reformed in such jurisdiction to the maximum extent permitted by applicable law.

ARTICLE XI
ARBITRATION

Section 11.01. Any action to enforce or interpret this Agreement or to resolve disputes between the Members or by or against any Member shall be settled by arbitration in accordance with the rules of the American Arbitration Association. Arbitration shall be the exclusive dispute resolution process in the State of California, but arbitration shall be a nonexclusive process elsewhere. Any party may commence arbitration by sending a written demand for arbitration to the other parties. Such demand shall set forth the nature of the matter to be resolved by arbitration. Arbitration shall be conducted at San Diego County, California. The substantive law of the State of California shall be applied by the arbitrator to the resolution of the dispute. The parties shall share equally all initial costs of arbitration. The prevailing party shall be entitled to reimbursement of attorney fees, costs, and expenses incurred in connection with the arbitration. All decisions of the arbitrator shall be final, binding, and conclusive on all parties. Judgment may be entered on any such decision in accordance with applicable law in any court having jurisdiction thereof.

ARTICLE XII
GENERAL PROVISIONS

Section 12.01. This Agreement constitutes the whole and entire agreement of the parties with respect to the subject matter of this Agreement, and it shall not be modified or amended in any respect except by a written instrument executed by all the parties. This Agreement replaces and supersedes all prior written and oral agreements by and among the Members or any of them.

Section 12.02. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

Section 12.03. This Agreement shall be construed and enforced in accordance with the internal laws of the State of California. If any provision of this Agreement is determined by any court of competent jurisdiction or arbitrator to be invalid, illegal, or unenforceable to any extent, that provision shall, if possible, be construed as though more narrowly drawn, if a narrower construction would avoid such invalidity, illegality, or unenforceability or, if that is not possible, such provision shall, to the extent of such invalidity, illegality, or unenforceability, be severed, and the remaining provisions of this Agreement shall remain in effect.

Section 12.04. This Agreement shall be binding on and inure to the benefit of the parties and their heirs, personal representatives, and permitted successors and assigns.

Section 12.05. Whenever used in this Agreement, the singular shall include the plural, the plural shall include the singular, and the neuter gender shall include the male and female as well as a trust, firm, company, or corporation, all as the context and meaning of this Agreement may require.

Section 12.06. The parties to this Agreement shall promptly execute and deliver any and all additional documents, instruments, notices, and other assurances, and shall do any and all other acts and things, reasonably necessary in connection with the performance of their respective obligations under this Agreement and to carry out the intent of the parties.

Section 12.07. Except as provided in this Agreement, no provision of this Agreement shall be construed to limit in any manner the Members in the carrying on of their own respective businesses or activities.

Section 12.08. Except as provided in this Agreement, no provision of this Agreement shall be construed to constitute a Member, in the Member's capacity as such, the agent of any other Member.

Section 12.09. Each Member represents and warrants to the other Members that the Member has the capacity and authority to enter into this Agreement.

Section 12.10. The article, section, and paragraph titles and headings contained in this Agreement are inserted as a matter of convenience and for ease of reference only and shall be disregarded for all other purposes, including the construction or enforcement of this Agreement or any of its provisions.

Section 12.11. This Agreement may be altered, amended, or repealed only by a writing signed by all of the Members.

Section 12.12. Time is of the essence of every provision of this Agreement that specifies a time for performance.

Section 12.13. This Agreement is made solely for the benefit of the parties to this Agreement and their respective permitted successors and assigns, and no other person or entity shall have or acquire any right by virtue of this Agreement.

Section 12.14. The Members intend the Company to be a limited liability company under the Act. No member shall take any action inconsistent with the express intent of the parties to this agreement.

IN WITNESS WHEREOF, the parties agree to and intend to be legally bound by all terms and conditions set forth above and hereby execute this Agreement as of the effective date above written.

State of California
Secretary of State

LIMITED LIABILITY COMPANY
ARTICLES OF ORGANIZATION

File # 200601910221

ENDORSED - FILED
In the office of the Secretary of State
of the State of California

DEC 27 2005

This Space For Filing Use Only

A $70.00 filing fee must accompany this form.

IMPORTANT – Read instructions before completing this form.

ENTITY NAME (End the name with the words "Limited Liability Company," "Ltd. Liability Co.," or the abbreviations "LLC" or "L.L.C.")

1. NAME OF LIMITED LIABILITY COMPANY

Somali Taxi Association L.L.C

PURPOSE (The following statement is required by statute and may not be altered.)

2. THE PURPOSE OF THE LIMITED LIABILITY COMPANY IS TO ENGAGE IN ANY LAWFUL ACT OR ACTIVITY FOR WHICH A LIMITED LIABILITY COMPANY MAY BE ORGANIZED UNDER THE BEVERLY-KILLEA LIMITED LIABILITY COMPANY ACT.

INITIAL AGENT FOR SERVICE OF PROCESS (If the agent is an individual, the agent must reside in California and both Items 3 and 4 must be completed. If the agent is a corporation, the agent must have on file with the California Secretary of State a certificate pursuant to Corporations Code section 1505 and Item 3 must be completed (leave Item 4 blank).

3. NAME OF INITIAL AGENT FOR SERVICE OF PROCESS

John B. Barriage

4. IF AN INDIVIDUAL, ADDRESS OF INITIAL AGENT FOR SERVICE OF PROCESS IN CALIFORNIA

ADDRESS	CITY	STATE	ZIP CODE
1065 Bay Boulevard Suite B	Chula Vista	CA	91911

MANAGEMENT (Check only one)

5. THE LIMITED LIABILITY COMPANY WILL BE MANAGED BY:

- ☐ ONE MANAGER
- ☐ MORE THAN ONE MANAGER
- ☑ ALL LIMITED LIABILITY COMPANY MEMBER(S)

ADDITIONAL INFORMATION

6. ADDITIONAL INFORMATION SET FORTH ON THE ATTACHED PAGES, IF ANY, IS INCORPORATED HEREIN BY THIS REFERENCE AND MADE A PART OF THIS CERTIFICATE.

EXECUTION

7. I DECLARE I AM THE PERSON WHO EXECUTED THIS INSTRUMENT, WHICH EXECUTION IS MY ACT AND DEED.

John B. Barriage
SIGNATURE OF ORGANIZER

December 22, 2005
DATE

John B. Barriage,
TYPE OR PRINT NAME OF ORGANIZER

RETURN TO (Enter the name and the address of the person or firm to whom a copy of the filed document should be returned.)

8. NAME: John B. Barriage
FIRM: 1065 Bay Boulevard Suite B
ADDRESS: Chula Vista, CA 91911
CITY/STATE/ZIP:

OFFICE OF THE SECRETARY OF STATE

LLC-1 (REV 03/2005)

APPROVED BY SECRETARY OF STATE

State of California
Secretary of State

LIMITED LIABILITY COMPANY ARTICLES OF ORGANIZATION

File # 200601910221

ENDORSED - FILED
In the office of the Secretary of State
of the State of California

DEC 27 2005

This Space For Filing Use Only

A $70.00 filing fee must accompany this form.

IMPORTANT – Read instructions before completing this form.

ENTITY NAME (End the name with the words "Limited Liability Company," "Ltd. Liability Co.," or the abbreviations "LLC" or "L.L.C.")

1. NAME OF LIMITED LIABILITY COMPANY

Somali Taxi Association L.L.C

PURPOSE (The following statement is required by statute and may not be altered.)

2. THE PURPOSE OF THE LIMITED LIABILITY COMPANY IS TO ENGAGE IN ANY LAWFUL ACT OR ACTIVITY FOR WHICH A LIMITED LIABILITY COMPANY MAY BE ORGANIZED UNDER THE BEVERLY-KILLEA LIMITED LIABILITY COMPANY ACT.

INITIAL AGENT FOR SERVICE OF PROCESS (If the agent is an individual, the agent must reside in California and both Items 3 and 4 must be completed. If the agent is a corporation, the agent must have on file with the California Secretary of State a certificate pursuant to Corporations Code section 1505 and Item 3 must be completed (leave Item 4 blank).

3. NAME OF INITIAL AGENT FOR SERVICE OF PROCESS

John B. Barriage

4. IF AN INDIVIDUAL, ADDRESS OF INITIAL AGENT FOR SERVICE OF PROCESS IN CALIFORNIA

ADDRESS	CITY	STATE	ZIP CODE
1065 Bay Boulevard Suite B	Chula Vista	CA	91911

MANAGEMENT (Check only one)

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FIRM 1065 Bay Boulevard Suite B
ADDRESS Chula Vista, CA 91911
CITY/STATE/ZIP

OFFICE OF THE SECRETARY OF STATE

State of California
Secretary of State

I, BRUCE McPHERSON, Secretary of State of the State of California, hereby certify:

That the attached transcript of 1 page(s) has been compared with the record on file in this office, of which it purports to be a copy, and that it is full, true and correct.

IN WITNESS WHEREOF, I execute this certificate and affix the Great Seal of the State of California this day of

FEB 04 2006

BRUCE McPHERSON
Secretary of State

State of California
Secretary of State

LIMITED LIABILITY COMPANY ARTICLES OF ORGANIZATION

File # 200601910221

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IN WITNESS WHEREOF, I execute this certificate and affix the Great Seal of the State of California this day of

FEB 04 2006

BRUCE McPHERSON
Secretary of State



Appendix B

Letters of Reference

THE CITY OF SAN DIEGO

JIM MADAFFER
COUNCILMEMBER
SEVENTH DISTRICT

October 24, 2006

Mr. John Scott
MTS Taxicab Administration
1501 National Ave, Suite 100
San Diego, CA 92113-1029

Dear Mr. Scott:

I wish to express my support of the proposal to obtain ten taxicab permits submitted by the Somali Taxi Association, LLC, of San Diego.

The corporation is made up of experienced taxicab operators, serving San Diego residents for many years. They propose to have new taxicab permits issued to their corporation. This will enhance the quality of services they provide to all San Diego residents and visitors.

The Somali Taxi Association wishes to operate a cab business, but if they do not get new medallions issued to them, they simply cannot afford to do so and will be left leasing medallions indefinitely.

By issuing the Somali Taxi Association medallions of their own, your actions will result in positive economic development for the entire community in City Heights as well as the City of San Diego. Thanks for your consideration.

Sincerely,

Jim Madaffer
Councilmember

JM/el

International Rescue Committee
5348 University Ave, Suite 205
San Diego, CA 92105
Tel 619 641-7510
Fax 619 641-7520
www.theIRC.org/sandiego

October 24th, 2006

Mr. John Scott
MTS Taxicab Administration
1501 National Ave, Suite 100
San Diego, CA 92113-1209

Dear Mr. Scott,

I write to express my support for the proposal for taxicab permits submitted to you by "Somali Taxi Association, LLC" (STA). STA proposes an economically sound plan executed by an accomplished group of experienced taxicab operators that will greatly benefit San Diego as a whole and many of its plighted neighborhoods.

The business counselors of our Economic Development Programs have reviewed STA's business plan, and they assure me that it is very feasible. They are particularly impressed by STA's commitment to state-of-the-art technology in vehicles and dispatch systems and by the experience and track record of STA's management and operators. There is no doubt that STA will add significant value to the taxicab industry in San Diego.

During its more than 30 years of service in San Diego, my agency has also had the pleasure of getting to know personally many of STA's management and drivers. We are convinced of their integrity, their desire and their ability to provide first-class service to all of San Diego's residents and the many business travelers and tourists coming to our city each year.

In addition, the launch of STA will be a tremendous step in the revitalization of the Mid-City area of San Diego. The Mid-City area is home to many refugees, people displaced by war and armed conflict and unable to return home due to persecution and ongoing violence, as well as other minorities striving to become economically self-sufficient and working hard to rebuild their lives. For many members of the Somali community, driving a taxicab is an important part of this struggle. However, to date the vast majority of Somalis has been restricted to leasing taxicab medallions from existing taxicab companies. STA's obtaining of new taxicab permits provides a unique chance for these members of the Somali refugee community to become owner-operators, which in turn will result in many positive economic externalities for the Mid-City area and our communities beyond, from increased customer choice in transportation options to new job opportunities closer to home.

The International Rescue Committee is the leading non-sectarian rescue and relief organization worldwide and has been serving San Diego area refugees, asylees, and victims of trafficking since 1975.

Please contact me if I can be of further assistance.

Sincerely,

Bob Montgomery
Regional Resettlement Director
International Rescue Committee



HORN OF AFRICA
COMMUNITY IN N. AMERICA

JAALLIYADDA GEESKA AFRIKA
EE MAREYKANKA WOQOOYI

October 25, 2006

To Whom It May Concern:

I am writing this letter of support on behalf of Somali Taxis Association, LLC. The members of Somali Taxi Association LLC, who are cab drivers, provide taxi services to our clients regularly and have shown courtesy and professionalism for our clients. More importantly, they have the language and cultural competency that are essential in communicating with our clients.

Horn of Africa is the lead community-based organization in San Diego providing culturally and linguistically relevant services to East African refugees and immigrants with a focus on the Somali refugee community. We advocate for just policies in the U.S. and in the Horn of Africa that support human rights, economic development, liberty, democracy and religious freedom for East African refugees and immigrants. Horn of Africa strives to help refugees with the assimilation and acculturation process to the U.S. in order to successfully empower families to have a new life in America while preserving and celebrating their East African/Somali culture and heritage.

Our organization highly supports the Somali Taxis Association, LLC and is appreciative of the transportation services they provide for our clients.

Should you have further questions regarding the Somali Taxis Association, please feel free to contact me.

Regards,

Hamse Warfa
Associate Executive Director
Horn of Africa



To Whom It May Concern:

I'm writing a letter of recommendation on behalf of Shakur Elmi. Shakur has expressed desires of opening his own business. I have only known Shakur for a short period however he appears to be extremely motivated and very dedicated to his goals. I would recommend all my customers that are in need of taxi services to his company. (Somali Taxi Association) I as a Store Director feel we should offer variety to our customers and allow them an option, when providing a service. There have been several times my customers have complained about wait times when using previous companies. I feel my business would increase if my customers were certain that their wait time would be acceptable.

Feel Free to call with any concerns or questions;

Tommy Grandys
Store Director
Albertsons City Heights
1-619-563-6565
Oct. 25. 2006

2514 Trail Marker Place
Chula Vista, CA 91914 USA
Phone/Fax: (619) 651-7031
Email: dturbide@cleanenergyfuels.com

www.cleanenergyfuels.com

Derek D. Turbide
Account Manager, San Diego

Clean Energy
North America's leader in clean transportation

October 25, 2006

Mr. John Scott
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Dear Mr. Scott:

Clean Energy is pleased to announce its support for the taxi permit application of the Somali Taxi Association (STA). Furthermore, Clean Energy commends the STA for its plans to operate clean air Compressed Natural Gas (CNG) taxis.

As the largest provider of CNG for transportation in North America, Clean Energy services an ever-expanding customer base with private and public natural gas fueling stations strategically located across the United States and Canada. Clean Energy designs, builds and operates natural gas fueling stations that support tens of thousands of fleet vehicles operating in the transit, refuse, taxi, shuttle, airport and trucking sectors. Clean Energy is dedicated to improving air quality by promoting clean transportation solutions.

Locally, Clean Energy is the CNG operations, maintenance and fuel provider for the Metropolitan Transit System (MTS), the North County Transit District (NCTD) and the United States Navy. Clean Energy also operates public natural gas fueling stations at the Shell station adjacent to the airport and at the Regional Transportation Center on El Cajon Boulevard in City Heights. Additionally, Clean Energy plans to build a new station near the airport and another at the NCTD's Oceanside Transit Yard in 2007.

Clean Energy also works closely with the San Diego County Air Pollution Control District (APCD). Currently, Clean Energy is managing grants from the APCD that provide funding for taxi and shuttle operators to purchase natural gas vehicles. The funding is available on a first come, first serve basis. Pending availability and if the STA is awarded the requested permits, Clean Energy plans to provide grant funding in the amount of $9,250 per vehicle to offset the incremental cost of purchasing 2006 CNG Ford Crown Victoria taxis. The taxis are Environmental Protection Agency (EPA) and California Air Resources Board (CARB) certified Super Ultra-Low Emissions Vehicles (SULEV).

Clean Energy appreciates your consideration of the STA's permit application and the MTS' commitment to clean air in San Diego. If you have any questions or comments, please feel free to contact me at (619) 651-7031.

Respectfully,

Derek D. Turbide
Account Manager, San Diego

San Diego News Link
6066 1/2 University Ave. * San Diego, Ca 92115
619.265.2700 * www.sdnewslink.com * Email: aanewslink@aol.com

10-26-2006

Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7409

To Whom It May Concern:

I have been using the taxicab services of many of the members of the Somali Taxi Association for a long time, and I would like to share with you that these services have consistently been of extremely high quality, with all drivers always being most courteous, prompt and willing to go the extra mile, if not several extra miles, in accommodating my transportation needs.

I am fully convinced that the Somali Taxi Association will be able to build on this solid foundation, surpassing each individual member's excellent track record by creating a new taxicab provider in San Diego that bundles all their strengths.

I urge you to give the proposal of the Somali Taxi Association to receive newly issued taxicab permits your consideration, and I wish to express my wholehearted support of this proposal.

Please feel free to contact me if you have any further questions.

Yours truly,

Wm. Patrick De Shields
Publisher/Editor



Appendix P

Insurance Letter

MAC E2901-011
401 B Street
San Diego, CA 92101
619 702-6949
619 702-6955 Fax

Wells Fargo Bank

October 26, 2006

Metropolitan Transit System (MTS) of San Diego
100 16th St.
San Diego, CA 92101

RE: SOMALI TAXI ASSOCIATION, LLC

Dear Sir:

As evidenced by their signature below, Wells Fargo Bank, N.A. is providing the following information you require as part of the RFP for permits.

As, of October 26, 2006, Somali Taxi Association, LLC maintains a business checking and savings account with Wells Fargo Bank, N.A., which were established 6/22/2006. The current balance combined is $[redacted] Wells Fargo Bank, N.A. is also working with Somali Taxi Association, LLC on obtaining a business line of credit in excess of [redacted]

T.J. Burd
Wells Fargo Bank, N.A.
Business Banking Specialist

Ahmedei Mohamed Farah
Somali Taxi Association, LLC
Treasurer



Appendix O

Financial Letter

Clean Energy℠

North America's leader in clean transportation

Local Contact

Derek D. Turbide
Account Manager, San Diego
2514 Trail Marker Place
Chula Vista, CA 91914
Phone/Fax: (619) 651-7031
Email: dturbide@cleanenergyfuels.com

Clean Energy

North America's leader in clean transportation

Key Points

- Fuel Savings - CNG is a profitable, value adding alternative to gasoline and/or diesel
  - $0.40 to $0.60 retail savings per gallon
  - Clean air vehicle
- Grants and Incentives – bring price of new or used CNG taxi below gasoline equivalents
- San Diego Airport is planning a large scale CNG operation with near-term Airport Expansion

Clean Energy℠

North America's leader in clean transportation

Public Access Fueling Stations in San Diego

- Airport Shell Station
  - Laurel & Pacific Coast Hwy
- Regional Transportation Center
  - El Cajon Blvd & I-15
- SDG&E Stations
  - Kearny Mesa
  - Miramar
  - Chula Vista
  - Carlsbad
- Poway Unified School District
- Future stations in 07
  - Oceanside
  - San Diego Airport


Airport Shell Station


Regional Transportation Center

cleanenergyfuels.com

Clean Energy

North America's leader in clean transportation

Fuel Savings

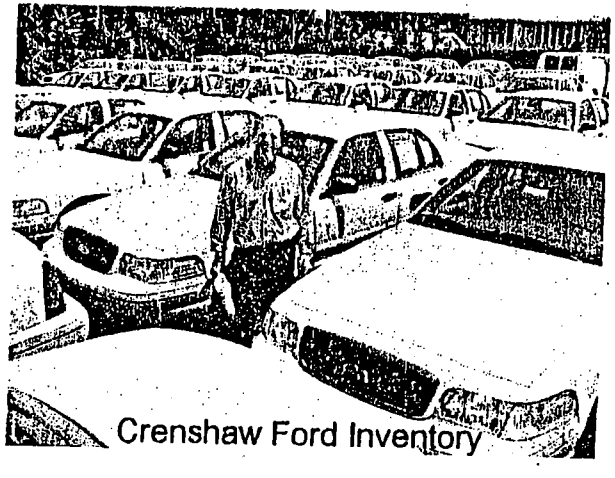
- A typical Taxi consumes approximately 6,000 gallons per year
  - Retail CNG is typically $0.40 to $0.60 less than gasoline per gallon
- Projected savings of $0.50 per gallon = $3,000 per year or $15,000 over 5 years
- Potential for Clean Energy fixed price fuel contract

Clean Energy℠

North America's leader in clean transportation

Used CNG Taxi Example

Base Cost	$29,500*
[illegible]	
CEJAPCD grant	$ [illegible]
Federal Tax Credit	$ [illegible]
Net Purchase Cost	$16,250


Crenshaw Ford Inventory

* Under 20,000 original miles; price does not include tax, title and registration fees

[illegible]

cleanenergyfuels.com

Clean Energy™

North America's leader in clean transportation

Financial Incentives

Grant Money from Clean Energy (CE) & San Diego Air Pollution Control District (APCD)

- $0,250 per taxi available now

- Grants currently available for taxis and shuttles operating in Greater San Diego area

Federal Tax Credit effective January 2006-10, up to:

- $32,000 for NGVs > 26,000 GVW (Transit Bus)
- $20,000 for NGVs > 14,000 GVW (Ford E450)
- $8,000 for NGVs > 8,500 GVW (Shuttle Van)
- $4,000 for NGVs < 8,500 GVW (Ford Crown Vic.)

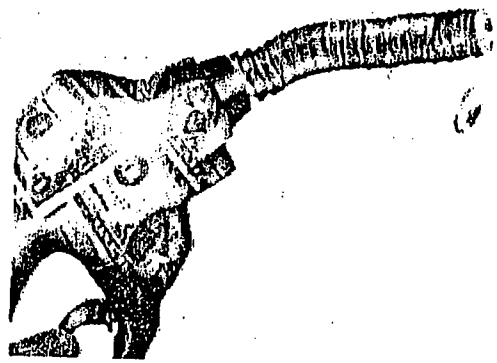
- Tax credit available for newly converted CNG vehicles

Clean Energy℠

North America's leader in clean transportation

Why Natural Gas Taxis?

- Economics
  - Lower fuel costs
  - Better life cycle economics
  - Grants and tax credits
  - Extended maintenance intervals
  - Longer engine life
- Industry leadership/public image
- Substantially cleaner than gasoline
- Natural Gas is domestically produced



Clean Energy℠

North America's leader in clean transportation

Company Background

Largest provider of vehicular natural gas (CNG and LNG) in North America

Design, build & operate NG fueling stations

- 17 Airports across U.S.

26% growth in 2005

- 56+ million gallons
- $70+ million revenue

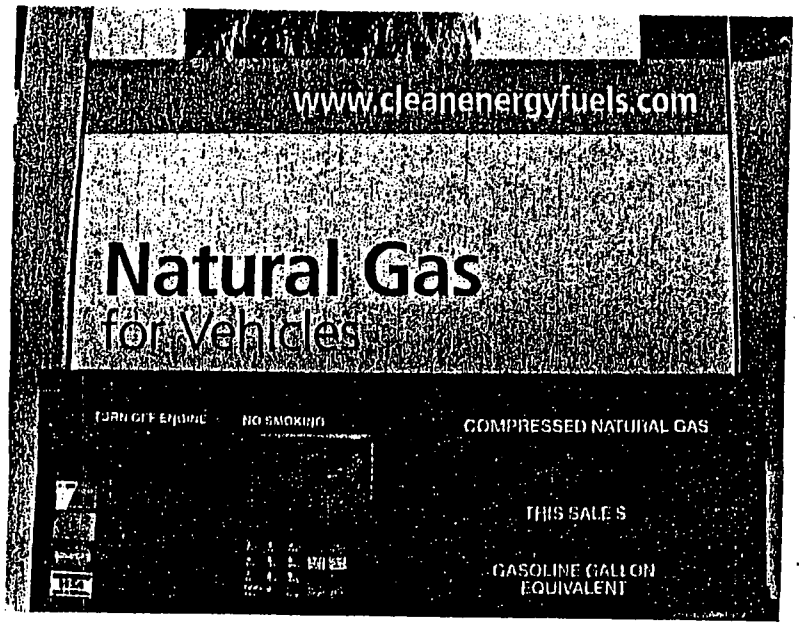


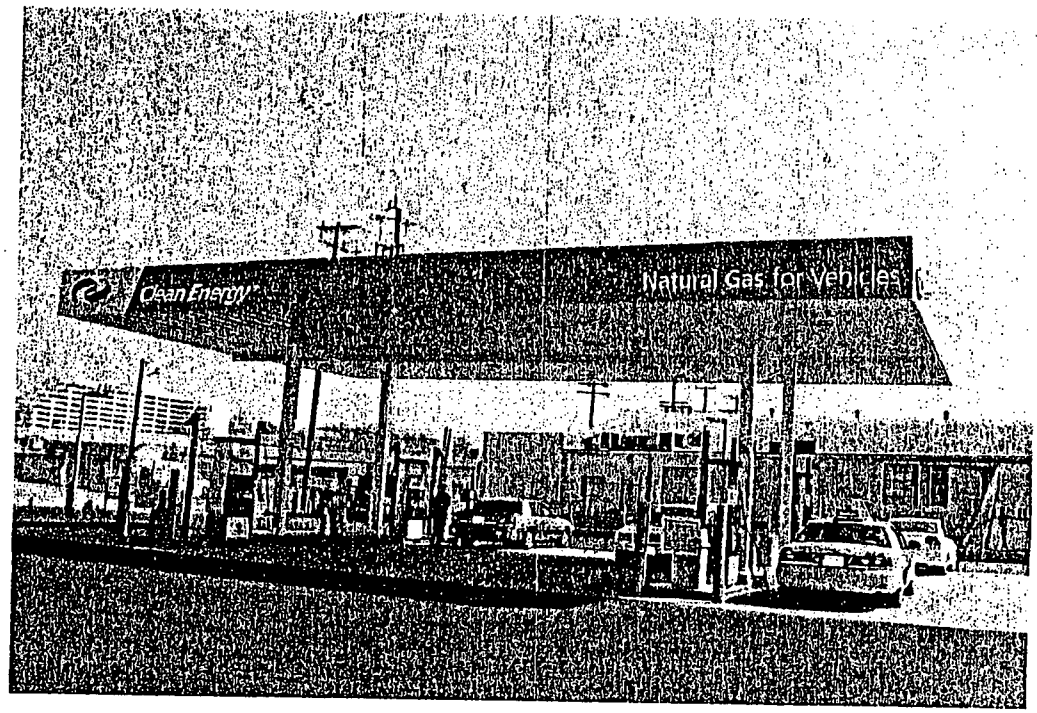


cleanenergyfuels.com

Clean Energy™

North America's leader in clean transportation





Natural Gas Taxis: Clean, Reliable and Cost Effective

Derek D. Turbide

Account Manager, San Diego

cleanenergyfuels.com



Appendix N

Clean Energy Information

PRODUCT ※ Dedicated Natural Gas Crown Victoria

※ BAF TECHNOLOGIES

Specifications

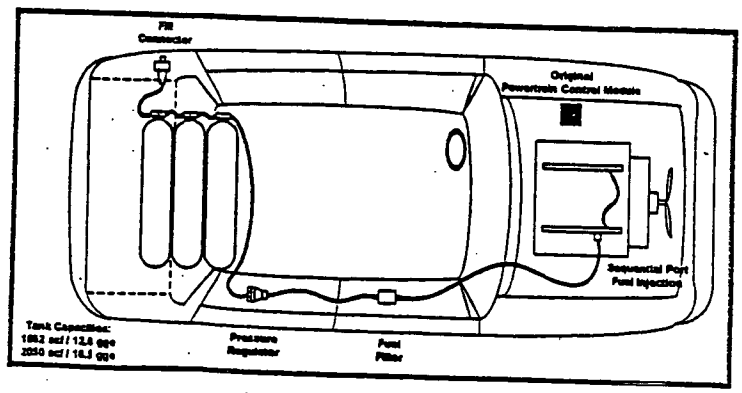
General:
- ※ Ford Crown Victoria; 4.6, V-8 Engine; Grand Marquis & Lincoln Town Car
- ※ Limited Warranty: 3-year or 36,000 miles
- ※ CARB & EPA certified SULEV
- ※ Sequential Fuel Injection (SFI)
- ※ Standard fuel capacity = 12 GGE ; Extended range = 16 GGE
- ※ 3600 psi certified NGV II and FMVSS 304 certified tank package
- ※ Meets all Federal and State Laws and Safety Requirements

ECU Inputs:
- ※ RPM
- ※ Camshaft
- ※ Manifold Absolute Pressure (MAP)
- ※ Fuel Rail Pressure (FRP)
- ※ Intake Air Temperature (IAT)
- ※ Oxygen Sensor – Bank 1 & Bank 2
- ※ Throttle Position Sensor (TPS)

ECU Outputs:
- ※ 8 Injector Drivers with Sequential Control
- ※ OEM Fuel Gauge
- ※ Malfunction Indicator Light (MIL)
- ※ Fuel Rail Lock-off
- ※ CNG Fuel Tank Solenoid Valves

System Pressure & CNG Injectors:
- ※ 3600 psi Storage Pressure
- ※ Regulator Pressure = 130 psi
- ※ Siemens CNG Injectors
- ※ Flow Rate = 2.3 g/sec @ 130 psi

Control Strategies:
- ※ Closed-Loop Fuel Control
- ※ Catalyst Protection Strategy
- ※ Ignition Timing Optimized for Natural Gas
- ※ Sequential Injection Timing Control
- ※ Transient Fueling Control
- ※ Deceleration Fuel Cutoff
- ※ OBD Diagnostics



Contact:

2415 Beatrice Street
Dallas, Texas 75208
214.231.1450

www.BAFtechnologies.com

© BAF Technologies, Inc.

PRODUCT - Dedicated Natural Gas Crown Victoria

BAF TECHNOLOGIES

The Crown Victoria gained CARB & EPA approvals with support & funding from South Coast AQMD & NYSERDA.

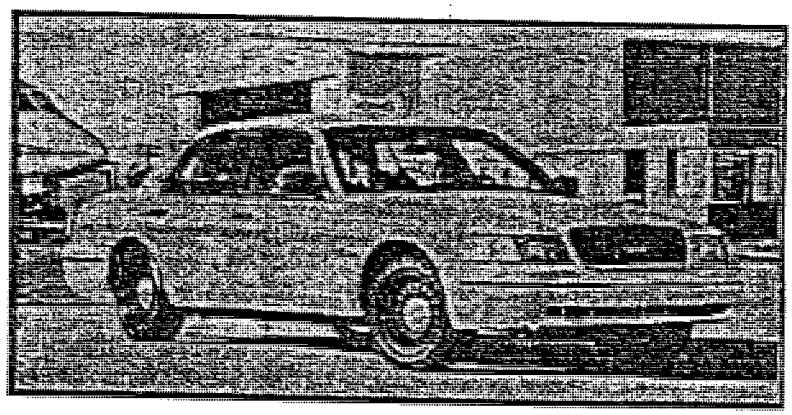
Contact:
John Bacon, President
jbacon@baftechnologies.com

Bill Calvert, VP Sales
bcalvert@baftechnologies.com

www.BAFtechnologies.com

Dedicated Crown Victoria

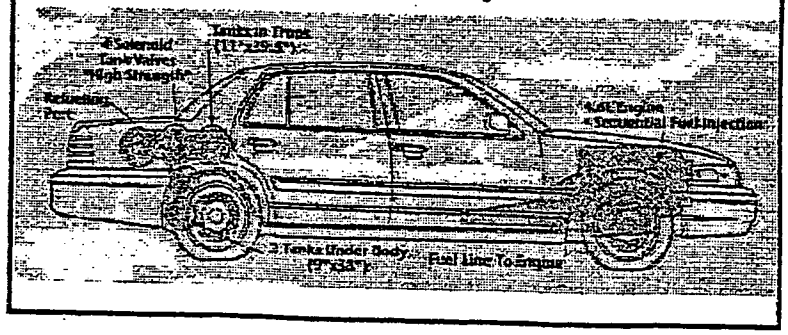
BAF Technologies, employing our proprietary, breakthrough SFI system, has introduced the first and only 4.6L Crown Victoria that meets CARB's stringent SULEV emission standard.



System Overview

- Operates on dedicated Compressed Natural Gas.
- Controls the CNG system using the original PCM.
- Fully OBD II compliant.
- Diagnose using OEM scanner or generic scan tool.
- Exceeds OEM power and performance.
- Order from your dealer with a CNG system option.
- Also available on Grand Marquis and Lincoln Town Car with engine family code: 6FMXV04.6VE8

Component Layout



© BAF Technologies, Inc.



Appendix M

Ford Crown Victoria CNG Information Sheet

Custom designed for:

[redacted]

Thank you for your interest in the Ford Crown Victoria. Included in this brochure is information about:

- LX PREMIUM SPORT PACKAGE. The LX Premium Sport Handling and Performance Package with 239 horsepower offers a 4.6L V8 with dual exhaust. The upgraded rear air suspension and touring tires enhance the silky smooth ride. Standard 8-way power leather-trimmed individual front seats and 17-inch alloy wheels add to Crown Victoria LX's understated elegance.
- SMOOTH RIDE. Crown Victoria is known for its legendary smooth ride, but it also distinguishes itself with surprisingly agile handling. A full frame combines with rear drive for a balanced and even feel of the road.
- PERSONAL SAFETY. Crown Victoria has a well-earned reputation for safety with features such as standard anti-lock brakes and the Personal Safety System® which offers outstanding protection and security.
- 5-STAR FRONT CRASH RATING. The Ford Crown Victoria has received the National Highway Traffic Safety Administration's highest 5-star front crash test safety rating for the driver and front passenger 12 years in a row.

Dealer Information

Find up-to-date contact information for your local Ford dealer. To visit a local dealer website and view a map of their location, click on one of the links below.

Pearson Ford	4300 El Cajon Blvd. San Diego, CA 92105	(800) 619-3673
Bob Baker Ford	730 Camino Del Rio N - Mission Valley San Diego, CA 92108	(619) 297-5001
Perry Ford of National City	2050 National City Blvd. National City, CA 91950	(619) 477-2711
Drew Ford	8970 La Mesa Blvd La Mesa, CA 91941	(619) 464-7777

EXPERIENCED MY FORD YET? Get an inside look at the benefits of Ford ownership at the My Ford owner website. It's a one-stop spot for managing important vehicle information – 24/7, whenever you need it. It's free to register for personalized maintenance schedules, incentives and offers, and much more. You can even access your Ford Credit information and online bill payment services! Log on to www.myford.fordvehicles.com to get started.

Ford

BOLDMOVES

HELPFUL FORD LINKS

Now that you've learned more about this Ford vehicle, we would like to recommend the following links that can help you get all the information you need about finding, purchasing and owning the Ford that's just right for you:

BOLDMOVES

Fordvehicles.com - The best place to get information about Ford cars, trucks, and SUVs.

Get a Price Quote - Request a quick quote from a Ford Dealer in your area.

Competitive Comparisons - Get a detailed comparison of your favorite Ford vehicle and how it stacks up against the competition.

Payment Calculator - Find out how much you'll have to spend on your new vehicle with Ford Credit's Payment Estimator.

Build & Price Your Ford - Build and price your vehicle online - From performance to interior colors and everything in between.

Search Dealer Inventory - Find your vehicle at a Dealer near you.

Locate a Dealer - Our dealer locator lets you view your Ford dealer's services, hours, special promotions, and check new and used inventory.

Incentives & Fanancing - Keep up to date with current incentives and financing offers in your area.

Compare Ford Cars - Visit the Car Smart Guide© and find the Ford Car that's right for you.

Schedule a Test Drive - Sign up online to drive a next generation Ford vehicle at a dealership near you.

Certified Pre-Owned - Ford Quality Checked Certified Pre-Owned Dealers. For pre-owned vehicles with Ford confidence!

Ford Accessories Store - These great accessories can make your Ford vehicle truly unique.

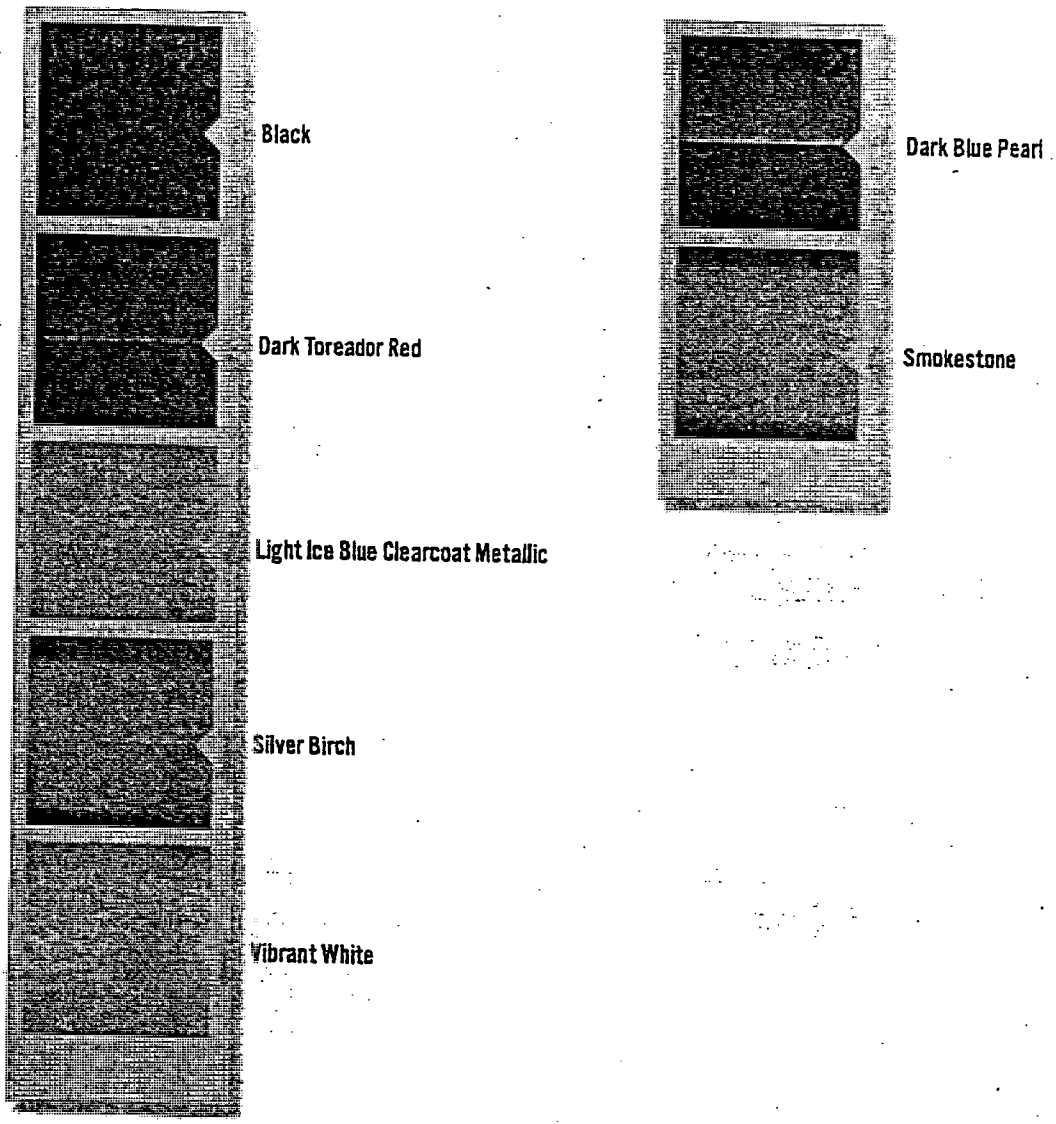
Ford Credit - Ford Credit online vehicle financing offers the tools you need to aid in your purchase decision including a Payment Estimator and instant credit approval.

My Ford - The Official Website for Ford Vehicle Owners. Personalized maintenance schedules, exclusive offers & incentives, your service expense log and much more!

Disclaimer

Competitive comparisons based on publicly available information and Ford certification data at time of brochure creation. Some features discussed may be optional. Vehicles shown may contain optional equipment. Features shown may be offered only in combination with other options or subject to additional ordering requirements or limitations. Following creation of the brochure, certain changes in standard equipment, options and the like or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is the best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligations.

COLOR OPTIONS



WHY FORD CREDIT?

At Ford Credit, auto financing is our specialty. Whether you purchase or opt for a Red Carpet Lease, we offer a range of terms and features that make your experience hassle-free. Contact your local Ford Dealer or visit us on the Web at www.fordcredit.com.

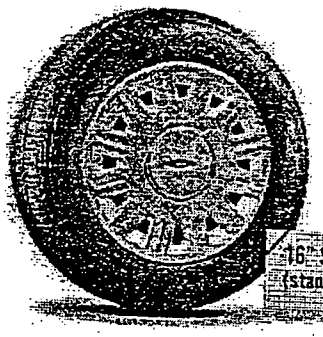
ROADSIDE ASSISTANCE

Every new Ford includes the assurance of a 24-hour emergency Roadside Assistance Program provided during the 3-year/36,000-mile limited warranty period. Ask your Ford Dealer for complete details on this program, which includes such services as fuel delivery, tire change, jump start, or even help when you're locked out of your vehicle.

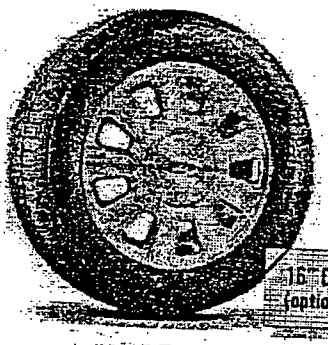
NEW VEHICLE LIMITED WARRANTY

Under the New Vehicle Limited Warranty, you receive bumper-to-bumper coverage for 3 years/36,000 miles with no deductible. You also receive corrosion perforation coverage for five years with unlimited mileage and no deductible. Ask your Ford Dealer for a copy of the warranty.

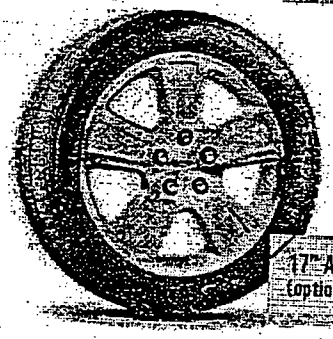
WHEEL STYLES



16" Steel Wheels
(standard on Crown Victoria)



16" Chrome Plated Wheels
(optional on Crown Victoria LX)



17" Alloy Wheels
(optional on Crown Victoria LX Sport)

Chromed cross-spoke locking wheel covers	S	-
Wheels, 16" 9-spoke aluminum	-	S
Wheels, 16" 9-spoke chrome-plated	-	O
Wheels, 17" 5-spoke alloy (available in LX Premium Sport Handling and Performance Package)	-	O
P225/60R16 BSW all-season tires	S	S
P225/60R16 WSW all-season tires	O	O
P225/60VR16 BSW all-season tires (included in Handling and Performance Package on LX)	-	O
P235/55R17 BSW all-season tires (available in LX Premium Sport Handling and Performance Package)	-	O
Mini spare tire	S	S
16" conventional spare tire	O	O
17" conventional spare tire (available in LX Premium Sport Handling and Performance Package)	-	O

SAFETY AND SECURITY - SAFETY	Crown Victoria	LX
Personal Safety System™: restraint control module (RCM), safety belt energy management retractors, crash severity sensors, safety belt pretensioners, seat position sensors, and dual-stage airbags*	S	S
Side impact front outboard airbags* (requires LX Premier Group or LX Premium Sport Handling and Performance Package)	-	O
4-wheel anti-lock braking system	S	S
Child safety rear door locks	S	S

SAFETY AND SECURITY - SECURITY	Crown Victoria	LX
SecuriLock® Passive Anti-Theft System	S	S
Remote Keyless Entry System with Smartlock	S	S
Perimeter anti-theft alarm system	O	O

S = Standard O = Optional - = Unavailable

Ford Division reserves the right to change product specifications at any time without incurring obligations.

† Always wear your safety belt and secure children in the rear seat.

Front shoulder safety belt height adjusters	S	S
Front floor mats	S	S
Rear center console with two cupholders and fold-down armrest	-	S
Deep well trunk	S	S
Trunk storage unit	-	O
LX Premier Group: power passenger seat; power lumbar adjustment on both front seats; single CD/cassette players; leather-wrapped steering wheel with auxiliary audio and climate controls; and auto-dim rearview mirror	-	O
Floor shifter with leather-wrapped handle and overdrive lockout button (available in LX Premium Sport Handling and Performance Package)	-	O
Center console with padded armrest, concealed powerpoint, dual cupholders and center-stack mini storage bin (available in LX Premium Sport Handling and Performance Package)	-	O

EXTERIOR FEATURES - APPEARANCE	Crown Victoria	LX
Power remote control mirrors	S	S
Power-heated remote control mirrors	O	O
Aero headlamps with long-life crystalline krypton bulbs	S	S
Clearcoat paint with anti-chip primer	S	S

EXTERIOR FEATURES - WINDOWS AND GLASS	Crown Victoria	LX
Power windows with express-down driver's window	S	S
Solar tinted semi-flush glass	S	S
Laminated side glass	-	O
Power moonroof	-	O

POWER AND HANDLING - POWER	Crown Victoria	LX
4.6L SEFI 224-hp engine with electronic automatic overdrive transmission	S	S
4.6L SEFI 239-hp engine with electronic automatic overdrive transmission (available in LX Premium Sport Handling and Performance Package)	-	O
Sequential electronic fuel injection, multi-port	S	S

POWER AND HANDLING - HANDLING	Crown Victoria	LX
Rear-wheel drive	S	S
All-Speed Electronic Traction Control with panic brake assist	O	O
Power rack-and-pinion steering	S	S
Short- and long-arm (SLA) front suspension with stabilizer bar	S	S
Watts linkage rear suspension	S	S
Fuel tank: 19-gallon	S	S
Handling Package: P225/60R16 all-season BSW tires; revised springs, monotube shocks and stabilizer bar; 16" aluminum wheels; rear air suspension; dual exhaust system; 3.27:1 rear axle ratio; and 11.25" 155K torque converter	-	O
LX Premium Sport Handling and Performance Package	-	O

POWER AND HANDLING - WHEELS AND TIRES	Crown Victoria	LX

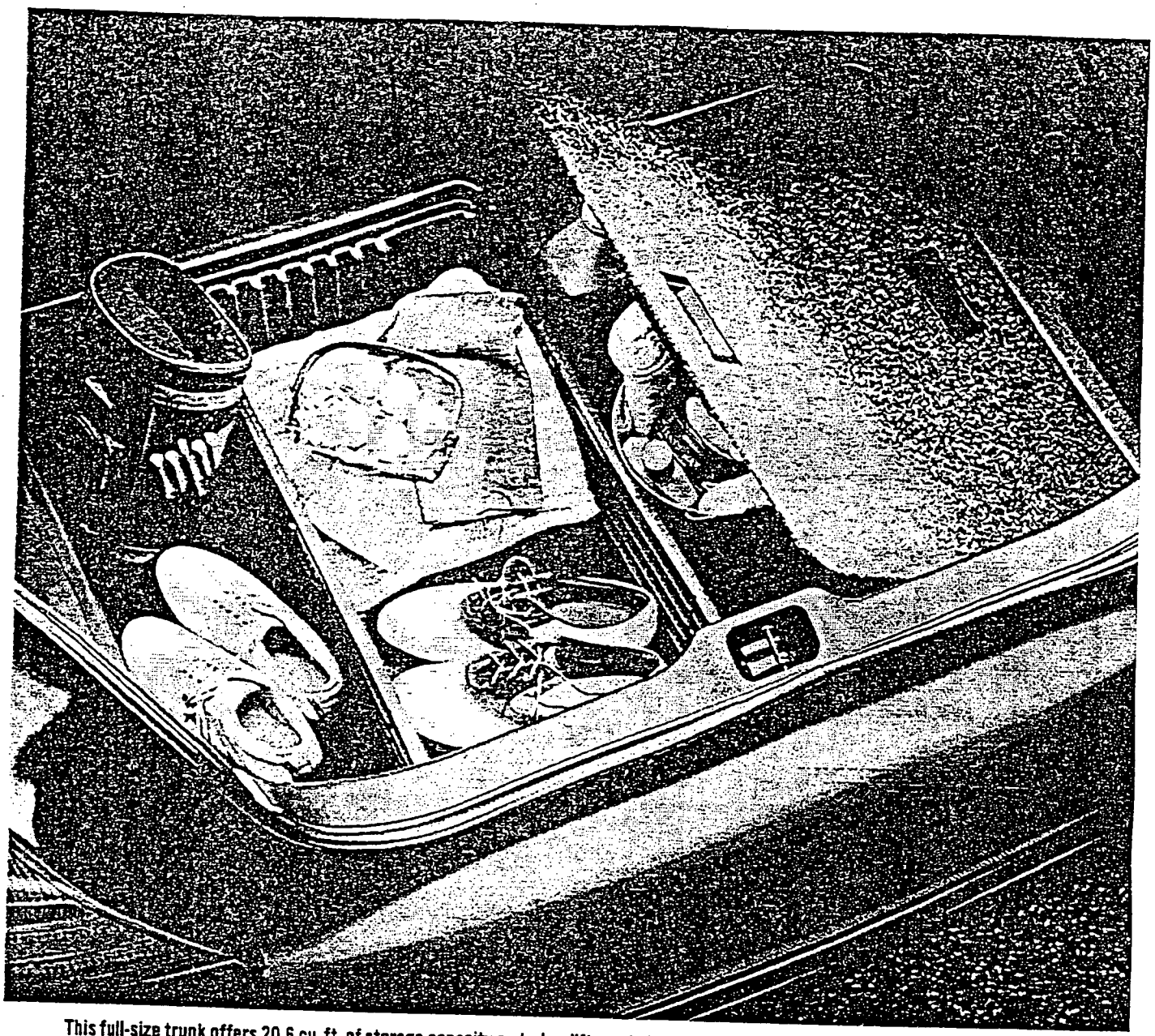
FEATURED CROWN VICTORIA SPECIFICATIONS

INTERIOR FEATURES - SEATING	Crown Victoria	LX
3-passenger split bench front seat in luxury cloth with 8-way power driver's seat	S	S
3-passenger split bench front seat with leather seating surfaces	-	O
Individual front seats with leather trim and 8-way power front seats and lumbar support (available in LX Premium Sport Handling and Performance Package)	-	O

INTERIOR FEATURES - CLIMATE CONTROL	Crown Victoria	LX
Air conditioning, manual	S	-
Air conditioning, electronic automatic temperature control	-	S
Rear seat heat ducts	S	S

INTERIOR FEATURES - ENTERTAINMENT SYSTEMS	Crown Victoria	LX
Electronic AM/FM stereo with single CD player	S	S
Electronic AM/FM stereo with single CD/cassette player	O	O
Electronic AM/FM stereo with 6-disc in-dash CD changer (trunk-mounted)	-	O

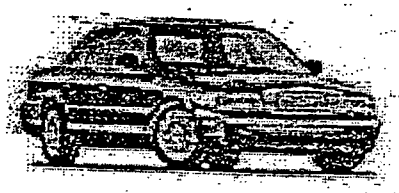
INTERIOR FEATURES - COMFORT AND CONVENIENCE	Crown Victoria	LX
Speedometer, trip odometer, tachometer, temperature and fuel	S	S
Warning lights: overdrive off, airbags, door ajar, battery, oil pressure, voltage, brake, check engine, low fuel, and safety belt reminder	S	S
Warning lights: Traction Control active indicator	O	O
Warning lights: air suspension off indicator	-	O
Illuminated entry with theater dimming feature	S	S
Battery saver feature	S	S
Power door locks, remote control electric decklid release	S	S
Tilt steering column	S	S
Speed control	S	S
Leather-wrapped steering wheel with audio/climate controls	-	O
Power adjustable brake and accelerator pedals	O	O
Headlamps, wipers-activated with autolamp automatic on with delayed off feature	S	S
Driver's footrest	S	S
Interval windshield wipers	S	S
Auto-dim inside mirror	-	O
Overhead console with compass and dome/map light	-	S
Dual ashtray-mounted cupholders	S	S
Integral front door map pockets	S	S
Front seat back map pockets	S	S
Front seat dual fold-down armrests	S	S
Front passenger and 2 rear grab handles	S	S



This full-size trunk offers 20.6 cu. ft. of storage capacity and a low liftover height for easy loading and unloading. Perfect for all your precious cargo. And for your smaller items, enjoy the convenience of a detail-oriented trunk organizer with individual compartments to keep everything neat.

FORD CROWN VICTORIA MODEL LINEUP

CROWN VICTORIA



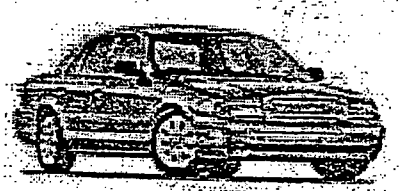
Traditional full-size spaciousness and comfort

- 4.6L SEFI V8
- Full-size 6-passenger seating
- AM/FM stereo with in-dash single CD player
- Remote Keyless Entry System with Smartlock
- Personal Safety System®
- Anti-lock braking system

Price: $25,310*
EPA: +

+ 17 city/26 highway**

CROWN VICTORIA LX



Where comfort reigns supreme

- Electronic automatic temperature control
- 16"9-spoke alloy wheels
- Available 6-disc in-dash CD changer
- Available LX Premier Group
- Available LX Premium Sport Handling and Performance Package

Price: $28,305*
EPA: +

+ 17 city/26 highway**

* Starting Manufacturer's Retail Price excluding taxes, title and registration fees. Optional equipment not included.
** EPA estimated city/highway mpg based on base engine/transmission configuration.

Go on-line to get
all the specs, options
and colors available for Crown Victoria.
Or, better yet, stop by a dealer
to see everything firsthand.

'07 Crown Victoria LX

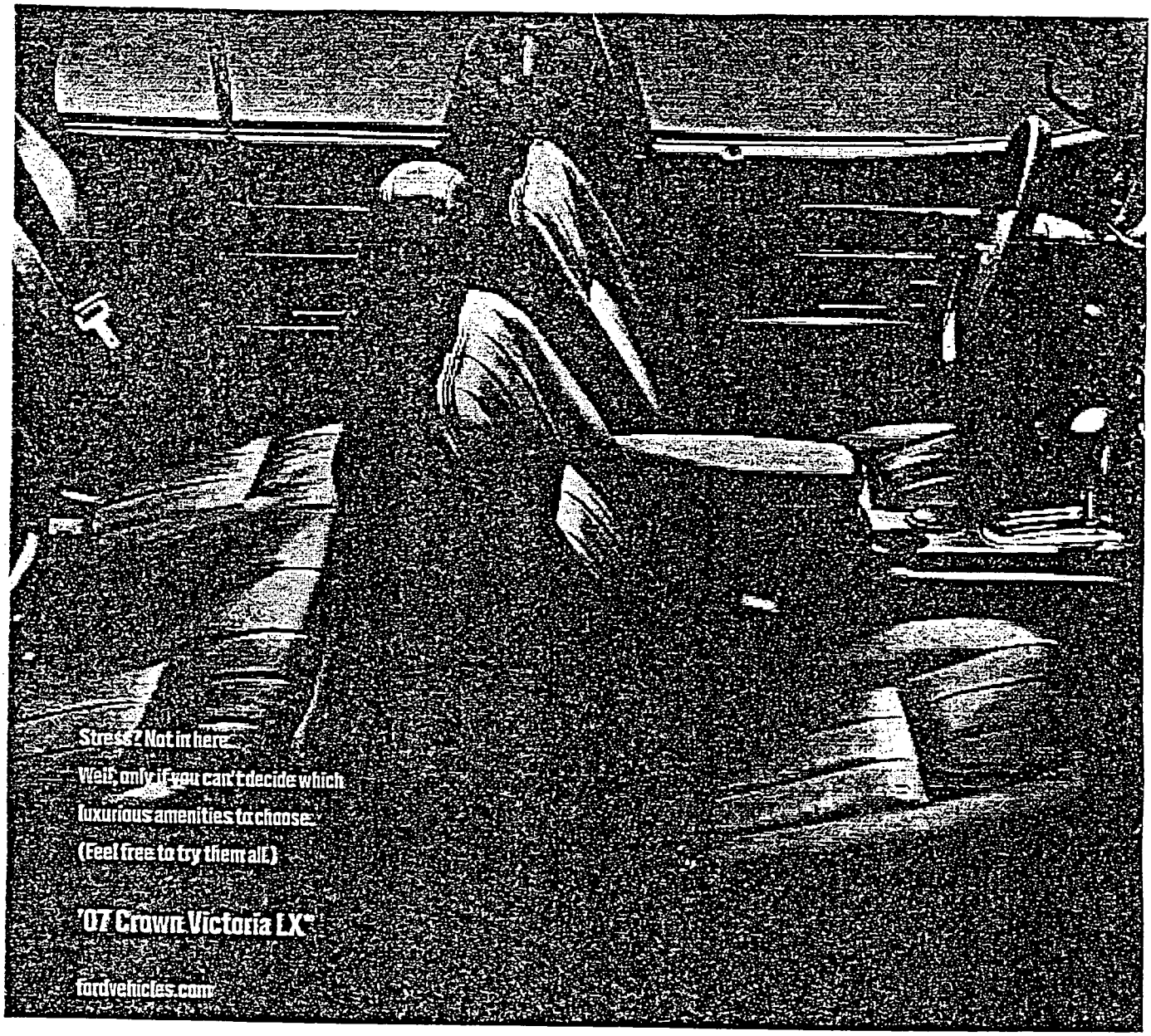
fordvehicles.com











The spacious interior's a given. But the icing on the cake? How about available 8-way power driver and right front passenger leather-trimmed seats with power lumbar supports. And an available leather-wrapped steering wheel that features secondary audio and climate controls. An array of options awaits. Dress it up any way you like.

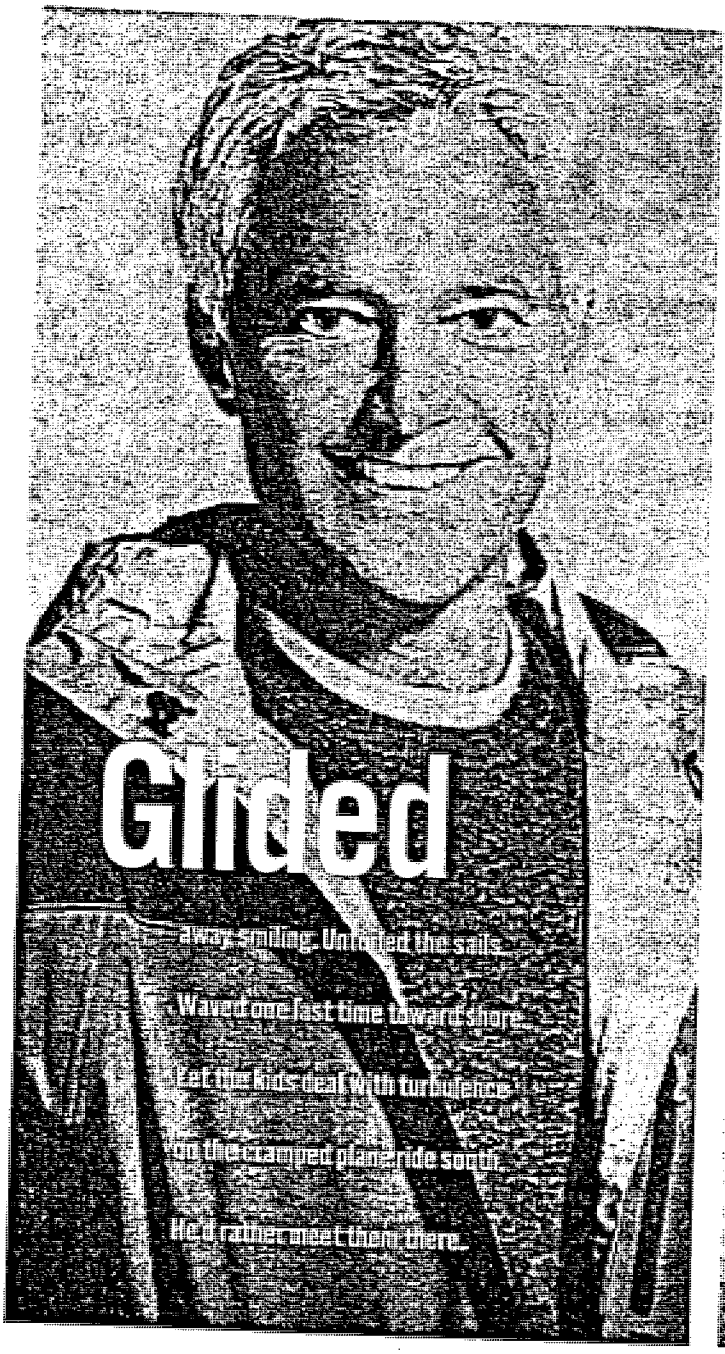
*Shown with premier sport handling and performance package.

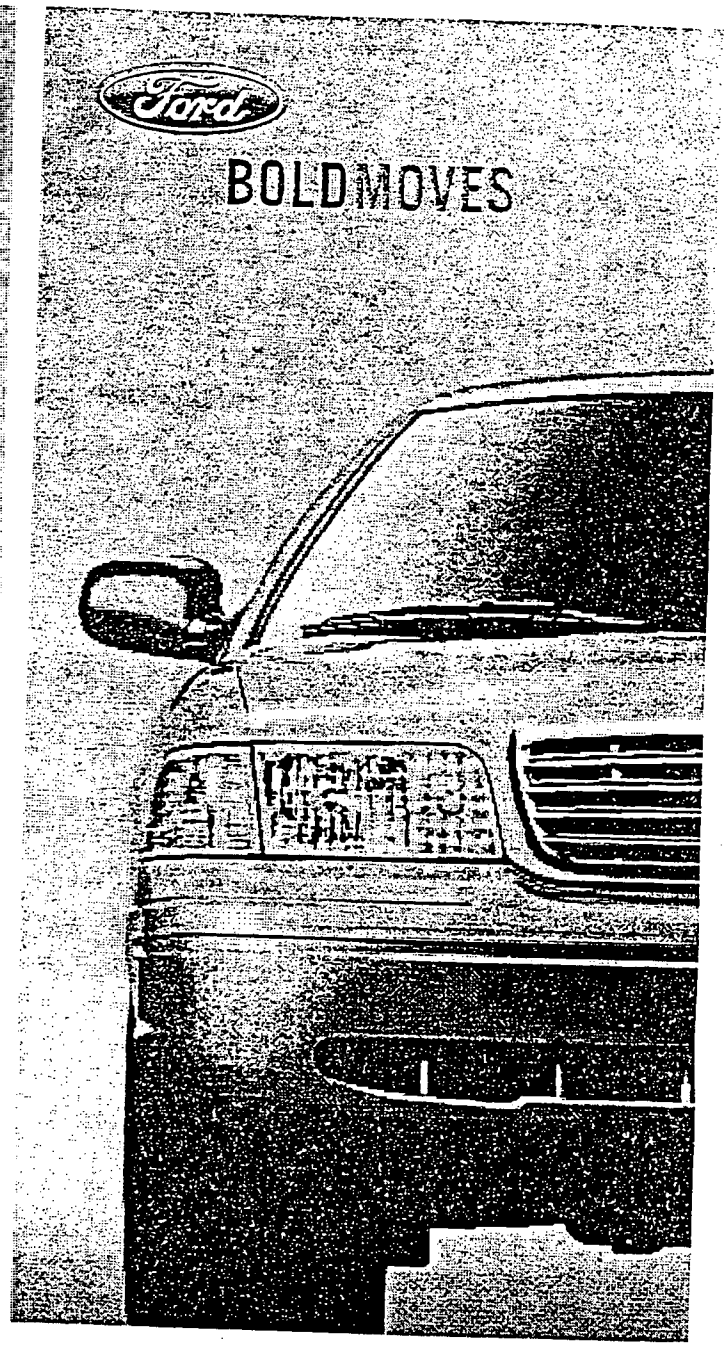


Crown Victoria makes it easy to relax with its wonderfully balanced feel for the road. Not to mention its five-star front crash safety rating, standard ABS and patented Personal Safety System® (PSS). In the event of an accident, the PSS includes safety belt energy management retractors, safety belt pretensioners, dual-stage airbags and sensors that monitor things like crash severity and passenger weight and position. So, the vehicle can act accordingly to help keep you safe.

*Shown with premier sport handling and perfomance package.


Why settle for anything less
than a smooth-as-silk ride?
Not to mention major comfort and safety.
Slide behind the wheel. Enjoy.
'07 Crown Victoria LX





[redacted]

HERE IS THE INFO YOU ASKED FOR.

This customized '07 brochure was created on 10/20/2006.



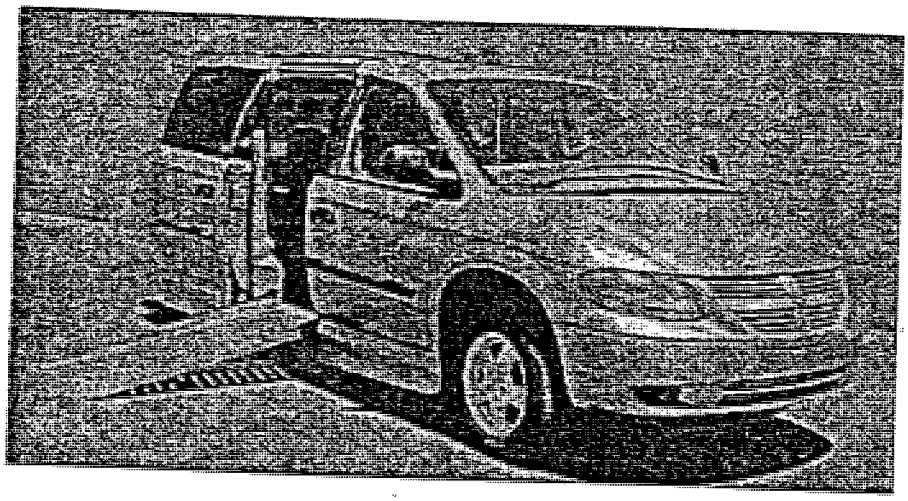
Appendix L

Ford Crown Victoria Information Sheet

2006 Dodge Grand Caravan SE

#553849, Color: Ext-Linen Gold, Int-Khaki, Eng-3.3 V6, 4spd auto, pwr steering, pwr brakes, pwr windows, pwr mirrors, pwr locks, cruise, tilt, tinted windows, a/c, rear a/c, rear heat, AM/FM CD, DVD, keyless remte entry, pwr drv seat, roof rack, 16"alloy wheels.
Dodge warranty thru Oct 2008 or 27,000 additional miles

Conversion-AmeriVan, remote entry, magnetic entry, kneel, extra detachable front seat base.
AmeriVan Warranty 3 year or 36,000 additional miles.
mileage-8,700





Appendix K

Dodge Caravan Information Sheet



Appendix J

Maintenance facility & Maintenance Service Agreement

National CPS Certification

Elias Qabille

T624902

3/14/2006 - 3/14/2008

Certified Technician

Certifying Body: Safe Kids Worldwide
Curriculum by NHTSA
In collaboration with the National CPS Board
Program Sponsor: State Farm®

has completed
the State of California
CLASSROOM
DEFENSIVE DRIVER TRAINING PROGRAM

Isabel M. Cortez

Program Coordinator
DGS, Office of Risk & Insurance Management

DEC 09 2005
Date

VALID 4 YEARS



Appendix I

Elias Qabille's Qualifications



JOB OPENING: TAXICAB DRIVER

We are looking for Taxicab Drivers/Operators/Members that are clean, reliable, and responsible, with a professional customer service attitude. They must be able to safely transport customers in and around the San Diego Metro area. Our customers are from all walks of life needing trips to and from the doctors, grocery stores, schools, churches, mosques, temples, and other local business establishments. Taxicab drivers/operators/members drive cabs to transport passengers for a fee. They may pick up passengers in response to relayed requests from dispatch or generate their own customers. Other opportunities include the performance or such services as handling passenger luggage or picking up and delivering packages.

You will be driving a leased vehicle for us as a driver/operator/member of the Somali Taxi Association. The Association is responsible for your taxes and insurance.. You must be 21 years or older. Must possess a valid California driver's license and be willing to apply for a Sheriff's Driver's Identification card. You must pass a drug test, undergo a background check, evaluation of your driving record, and be able to speak, read, and write English. You will be responsible for returning the taxicab with a full tank of gasoline and performing pre- and post-trip quality checks.

Our 24-hour / 7 day-per-week schedule allows for flexible hours that fit your schedule (i.e. school or other employment).

As a driver/operator/member of the Somali Taxi Association, "YOU" directly contribute tol the success of the Association..

STA is an Equal Opportunity Association and Employer.



Appendix H

Sample Job Description

Accept Interac® in your taxi

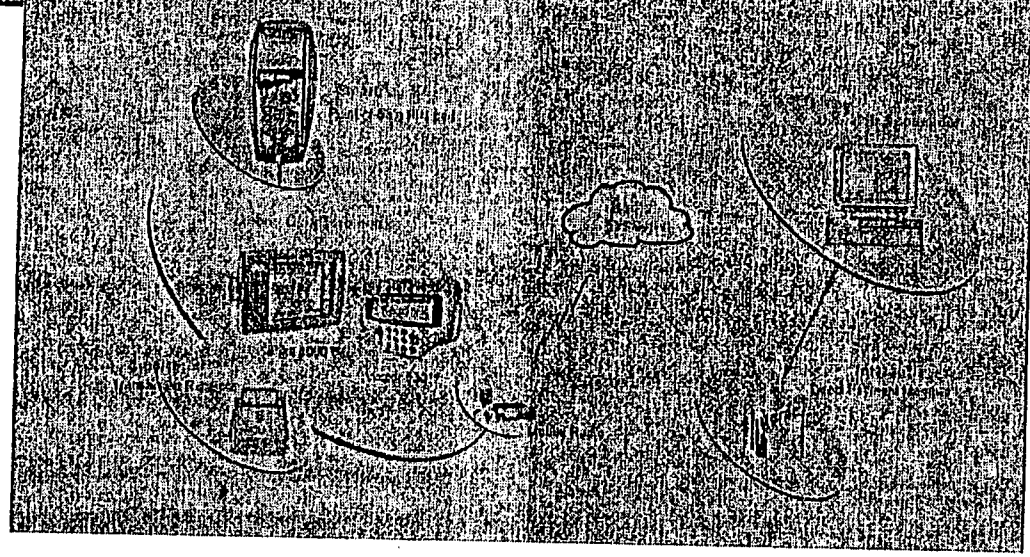
SmartPay™ lets taxi companies improve customer loyalty by securely accepting Interac® debit payments.

The SmartPay™ in-vehicle point-of-sale terminal combines the convenience of credit cards with the security of cash as funds are directly taken from the customer's bank account. The user friendly PIN-pad is fully integrated with the taxi dispatch application, radio system, mobile data terminal and the SmartPrint mobile printer. SmartPay™ provides merchants the lowest cost transaction rates with immediate fund transfer and eliminates chargebacks.

Just Say Interac®

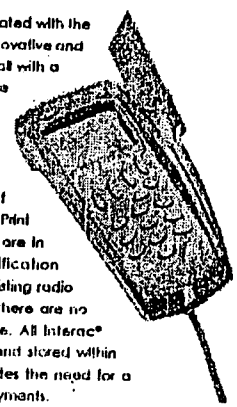
Canada leads the world in debit card usage on a per capita basis, and Interac® Direct Payment, Canada's national debit service, has replaced cash as the preferred method of payment in Canada. More than 85 per cent of Canadians have a banking card and used debit card to pay for over 2.5 billion transactions last year. Interac® is popular because it can be used by anybody that has a chequing or savings account, without the need to qualify for a credit card. Customers are increasingly expecting to be able to use Interac anytime, anywhere. With SmartPay™, taxi companies across Canada are now able to "Just Say Interac" to their passengers.





Integrated SmartPay™ Solution

The SmartPay™ PIN-pad is fully integrated with the taxi dispatch system. It has a sleek, innovative and ergonomic design and is easy to install with a direct serial connection to the mobile data terminal. The rugged PIN-pad is designed to withstand the constant handling experienced from daily use in mobile point-of-sale environments, and has a durable, tamper proof enclosure. SmartPay™ uses the SmartPrint mobile printer to print receipts that are in full compliance with Interac® certification requirements. The taxi company's existing radio system is utilized, which means that there are no additional charges for airtime usage. All Interac® payment transactions are recorded and stored within the dispatch application. This eliminates the need for a separate system to process Interac payments.



Benefits

Lowest Cost Merchant Rates

- Interac® debit transactions have a low fixed fee per transaction. There are no percentage-based processing charges.
- Interac® transactions are settled immediately as funds are withdrawn directly from customer bank accounts and transferred into the merchant's account the same day. Therefore, there are no delays in receiving funds, avoiding delays generally associated with credit card funds.
- Interac® payments do not require to be adjusted prior to settlement, so there is no labor required to review receipts and adjust transaction totals.
- Interac® payments are fully guaranteed once a transaction is approved, decreasing the risk of costly chargebacks and customer complaints.

Secure and Easy to Use

- SmartPay™ allows customers to swipe their own debit cards, reducing the risk of card fraud.
- SmartPay™ is certified by Interac®. Interac® payments are secure because customers use their Personal Identification Number to approve payments.
- The PIN-pad cable extends conveniently and can be handed over to the customer in the back seat, ensuring privacy for customers when entering their PIN.
- The PIN-pad has a large, clear, backlit graphics display with easy to follow step-by-step instructions for customers to complete their transaction.
- Customers can add a tip easily and discretely directly on the PIN-pad, eliminating the need for the driver to ask for a tip prior to processing the payment.


Sample SmartPay™ Screen

Fully Integrated

- The SmartPay™ PIN-pad is fully integrated with the taxi dispatch system, radio system, in-vehicle mobile data terminal and mobile printer.
- SmartPay™ Interac® transactions are recorded and stored with all other payment types within the dispatch and cashiering application. Consequently, there is no need for a separate system to process Interac payments.
- The PIN-pad has a direct serial connection to the mobile data terminal, facilitating quick and easy installation.
- SmartPay™ utilizes a company's existing radio system instead of a cellular network, which means there are no additional charges for airtime usage.
- There are no monthly leasing fees as the taxi company owns the point-of-sale equipment.

Convenient Payment Option

- Gain more market share by offering customers the convenience of paying by Interac®.
- Interac® payments are already popular and preferred by customers.

DDS
DIGITAL DISPATCH

SmartPay

Specifications



Dimensions	182mm x 89mm x 58mm (7.2" x 3.5" x 2.2") LxWxD
Color	Black
Magnetic Card Reader	Vertical swipe action for accurate reads Bi-directional hi-coercivity card reading
Display	128x64 graphics, backlit
Security	Interac® approved for use in Canada RSA encryption, secure keyboard scan algorithms, application authentication
Certification	CE, FCC, C-Tick
Storage Temperature	-10° to 70°C (14°F to 158°F)
MDT Compatibility	Digital Dispatch Vector 530™, iPilot 8000 ™ MDTs, SmartPrint™ Mobile Printer
Other	Mounting cradle "Just say Interac®" and "Protect Your PIN" decals

Digital Dispatch Systems Inc.

North America
11920 Forge Place
Richmond, BC V7A 4V9, Canada
Tel: +1 604 241-1441
Fax: +1 604 241-1440

United Kingdom
Bar Hill Business Park
Saxon Way, Bar Hill
Cambridge, CB3 8SL, U.K.
Tel: +44 (0) 1954 780888
Fax: +44 (0) 1954 781612

Sweden
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SE-113 57, Stockholm, Sweden
Tel: +46 (0)8 674 12 50
Fax: +46 (0)8 612 65 35

India
808, Tower 2, Signature Towers
South City, Gurgaon - 122001
Haryana, India
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Fax: +91 (124) 2580279

Singapore
159 Sin Ming Road #05-07
Amtech Building, Singapore 575625
Tel: +65 6455 1713
Fax: +65 6455 0307

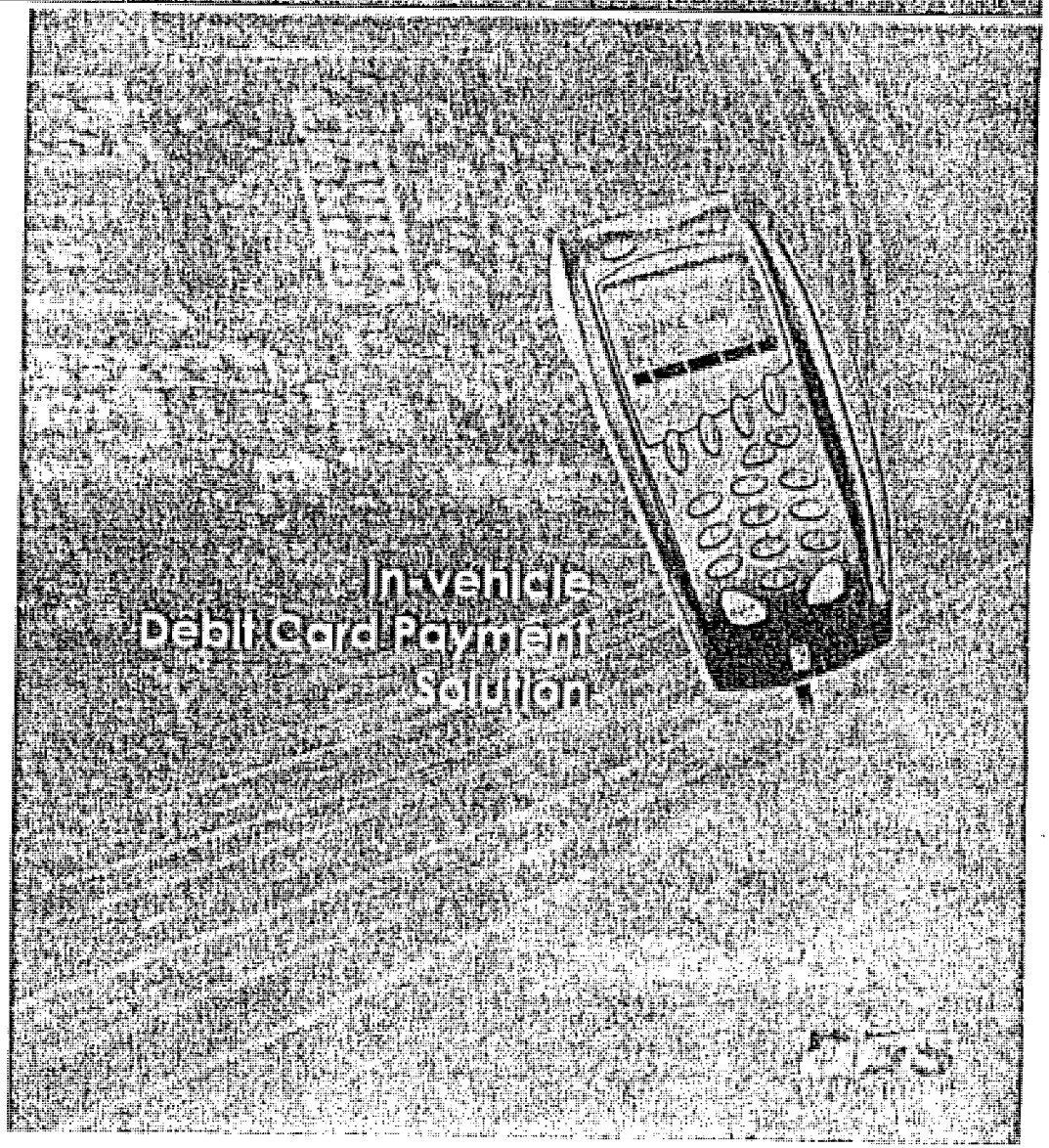
sales@digital-dispatch.com
www.digital-dispatch.com

DDS
DIGITAL DISPATCH

Made in Canada

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SmartPay





Appendix G

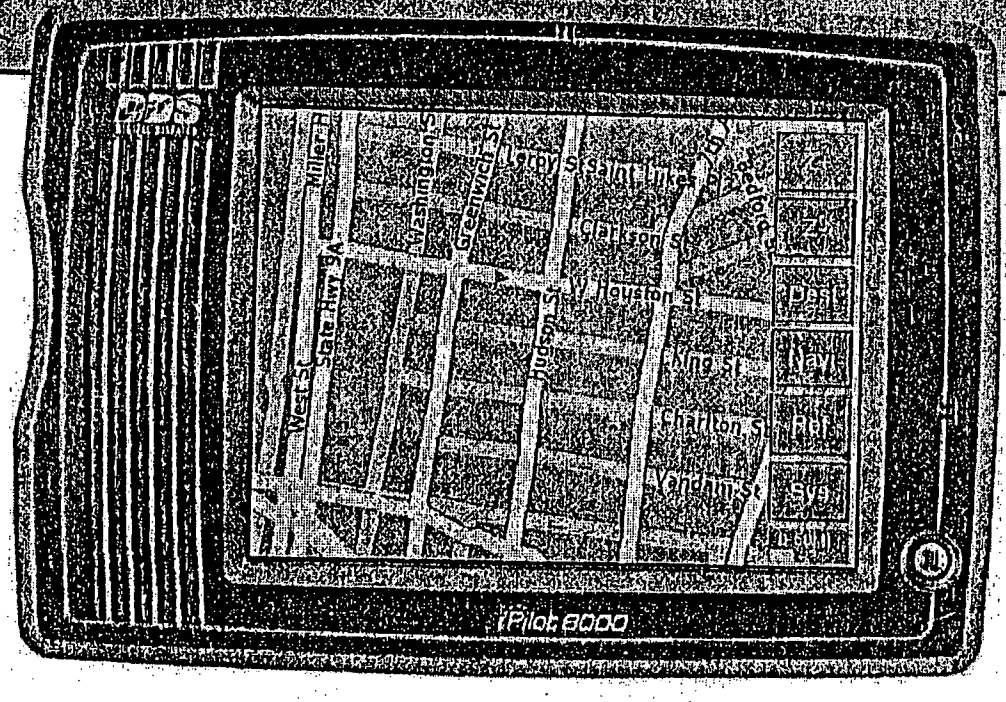
SmartPay Brochure

iPilot 8000™

The iPilot 8000™ is a feature-rich, highly configurable mobile computer specifically designed to meet the requirements of today's and tomorrow's fleet management applications.

Built on an Intel XScale® processor and Microsoft Windows CE .NET operating system, the iPilot 8000™ offers exceptional ease-of-use and unmatched flexibility. With its many expansion options, the iPilot 8000™ can control a wide variety of in-vehicle peripherals, making it truly the heart of your complete mobile computing system.

- Improved operating efficiencies
- Increased driver productivity
- Generate customer loyalty from improved service
- Integrated compact design



Configurable Solution

The iPilot 8000™ is easily customized to meet the demands of the mobile computing environment. Software developers can create distinctive, easy-to-use applications using the Microsoft Windows CE .NET platform.

Digital Dispatch™ offers an optional Software Development Kit (SDK), which includes all the libraries and device drivers needed to access iPilot 8000™'s features. Digital Dispatch™ can also develop client applications to specification.

Software updates can be installed in the iPilot 8000™ using a local serial download capability, or by an optional over-the-air download over private mobile radio.

Wireless Network Support

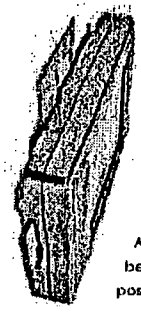
The iPilot 8000™ supports several types of wireless networks. For private mobile radio (PMR) networks, the iPilot 8000™ uses an integrated high performance Digital Signal Processor (DSP) based modem that provides data rates of up to 9600 bps over conventional voice-grade mobile radios. For cellular public data networks, it supports GSM/GPRS, CDMA or IDEN modems via a serial port.

Touchscreen Display

This advanced mobile computer is designed for ease-of-use with its active matrix color display with an integrated touchscreen. This intuitive and flexible interface can display a wide choice of icons, fonts and language scripts which all look sharp on the bright, high resolution 640 x 480 pixel LCD.

Magnetic Card Reader

The internal magnetic card reader can support in-vehicle credit card payments when combined with other application software. It can be used for immediate and accurate credit verification for customer convenience. It can also read customized cards for applications such as personal identification or company account payments.



Flash Memory

With the on-board Flash Memory, the iPilot 8000™ stores programs, operating system and data. Additionally, the external CompactFlash™ slot can be used to hold removable memory cards, making it possible to access very large amounts of data.

Audio Interface

The optional internal microphone and speaker with programmable volume control can be used by application software for audio input and optional text-to-speech.

Mapping Software

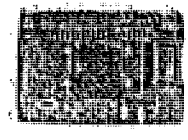
Digital Dispatch™ has an optional mapping software package that can be integrated into most applications, making the iPilot 8000™ an intelligent location finder. The user can view the current vehicle location, with zooming and panning capabilities. Street addresses and landmarks can be found by a search function.

GPS Receiver

An internal GPS receiver with an external antenna enables Automatic Vehicle Location (AVL), which can be integrated with other software applications for real-time vehicle tracking, routing and scheduling.

Expansion Ports

The iPilot 8000™ can connect to a wide variety of in-vehicle peripherals using its expansion ports. Up to six optional external RS-232C serial ports are available for use with optional devices such as the SmartPad™ mobile printer, the SmartPay™ debit card terminal, or other peripherals such as barometers. In addition, the iPilot 8000™ has two optional USB 2.0 host ports, making it easy to connect a keyboard for data entry or to connect any of the many peripherals that use this interface.



DDS DIGITAL DISPATCH

iPilot 8000™

Highlights

Dimensions	216 mm (L) x 148 mm (H) x 40 mm (D)
Weight	1200 g (without options)
Processor	Intel PXA255
Operating System	Windows CE
Display	6.4 inch TFT active matrix 640 x 480 pixel graphical color LCD with touchscreen
Keypad	4 x 4 matrix keypad
Environmental	Operating Temperature: -10°C to +60°C Storage Temperature: -20°C to +60°C LCD Operating Temperature: 0°C to +50°C Relative Humidity: 5% to 90% (non-condensing)
Power	Input Voltage Range 9-32 VDC
Memory	32 MB or 64 MB of SDRAM (Configuration Option) 32 MB or 64 MB of Flash Memory (Configuration Option) 512 KB battery-backed RAM
Expansion	1 x PCMCIA Compact Flash / Dual Card Slot (Option)
Digital Interfaces	Discrete Input / Output ports
Audio	Internal speaker and microphone
Radio Modem	4800 bps / 9600 bps Private Mobile Radio

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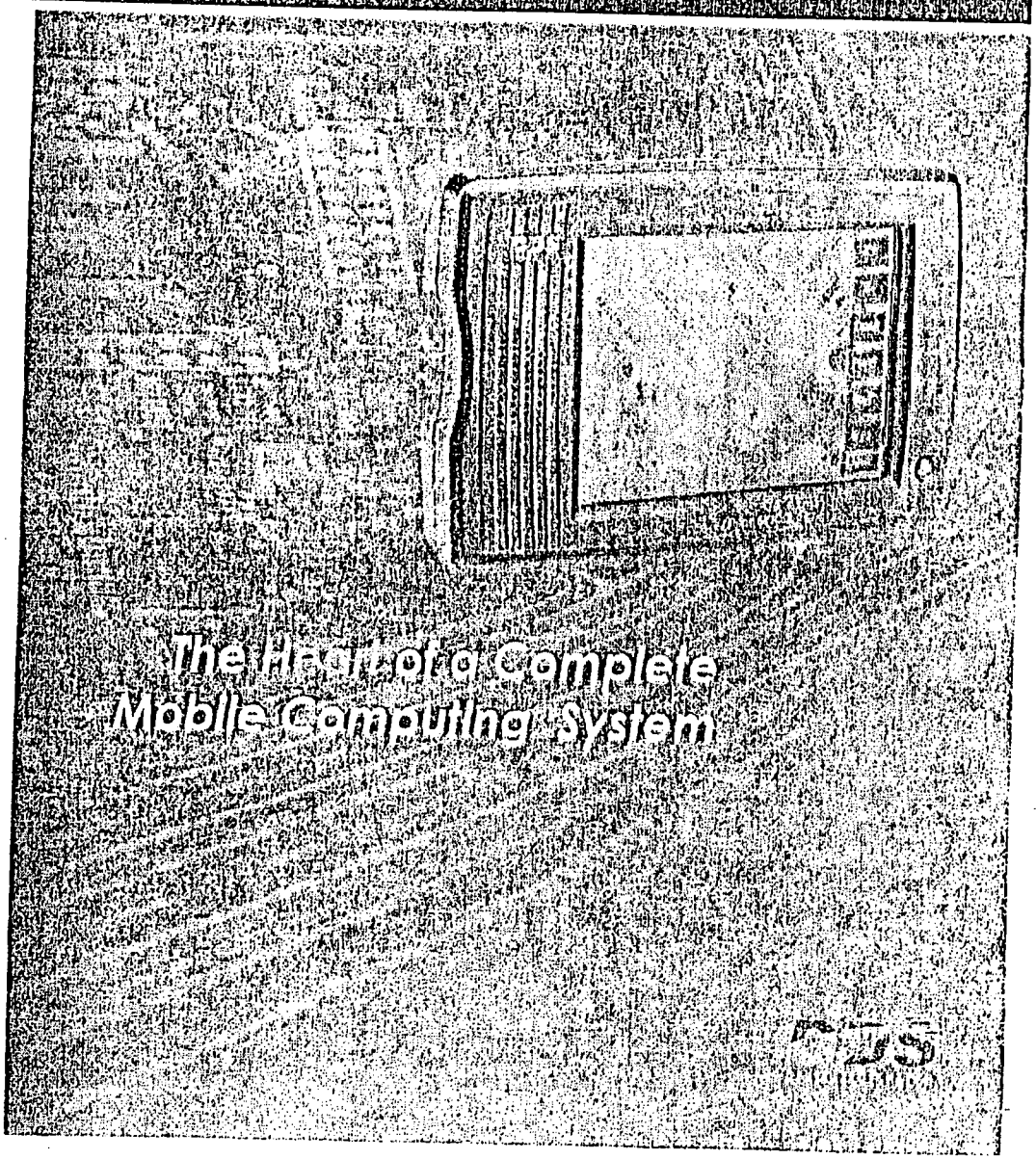
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Reference: 010-01

iPilot 8000



The Heart of a Complete Mobile Computing System



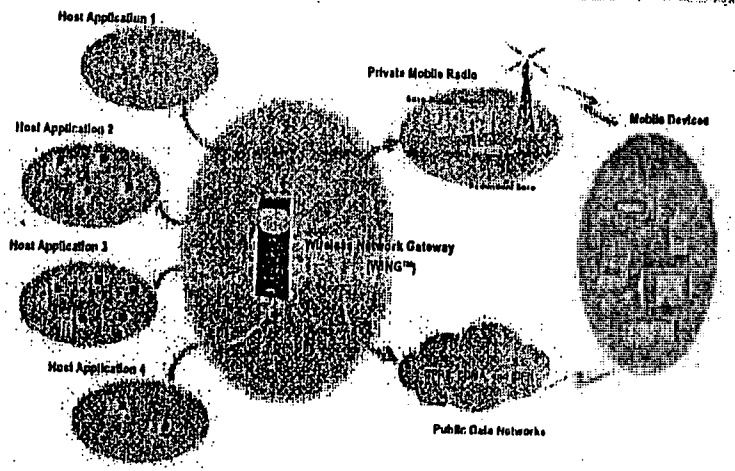
Appendix F

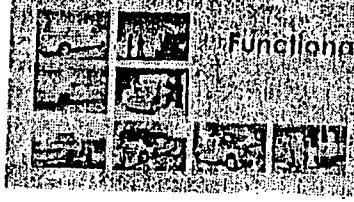
iPilot Brochure

Wireless Network Gateway

[WiNG™]

Digital Dispatch's Wireless Network Gateway (WING™) is a sophisticated wireless message router. It routes wireless messages between mobile devices such as Digital Dispatch's Vector 530™ and iPilot 8000™ and Digital Dispatch's reservation and dispatching software as well as with any other third party host applications and wireless devices. With its robust configuration options, WING™ also offers both wireless network as well as mobile device independence.





Functionality

The WiNG™ consist of three functional components:

The WiNG™ Application translates real time messages delivered by mobile devices to the application software and vice versa. WiNG™ ensures a high probability of message delivery through its message tracking and acknowledgment and retransmission capabilities.

Integral to the application is the reporting functionality. The WiNG™ integrates its reporting capabilities within the application and provides powerful, pre-defined reports, graphical displays and built-in queries that allows users to more effectively manage their network and wireless data traffic.

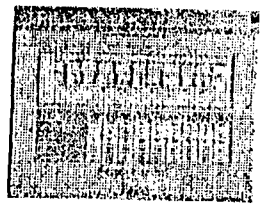
Using WiNG™ Database Interfacing, the WiNG™ application provides real time and configurable polling mechanisms necessary to ensure functional operation of the WiNG™ application.

The WiNG™ User Interface provides access to the WiNG™ Application and Database through standard web browser interfaces from the WiNG™ User Interface User can configure, monitor, file, download and generate reports on their wireless networks.

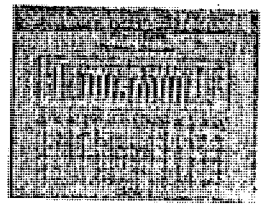
Detailed application software, base station, Radio frequency, channel and mobile device statistics (i.e. number of inbound / outbound messages, positive acknowledgments) can be displayed graphically. Real time transaction screens are also available.

The WiNG™ Client Application provides access to WiNG™ from any conventional web browser connected to the Internet. The WiNG™ Client Application provides customers with the ability to access their networks from a remote location.

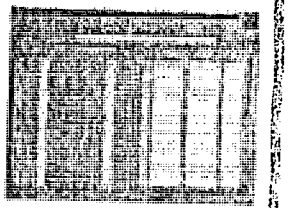
Base Station Communication Statistics



Mobile Unit Specific Statistics



Real-time Transaction screen



Features

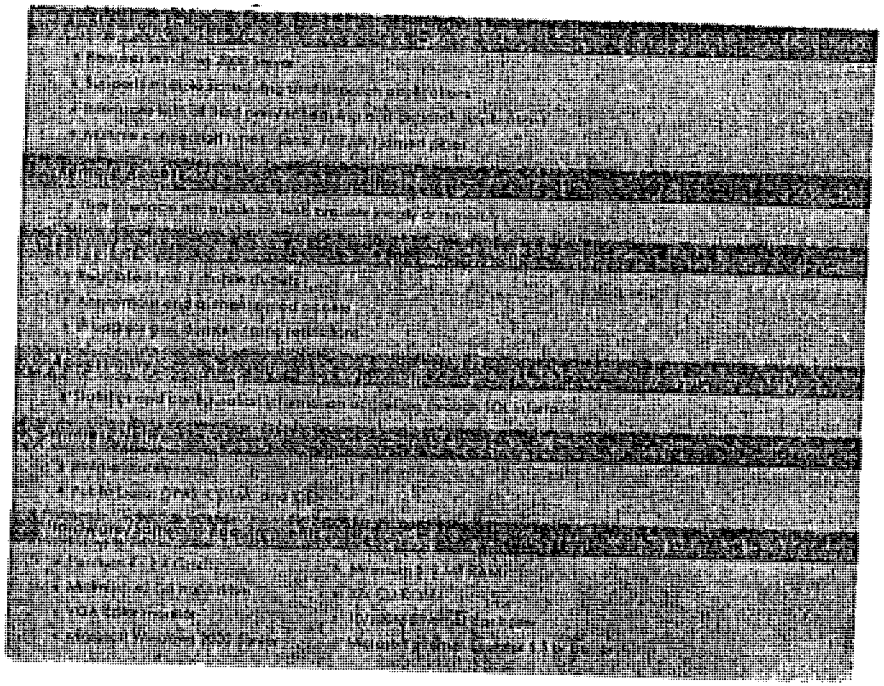
- **Wireless Networks Support**
  - Private Mobile Radio
    - Host application interface provides communication between scheduling and dispatch software and base stations
    - Supports up to 9 base station controllers
    - Supports both multi-channel and multi-site modes of operation
  - Public Data Networks (Cellular)
    - Communicates using all major cellular networks - GPRS, CDMA and IDEN
    - Supports Full TCP/IP – independent of network provider
- **Host Application Support**
  - Offers simultaneous connectivity for up to 8 host dispatch applications
  - Digital Dispatch PathFinder™
  - Third party scheduling and dispatch applications
    - Routematch 1S
    - SiteaGen ADEPT
    - Trapeze PASS
    - Versys Transview
    - Others
- **Network Configuration**
  Provides a single point of contact for configuring, troubleshooting and monitoring wireless networks
- **Diagnostics**
  Access to detailed statistical information GUI screens for fault diagnosis
- **Statistics**
  Provides efficient access to multiple statistics including:
  - Number of inbound and outbound messages to individual mobiles
  - Number of duplicate messages
  - GPS data statistics
  - Signal strength of mobiles
  - Number of inbound and outbound acknowledgment or negative acknowledgments
- **Flexible configuration**
  WiNG™ is scalable, resource-efficient and designed to support multiple wireless networks

Benefits

- **Reliable Message Delivery**
  Through positive and negative acknowledgements, WING™ ensures a high probability of both timely and accurate message delivery
- **Improved reliability through superior network management**
  Provides an integrated configuration, monitoring and troubleshooting platform for public and private wireless data networks

  WING™ also provides advanced remote access for easier configuration and monitoring
- **Integrated statistics and reporting**
  Provides integrated statistics and reporting functionality, allowing for more efficient network troubleshooting and optimization capabilities
- **Reduced development timeframes**
  Provides a standardized protocol for systems integrators / application developers that want to develop a single interface. WING™ thereby eliminates connectivity concerns specific to individual wireless network protocols

Specifications



For more information on product software / hardware requirements, please contact your local Digital Dispatch sales representative.

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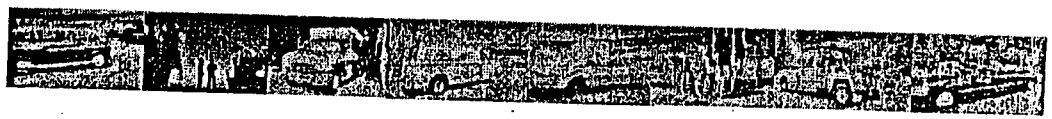
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WiNG

Wireless Network Gateway



DIGITAL DISPATCH



Appendix E

WiNG Brochure

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DIGITAL DISPATCH

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Digital Dispatch maintains a policy of continuous improvement and therefore reserves the right to change specifications without prior notice.

Services Provided

Project Management

Digital Dispatch appoints a Project Manager who will act as a single point of contact for all project activities, including status reporting. The following services are provided:

- Co-ordination with Customer
- Project Scheduling and Supervision
- Procurement, and Resource Management
- Installation and System Acceptance

System Installation

Digital Dispatch provides technical staff on site to ensure quality installation and tuning of the system components. The following are the system installation services provided:

- Installation of all Digital Dispatch supplied equipment at base station sites
- Installation of data modems and defining leased line specifications
- Training local radio technicians to install MDTs
- Installation of the dispatch centre equipment
- Final overall system tuning and testing
- Pre-loading of address database

Custom Engineering

We provide the following custom engineering services:

- Customized Address Database
- Customized Area Configuration
- Mobile radio interface and license co-ordination
- Base radio interface and license co-ordination
- Accounting interface

Training

Digital Dispatch provides several comprehensive training courses before the final system installation. By training the dispatch staff in the use of PathFinder™, we overcome any potential concerns of operating and using the dispatch system. The courses enable the customer to get to know the inside of the dispatch system operation, and introduce a large number of practical tips and recommendations. Our staff has many years of experience in system installations and maintenance. The courses provided are Calltaker, Driver Instructor, Dispatcher/Supervisor, System Manager, and MDT Installer. For quick reference, corresponding manuals are provided.

About Our Company

Established in 1988, Digital Dispatch Systems Inc. is a global provider of wireless mobile data solutions focusing on real-time dispatching, vehicle location and tracking, and computerized call taking and dispatching. The company has installed approximately 70,000 wireless mobile data devices and nearly 200 wireless data systems in 4 continents. The company's wireless mobile data solutions include market-specific application software, mobile and portable devices and infrastructure products. The company also provides complete project implementation services and ongoing customer support and maintenance for its solutions.

Digital Dispatch's head office is located in Richmond, Canada, with regional repair centers in Bellingham, Washington, Kansas City, Kansas, and Trenton, New Jersey, and regional offices in the United Kingdom, Singapore, India and Sweden.

The information presented in this brochure is for informational purposes only. Digital Dispatch disclaims and excludes any implied warranty of merchantability and any warranty of fitness for a particular purpose and any warranty of potential cost savings, increased efficiencies of operations or increased profitability from using PathFinder™.

While PathFinder™ is generally suitable for many mobile fleets, suitability of PathFinder™ for your particular use is dependant on several factors including, amongst others, type of existing hardware, software and radio communications equipment and size of taxi fleet.

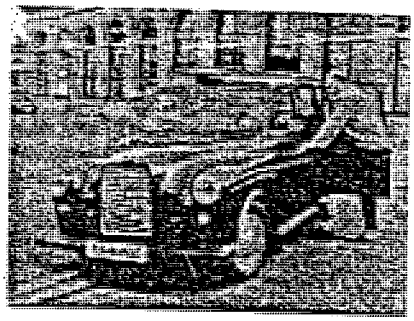
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PATHFINDER

the Digital Dispatch Difference

Summary



Turnkey System

Optimize your dispatch operation, increase profits, and improve productivity and customer service with the PathFinder™ computerized dispatch system from Digital Dispatch. PathFinder™ provides an integrated mobile data system, including user-friendly application software, and Mobile Data Terminals (MDTs) which are powerful in-vehicle computers with integrated Global Positioning System (GPS) receivers.

Single Vendor

Digital Dispatch develops the dispatch software and manufactures the Mobile Data Terminals, so customers are never concerned about incompatibility issues. By providing a fully integrated hardware and software solution, Digital Dispatch offers you the highest level of functionality and the best support in the business.

Advanced Technology

PathFinder™ provides taxi companies the professional, high-tech image and functionality necessary in today's competitive marketplace. The system boasts many unique innovations to help you enter, dispatch and complete jobs faster, allowing you to increase business with the same resources.

State of the Art Dispatching

PathFinder™ dispatches jobs using GPS-based, patented Closest Cab Dispatch, sending jobs to drivers via the MDTs without dispatcher intervention. All addresses include a map reference drivers can use to quickly find unfamiliar locations in their map books. Drivers with graphical MDTs can also see customer pick-up location on the optional on-board map.

Efficient Call Taking

By entering an account number or the customer's telephone number, calltakers can instantly retrieve customer information. An optional Caller Line ID (CLI) interface in areas where this service is available, provides automated telephone number entry.

Vehicle Location Tracking

An optional Automative Vehicle Location (AVL) workstation displays vehicle and job locations on a large computer monitor with digital maps. MDTs have optional support for digital mapping. The use of GPS vehicle location boosts driver safety and improves the accuracy of the automated dispatch algorithms.

Customer Satisfaction

Customers enjoy a quiet ride and efficient service without the distraction of voice communications. With PathFinder™, paying for the fare with a credit card is quick, secure, and convenient. Credit card numbers remain confidential, while drivers avoid invalid cards.

Unbeatable Service

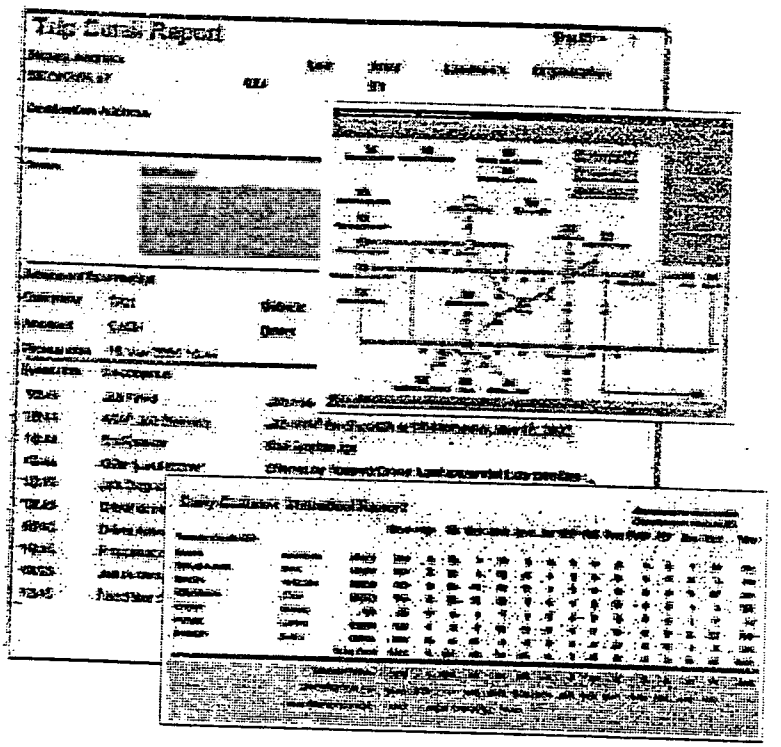
Digital Dispatch's commitment does not end with the sale of your system. We provide overall systems integration, project management, technical consultation, system installation, training, on-site maintenance, and long-term service support. Our service representatives are available 24 hours a day for emergencies.

DDS DIGITAL DISPATCH

Maximize Your Reports

PATHFINDER

FleetManager™ (Optional Module)



Powerful and Flexible Reporting

FleetManager™ enables managers to analyze, understand and improve taxi fleet operations by transforming data into meaningful information and reports.

Create meaningful and attractive reports with ease with FleetManager™. This can produce reports in a variety of styles with a few simple mouse clicks using the highly intuitive graphical interface. Users can drill down into information to narrow or expand the scope. Creating the necessary reports has never been easier!

Complex Queries Made Easy

The key to making productive use of information is the ability to ask questions about data and communicate the results in meaningful reports. With FleetManager™, it is easy to create complex queries. Users can run or modify existing queries or create new queries for answers to specific questions. A highly intuitive interface with a graphical map of the data model helps to quickly navigate through the data.

Once the necessary information is gathered, one can electronically distribute data and reports in multiple file formats and export it to other software applications. Electronic distribution will save time by quickly and easily providing information to local governments to meet regulatory requirements.

Management Reports

FleetManager™ includes over 200 ready-made management reports for analyzing fleet operations. The reports enable managers to build a competitive advantage and improve business operations by analyzing past performances, monitoring present operations and establishing effective plans for the future. Users save time by quickly accessing operational data to review trip exceptions, handle customer and driver inquiries and complaints. This also facilitates database maintenance activities.

Reduce operating costs with the wealth of statistical data for detailed analysis of performance metrics for customer service quality, call taker efficiency, and fleet operations. Use the management reports to gain insight to your company and who your customers are, and identify business trends and new revenue and growth opportunities. Then take action to develop and improve your sales and marketing programs to gain market share.

NetMan™

NetMan™ provides the ability to remotely download application software to an entire fleet of Mobile Data Terminals (MDT), eliminating the need for the drivers to bring in their vehicles to have the MDT software updated. Files are transferred in the background over the same radio network used to send messages to the vehicles. The download process is virtually invisible to the drivers since it requires no driver input, and it does not interfere with trip information. System administrators can direct the download to the entire fleet, a group of vehicles, or individual vehicles.

DDS
DIGITAL DISPATCH

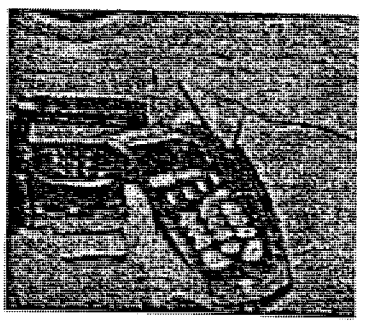
Operational Versatility

Credit Card Verification (Optional Module)

PathFinder™ provides on-line credit card verification for drivers. The transaction can be handled in a single step if the final amount is known. The card is swiped on the MDT and the details are sent to the control center. When the transaction is completed, an authorization number is returned and printed using the optional printer.

To save time, an estimated transaction amount is pre-authorized. When the job is completed and the final total is computed, the authorization number is returned to the MDT and recorded by the system. As long as the final amount is within range of the original amount, no further processing is required.

Debit Card Support (Optional Module)



PathFinder™ supports debit card payment. The passenger uses a PIN pad connected to the MDT to swipe the debit card and complete the payment process. When the transaction is completed a transaction number is generated and printed on the receipt. All transaction information is encrypted in the PIN pad and transmitted securely.

Account Cards (Optional Module)

PathFinder™ also carries account payment capabilities. In an account card transaction, the account card acts like a credit card. The account is validated when a passenger gets onboard. The passenger identifies himself/herself with an account card number and personal identification number.

Shared Ride (Optional Module)

PathFinder™'s Shared Ride module allows for multiple pickups and multiple drop-offs. A ride sharing job falls into one of two categories:

- Many pickups to a single destination (e.g. students going from their homes to a school)
- One pickup to many destinations (e.g. students returning home from the school)

This module permits the scheduling of pre-booked account jobs so that the dispatcher can combine them into efficient routes for the driver.

Automatic Calltakers (Optional Module)

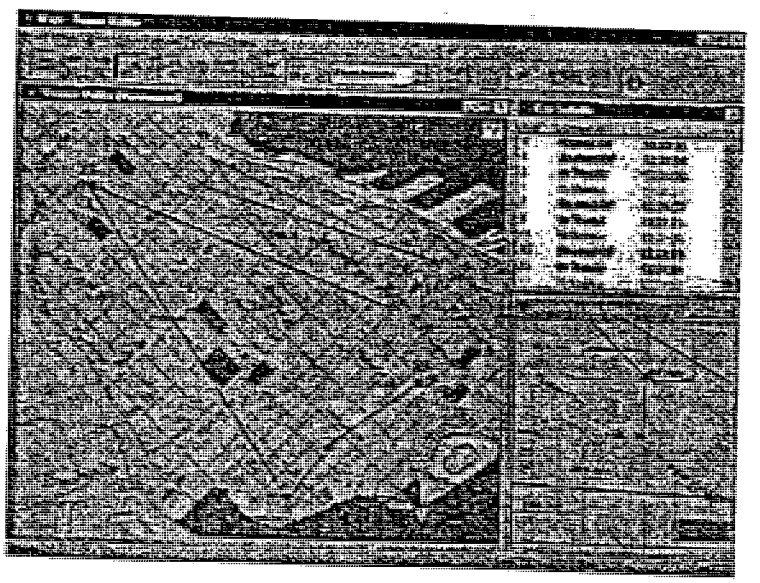
An easy-to-use and secure Automatic Calltaker option allows pre-authorized taxi customers to create jobs through an interface with a touch-tone telephone.

With this module, jobs are booked without calltaker intervention. A voice response device allows customers to book ASAP jobs at predetermined addresses. The customer enters a user identification code, and the system automatically books an ASAP dispatch job. A customer may create more than one user ID number to set up multiple pick-up addresses. With this feature, the customer feels more in control of their own ride, human calltaker time is reduced, and the chance of data entry errors is eliminated.

WebBooker™ (Optional Module)

PathFinder™ supports WebBooker™, which allows customers to use the Internet to book a taxi via the taxi company's web pages. This allows customers with preassigned user ID cards to book jobs easily using a standard Internet Browser. This feature gives control to the customer, reduces calltaker time and reduces errors.

Vehicle Location and Map Displays (Optional Module)

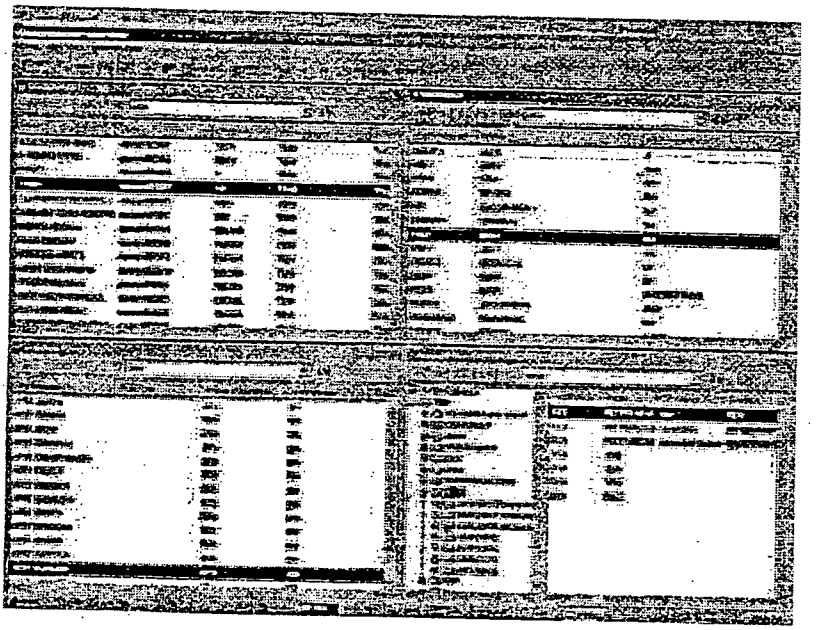


PathFinder™ supports digital map displays in both the control center and in the MDT.

Vehicle Location Tracking With Global Positioning (GPS) receivers integrated into the MDTs, PathFinder™ can track the location of all vehicles in the fleet. The map display can be used to show the positions of jobs and/or taxis, with several zoom levels of resolution, from city overview to street level. The use of GPS vehicle location boosts driver safety and improves the accuracy of the automated dispatch. Vehicle locations are stored in a database and archived for future replay and review.

In-Vehicle Mapping and Navigation The mapping and navigational software package, with the internal GPS receiver and stored digital maps, provides zooming and panning, street and landmark lookup, and current vehicle position and destination position. Navigation modes track the vehicle's current position and destination automatically, allowing drivers to find their destinations easily without having to resort to obtaining instructions from their dispatcher.

Management Functions



Available Views	
Events	Driver, operator and system types
Arbitration	Tool for managing event routing to supervisors
Fleet	Visual overview of the current fleet layout
Log	Complete historical information from system
Jobs	Current, past, and future (including status and logs)
Drivers	Current and past drivers (including status and logs)
Taxis	Current and past taxis (including status and logs)
Users	Current and past users (including status and logs)
Areas	Status, taxis, and jobs in areas
Stands	Status, taxis, and jobs in stands

System Administration

PathFinder™'s system management features provide the tools needed to configure the system to meet the operational requirements of the fleet. System managers use PathFinder™ to maintain account, vehicle, personnel, and address databases, and to adjust system parameters, timers, and dispatch criteria.

System managers can also restrict access within the system to only those functions necessary for an individual employee's duties. For example, calltakers can be restricted from accessing driver cashiering information or the personnel database.

PathFinder™ provides a comprehensive administration package for taxi, driver, and operator management. Also included are a number of specific management tools:

- Event Management
- Stand Management
- Street Administration
- Products and Pricing

Account Structure

PathFinder™ account details can be viewed as a "tree" or a hierarchy. This hierarchical account structure consists of "System", "Account Group", "Account", and "Account User" levels. Account details can be defined at any of the four levels, and the operator can choose to inherit details from higher levels, or set details that are unique to the particular level.

Management Functions

Supervisor Interface

A supervisor monitors the dispatching process and system operation. Because the computer automatically dispatches routine jobs, the supervisor is free to handle problems and exceptions as they occur. PathFinder™ automatically distributes these problems and events to the supervisors by process of arbitration.

The PathFinder™ Supervisor application is designed to assist a supervisor in dealing with problem jobs (e.g. jobs that cannot be dispatched by the system automatically for whatever reason), events and emergencies. It displays a large amount of information from the database in an easy-to-use tabular format, and provides a number of powerful tools for manipulating and acting on the information.

A PathFinder™ supervisor can access data using the following predetermined views of information from the database, depending on their level of authority. A supervisor can also determine how the selected data is to be displayed and sorted.

Events

Events are items generated by drivers, operators, or the system that require action from a supervisor. Double-clicking the mouse on an event will display all the available details associated with the event (job, customer, passenger, taxi, driver, and a full log with time / date stamps). Right-click on an event to display a number of tools used to deal with the event (for example: send data message, go to voice, re-dispatch job, cancel job, and remove event).

Some typical events are :

- Job Transfer to Supervisor
- Late Dispatch
- Advise Arrival
- Voice Requests

Emergencies

A driver can declare an emergency by pressing a button, which may be hidden in the taxi. The PathFinder™ supervisor can view the realtime position of the vehicle on the map display during the emergency.

Problem Jobs

The supervisor's main task is to deal with problem jobs. Problem jobs occur for a number of reasons but usually due to the lack of available taxis with appropriate attributes during busy times. In this case, PathFinder™ will apply all the enabled dispatch methods (as previously described) to select a taxi. When time expires, PathFinder™ will create a late dispatch event and send it to a supervisor. The event is automatically routed to a supervisor dealing with late jobs.

A supervisor receiving a problem job can:

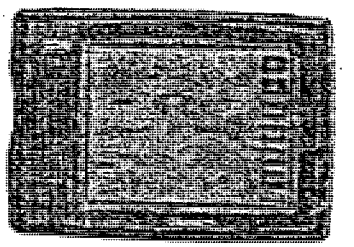
- Open and edit the Job Details (maybe de-selecting attributes)
- Re-dispatch the Job (with a new Booking Time or with added value to interest a driver)
- Offer the Job to a Named driver
- Cancel the Job (dependent on business rules)

The supervisor also has immediate access to customer and passenger details in order to notify them of a revised offer.

PATHFINDER

The Ultimate Devices

iPilot 8000™ Mobile Computer



This advanced mobile computer is designed for ease-of-use with its active matrix 65,536 color display and an integrated touchscreen.

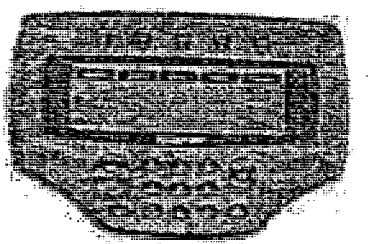
The integrated speaker is used by PathFinder™ for notification tones and feedback sounds for the driver. The optional text-to-speech and voice recognition software facilitates true hands-free operation.

An internal GPS receiver with an external antenna enables Automatic Vehicle Location (AVL), which is integrated with PathFinder™ for real-time vehicle routing and scheduling.

For private mobile radio (PMR) networks, the iPilot 8000™ achieves data rates of up to 9600 bps or for public data networks, an internal GSM/GPRS or CDMA (1xRTT) modem or an external iDEN modem is supported.

The internal magnetic card reader can support in-vehicle credit card payments for secure, immediate and accurate credit verification as well as customized cards for applications such as personal identification or company account payments.

Vector 530™ Mobile Data Terminal



The Vector 530 is the most powerful, affordable, and easy-to-use mobile data terminal in its class. The Vector has a bright, highly readable graphical display that supports up to 8 lines of 40 characters. User interaction is very intuitive and is facilitated through the use of a keypad with tactile feedback. The keypad is backlit for easy night-time viewing. The Vector also supports text-to-speech, which allows drivers to listen to trip offer details without having to take their eyes off the road.

Device Functions

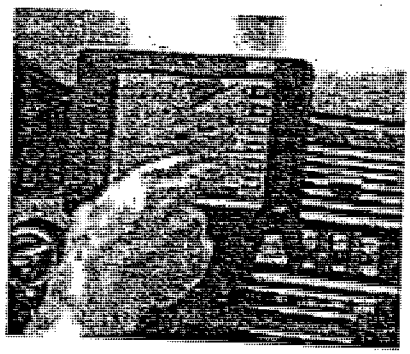
- Manage a street job
- Accept or reject a radio job
- Bid for an auction job
- Book into a stand (and work from a queue)
- Request a no-show (ie. when the customer cannot be found)
- Process various payment types (cash, account, and credit card)
- Add ad-hoc costs and extras to the fare
- View and print shift details (current & previous shift)
- View and print job summaries
- View and print job details
- View and print messages
- Trigger an emergency message
- View printout shift and job logs

The MDT provides the user interface for the driver, communication with the PathFinder™ central software, interface to peripheral equipment and all of the software driven functionality.

The MDT is continually bidding for radio jobs, automatically and invisibly. When a successful bid/match is achieved, the MDT will advise the driver with an audible tone and display the job offer.

DDS DIGITAL DISPATCH

Driver Functions



Taxi drivers communicate with the dispatch system using the MDT. The MDT displays incoming messages. Drivers can read and transmit messages using the function keys.

The drivers sign on at the beginning of a shift, at which time the car and driver attributes are recorded to match customer requests. Drivers receive jobs according to their position and waiting time. With the use of an optional in-vehicle printer, the driver can print out shift and job logs.

The PathFinder™ mobile application assists the driver in accomplishing more jobs, decreasing costs due to unpaid travel, while giving them the information needed to provide high levels of customer service.

▪ Job Progress

A job offer provides the driver with the pick-up area, job type (e.g. ASAP, pre-booked, etc.), payment type (e.g. cash, account, credit card, etc.), and outlay amount, if any.

The driver can choose to accept or reject a job offer, depending on the pre-defined configuration of the PathFinder™ application.

Once a job is accepted, the MDT will display the job details (including the passenger's name, account name, pick-up address, drop-off address, and driver notes, if any).

Customer Service The driver travels to the pick-up address and can indicate arrival by pressing a key. If the driver expects to be late, he may choose to inform a supervisor, in the interest of good customer service, by sending a delayed arrival message (indicating the number of minutes delayed). The supervisor can then telephone the customer to give advance warning of the delay or decide to find another taxi to complete the job.

Request No Show If the passenger cannot be found, the driver can request a no-show (asks the supervisor for a job cancellation) or send an Advise Arrival message (asks the supervisor to telephone the passenger on their behalf).

Passenger On Board When the Passenger is On Board (POB) the driver will start the taximeter and confirm the POB by pressing a key on the MDT.

After arriving at the drop-off address, the driver completes the job by stopping the taximeter and confirming the Passenger Disembark (PD) using a key on the MDT. This activates a Payment screen where outlays (tolls, parking, goods, etc.) and extras (heavy baggage, tips, etc.) can be added to the fare.

The payment screen also allows the payment type (e.g. cash, account, credit card, etc.).

▪ Two-Way Messaging

Text messages can be sent between office personnel and drivers. Office personnel can send messages to a specific taxi, a group of taxis, or all taxis in the fleet. These messages can be sent immediately, at a specific time, or on a repetitive basis. When sending a message to a vehicle that is not currently in service, the message will be stored in the host computer's memory until the next communication opportunity between the host and the vehicle.

An operator can also send a Structured Message that pops up on the driver's screen and offers the driver a choice of up to five pre-defined responses. The driver then selects the response which is sent back to the operator.

Similarly, a driver can send a Canned Message from a list in the MDT and insert text or numbers in a pre-defined form.

▪ Voice Communications

An operator may make a voice call to a taxi over the radio channel. Drivers may request a voice call from an operator (e.g. ask an operator to make a voice call to them).

Calltaker Functions

- **Regular Time Calls** Regular Time Calls (RTCs) are jobs for customers that occur on a regular basis. For example: to and from work or school, every day (late evening pick-ups on Wednesdays), no pick-ups on the weekend, and not during specified personal or public holiday times.

- **Jobs With Vias** These jobs involve a number of stopping points, which may be pick-ups or drop-offs. The PathFinder™ Calltaker application enables a calltaker to book jobs that have either multiple pick-ups with a single drop-off, or a single pick-up with multiple drop-offs.

- **Jobs Requiring Multiple Taxis** PathFinder™ can dispatch multiple taxis to the same job when a large number of passengers travel together at the same time.

- **Delivery Jobs** Delivery jobs can be paid for at the drop-off or pick-up (based on a fixed price) and may include the amount of money required by a driver to complete the pick-up (example: take-away food delivery).

Vehicle Types and Attributes

The customer can specify a vehicle and/or driver of choice. This might be an estate car or a limousine. Calltakers select details from their screen to ensure correct dispatch of the job to an appropriate taxi and driver. These details are automatically set to default values for existing customers or accounts.

Query and Update

A Calltaker can query a future, a current, or a completed job, get a detailed status report, and if necessary, update the booking with new information.

If there is a job callback, cancellation, or modification, the calltaker can easily recall the job and quickly perform corrections that the customer requires.

Job Verification

A PathFinder™ Calltaker cannot unknowingly or without warning, accept a booking:

- For an unknown address.
- For an area where there are currently no available taxis.
- That exceeds the preset limit for available taxis in the area at that time.
- For an account job when the account has been stopped or is out of credit.

It is possible for users with sufficient authority to override these standard safety net features.

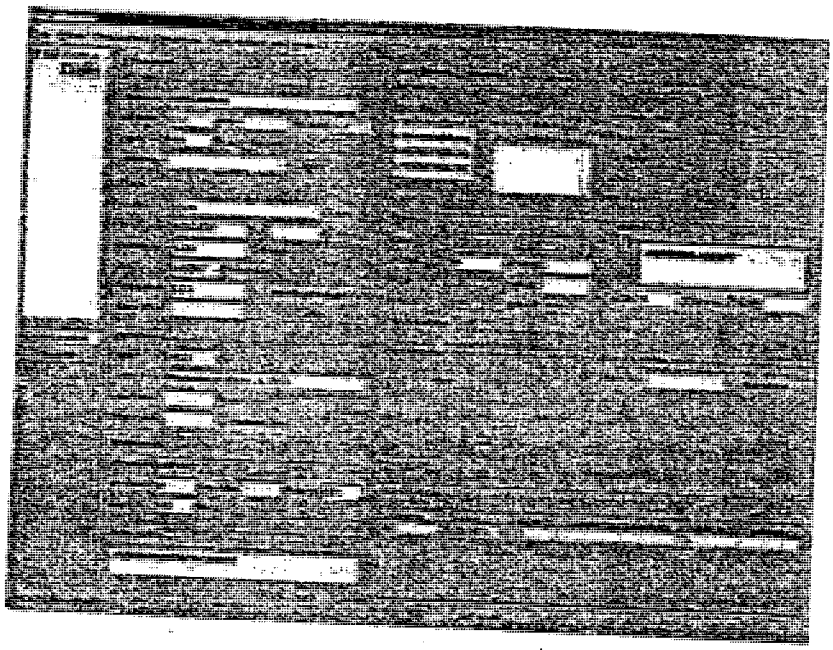
Caller Line Identification (CLI)

Provided the telephone system used can support this optional feature, the customer telephone numbers are identified as they call in for jobs. The system automatically retrieves the customer profile from the database and fills in all appropriate fields for the calltaker. CLI significantly decreases data-entry errors and the time calltakers spend on the telephone with customers.

Account Profile

Providing an account number to the calltaker, a client can call for a predetermined pick-up. This account number, when validated, retrieves all information from a charge account profile database and displays it on the calltaker's screen.

Calltaker Functions



Efficient Job Entry

The PathFinder™ Calltaker application is designed to assist the calltaker in booking jobs more accurately, giving them the time and information they need to provide a high level of customer service. With the user-friendly data entry screen, entering a customer's request is efficient and speedy.

Access to Customer Information

For existing customers, entering the customer's telephone number retrieves all relevant information. The customer's telephone number is automatically displayed on the screen in areas where Caller Line ID service is available. For new customers, the calltaker simply enters the street address to create the job. In addition to the address, the data entry screen provides the calltaker with the flexibility to enter additional data about the job request. Extra information can include the name of the passenger, charge account details, as well as whether the address is a business, house, or apartment.

You can enter specific notes about the location or type of service, such as "pick up at east door" or "assist with luggage". These messages can be automatically attached to the job from account and user information.

Address Database

The PathFinder™ Calltaker is assisted by a streets database, which can be purchased locally and built up by the taxi organization. The database allows searches for pickup addresses using company name, building name, street name, and street number. It will also confirm the postal code and the town or area to avoid confusion when there are multiple instances of the same street name.

Many streets and landmarks have abbreviations and acronyms that facilitate quick data entry during job creation and modification. PathFinder™ translates these abbreviations and sends the driver complete information for the pick up, including a map reference to help the driver find the customer's address.

Multiple Search Function

For different streets sharing a common name, the computer displays a pop-up window listing all streets that fall under that name. To facilitate data entry, the calltaker can search the database for partial addresses (e.g. the first three characters) and display all street names that begin with these characters.

Job Types

PathFinder™ supports a number of job types:

- **ASAP** As Soon As Possible jobs require immediate dispatching.
- **Pre-booked** Pre-booked jobs (Time Call) requires service at a future time. A few minutes before the vehicle is needed, the pre-booked job matures and is automatically dispatched without human intervention.
- **TBA** To Be Advised jobs allow the customer to book a job for a later time that is currently unknown. These jobs can have a specified drop-off or can be marked as directed by the passenger.

Hybrid Zonal Dispatch



Hybrid Zonal dispatch uses a combination of both Zonal and Group Dispatch. A car that is first in the queue position in the primary zone will be offered the trip first (Zonal). If there are no cars in the primary zone, the system will search for a car based upon its last known GPS position and dispatch the trip using Group Dispatch. The cab that is the closest and has waited the longest will receive the trip offer.

Auction Dispatch

Dispatching jobs by Closest Cab Dispatch may be disallowed due to a number of factors (for example, no available taxis of the required type, in the appropriate place, at the right time).

On these occasions, the Auction Dispatch method is used in addition to continuing the Closest Cab Dispatch method.

Problem jobs are added to an Auction List and broadcast on a regular basis to the MDTs. Only jobs which match the attributes of both the driver and the taxi will be displayed on the MDT. A driver may view the Auction List and bid for jobs at any time.

One or more drivers may select a job and place a bid by entering the estimated time of arrival (ETA) at the pick-up location. The system will dispatch to the driver with the best ETA.

In the event that a driver enters a false ETA, an internal timer mechanism that provides surveillance for the process will raise a PathFinder™ Supervisor event (see Management Functions).

Named Driver Dispatch

There are two forms of Named Driver Dispatch:

Computer Aided Dispatch (CAD) A PathFinder™ Supervisor can choose to offer a job to a Named driver.

Reserved Jobs Pre-booked jobs are added to a pre-booked list (like the Auction List), broadcast on a regular basis to the MDTs, from which the drivers can bid for a job. The MDT will only display jobs that match the attributes of both the driver and taxi.

Using the MDT display, the driver selects a pre-book job and bids for it. One or more drivers may bid for the same job. PathFinder™ will then reserve the pre-book job for the driver who bids first. Job details are then sent to his MDT. Unsuccessful bidders are advised by a pop-up message on their MDT.

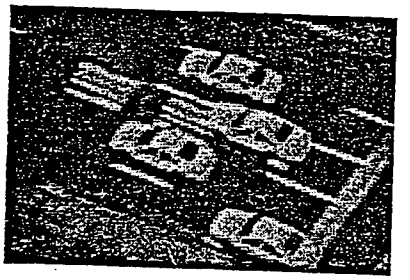
The Reserved Job is then converted for Named Driver Dispatch and sent to the driver in advance of the pick-up time.
A driver may view the pre-book list and bid for jobs at any time.

The Reserved Job process is monitored automatically by an internal function, which raises PathFinder™ Supervisor events if a driver is unavailable when being offered a Named driver job.

Dispatch Methods

PATHFINDER

Group Dispatch



The primary dispatch method employed by PathFinder™ enhances the patented Closest Cab Dispatch technology. Group Dispatch method attempts to match a configurable number of jobs with the closest vehicles in an area. The algorithm employed ranks the FOM for all vehicles within the matching radius against each job in the group and selects the best combinations for job offers.

Stand / Rank Dispatch

The system supports stands or ranks, whereby taxis book in and wait for jobs. Upon booking in and confirming the location of the taxi by GPS, the system checks that the maximum number of taxis permitted on the stand is not exceeded. The taxi is allocated a position in a queue, and the system maintains the queue position.

Jobs for a stand are dispatched to the first in queue taxi, and the system automatically books out taxis if they leave the area or accept a job. If a pick-up address is within a stand area, the system will immediately offer the job to that stand's first in queue taxi.

The drivers manually book in from the list of available stands, provided they meet the stand's pre-set criteria. Each stand has a maximum radius, a maximum number of taxis permitted and an open/closed time as pre-defined by a system administrator. The first in queue taxi may choose to reject a job, in which case the system offers the job to the next in queue taxi.

If there are no suitable taxis, or the job is not accepted, the stand dispatch system will automatically offer the job to a pre-defined backup stand or broadcast it for Closest Cab Dispatch.

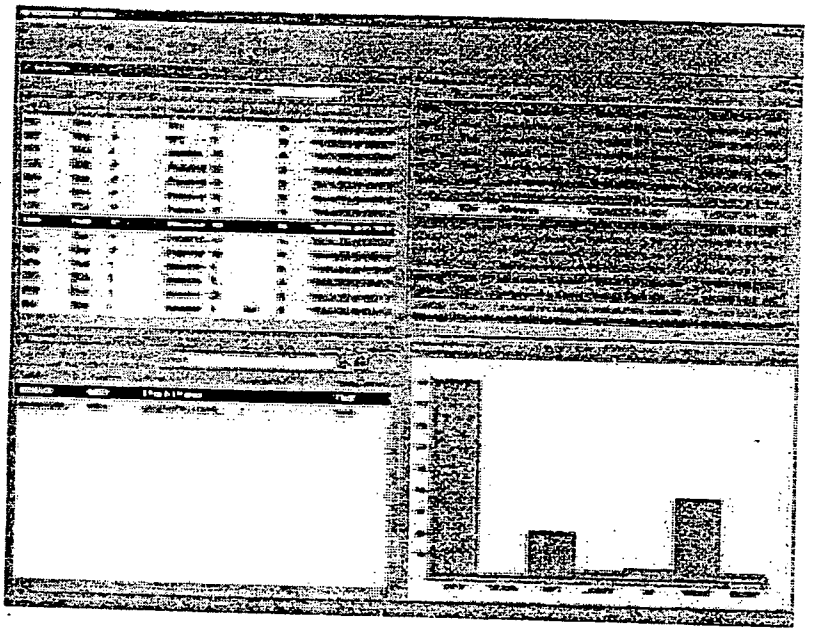
Stand Configuration The system administrator has flexibility to create and configure stands. For example, the system administrator can create a new stand and use it to deal with large one-off events, then remove it from the system later.

Zonal Dispatch

In zone-based dispatch, the system uses zones to keep track of trips, cabs, and drivers. Each zone represents a specific area of the city. Each zone has assigned backup zones, usually adjacent, so that if a trip can not be matched to a cab in the primary zone, the system will match it with a cab in one of the backup zones.

DDS DIGITAL DISPATCH

Unique Features



Event Arbitration

Events are items that require action from a supervisor, such as late jobs and voice requests.

If an event requires supervisor attention, the PathFinder™'s Supervisor application automatically distributes it to a supervisor workstation. PathFinder™ continuously balances the workload of supervisors. The system is easily configured such that supervisors can receive certain events. For example, you may dedicate a workstation to the handling of voice requests from drivers.

Advise Arrival (AA)/Callout

With the Advise Arrival (AA) feature, PathFinder™ can be configured to allow drivers to explicitly or implicitly request a call to be made to inform customers about their arrival. When configured for an implicit request the call is initiated when driver indicates arrival by pressing Arrived button on their MDT.

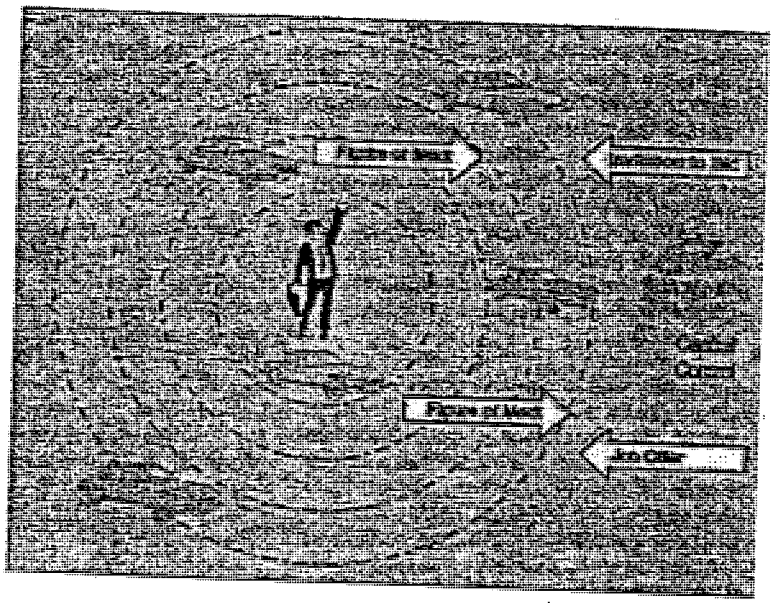
The PathFinder™ system can also be configured for human initiated call or optional computer telephony voice card initiated call. When selected, the voice card will play pre-recorded voice messages tailored for each company. Pre-recorded messages can be changed anytime by authorized users.

Using this feature, the drivers do not have to leave the safety of their vehicles to notify customers of their arrival. This increases efficiency since drivers do not have to wait for customers at the pickup point.

Bureau Service

PathFinder™ offers call centre and-dispatch to multiple fleets belonging to different companies located in different geographic areas. The Bureau Dispatch Service is highly integrated and take advantage of the facilities offered by the Caller ID/CLI feature. Customers can also take advantage of the job balancing feature offered with this optional service that allows jobs to be transferred between companies in the same geographic areas.

Unique Features



Patented "Closest Cab Dispatching"

PathFinder™ uses patented Closest Cab Dispatch technology to dispatch the optimum cab for every job, resulting in efficient operation, more trips per cab, lower service time and increased customer satisfaction.

PathFinder™ first broadcasts a data message, known as an Invitation to Bid (ITB), to the MDT. This ITB tells the MDT the pick-up location (as a GPS location), number of passengers, type of taxi / driver required, and most importantly, the area within which the taxi may bid for the job (the bid radius).

To be eligible for the job offered, a taxi must be free, the correct taxi / driver must be available, and the taxi must be within the bid radius.

If a taxi is eligible, its MDT sends a message known as the Figure of Merit (FOM), measuring the eligibility of the taxi. The MDT calculates the FOM number using straight-line distance between the taxi and the pick-up location, and the amount of time since the last job.

The taxi with the best FOM is selected for the job, and pick-up address details are displayed on the MDT.

Matching the Job In cases where no taxis are within the bid radius, defined by the ITB, no taxis will respond. PathFinder™ will rebroadcast the ITB message after automatically increasing the size of the bid radius.

The geographical area determines the initial size, maximum size, and the increments between the two sizes. These sizes can be adjusted to the time of day. This allows the dispatch system to:

- Search for taxis only within a maximum radius of the pick-up.
- Continue searching for a suitable taxi, within a maximum pick-up radius, even after reaching the maximum radius. It waits for a preset time upon reaching the maximum radius, then restarts the search (with an ITB set at the initial bid radius).
- Use different size bid radii at different times of the day. Smaller bid radii in the peak areas at peak times will reduce the number of FOMs being transmitted, which helps to maintain the efficiency of the radio network. Larger bid radii in the less busy areas at less busy times will help reduce the number of ITBs transmitted.

If the system receives no FOM response within a preset time, the system will automatically:

- Offer the job for Auction Dispatch (see later section) in addition to the continuing Closest Cab Dispatch process
- Raise a PathFinder™ Supervisor event

Defining the Figure of Merit (FOM) A system administrator can set the FOM to balance between:

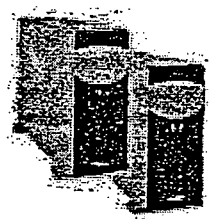
- Amount of time since the last job: This gives you a traditional and driver-fair zone queue (within the bid radius), and the taxi that has been waiting longest for work will receive the job.
- Straight-line distance to the pick-up: This gives you a customer-fair, closest-taxi dispatch system, and the job is given to the closest taxi.

Using this process, taxi drivers receive jobs fairly, thereby improving driver and customer satisfaction.

Public Data Network

Most of the world's population is serviced by public data networks. Wireless service providers have focused extensively on high-population density areas, which typically align with taxi companies' target markets. Because wireless service providers have implemented public data networks, taxi companies that use their services do not incur the infrastructure costs required by a PMR solution. Instead, the Wireless service providers typically charge network access fees per company and data usage fees per taxi.

Because wireless service providers' PDN pricing model is proportional to data usage, Digital Dispatch has optimized and altered the MDT communications model in PathFinder™ to ensure that the taxi companies have full control over the amount of data they send and receive from the drivers. This allows the taxi companies to control data usage expenses if required.



WiNG™ (Wireless Network Gateway)

Digital Dispatch's Wireless Network Gateway (WiNG™) is a sophisticated wireless message router. It routes wireless messages between mobile devices such as Digital Dispatch's Vector 530™ and iPilot 8000™ mobile data terminals and Digital Dispatch's PathFinder™ software application. The WiNG™ consists of three functional components: WiNG™ Application, WiNG™ Database, and the WiNG™ User Interface.

The **WiNG™ Application** translates and forwards messages generated by mobile devices to PathFinder™ and vice versa. WiNG™ ensures a high probability of message delivery through its message tracking and acknowledgement capabilities. Integral to the application is the reporting functionality. The WiNG™ integrates its reporting capabilities within this application and provides powerful, pre-defined reports, graphical displays, and built-in queries. This allows users to more effectively manage their networks.

The **WiNG™ Database** is managed using Oracle database. It stores roaming table information, pre-defined database queries, network statistics, and configuration parameters necessary to ensure the functional operation of the WiNG™ Application.

The **WiNG™ User Interface** provides access to the WiNG™ Application and WiNG™ Database through a standard Web Browser interface. From the WiNG™ User Interface, users can configure, monitor, troubleshoot, and generate reports on their wireless networks. Detailed application software, base station, Radio Frequency channel, and mobile device statistics (i.e., number of inbound / outbound messages and acknowledgements) can be displayed graphically. Real-time transaction screens are also available.

Peripheral Modules The **WiNG™ Client Application** provides access to WiNG™ from any conventional Web Browser connected to the Internet. The WiNG™ Client Application provides customers with the ability to access their networks from a remote location.

WiNG™ Benefits

Reliable Message Delivery Through positive and negative acknowledgements, WiNG™ ensures a high probability of both timely and accurate message delivery.

Improved Reliability Through superior network management, WiNG™ provides an integrated configuration, monitoring and troubleshooting platform for public and private wireless data networks. WiNG™ also provides advanced remote access for easier configuration and monitoring.

Integrated Statistics and Reporting WiNG™ provides integrated statistics, database query and reporting functionality, allowing for more efficient network troubleshooting and optimization of capabilities.

Reduced Development Timeframes WiNG™ provides a standardized protocol for system integrators / application developers that want to develop to a single interface. WiNG™ thereby eliminates connectivity concerns specific to individual PDN network protocols i.e. GPRS, CDMA and iDEN.

Private Mobile Radio

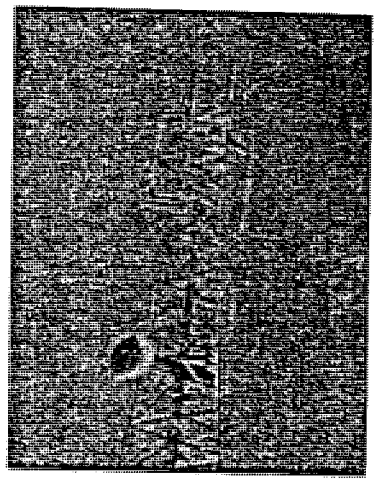
Digital Dispatch provides a proven high performance Private Mobile Radio data system. This includes network controllers and base station radio controllers. The equipment is designed to work seamlessly with the radio modems in the MDTs to provide the highest level of performance and reliability.

Redundant Base Controller

Digital Dispatch's Redundant Base Controller (RBC) is the most dependable radio controller in the market today. The RBC detects faults and switches to its' redundant board automatically, thus ensuring uninterrupted operation.

The RBC incorporates advanced Digital Signal Processing (DSP) techniques to achieve superior radio modem performance in the demanding mobile data environment. Our radio modems utilize advanced techniques including Forward Error Correction (FEC), Interleaving and the Digital Sense Multiple Access (DSMA) contention scheme. The modulation used allows speeds up to 9600 bits per second using conventional voice grade radios. The benefit of this advanced and unique technology is the ability to support more vehicles per radio channel.

The RBC's remote access commands, combined with the unit's self-correcting mechanisms, reduce the number of trips to the base controller's site for maintenance. A technician can access the internal dial-up modem to adjust parameters and monitor radio channels.



Multi-Site Multi-Channel Network Controller

The Multi-Site Multi-Channel Network Controller (MNC) acts as the interface between the RBC(s) and the host computer, keeping track of the optimal radio site for each mobile unit.

The basic architecture is the single channel, single site environment. For improved radio coverage, the MNC also manages the radio communications in the following configurations: multiple channels on different frequencies, multiple sites on the same frequency, or a combination of multiple sites and multiple channels.

The MNC supports frequency reuse to increase coverage in systems requiring more than one antenna site. In a multi-site environment, the MNC determines which transmitter will send and receive information. To avoid destructive interference in areas of overlapping coverage, the MNC adapts a transmitter steering scheme and keys the transmitters when needed.

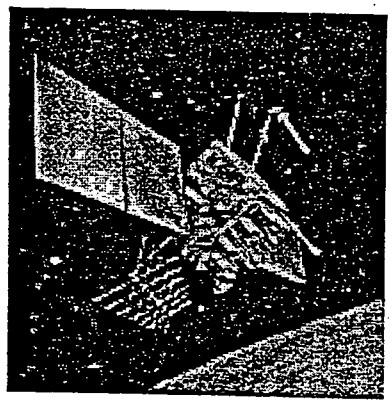
The MNC has many built-in diagnostics to reveal statistical information about the radio infrastructure. There are also online set-up parameters, and the MNC will support mobile roaming and alternate routing. The MNC can communicate with a number of RBCs on either the same or different frequencies.

PathFinder™ Architecture

PathFinder™ Database An Oracle database, running under Windows™ 2000/2003 or Unix, contains all permanent data relevant to the system. This database server also contains stored procedures, which can be executed from remote machines to perform operations on the server. The purpose of these procedures is to speed up common database operations. The database can also provide the interface to the existing accounting system.

PathFinder™ Machines These are computers that run the programs, which provide the business logic and the interfaces between the PathFinder™ database and the various system users. The functionality provided by various PathFinder™ Services include communication with the MDTs, services for Internet access and Credit/Debit Card processors.

Graphical User Interface (GUI) Workstations Multiple computer workstations can be connected to the LAN and communicate with the PathFinder™ database. Each of these workstations can be used by calltakers, dispatchers or supervisors depending upon the access rights provided to the user.



Mobile Data System

PathFinder™ provides two different options to communicate from the Control Center to the MDTs.

The traditional option for the taxi industry is the Private Mobile Radio (PMR) system whereby a frequency from a governing body is licensed by a taxi company and a Private Radio infrastructure is used to communicate to the MDTs. PathFinder™ PMR infrastructure includes a Multi-channel Network Controller (MNC) and a Redundant Base Station Controller (RBC) to interface with the taxi company's base station radios.

The latest communication option available to the taxi industry is to use the data bandwidth available from mobile telephone Public Data Networks (PDN). PathFinder™ PDN options include support for PDN wireless carriers who offer GPRS, CDMA, and iDEN capabilities with the use of the Wireless Network Gateway (WiNG™) product which interfaces PathFinder™ to the wireless carriers' network. DDS is constantly monitoring the advances in this area of wireless data technology and is preparing to provide solutions using next-generation wireless data networks such as EDGE and UMTS as they become available.

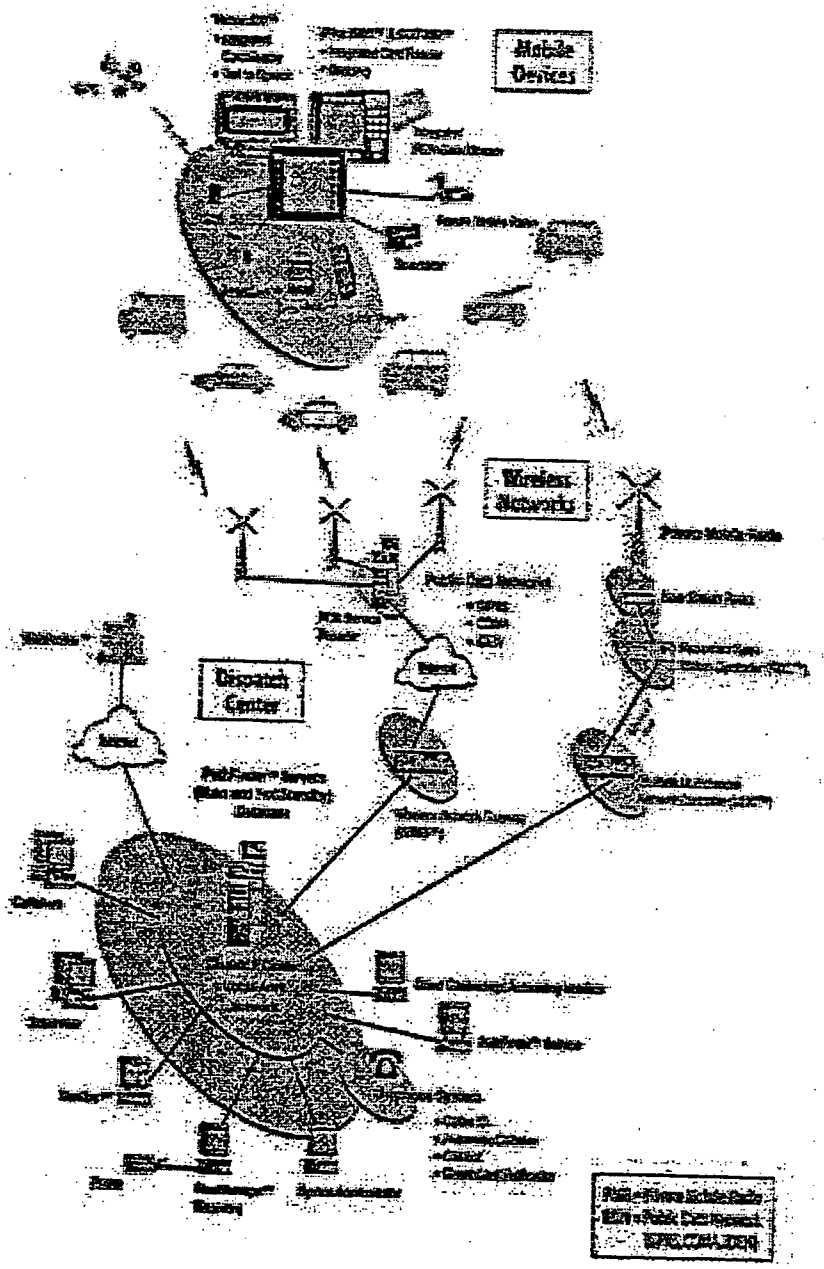
In-Vehicle Equipment

The equipment in the vehicle consists of the Mobile Data Terminals (MDT), mobile radios and other peripherals such as taximeters and printers. The iPilot 8000™ mobile computer is equipped with a large graphical display, keypad, card reader, radio modem and GPS receiver.

GPS

The Global Positioning System (GPS) satellites are used to determine accurate vehicle location. Each MDT is equipped with a GPS receiver to determine its precise location.

PathFinder™ Architecture



PathFinder™ is an advanced, mutli-purpose taxi dispatch system that can support multiple fleets. This dispatch system uses data and voice wireless communication. Global Positioning System (GPS), and Mobile Data Terminals (MDT) to increase efficiency and profits of taxi companies.

A typical system contains the following components:

- **Control Center**
  equipment / software
- **Mobile Data Communications**
  network equipment
- **In-Vehicle**
  equipment / software

PathFinder™ utilizes a client/server architecture with redundant database servers and a number of networked PathFinder™ Service computers and workstations that provide a fault tolerant, extensible and scalable architecture. Fault tolerance is provided through redundant servers and multiple PathFinder™ Service processes running on different machines. Through the use of PathFinder™ Service processes, new features can be added easily without affecting existing functionality. The ability to run multiple PathFinder™ services on different machines allows PathFinder™ service computers to be added to increase system capacity.

Control Center

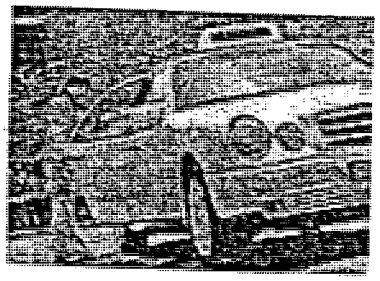
Database Servers PathFinder™ supports a redundant or stand-by computer to ensure the continuous operation of the system. If the main server fails, the stand-by server will take over without interrupting the day-to-day operations of the company. During normal operation, the active and stand-by servers exchange information. Mirroring the other server's information preserves data integrity, keeping both job data and the outstanding database changes up to date and active.

This provides uninterrupted day-to-day activity, therefore minimizing the risk of costly downtime and customer inconveniences.

PATHFINDER

Optimizing Your Dispatch

Benefits



Increased Operating Efficiency

PathFinder™ improves calltaker, dispatcher, and driver efficiency, resulting in more revenue per mile.

Using Closest Cab Dispatch, PathFinder™ immediately dispatches jobs to drivers, eliminating backlogs and allowing drivers to service more customers.

PathFinder™'s user-friendly software provides on-line information about job requests and fleet status to enable calltakers, dispatchers, and drivers to work together effectively. The software immediately alerts dispatchers of job, driver, and host computer problems, ensuring quick resolutions.

Digital Dispatch provides interfaces to accounting systems to expedite the driver cashiering process and to eliminate duplication of data entry. Features such as Caller ID/CLI and Customer Profile minimize data entry and enable calltakers to handle more jobs.

Improved Working Conditions

PathFinder™ creates a professional working environment for drivers and office personnel, reducing employee turnover.

Closest Cab Dispatching assigns jobs fairly to drivers and relieves drivers and dispatchers from the stress of communicating by traditional two-way voice radios.

PathFinder™ dramatically improves driver safety. With GPS, dispatch personnel can immediately pinpoint a driver in distress and follow the driver's position on a map display. Advise Arrival/Callout eliminates the need for drivers to leave their vehicles when picking up customers. The time and cost associated with training new personnel is dramatically reduced. New drivers enjoy a great success rate and compete effectively with experienced drivers. Office personnel appreciate PathFinder™'s easy-to-use software.

Growth Capacity

PathFinder™ increases your capacity for business and decreases operating costs. It can increase your fare revenue by enabling you to handle many more calls and to provide a better service.

PathFinder™'s computerized dispatching process significantly increases radio efficiency using compression and high data transfer rates making the communication with drivers much faster than traditional two-way voice dispatching. Increased radio efficiency means more jobs can be dispatched without the expansion of the Private Mobile Radio infrastructure.

Increased Customer Satisfaction

Increased customer satisfaction translates into more profits. PathFinder™ provides a professional, high-tech image consistent with today's marketplace.

Using automated order entry, calltakers can process customer requests quickly and accurately. Calltakers and drivers have immediate access to operational information. Frequent users of taxi services can enter their own request using a touch-tone telephone or via the Internet using the optional WebBooker™, without calltaker assistance. Regular customer account information is current, accurate, and available on-line. Calltakers and managers can recall a customer's record or add additional information at any time.

Taxis reach pick-up locations faster because PathFinder™ selects the closest or the most suitable cab for the job. Your customer can depend on the service for pre-booked jobs. PathFinder™ never forgets those jobs reserved for a later time. Calltakers can immediately access information regarding a job status. Your customer enjoys a quiet and relaxing trip without the interruption found using conventional two-way radio voice communication.

Optional on-line credit card verification authorizes customers' cards quickly and securely, ensuring no revenue is lost due to bad credit cards.

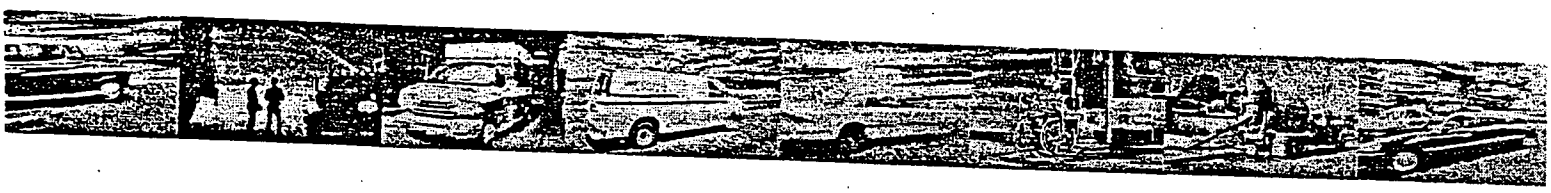
PathFinder™ Advantages

PathFinder™'s innovations ensure customer satisfaction, improve the productivity of drivers and office personnel, and increase your revenue and profits. With the Digital Dispatch difference, taxi companies realize their full potential and maintain a competitive edge.

DDS DIGITAL DISPATCH

PATHFINDER

Optimizing Your Dispatch



DDS
DIGITAL DISPATCH



Appendix D

Pathfinder™ Brochure

ACE PARKING - SAN DIEGO, CA 1984-1989
Cashier

- Responsible for collection of cash at San Diego International Airport.
- Provided customer service, and interpreter when needed.

TERO TEK INTERNATIONAL - SAUDI ARABIA, ENGLAND, ETC. 1978-1984
Logistic Support Supervisor

- Responsibilities included purchasing, transportation and customs clearance for engineering and construction company which specialized in design-and-build projects utilizing pre-engineered steel structures for major public, and private sector clients in Saudi Arabia.
- Provided equipment rentals, manpower recruitment and deployment services.
- Coordinated procurement of staff, bank transactions, supervised housing and vehicle dispatching and maintenance, and provided general administrative assistance.
- Security liaison for project.
- Purchasing agent responsible for procurement of major construction materials and equipment; personnel and travel coordinator for more than 400 employees.
- Preformed other duties as required.

VOLUNTEER WORK:

CATHOLIC CHARITIES - SAN DIEGO, CA 1991-1994
Volunteer Worker with the Department of Refugee and Immigrant Services
Assessed immigration needs of clients, and determined eligibility for immigration programs and department services. Interpreter - Prepared applications and submitted for review by Program Director and/or Caseworker, and assisted in preparation of court cases with staff attorney. Took photographs and translated documents. Provided follow-up as indicated.

Language Instructor - Ministry of Education, Government of Somalia
Traveled throughout the nation of Somalia (bush country) teaching the Somali language to the Nomads, as part of a nationwide program undertaken by the government.

EDUCATION:

Somalia College - Mogadisho, Somalia 1974-1976
General Studies

Benadir Secondary School - Moigadisho, Somalia
High School Graduate

AHMEDEI M. FARAH

[redacted]

OBJECTIVE: Seeking a challenging position as an Interpreter, where my foreign language abilities can be fully utilized.

SUMMARY OF QUALIFICATIONS:

- Expertise in reading, writing and fluently speak English, Arabic, Italian, and Somali. Familiar with at many dialects, which were used in dealing with many cultures, and a diversity of people.
- Ability to interact with the public, representatives of other organizations, and the Immigration Service in a professional manner.
- Sensitive to the needs of low income and culturally diverse client population.
- Current driver's license, car insurance and a reliable automobile to be able to travel to various sites.
- Excellent communications, interpersonal, and organizational skills; work well independently, with quality, integrity, innovation, accountability, collaboration, leadership, and as a team member.
- Self-starter and self-motivated; able to set effective priorities to achieve immediate and long-term goals and meet operational deadlines.
- Adaptable to new concepts and responsibilities.

PROFESSIONAL HISTORY:

INDEPENDENT CONTRACTOR - VISTA, CA 1994-PRESENT
Tour Guide for Southern California and Mexico
Owner/Manager

- Provide site-seeing and tour guide itinerary for a diversity of passengers.
- Provide transportation such as limousine, and 10-passenger van service.
- Communicate and interpret in different languages as required.
- Provide services for San Diego Limo, and Linda's Limo Service.
- Assist passengers with questions and problems.
- Perform other duties as required.

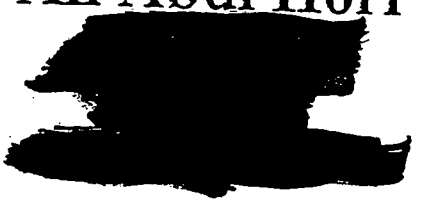
AMERICAN BUSINESS SERVICES - SORRENTO VALLEY, CA 1993-1994
Collections Agent

- Duties included telephone contact to clients for unpaid accounts, and data entry.
- Performed other duties as required.

BOZZO CONSTRUCTION - OCEANSIDE, CA 1990-1993
Purchasing Coordinator

- Responsibilities included dealing with vendors regarding purchasing tools and

Ali Abdi Hori



Summary of Qualifications

Significant experience in management, business administration, and information technology. University coursework in macro and micro economics, international trade, fiscal and monetary policy, rural and urban development, calculus, geometry, algebra, and statistics.

Work Experience

S.D. Future Foundation, San Diego, CA — 2001-2002
Volunteer

- Configured, installed, upgraded, and modified all computers
- Performed maintenance on computer system

Eagle Company, Dallas, TX — 1998-1999
Cab Supervisor

- Generated driver schedules
- Assisted in resolving customer complaints
- Executed all company policies and procedures
- Handled job requests from customers and operated multiple phone lines

Resided in a refugee camp due to conflict — *1992-1998*

Somali Ministry of National Planning, Mogadishu, Somalia — 1989-1991
Economic Planning

- Collected and analyzed national and local economic data
- Assisted in forming fiscal policy to control inflation and deflation
- Performed data entry
- Guest Lecturer at the Somali national university in Mogadishu in Economics and Statistics Research

Education

San Diego City College, San Diego, CA

- Certificate in CISCO System Computer Networking and Cabling

Somali National University, Mogadishu, Somalia

- Bachelor of Arts in Economics

10343 San Diego Mission Rd.#D319, San Diego, CA 92108, (619) 436-9276 mali@mindspring.com

Mouna Isaac

- Experienced with full cycle Accounting.
- Self- starter, able to handle multiple- task, meets dead-line
- Working Knowledge of IBM AS400, Excel, MS Word
- Recognized as detail oriented, efficient, reliable

EDUCATION:

- **BACHELOR OF SCIENCE IN ACCOUNTING**
  Parkville College, Parkville, MO
- **Certificate in Web Design**
  California College of Communications, Santa Clara, CA
- **P & C License #0E34146**
  Mike Russ Financial Training Center

COMPUTER-SKILLS:

- IBM AS 400, MS Word, Excel, PowerPoint, PhotoShop, FrontPage

PROFESSIONAL EXPERIENCE:

Travel For less
BILAN TRAVEL & SERVICES
Travel Consultant San Diego, CA
Accounting/Self Employed **2003-Present**

- Travel Agent: License #2070774-40
- Notary Public: Commission # 1469518
- Bookkeeping: Small Business
- CA Certified Tax Preparer license #A133976

MODUTEK CORP. San Jose, CA
Staff Accountant **1997-2002**

- **A.P.** Invoice Matching, Data Entry, Check Run, Check reconciliation, Accruals, JV's, Month/Year End.
- **A.R.** Job Completion, Up Date Inventory, Invoicing, Collection, Month/Year End.
- **J.C.** Labor Entry, Run weekly Employee resource report, Sales Analysis and WIP.
- **PR.** Prepare Payroll for Hourly and Salaried Employees Cut checks, Close Payroll at Month End
- **Misc.** Prepare 1099, T-tax payments for state and federal, Sales and Used Tax, Maintain chart of Account, New Employee orientation

Bank Of The West Santa Clara, CA
Vault Teller **1994-1997**

- Customer Service, Helped Merchants with daily deposit
- Balanced the Branch and the ATM.
- Order/shipped Currency to the Federal Government
- New Accounts, Client Referrals

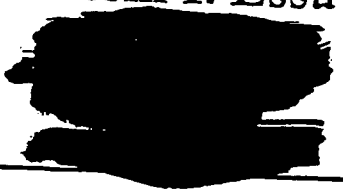
Membership

- Board Member of CAP County of San Diego "Community Action Plan"
- Board Member of San Jose, CA "Horn Of Africa Organization"

Languages:

- Speak: Amharic (Ethiopian), Somali & some French

Yassin I. Essa



Summary of Qualifications

Significant experience in management, training, and information technology. College coursework emphasized information technology and mathematics. Demonstrable knowledge in all facets of human resources. Fluent in Somali, English, Arabic, and Russian.

Work Experience

Department of Social Services, San Diego, CA — 1993-Present
- Specialized in employment services department
- Assessed client barriers to employment
- Provided support services in resume and interview preparation
- Assisted in job placements

Envisions, Inc., San Diego, CA — 1992-1993
- Supervised, managed, and monitored two shifts of encoders at a remote bar-coding site

Somali Navy, Mogadiscio, Somalia — 1976-1991
- Officer in the Navy
- Supervised, directed, and trained electronic specialists
- Planned schedules and supervised maintenance and repair of electronic equipment

Education

San Diego State University, San Diego, CA
- Bachelor of Science in Computer Science

San Diego City College, San Diego, CA
- Associate Degree in Physical Sciences with Honors

U.S. Naval War College, Newport, RI
- Graduated with Distinction

Naval Technical College, Ismail, Ukraine
- Diploma in Electronics and Radar Systems

7\99 to 4\00 Security S[redacted]ty Housing, San-Diego, Ca

Responsible for patrolling housing communities and responding to reporting suspicious disturbances and filing daily written reports to security dispatch.

EDUCATION

Bachelor of Science in Human Services, with honors. Springfield College, School of Human Services, San-Diego, CA

Post Bachelor Studies:

- Fundamentals of Human Anatomy, San Diego Community College District
- General Biology Lecture and Laboratory, San Diego Community College District
- Introduction to General Chemistry, San Diego Community College District
- Applied Biotechnology II, San Diego Community College District

Child Safety Trainer Certificate, National Highway Transportation Safety Administration.
40 hours of hands on training in the proper use and maintenance of various child passenger seats. Have trained over 100 parents and developed a training video in Somali to facilitate more trainings.

Defensive Driver Training Certificate State of California, DGS, Office of Risk & Insurance Management,
8 hours training in collision prevention and safe driving.

Banadir High School: High School Diploma

References: upon your request

Elias I. Qabille
[redacted]

Objective: More than ten years extensive work in Human and Community Services, including advocacy. Community organizer and trainer, with effective communication skills. I speak and write three languages fluently: Somali, Arabic, and English. Advanced training and successful experience in disaster management, teaching, counseling, advising, defensive driving and public safety. Born in Somalia and educated in the United States. I have an intimate understanding of both cultures.

SKILL QUALIFICATIONS

Computer literate: Microsoft, E-mail, Internet Research. Excellent Problem Solver.
Class B Drivers license for commercial and Students Transportation.
Able to manage and implement assigned work projects
Able to train new staff in any organization, and follow assigned curriculums.
Speak several International Languages; Somali, English, Arabic.

WORK HISTORY

04\05 to Present	Child passenger safety technician for San Diego State University Research Foundation. Responsible for conducting Child safety passenger training, translate, interpret Arabic and Somali oral and written materials. Facilitate and coordinate workshops, programs, resident focus groups and surveys. Administrative paperwork and phone are also among my responsibilities.
8\01 to Present	Founder and President of United Neighborhood Youth council. Developed youth and trainings for leadership opportunities and facilitated mentoring activities. Initiate, develop youth programs and activities. Recruit new members. Marketing, asset mapping are also among my responsibility.
1\01 to Present	Founder of New Community Service Center Organization. Provide Consultant services to non-profit organizations in the Mid-City Business community in language translation and client outreach. Job search and referrals, and follow-up for the new immigrants.

Ali Artan

[redacted]

SUMMARY OF QUALIFICATIONS

- Experienced working in an office environment
- Computer savvy
- Extensive experience as a family resource specialist
- Strong customer service skills
- Hard working, intelligent, clear communicator

PROFESSIONAL EXPERIENCE

Somali Family Services, San Diego, CA 2006 - Present
Resource Specialist

- Editor-In-Chief, Taxan Newspaper (Somali News Link)

International Rescue Committee, San Diego, CA 2005 - 2006
Case Manager

- Maintained the organization's database
- Assisted in job development
- Learned organizational management techniques

Alliance of African Assistance, San Diego, CA 2004 - 2005
Interpreter/Translator,

- Performed interpretations and translations in various subjects and locations
- Assisted teaching students in the computer classes

Awash Restaurant, San Diego, CA 2003 - 2004
Manager Assistant

- Managed day-to-day business operations
- Advised and assisted the general manager to improve quality of service
- Responsible for accounts receivable and account payable
- Ensured customer satisfaction with dining experience

EDUCATION

San Diego State University, San Diego, CA

- Candidate for a Bachelor of Science in Business and Administration, with a concentration in Information Decision Systems in 2007



Appendix C

Resumes

STEPHEN D. LEMISH
LAWYER

152 WEST PARK AVENUE, SUITE 150
EL CAJON, CALIFORNIA 92020

TELEPHONE (619) 444-5525
FACSIMILE (619) 588-6200

February 10, 2005

To Whom It May Concern

Re: Ahmedei Farah, Interpreter

Dear Sir or Madam,

This office has represented Somali-speaking individuals in the U.S. District Court in the Southern District of California. The above-referenced individual, Mr. Farah, was one of the court-certified interpreters used at trial. Mr. Farah appears to have excellent simultaneous translation skills. He is also very personable and professional at all times.

In working with Mr. Farah over an extended period of time, I have grown to respect his work ethic and amiable nature. He has appeared willing to take the extra time or put forth the extra effort when required to complete his work successfully. He takes great care to accurately translate.

I believe Mr. Farah would make an excellent addition to any professional staff and would distinguish himself and bring credit upon himself and his organization. I would highly recommend Mr. Farah as an interpreter.

Should you have any questions or comments concerning the above, please do not hesitate to contact this office.

Very truly yours,

Stephen D. Lemish

UNITED STATES DISTRICT COURT

Southern District Of California
Office Of The Clerk
880 Front Street, Room 4290
San Diego, California 92101-8900

W. Samuel Hamrick, Jr.
Clerk of Court

Phone: (619) 557-6348
Fax: (619) 702-9900

February 2, 2005

TO WHOM IT MAY CONCERN:

Mr. Ahmedei Farah has worked for the U.S. District Courts, Southern District of California as a contract interpreter in the Somali language since 1999.

Mr. Farah is an accomplished interpreter who renders his services in a professional manner, not just in the performance of his duties, but also in his demeanor, his dress and his pleasant personality.

In the year 2004, he worked in eleven hearings, including a difficult three-day trial in which he had to interpret difficult testimony at the stand. Mr. Farah enabled the proceeding to flow efficiently, creating a bridge of communication between the participants in the trial.

I have no hesitation in recommending Mr. Farah, as a reliable, ethical and professional language specialist.

Sincerely,

Rebeca F. Calderon
Interpreting Services Manager

Yellow Cab
OF SAN DIEGO

February 18, 2005

To Whom It May Concern:

This is to inform you that Mr. Ahmedei Farah has been associated with Yellow Cab of San Diego as a self-employed taxicab driver since April 7, 1994. Mr. Farah is an honest, professional and diligent person. During the years that he has been associated with us he has earned an excellent reputation. He is always willing to assist others with their problems. I consider him an asset to our company and a vital member of our driver team.

Should you have any questions, please feel free to telephone me at (619) 239-8061 extension 408.

Thank you,

Akbar Majid
Operations Manager

Avenida Direct Insurance Services
3288 El Cajon Blvd. #11
San Diego, CA 92104
Phone (619) 285-5555 Fax (619) 280-1843

October 24, 2006

To whom it may concern,

I have known Shakur Elmi for over 6 years and have had an excellent business relationship with him over this period of time. He has referred many of his friends from the Somali community to my agency. I value his friendship and look forward to assisting him in his new business venture of the Somali Taxi Association.

Please call me if I can be of service.

Sincerely,

Robert Giebink
President

October 25, 2006

MTDB
1255 Imperial Ave. #1000
San Diego, CA 92101

Dear Sir or Madam,

I have known Elias Qabille for several years. He has worked beside me in many volunteer efforts around translation, aiding the disabled and education programs. He has always been extremely professional and enriched any activity he joined in.

This year I hired him to chauffer my wedding. That decision was based on his reliability, gentle demeanor and his ability to be flexible. He picked up me, the best man and a brides maid. I knew that Elias would ensure the safety of all and he did.

I would recommend Elias as a fulltime personal driver, let alone as a taxi driver. His professionalism, reliability and the care he takes with vehicles will make him an outstanding taxi driver.

Respectfully,

Thomas Samulski

[redacted]

EXTENDING ACCESS, TRANSPORTATION AND HELPING GUARANTEE EQUALITY TO THE DISABLED COMMUNITY IN SAN DIEGO



A PROPOSAL BY BEHZAD HAFEZI TO THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM FOR AN AWARD OF TAXICAB PERMITS BASED UPON ITS SEPTEMBER 11, 2006 REQUEST FOR PROPOSALS.

SUBMITTED BY:

BEHZAD HAFEZI
[redacted]

COPY

SUBMITTED TO:

THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB ADMINISTRATION DIVISION
1501 NATIONAL AVENUE, STE. 100
ATTENTION: JOHN SCOTT
SAN DIEGO, CA 92113-102

PLAINTIFF'S EXHIBIT
tabbies
25d-19

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[The rest of this page is intentionally left blank]

Section I **Proposer Information**

1. Name and Address of Proposer:

Behzad Hafezi
[redacted]

2. Name, Address and Telephone Number of Contact Person Regarding this Proposal:

Behzad Hafezi
[redacted]

3. Business Entity Information

The Proposer, Behzad Hafezi, is a Sole Proprietor.

4. Current Permit Manifest for this Proposer:

Behzad Hafezi currently holds, owns and operates five taxicab permits through the Metropolitan Transit System. Those permits are nos: T184, T316, T624, T633, and T943.

Should Mr. Hafezi be awarded a block of five pursuant to this request for proposal, he would have a total of ten permits; if awarded a block of ten, Mr. Hafezi would own a total of 15 taxicab permits.

5. References.

Attached to this proposal as ***Exhibit 1*** are letters of recommendation received by Mr. Hafezi from disabled clients he services.

Section II **Management Business Plan**

1. Experience – Dedication to the Service of the Disabled.

(A) Experience & Qualifications of Proposer

General Background

Mr. Behzad Hafezi was born on November 23, 1958 in Chahar-Mahal, Iran. In May, 1982, Mr. Hafezi came to the United States via San Diego, California on a political

asylum visa. Mr. Hafezi obtained his green card in 1984 and he became a United States Citizen in 1989.

Mr. Hafezi began driving taxicabs in 1983 with Yellow Cab Company, first as a company driver then as lease driver. In 1989 Mr. Hafezi left Yellow Cab and joined the Independent Cab Owners Association, Inc. (hereafter, "Orange Cab"), a Mutual Benefit Corporation, and became a member of Orange Cab, Inc. in 1995.

While driving a taxicab in 1985 during the [redacted] began studies at San Diego State University at night. In 1991 Mr. Hafezi graduated from San Diego State University with a Bachelor of Science degree in electrical engineering. In 1994 Mr. Hafezi worked for Digirad, Inc. in Poway, CA as a manufacturing engineer who supervised trouble-shooting and problem solved sustain engineering and processing gamma ray medical devices. Mr. Hafezi worked at Digirad until January, 2005, when work related injuries he suffered in 2001 became disabling, causing Mr. Hafezi to leave his job. Mr. Hafezi had two separate surgeries on his left hand and left elbow, but the injuries he sustained proved to be permanently disabling. During this time, Mr. Hafezi continued to drive taxicabs in the evening and on weekends.

When Mr. Hafezi suffered his permanent disability, he was no longer able to continue working at Digirad and he looked for a way to further his career. After he was forced to leave Digirad's employ due to his permanent physical disability, Mr. Hafezi focused solely on his taxicab business, which by then amounted to two permits. Mr. Hafezi purchased two additional taxicab permits in 2005 and one in 2006 after his disability separation from Digirad, giving Mr. Hafezi five total medallions.

Throughout the time period that Mr. Hafezi worked at Digirad, he also managed his taxicab fleet that was staffed with six full time drivers. Mr. Hafezi managed all aspects of operating the taxicab fleet during this time, including:

- Maintenance
- Book Keeping
- Hiring and Training Drivers
- Capital Purchases of Vehicles
- Interacting with Government Regulatory Agencies[1]

Dedication to the Service of the Disabled

After his disability separation from Digirad, Mr. Hafezi decided to focus full time on the taxicab business.

Two years ago, Mr. Hafezi began focusing his taxicab service on disabled people because he noticed other cab service providers intentionally not providing service to the disabled community, and witnessed cab service providers being rude to disabled passengers. ***Being disabled himself***, Mr. Hafezi decided that he would go out of his way to spend whatever time was necessary to provide necessary transportation services to the disabled community.

For example, in 1998 Mr. Hafezi encountered Mr. Fasal Al Omar, a Kuwaiti citizen who suffered from a number of different disabilities including having had a heart transplant in San Diego and ambulatory problems with his legs. Mr. Hafezi met Mr. Al Omar when he called for a cab one day in Mission Valley. The two struck up a conversation that led to a fast friendship. Mr. Al Omar used Mr. Hafezi's cab service

[1] Details regarding these items are addressed in other sections of this proposal where appropriate.

exclusively because Mr. Hafezi catered to helping Mr. Al Omar with his disability related travel needs until he passed away in 2002.

Coincidentally Mr. Jacob Benhaidar became a client of Mr. Hafezi in 1999. Mr. Benhaidar also was a Kuwati heart transplant patient that received surgery and related treatment in San Diego at USCD Medical Center. Mr. Hafezi helped Mr. Benhaidar in all aspects of his travel needs, from grocery shopping to attending doctor's appointments over the course of four years. Mr. Benhaidar specifically requested Mr. Hafezi's services due to his sensitivity and appreciation of the plight disabled people face in this society.

Many of Mr. Hafezi's disabled clients have no last names. "Dorothy" first started taking Mr. Hafezi's taxicabs in 1992. Dorothy lived on 3rd Avenue in San Diego who was blind and could not walk well. Mr. Hafezi exclusively served Dorothy for 6 years, taking her to the hairdresser, restaurants, grocery stores, hospitals and doctor appointments until she passed away in 1998.

These are not isolated examples. Mr. Hafezi submitted with this proposal a number of other letters from disabled patrons attesting to Mr. Hafezi's commitment to servicing the disabled community. **[See Exhibit 1]**

A Proposal to Focus on the Access & Transportation Needs of the Disabled

Mr. Hafezi proposes to create a fleet of **vehicles especially designed and equipped to service the disabled.** If this proposal is accepted for an award of any number of new permits, Mr. Hafezi will purchase a fleet of up to ten 2006 Dodge Grand Caravans and has contracted for the conversion of these vehicles into specially designed taxicabs that have special features for handicapped patrons, patrons restricted to wheelchairs and other physical challenges.[2]

Liberty, USA, is a company based in Springfield, Michigan who purchases Dodge Grand Caravans and converts them into vehicles that are specially designed to provide access to disabled people. In performing the conversion on these vehicles, Liberty USA abides **by design and structural guidelines set out in the Americans with Disabilities Act**, including, lowering the floors of the vehicles, providing for rear entry wheelchair access with fold down ramps, insuring that all slopes are at **appropriate ADA angles and inclines**, non-skid surfaces throughout, quick release bench seating, updated seat belts, power ramps and doors and hinged flip-up foot rests. The disability modifications are tested in crash settings and carry a lifetime warranty **(More complete information on these modifications can be found in *Exhibit 2*).**

Utilizing this new fleet of vehicles, Mr. Hafezi can focus on the disabled traveler in San Diego, and by doing so, bring attention to a particular group of taxi patron that has often been wrongfully maligned and ignored by other taxicab businesses.

(B) Experience and Qualifications of Management

Presently, Mr. Hafezi does service the disabled community, and has a number of disabled clients for which he provides their only means of transportation. In fact, Mr. Hafezi has done so for a number of years, as has been discussed above. Mr. Hafezi has direct and ongoing experience helping people with debilitating disabilities on a daily basis. He has a keen understanding of the troubles that face ordinary taxicabs in servicing the disabled community. Most present taxicabs are Ford Crown Victoria

[2] Financing and other considerations are discussed elsewhere in this proposal.

models. While they are roomy, big cars, they are not really designed to help the disabled. It is a challenge to move a person in a wheelchair from the device into the back seat of typical taxicab. Mr. Hafezi has worked around this limitation for years, taking the extra care and time to support access to the disabled. This is an important characteristic that sets Mr. Hafezi's taxicab services apart from other proposers.

While Mr. Hafezi does not now own a fleet of minivans that are designed to transport the disabled, he does have considerable experience in knowing what the disabled's needs are, and how best to serve them—all because he has carried on with his service to the disabled community for the last five years. Should he be awarded a block of new permits, Mr. Hafezi would be able to use his vast on the job experience in serving the disabled to grant greater and equal access to the disabled community.

2. Operations

(A) Reservation and Dispatch.

Mr. Hafezi is a member of the Independent Cab Owners' Association, Inc., more commonly known as Orange Cab. Orange Cab provides reservations and dispatch services to Mr. Hafezi's fleet of cabs.

Orange Cab uses CES Wireless TRK-240 Mobile Data Terminals along with SMART DISPATCH computer software for reservations and computer assisted dispatching (hereafter referred to as "CAD"). A complete description of the SMART DISPATCH computer system is attached hereto as ***Exhibit 3.*** The CAD can book reservations for an unlimited time into the future and serve immediate need service calls. Phone operators at Orange Cab ask callers for a telephone number after the initial greeting and enter it into the computer. If that customer has called from that number before, the previous address will be automatically filled into the screen and the dispatcher only needs to verify the address rather than re-enter it entirely. The reduces key-in errors. Otherwise, the operator would have to gather pickup address details, phone number, name and destination.

Once the phone operator finishes the call, provided it is not a future call, the system will then match the call to a particular zone and send it to an eligible taxicab. If no taxicab is booked in that particular zone, the call will go to a holding screen for the dispatcher's attention. It will also show up on all cab's "Zone List" screen on their mobile data terminal. This allows for drivers nearby to bid for the call. Any call not automatically dispatched within a few minutes will turn color on the mobile dispatch screen thus alerting the dispatcher that it needs intervention. As calls get older, the change color further indicating their age. Phone operators have access to the screen that shows which zone each cab is booked into, providing them with accurate estimated times of arrival information for customers.

(B) Communications Staffing.

Orange Cab policy requires that at least one dispatcher and a minimum of one additional phone operator always staff Orange Cab's dispatch office. Day and evening shifts always have two phone operators and the dispatcher. Friday and Saturday evenings generally call for three phone operators plus the dispatcher. Attention to upcoming conventions and various professional sporting events allows management to increase staffing levels on event days.

(C) Communications Technology.

Orange Cab uses three remote based transmitters for radio dispatching. The UHF channels for data communication are: 452.100 Mhz, 464.050 Mhz and the voice channel frequency is 452.275 Mhz. Data is transmitted to each taxicab's mobile data terminal over the data channels and the small amount of voice traffic is handled over the voice channel.

(D) Dispatch System.

As previously noted, Orange Cab uses CES Wireless TRK-240 Mobile Data Terminals along with SMART DISPATCH computer software for reservations and computer assisted dispatching (hereafter referred to as "CAD"). The CAD can book reservations for an unlimited time into the future and serve immediate need service calls. Phone operators at Orange Cab ask callers for a telephone number after the initial greeting and enter it into the computer. If that customer has called from that number before, the previous address will be automatically filled into the screen and the dispatcher only needs to verify the address rather than re-enter it entirely. This reduces key-in errors. Otherwise, the operator would have to gather pickup address details, phone number, name and destination.

Extended response times are handled by notifying the customer, if possible, and advising them of the situation. They are given the choice to continue to wait or given the number of another taxicab company.

NO SHOW TAXIS:

Customer callbacks are turned over to the dispatcher while the customer is kept on the line. The call is flagged "CB" and the dispatcher will determine if more information is needed to locate the customer and, either send back the original driver if still in the area, or re-dispatch the next closest taxi. The customer will then be apprised of the situation.

Orange Cab's mobile data terminals and dispatch system described above tracks all trips and logs them indefinitely. This provides detailed permanent records of trips and taxicabs that fulfill those trips. Each call is flagged with the cab number that serviced it. Each record indicates the time the call was received; the assigned taxicab; the time and date the driver loaded the passenger; and the drop off time. Additionally, information is logged for situations where the trip was cancelled; where the passenger was not loaded; or where no cab was available **[See Exhibit 3]**.

To determine instances where a "no show" was a customer or driver, the driver communicates with dispatch by pressing a "no load" button on the data terminal, letting dispatch know that the customer was a "no show." Conversely, if the customer calls back to dispatch, then dispatch is aware that the taxi did not appear for the customer, and dispatch will try to contact the assigned taxi. If dispatch cannot contact the original taxi assigned, it will send another cab to service the call and suspend radio service to the original cab until that cab contacts dispatch. If the reason for service failure is unreasonable, then radio service will, on the first instance, be suspended for 24 hours. On a second violation, cab radio service is suspended for a one week minimum.

disabled people; sensitivity training and working with disabled people. Mr. Hafezi handles this training through two groups: (1) Access San Diego, an ADA approved training facility that focuses on service organizations that deal with the disabled; and/or, (2) Creative Mobility Corporation, a group that trains drivers in the operation and use of vehicles that are specifically modified to service the disabled [See Exhibit 9].

- Use of Global Positioning Software and Units [See Exhibit 10]
- One day on site or behind the wheel training in: commonly traveled to locations, role playing bogus calls to evaluate driver competence, completing daily inspections of the vehicles and completing necessary record forms, map reading, reviewing MTDB Ordinance 11 and customer relations.

Section IV **Monitoring and Evaluation**

(A) Monitoring and Evaluation Plans.

Sensitivity and diligence are important factors when servicing the disabled community. Mr. Hafezi communicates with his drivers on a informally on a daily basis to talk about how service related matters are being handled, with a special emphasis on disabled customers. Additionally, Mr. Hafezi confers with his drivers at weekly meetings that address, cleanliness, issues of vehicle maintenance, reminders to drivers regarding updating their own compliance matters with MTS (renewals of Sheriff's permits, safety tests, etc.). Mr. Hafezi calendars these compliance critical dates for all of his drivers and gives them warnings about upcoming renewal dates.

Aside from the foregoing, Mr. Hafezi also maintains records and awareness regarding his drivers other training requirements, such as disability sensitivity and interaction training with Access San Diego, a disability service group in San Diego, California. Mr. Hafezi will also requires drivers, should his proposal be accepted, to complete training on the use and operation of the specially modified disability vehicles with Creative Mobility and/or Viewpoint Mobility, LLC, a firm that works in conjunction with Creative Mobility and produces video training courses that acquaint drivers with the operation and use of the disability related vehicular features.

Mr. Hafezi also maintains individual files on all of his drivers, and evaluates each driver formally every 90 days, or on an "as needed" basis. These evaluations cover driver safety, customer service, regulatory compliance and vehicle maintenance issues. See ***Exhibit 11*** for a sample evaluation forms used by Mr. Hafezi in his periodic evaluations of his drivers. If any of Mr. Hafezi's drivers are the subject of regulatory action by MTS, it is Mr. Hafezi's policy to terminate his relationship with the driver. Regarding customer complaints, these are handled on a case-by-case basis, and Mr. Hafezi equips all of his cabs with customer comment cards that include pre-paid postage (See Exhibit 12). This allows the customer to correspond directly with Mr. Hafezi about situations regarding service in his cabs discretely and confidentially. Aside from the foregoing, Mr. Hafezi also uses customer complaint log sheets that are administrative records he keeps for his company that documents individual instances of customer complaints, facts and action taken [See Exhibit 13].

Aside from his own specialized monitoring and evaluation, Orange Cab maintains its own policies and procedures for disciplining drivers for complaints that are received through Orange Cab. Upon the receipt of a customer complaint, Orange Cab officials obtain the statements of both the customer and driver then convene a

hearing to discuss the matter. If it is determined that the driver was at fault, then the driver is placed on six months probation with Orange Cab. Should the driver receive another complaint and after hearing it is determined that the driver was at fault for a second complaint, then the driver is terminated and may not drive for Orange Cab.

Section V **Facilities**

(A) Administrative, Maintenance and Dispatch Facilities.

Mr. Hafezi maintains his administrative offices at 1675 Morena Boulevard, Ste. 203, San Diego, CA 92110. Photographs of Mr. Hafezi's administrative offices are included in ***Exhibit 14*** and consists of 500 square feet of conference space and office space. Mr. Hafezi conducts all training of his drivers at this location and also maintains all his business records at this site, including all of his driver records, MTS related records and his accounting records.

Vehicle Maintenance facilities are located at Lutz Automotive, located at 2853 Market Street, San Diego, CA 92102. The Lutz facilities consist of a 25,000 square foot physical plant (10,000 square feet covered). There are eight different kinds of vehicle lifts available to service different kinds of vehicles, including the kinds of vehicles Mr. Hafezi offers under this proposal. The Lutz facility staffs three certified mechanics and two tire specialists. The Lutz facility is well experienced in providing basic service, such a brakes, alignments, etc. to the more complex work including rebuilding engines [***See Photographs and letter contained in Exhibit 15***]. The Lutz facility is open six days a week from 7:30 a.m. to 5:00 p.m. and on Saturdays from 8:00 a.m. to 2:00 p.m.

Additionally, the Orange Cab Business Offices are open for use for meetings and the like by members. Orange Cab's offices are located at 4250 Pacific Highway Ste. 207, San Diego, CA 92110, and offer a large conference room, dispatch, office and reception facilities for members consisting of 1000 square feet.

Section VI **Vehicles**

A. Vehicles and Maintenance.

Mr. Hafezi's current fleet of taxicabs consists of the typical Crown Victoria model commonly used in San Diego. Should Mr. Hafezi's proposal be accepted, he will purchase up to ten **specially modified for disabled access and use** Dodge Grand Caravans or similar minivans [**See Exhibit 16**]. These are all 2006 model year vehicles. Upon acceptance of his proposal and issuance of the taxicab medallions by MTS, Mr. Hafezi will purchase the appropriate number of vehicles and will have each modified and converted into a vehicle that services disabled riders. As previously mentioned, the modifications include, but are not limited to: lowering the floors of the vehicles, providing for rear entry wheelchair access with powered fold down ramps, insuring that all slopes are at **appropriate ADA angles and inclines**, non-skid surfaces throughout, quick release bench seating, updated seat belts, power ramps and doors and hinged flip-up foot rests. The disability modifications are tested in crash settings and carry a lifetime warranty.

Further, should Mr. Hafezi's proposal be accepted by MTS, he would place into each new taxicab Global Positioning Computers aiding drivers to find their destinations more quickly and would also require training of each driver in the use

and operation of Global Positioning Software [GPS] and the unit itself [See Exhibit 10]

Besides the daily inspections by the drivers, Mr. Hafezi conducts his own weekly inspections on his taxicabs, reviewing common maintenance issues on his taxicabs, like fluid levels, brake pads, tire wear, interior and exterior cleanliness, lights, brake lights, horn operability, and wiper blades. (See Exhibit 17, Vehicle Inspection Sheets).

Every six months, Mr. Hafezi conducts tune ups of his taxicabs that include, aside from reviewing all of the above, new spark plugs, changing the fuel and air filters, and rotating the tires, replacing them on an as needed basis.

Should Mr. Hafezi's proposal be accepted by MTS, then the foregoing inspection and maintenance procedures would be employed with the new fleet of vehicles similar to his present routines.

Additionally, regarding the special equipment installed to service the disabled as discussed in this proposal, Creative Mobility Corporation maintains facilities to service the lifts, ramps, etc. and is located at 320 Civic Center Dr. National City, CA 91950.

B. Personnel.

Vehicle Maintenance facilities are located at Lutz Automotive, located at 2853 Market Street, San Diego, CA 92102. The Lutz facilities consist of a 25,000 square foot physical plant (10,000 square feet covered). There are eight different kinds of vehicle lifts available to service different kinds of vehicles, including the kinds of vehicles Mr. Hafezi offers under this proposal. The Lutz facility staffs three certified mechanics and two tire specialists. The Lutz facility is well experienced in providing basic service, such a brakes, alignments, etc. to the more complex work including rebuilding engines.(***See Photographs and letter contained in Exhibit 15***). The Lutz facility is open six days a week from 7:30 a.m. to 5:00 p.m. and on Saturdays from 8:00 a.m. to 2:00 p.m.

C. Safety Compliance.

All of the records regarding Mr. Hafezi's vehicle inspection results over the last inspection cycle are included in **Exhibit 18.** Mr. Hafezi's cabs have had no injury accidents or property damage accidents for the last five years and none involving a fatality.

Regarding wheelchair loading and security procedures, should Mr. Hafezi be successful in obtaining permits per this proposal, he will be deploying a fleet of 5-10 new modified converted Dodge Caravans or similar minivans that, as previously discussed, will be especially designed to carry handicapped customers. Further, all of Mr. Hafezi's drivers will have undergone safety training in the use of these special vehicles and interacting with disabled customers. Please refer to **Exhibit 2.**

D. Insurance.

Mr. Hafezi's proof of insurance is attached as **Exhibit 19.** Should Mr. Hafezi be awarded taxicab medallions under this proposal, he would expand his insurance

modifications include lowered floors in the vehicles, rear entry wheelchair access with powered fold down ramps, insuring that all slopes are at appropriate ADA angles and inclines, non-skid surfaces throughout, quick release bench seating, updated seat belts, power ramps and doors and hinged flip-up foot rests.

Mr. Hafezi's proposal is unique in that he is focusing on that segment of the population that most needs access and equal rights to travel about. Currently, no other cab company focuses on the disabled, although some cab companies have a single taxicab that is designed to transport the disabled. Mr. Hafezi's proposal is singularly dedicated to the stated goals of the Americans with Disabilities Act and California law whose stated policy is to remove barriers for the disabled.

Because the need for transportation is ubiquitous in this society, awarding Mr. Hafezi permits promotes and advances the cause of equal rights and access inherent in the laws and protections enacted to help the disabled.

Section IX Impact on Competition and Customer Choice

No present cab company adequately services the disabled community in San Diego. Some cab companies and taxi drives actively disdain the disabled community and refuse to serve them because it ostensibly is, "too much trouble and takes too much time..."

Mr. Hafezi's proposal, if accepted, will greatly enhance customer choice because there will be a solution for disabled travel in San Diego. Disabled customers will not have to worry about obtaining a taxicab that will be able to address their physical limitations. Mr. Hafezi's specially designed Dodge Grand Caravans will handle any and all possible needs of the disabled traveling public.

Right now, if a disabled person calls for a cab, there is a good chance that no cab company can adequately service the need of the disabled traveler. By awarding Mr. Hafezi the permits pursuant to this proposal, the MTS will be addressing an open and immediate and pressing need for this community.

Respectfully Submitted,

By: _____
BEHZAD HAFEZI

coverage to meet the additional requirements under both California and MTS regulations.

E. Low Emission Vehicles.

All Mr. Hafezi's vehicles proposed to be purchased under this proposal would be 2006 models and subject to California law mandating specific emission controls and emission monitoring in order to secure compliance.

Section VII **Management**

A. Organization Chart.

An organization chart of Mr. Hafezi's business is included in **Exhibit 20.**

B. Start Up Financing.

In order to finance the purchase of additional **specialized vehicles that are geared towards servicing the disabled community in San Diego,** Mr. Hafezi has secured financing in the amount of $[redacted]00 from Wells Fargo Bank and American Mortgage Company, secured by two different pieces of real property Mr. Hafezi owns.

Based upon projections from Mr. Hafezi, the total of ten additional specially equipped taxicabs as described in this proposal will be $[redacted] at a cost basis of $[redacted]00 for each taxicab. This includes all of the special ADA and disability conversions discussed, GPS equipment, paint and the installation of radios, credit card machines and the like.

Attached hereto as **Exhibit 21** are letters of credit from Wells Fargo Bank and the mortgage company, along with estimates for the costs projections.

C. Implementation Plan.

Regarding implementation of his plan, Mr. Hafezi already possess the administrative facilities and vehicle maintenance facilities necessary to begin operations immediately, as discussed above. The only time that will be required is to actually obtain the new specially converted vehicles from Liberty USA. Mr. Hafezi has been in contact with Liberty officials, who have told Mr. Hafezi that it takes 30 days to deliver these converted minivans **[See Exhibit 22].**

In anticipation of obtaining the new taxicab medallions, Mr. Hafezi has already interviewed and reviewed the Sheriff's permits on prospective drivers and upon notice of issuance of the medallions, Mr. Hafezi will be able to start service immediately upon receipt of the modified minivans and completion of driver training discussed above.

D. System Management Program.

All of the staffing facilities, plans and quality control already available and used by Mr. Hafezi, as discussed above, will be eligible for use once the proposal is accepted. This includes complaint handling, which is discussed below.

The only contingency that may exist is whether or not Liberty USA can deliver the modified vehicles. Mr. Hafezi has a commitment from Liberty USA to deliver the 2006 vehicles within 30 days after notice of the acceptance of this proposal [See Exhibit 22]. It is noteworthy that MTDB requires at least 120 days to implement new taxicabs into service. Therefore, there are no time obstacles to the implementation of Mr. Hafezi's plan.

E. Complaint Handling.

As previously noted, Mr. Hafezi takes a pro-active approach to customer service and this extends to complaint handling. In each of Mr. Hafezi's taxicabs, customers may take postage prepaid postcards to communicate directly with Mr. Hafezi any complaint or problem that the customer encountered during their trip. In the event of a complaint, Mr. Hafezi has administrative forms used to take the statements of both the customer and the driver, and these are used by Mr. Hafezi to discipline the driver or otherwise satisfy the customer [see Exhibits 12 and 13]. As previously noted, should a driver be culpable for a complaint, Mr. Hafezi places the driver on six months probation. Should another complaint be lodged, Mr. Hafezi terminates the relationship with the driver.

A few words should be included about Orange Cab, who also uses a disciplinary scheme to insure good customer service. This includes receipt of a complaint, investigation and adjudication leading to termination of the driver and possible expulsion of the member from Orange Cab.

F. Reporting.

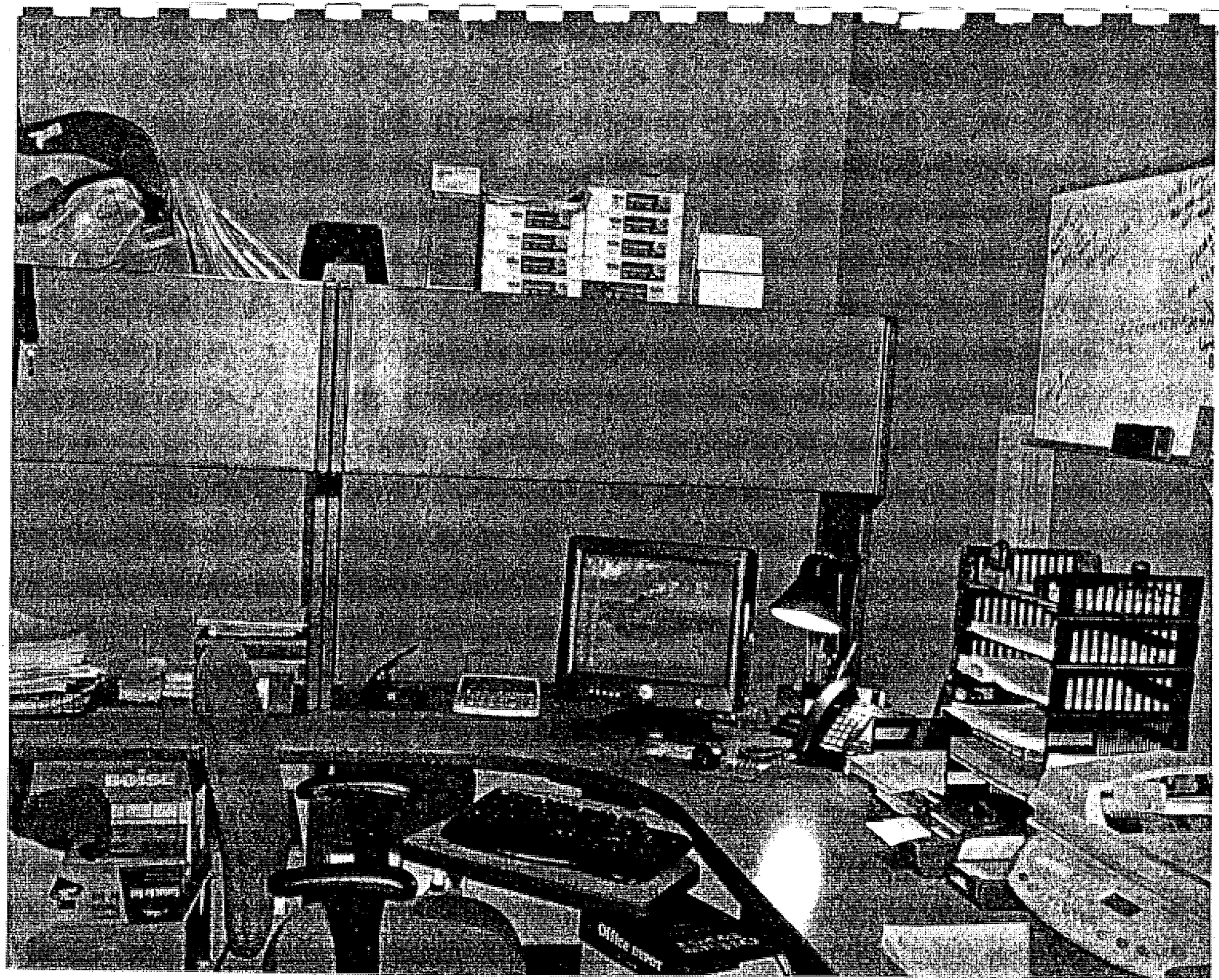
All of the record keeping and reporting devices previously discussed in this proposal would continue under a successful award of additional permits per this proposal. **See the detailed discussions in Sections II, IV, V, VI and VII.**

G. Response Time Attainment.

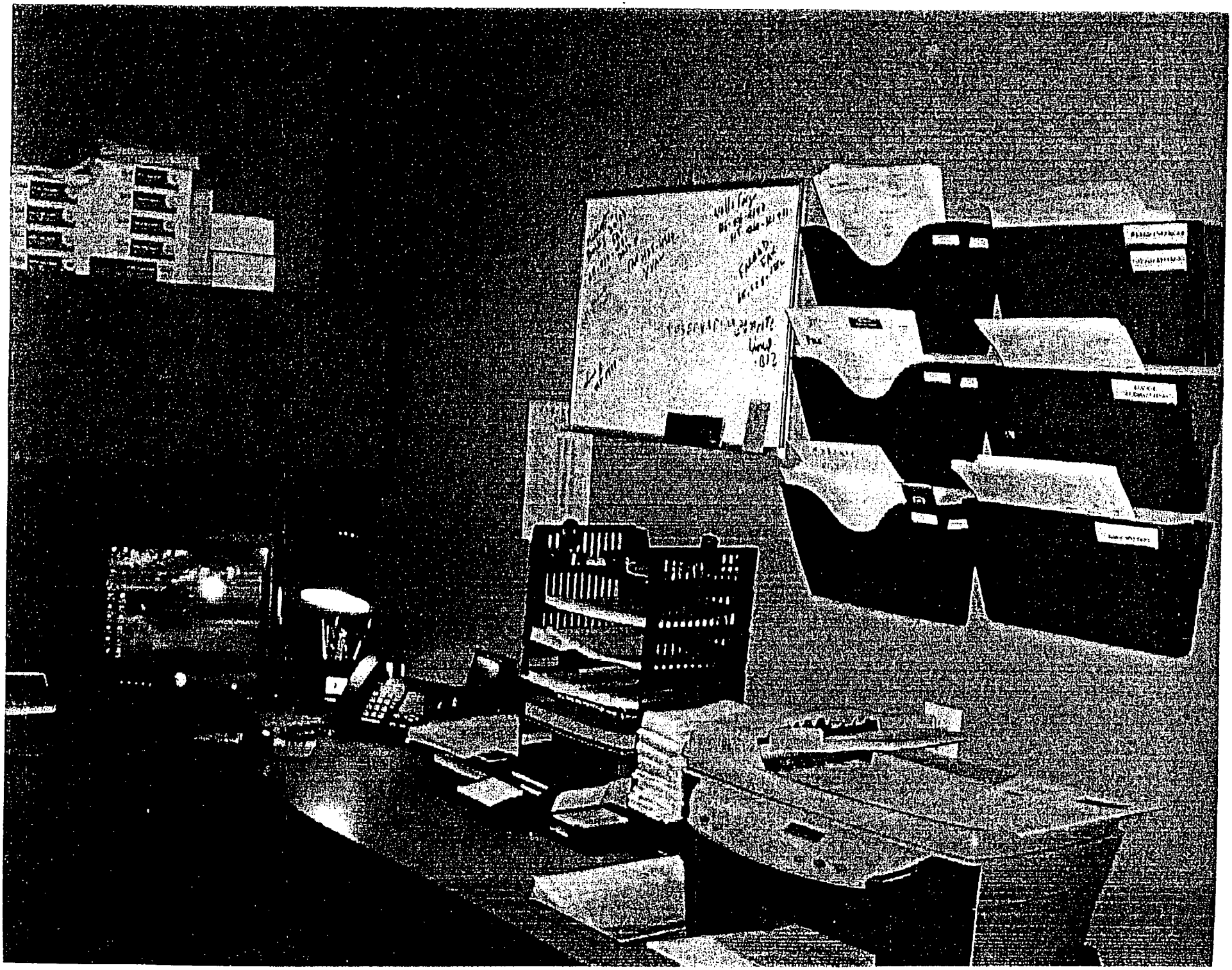
All of the procedures and devices used to maintain current service, both from Mr. Hafezi and Orange Cab, will be used to insure proper services, as particularly discussed in **Section II, (2)(A).**

Section VIII **Wheelchair-Accessible Service**

This is the heart of this proposal. Mr. Hafezi is prepared, should his proposal be accepted by the MTS, and additional permits be issued to him, to deploy a fleet of five or ten specially designed and modified 2006 Dodge Grand Caravans, especially converted for service to disabled customers. Each minivan will be converted by Liberty USA to ADA specifications with regards to powered ramps, and lifts and interior features especially designed to service disabled customers. The




Communications
PHONE & DATA
1675





LUTZ TIRE

2853 Market St. • San Diego, CA 92102
(619) 234-3535 • Fax: (619) 239-4900 #99

Date: 10/2/2006

From: Lutz Tire Mechanic Shop
Gary Karimi

To Whom It May Concern:

I Gary Karimi; am the owner of Lutz Tire mechanic shop. I have been in this business for over fifteen years. Cool Cab Company has been affiliated with Lutz Tire mechanic shop since 1999 to do their; maintenance, repair and vehicle storage.

My facility is approximately 25,000 square feet. 10000 square feet covered space and 15,000.00 square feet open space. There are two offices and a waiting room for customer's comfort to use while they are waiting for their car to be fixed. Our huge tire department can install any size of tire for any makes and models.

Lutz Tire mechanic shop is equipped with eight (8) different types of lifts, and many special tools. Three certified mechanics (including myself), one mechanic and 2 tire specialists can diagnose, and fix all kinds of car problems. We are expert in brakes, alignments, engine, transmission, new tires, shocks, complete front service and more.

My shop is open six days a week, 7:30am to 5:00pm Monday thru Friday and Saturdays 8:00am to 2:00pm.

Our well equipped facility and 6 expert mechanics repair and fix all types of problems on all makes and models. Our facility is always available for visit.

Should you have any questions or concerns please do not hesitate to ask.

Gary Karimi (Owner)

National Institute for

AUTOMOTIVE SERVICE EXCELLENCE

Be it known that

GARY KARIMI

has successfully passed the examinations and met the experience requirement prescribed by the National Institute for Automotive Service Excellence and is awarded this CERTIFICATE in evidence of COMPETENCE in the service areas listed below:

AUTOMOBILE TECHNICIAN

AREAS OF DEMONSTRATED COMPETENCE	EXPIRES
ELECTRICAL/ELECTRONIC SYSTEMS	DECEMBER 31, 2007
HEATING AND AIR CONDITIONING	DECEMBER 31, 2007
ENGINE PERFORMANCE	DECEMBER 31, 2007

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GIVEN THIS 31ST DAY OF DECEMBER 2002, AT LEESBURG, VIRGINIA

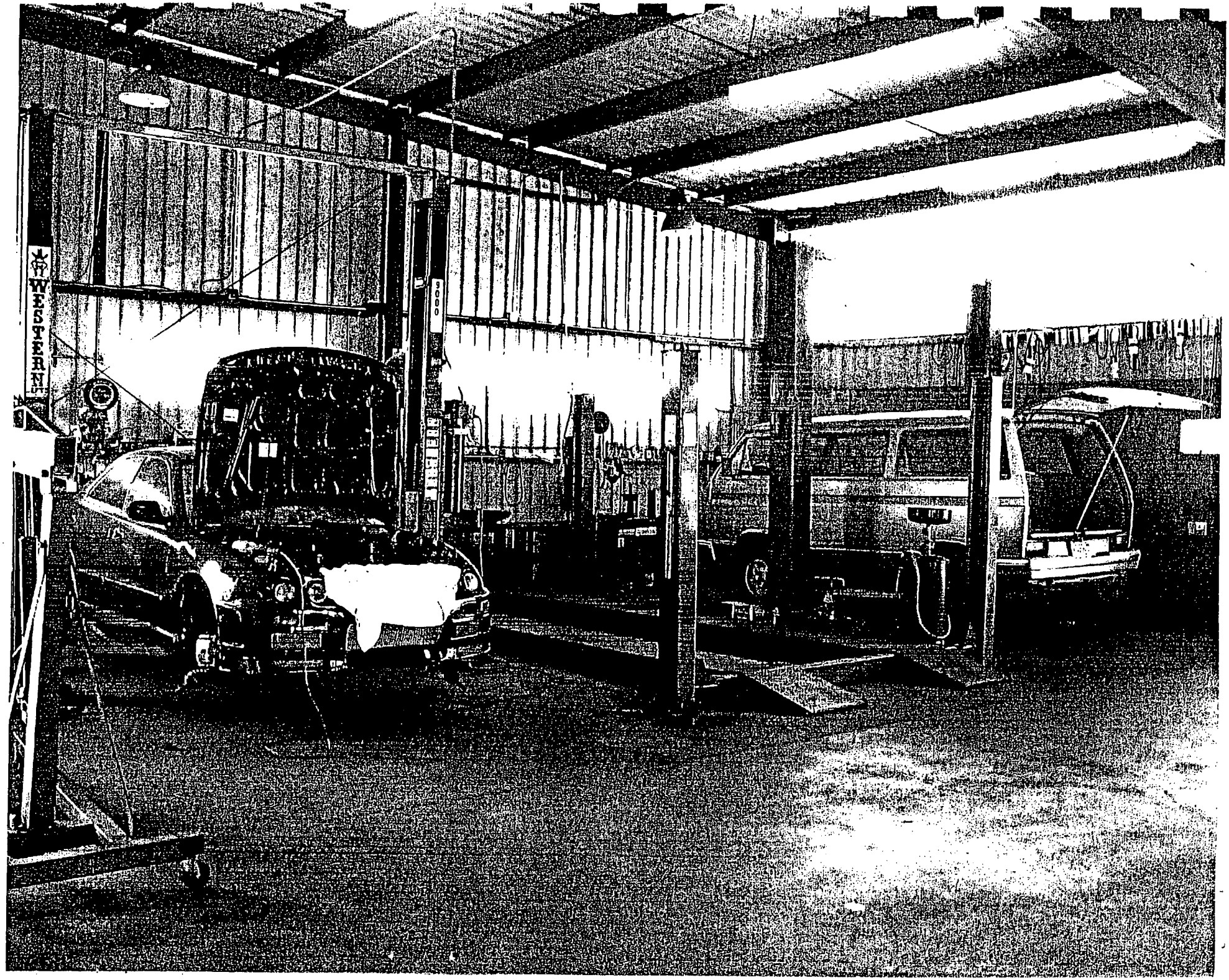
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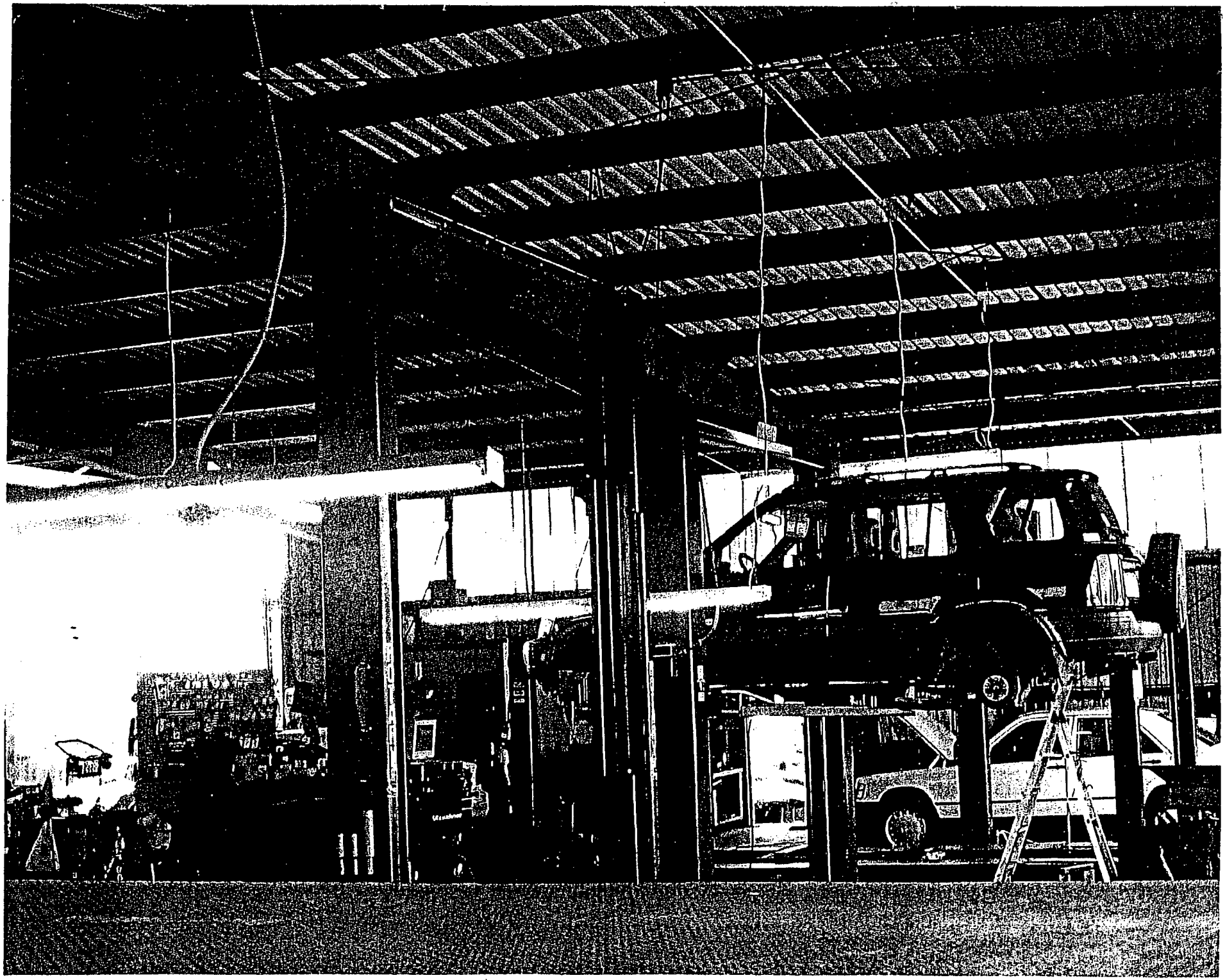
Ronald H Weiner
RONALD H. WEINER, President

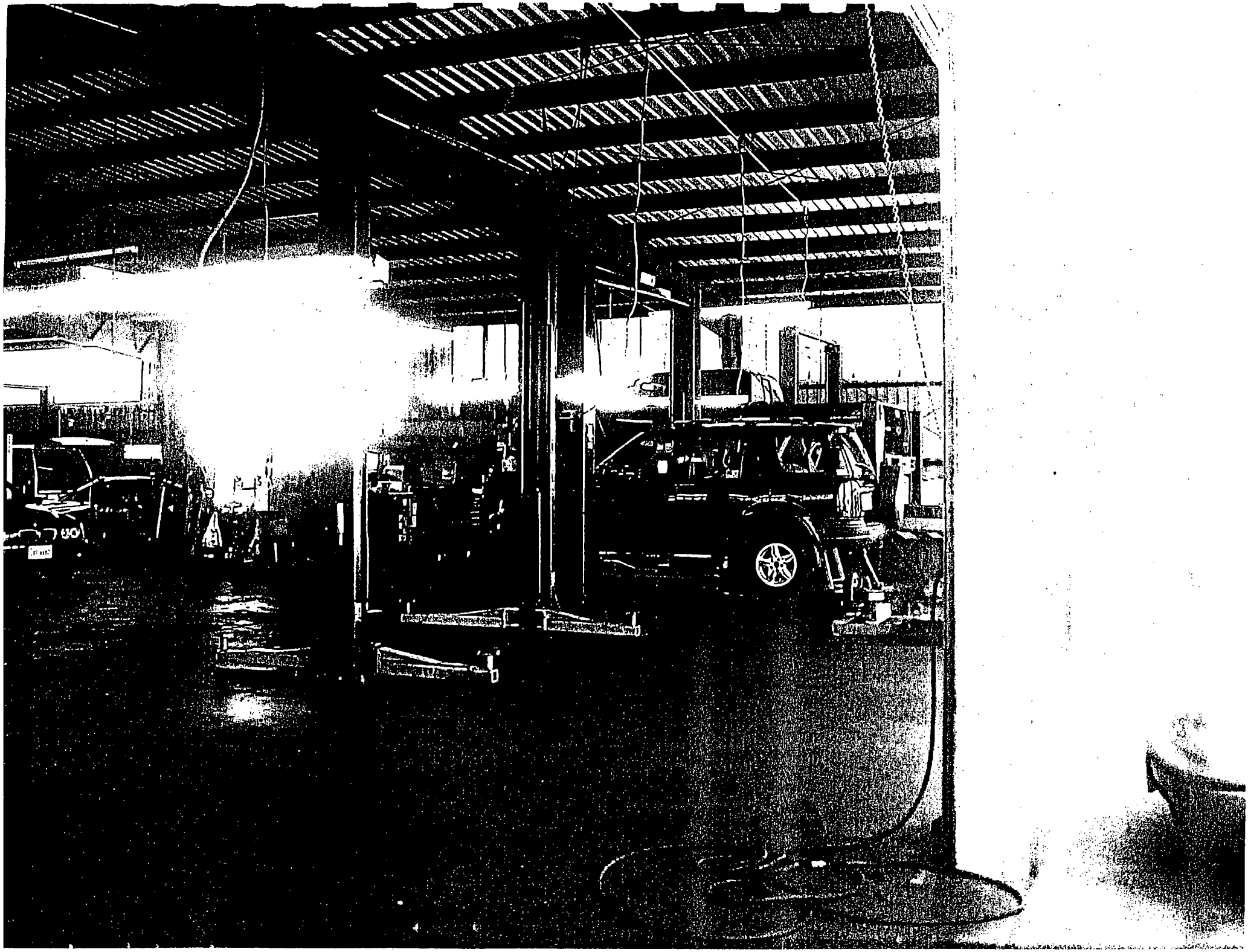
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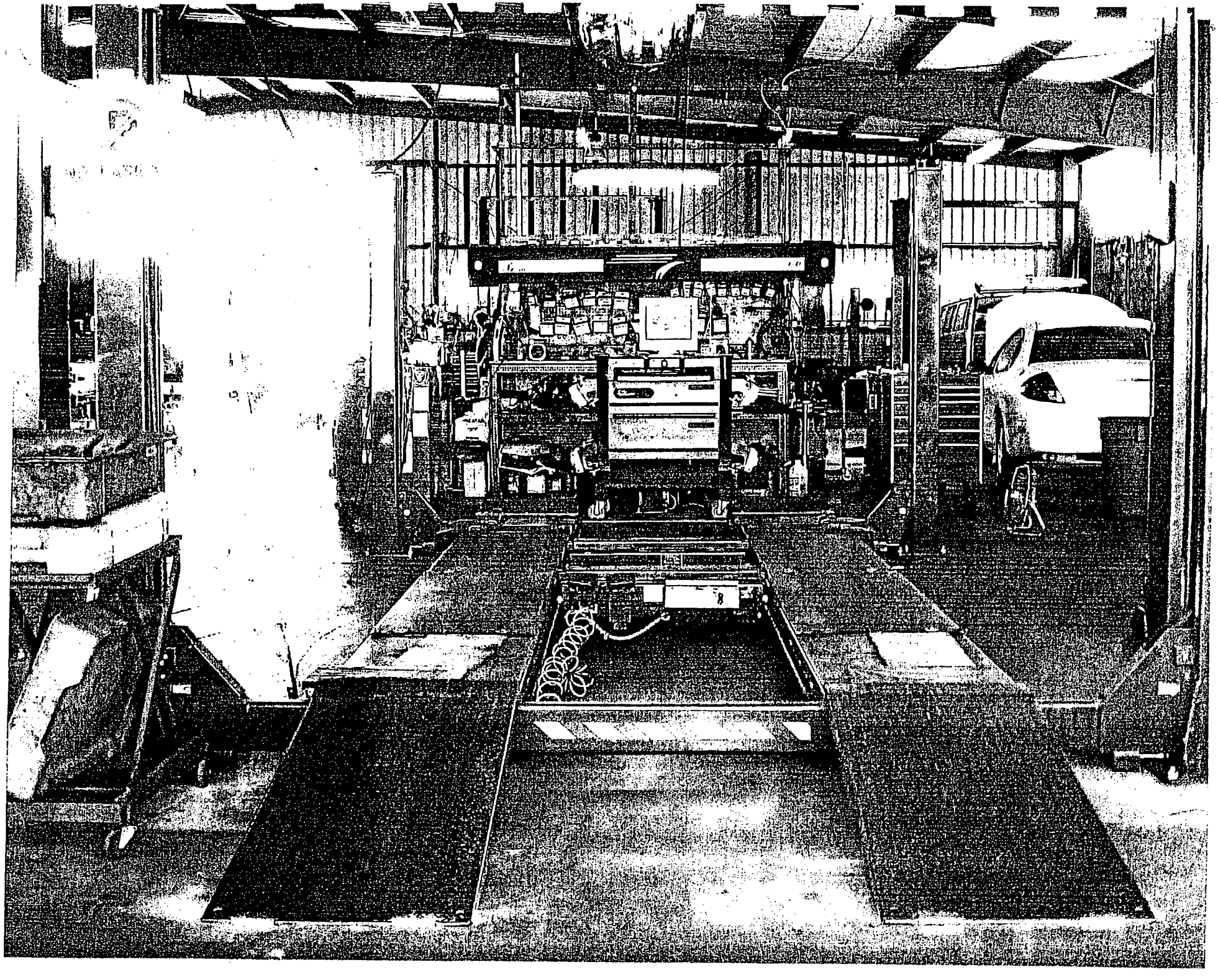
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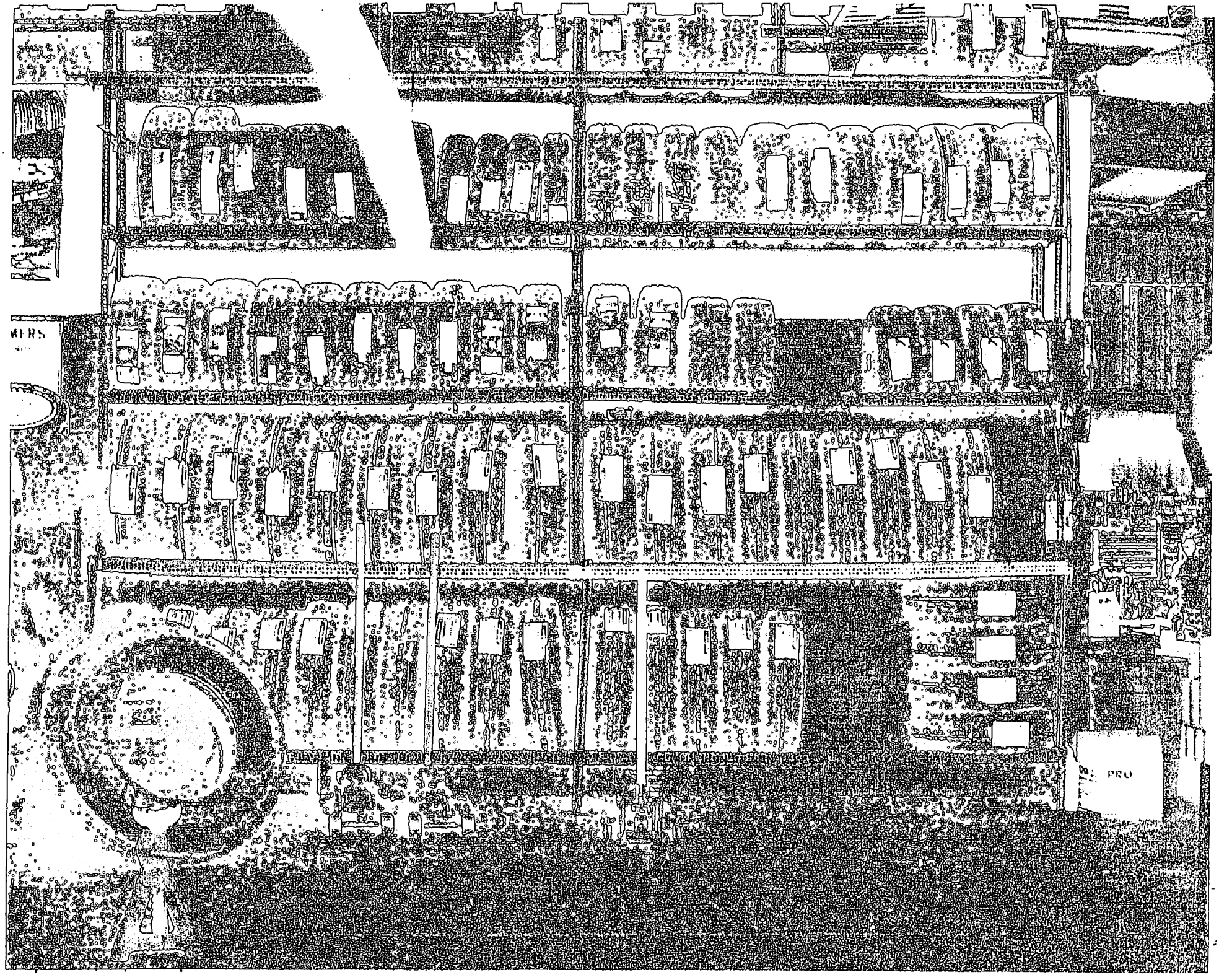

LUTZ
TIRE
KELLY TIRES
BRIDGESTONE FIRESTONE


WESTERN

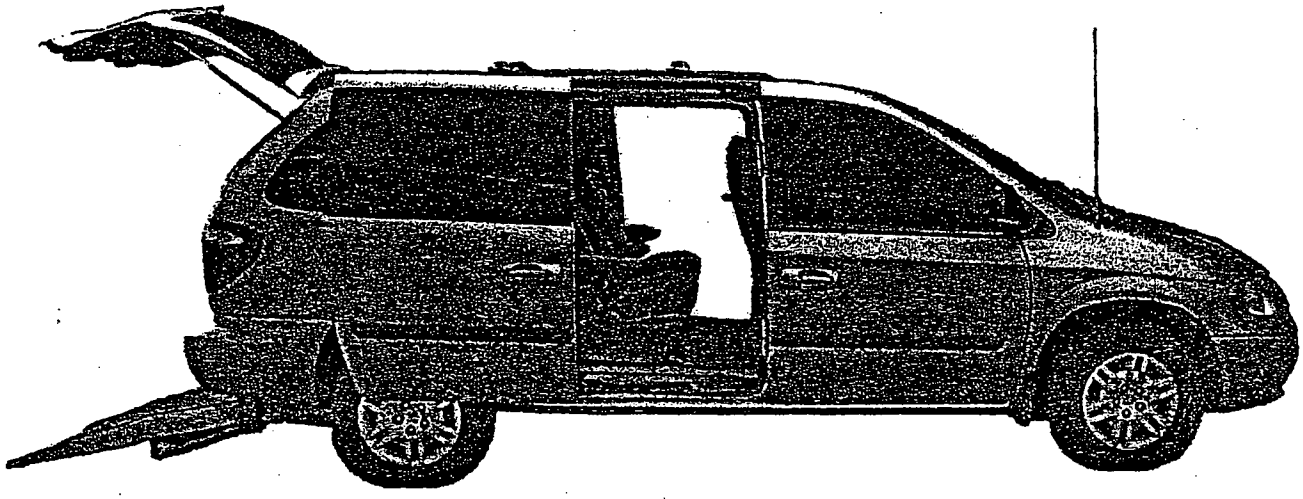








LIBERTY Stow 'n Go Grand Caravan Owner's Manual



LIBERTY

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SECTION 1

Introduction

BE SURE TO READ THIS MANUAL IN ITS ENTIRETY BEFORE TRANSPORTING PASSENGERS IN A WHEELCHAIR OR OPERATING THE VEHICLE.

Dear Customer,

The Liberty Motor Company has developed this wheelchair access modification with your safety and satisfaction in mind. This owner's manual will assist you in ensuring the safe operation of your vehicle.

Please read and understand this Owner's Manual before operating your wheelchair access conversion vehicle. Be thoroughly familiar with all of the controls and have knowledge in the proper use of the equipment.

Unless specifically addressed in this manual, please refer to the "Owner's Manual" provided by the DaimlerChrysler Corporation for the comprehensive operating instructions and maintenance guidelines of your Dodge Stow 'n Go Grand Caravan.

The Liberty wheelchair conversion is a quality product designed to provide years of dependable service when operated and maintained properly. Improper use or abuse of the conversion can cause severe injury or death.

Use only authorized replacement parts from The Liberty Motor Co. Inc. Do not attempt to modify, change, replace, remove or alter the conversion in any way, as this may render the vehicle unsafe.

Always ensure that anyone operating the vehicle or wheelchair access conversion is fully capable and has a thorough understanding of all aspects of the vehicle, ramp and tie-down system. Anyone using the conversion must understand the information in this manual.

Safe operation of the conversion requires complete and unimpaired attention at all times. Do not operate the conversion, or the vehicle, if fatigued or during or after consumption of medication, drugs or alcohol.

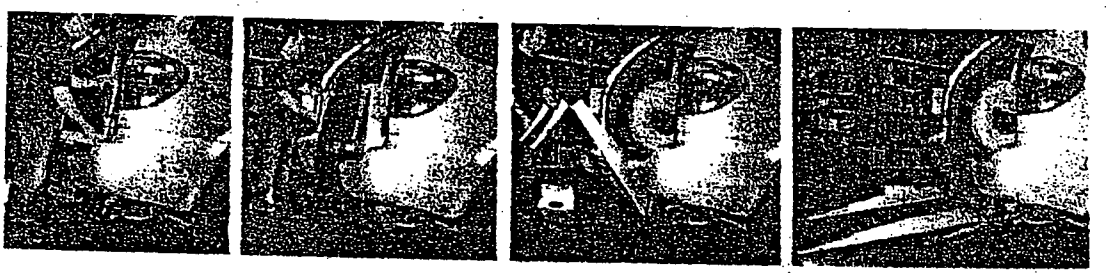
Thank you for allowing The Liberty Motor Company to serve you. We wish you many years of safe and happy motoring!

SECTION 2

Securement of Wheelchair in Vehicle

2.1 Lowering Ramp and Loading Passenger

1. Before deploying the ramp, ensure the vehicle is in park, with the ignition off, and on a section of unobstructed level ground to allow for safe loading of the wheelchair occupant.
2. Push the ramp inwards and pull the latch release upwards to unlock the ramp latches as you draw the ramp away from the vehicle. Unfold the short section of ramp and lower it to the ground, as illustrated.

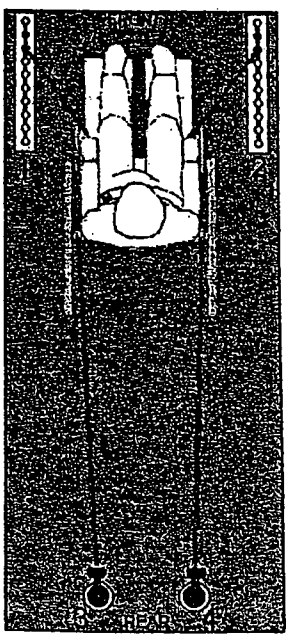


3. Once the ramp has been lowered, the wheelchair passenger can be escorted up the ramp and into the vehicle.

MAXIMUM ALLOWABLE WEIGHT ON RAMP IS 1000 lbs



4. The wheelchair passenger should be seated in a forward facing position, in the centre of the vehicle, near the front of the lowered floor.
5. Once the passenger has been safely positioned, lock the wheelchair in place by applying the wheelchair brakes.



Never attempt to enter the vehicle in a wheelchair unless being assisted by a person capable of guiding the wheelchair up the ramp and into position for safe transportation.

2.2 Ramp Closure

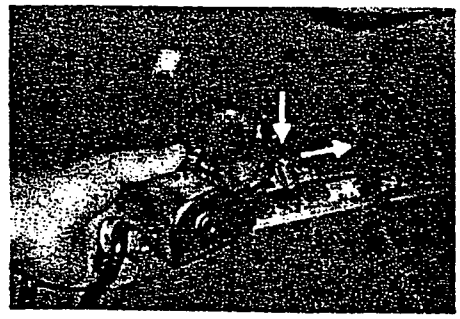
1. Lift the ramp upwards to almost the vertical position and fold the short section into its retracted position. The magnets will hold the large section tight against the short section.



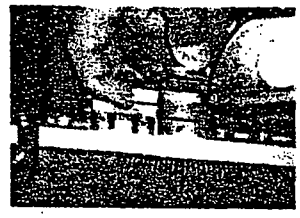
Keep all body parts away from hinge and ramp mechanisms. Personal injury may result if caution is not used during the operation of the ramp.

2. Stand behind the ramp and push forward to close and lock the ramp. Keep hands in the anti-slip area to avoid potential injuries.
3. If the ramp does not close completely then unlock and re-open the ramp as outlined in Section 2.1 and begin Section 2.2 again. Increase the force used to push forward. Repeat as necessary.
4. If difficulties arise, contact the Liberty Motor Company for further assistance.

2.3 Securing the Wheelchair



1. Fasten the front retractors to the L-tracks located on either side of the floor. To attach a retractor to the L-track, push down and slide the retractor fitting in either the forward or rearward direction along the L-track until the spring-loaded plunger is seated into the track. Both the left and right retractors should be located the same distance from the front of the fibreglass floor.
2. Pull firmly on the fitting to ensure that the plunger is properly seated and locked into the track.
3. To remove the fitting, lift the lock plunger and slide the fitting in either direction while pulling it out of the track.



4. Once the retractors have been fastened to the L-track, the retractor tie down strap can be attached to the wheelchair.
5. The front securement point should be positioned as high as possible for maximum safety. Refer to the Sure-Lok Instruction Guide for ideal fastening geometry.

Refer to your wheelchair manual for instructions on selecting the most appropriate wheelchair securing locations.

6. Attach the J-hook as prescribed by the wheelchair manufacturer. Allow the retractor to spool in and remove excess slack in the tie down once the J-hook has been attached. The tie down can be further tightened by turning the knob on the side of the retractor.
7. Attach the rear Solo retractor by pulling the retractor anchor rearward across the disk on the floor and then rotating the assembly until it faces the front of the vehicle. To remove the rear retractor, rotate the assembly so the retractor is pointed rearwards and slide the assembly forward.



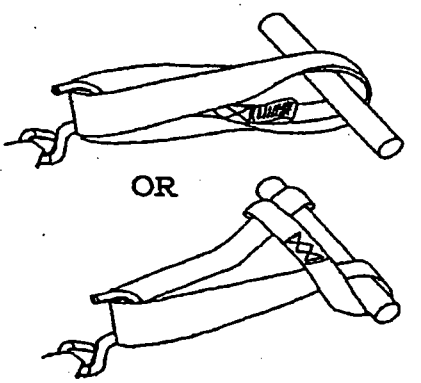
8. The rear of the wheelchair may now be secured to the rear retractors. Attach the J-hooks to the locations outlined in the wheelchair Owners' Manual. Refer to the Sure-Lok Instruction Guide for ideal fastening geometry. Allow the retractor to spool in and remove excess slack in the tie down once the J-hook has been attached. Further tighten the tie down by turning the knob on the side of the retractor.

Refer to your wheelchair manual for instructions on selecting the most appropriate wheelchair securing locations.

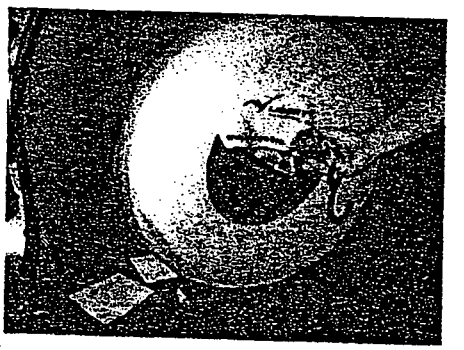
Be careful to keep the straps away from sharp edges or corners.

9. All four of the retractors have a red tab protruding from the rear of the units. This tab is used to release the locking mechanism within the retractor allowing the user to either extend the tie down or release the wheelchair from its restrained position.

10. Where attachment to the wheelchair is not possible with the J-hooks, the use of an optional webbing loop is acceptable if affixed by either method to the wheelchair as shown in the adjacent diagram.



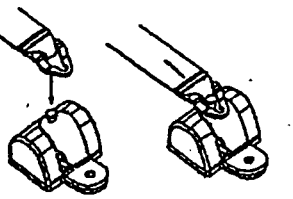
11. When the retractors are not in use, the Liberty Motor Company spare tire cover provides a safe storage area for the retractors and occupant restraints.



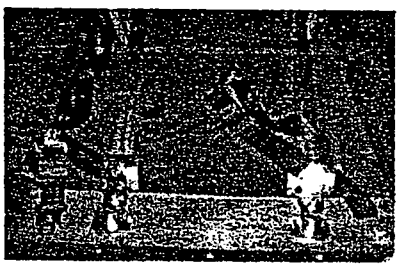
2.3 Occupant Restraint System

1. The supplied Sure-Lok occupant restraint system is made up of three pieces, much like those of a regular vehicle's restraint system, lap belt, belt buckle, and shoulder belt. The system should only be used as a unit and not in individual parts.

2. The lap belt and buckle portions of the restraint attach to the outer shell of the rear retractors via the protruding stud. Attach each section to the retractor as illustrated in the adjacent image.



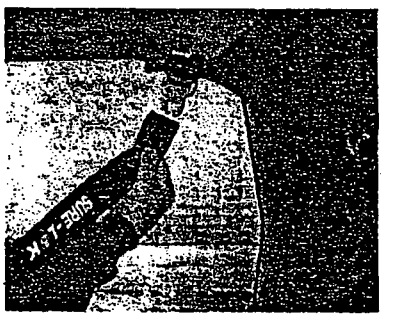
3. The lap belt section attaches to the driver side rear retractor and the buckle section attaches to the passenger side rear retractor.



4. Pass the buckle end and the lap belt end through the left and right sides of the wheelchair where they will be able to be positioned as low as possible across the pelvis of the occupant.



5. Attach the shoulder belt buckle to the latch plate at the rear roofline of the vehicle and on the pin connection of the lap belt latch plate.



6. Once all the connections have been made, the lap belt may be fastened to the buckle to restrain the occupant. Adjust the belts to secure the occupant but take caution not to over tighten and cause discomfort to the occupant.

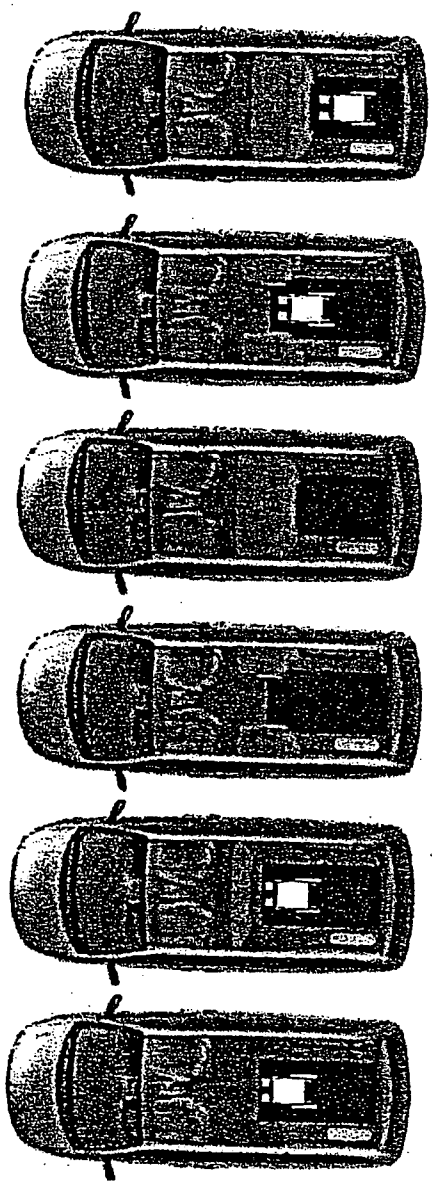


SECTION 3

Vehicle Seating

3.1 Seating Configurations and Carrying Capacities

The Liberty Motor Company Stow 'n Go Grand Caravan can be configured to seat a variety of passenger combinations comfortably. It's versatile enough to seat up to five ambulatory occupants, with an optional second row bench, plus a wheelchair occupant. See below for all allowable seating configurations and loading.



SIX OCCUPANTS

5 - Ambulatory Combined Weight – 345 kg (761 lb)
1 - Wheelchair + Occupant Weight – 95 kg (209 lb)

FIVE OCCUPANTS

4 – Ambulatory Combined Weight – 275 kg (608 lb)
1 – Wheelchair + Occupant Weight – 156 kg (344 lb)
or
5 – Ambulatory Combined Weight – 345 kg (761 lb)
Cargo Capacity – 95 kg (209 lb)

FOUR OCCUPANTS

4 – Ambulatory Combined Weight – 275 kg (608 lb)
Cargo Capacity – 156 kg (344 lb)

THREE OCCUPANTS

Folded 2nd Row Bench
2 – Ambulatory Combined Weight – 138 kg (304 lb)
1 – Wheelchair + Occupant Weight – 243 kg (536 lb)
or
2nd Row Seating Removed
2 – Ambulatory Combined Weight – 138 kg (304 lb)
1 – Wheelchair + Occupant Weight – 305 kg (672 lb)
or
Folded 2nd Row Buckets (not shown)
2 – Ambulatory combined Weight – 138 kg (304 lb)
1 – Wheelchair + Occupant Weight – 255 kg (562 lb)

TWO OCCUPANTS

2nd Row Bench Installed
1 – Ambulatory Weight – 69 kg (152 lb)
1 – Wheelchair + Occupant Weight – 273 kg (602 lb)
or
2nd Row Buckets Installed
1 – Ambulatory Weight – 69 kg (152 lb)
1 – Wheelchair + Occupant Weight – 285 kg (628 lb)
or
No Second Row Seating Installed
2 – Ambulatory Combined Weight – 138 kg (304 lb)
Cargo Capacity – 305 kg (672 lb)
or
1 – Ambulatory Weight – 69 kg (152 lb)
1 – Wheelchair + Occupant Weight – 335 kg (736 lb)

For safety reasons the overall carrying capacity of a Liberty Motor Company converted Stow 'n Go Dodge Grand Caravan must not exceed the Gross Vehicle Weight Rating (GVWR) when loaded. The information on the previous page provides a guide to acceptable loading configurations for the vehicle. The weight of each occupant is defined by the average weight of an adult male, 68 kg (150 lb). The GVWR of the vehicle is 2541 kg (5600 lb) with a Front GVWR 1293 kg (2850 lb) and a Rear GVWR of 1339 kg (2951 lb).

3.2 Second Row Seat Removal and Installation

The Liberty Motor Company converted Stow 'n Go van is provided with removable second row seating. The removal of either the second row bucket seats or the optional three person bench seat is almost identical. Either second row bucket seat can be removed independently by removing the locking rod from the base of the seat. The removal of the three person bench requires the locking rod from both seat bases be removed before the seat can be removed.

Each bucket seat has a mass of approximately 30 kg (65 lbs). The mass of the three person bench seat is 75 kg (165 lbs). Under no circumstances should the optional second row bench be removed by one individual, serious injury may result if attempted.



Removal of the bucket or bench seat can cause serious personal injury. Caution must be taken when lifting and removing the second row seating. The three person bench seat requires at least two people for its removal or installation.

1. Lift recline actuating handle on side of seat and fold seatback fully forward.
2. Pull the nylon strap located in the rear, at the base of the bucket seat, to unlock the rear hooks of the seat base. The seat should readily fold forward when lock is released. For the optional bench seat, the nylon straps from both seats must be released at the same time to fold the seat forward.
3. With the seat folded forward, pull the seat locking rod outward. The three person bench requires the locking rod be removed from both seat bases.
4. The seat can now be removed by lifting the whole assembly vertically off the mounting forks and out of the vehicle. The optional bench can now be lifted, vertically by two or more people, off of the mounting forks and cautiously removed from the vehicle.
5. When replacing the seat, or the bench, care must be taken to position the seat anchoring base properly. The seat base must have the horizontal rod positioned in the top of the mounting fork and the locking rod must pass through the seat base forks entirely.
6. Push the seat rearward briskly and allow the rear legs to lock into the rear floor anchors. Lift the recline actuators and unfold the seatback.



DO NOT USE 2nd ROW SEATING IF THE LOCKING ROD IS NOT IN PLACE.

SECTION 4

Emergency and Maintenance

Your Liberty Stow 'n Go Dodge Grand Caravan has a different storage location for the spare tire then its original equipment counterpart. The spare tire is now located in the rear of the cabin, on the drivers side of the vehicle.

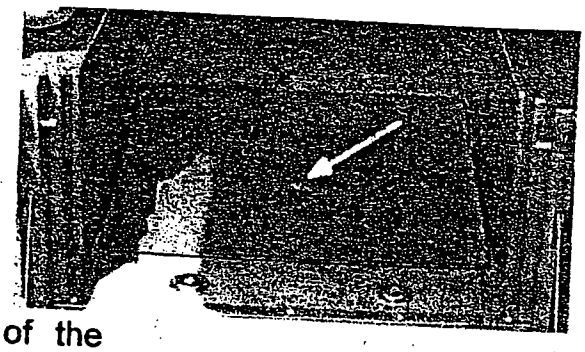
In the event that the spare tire is required, follow the procedures laid out in the 'WHAT TO DO IN EMERGENCIES' section of the Dodge Owner's Manual with the exceptions addressed below.

4.1 Spare Tire Removal

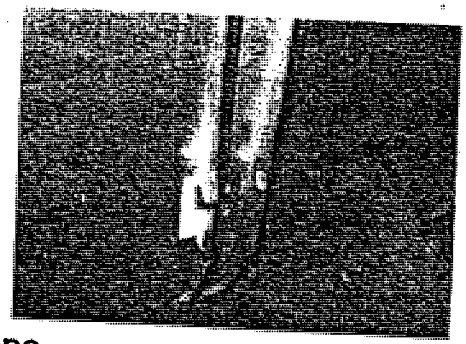
1. To access the tire, remove the vinyl cover. The vinyl cover can be removed by first unzipping the zipper to allow access to the black knob inside. The knob attaches both the vinyl cover and the tire to the vehicle. Unscrew the knob and remove the tire and the vinyl cover from the tire.
2. Remove the jack cover and the jack as outlined in the Dodge Owner's Manual.
3. Continue the spare tire replacement as outlined in the Dodge Owner's Manual supplied with your vehicle.

4.2 Slope Adapter Removal (if equipped)

1. To remove the optional slope adapter, use the supplied wrench to unscrew the single, centrally located, attaching bolt. The wrench can be found in the pouch of the vinyl spare tire cover.

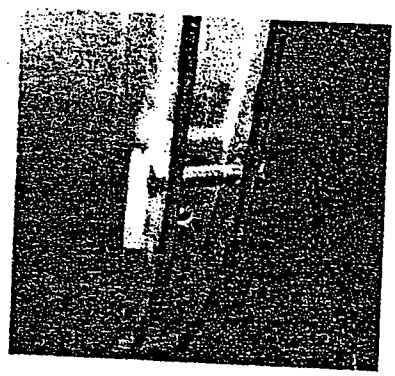


2. Lift the slope adapter out of the vehicle after unscrewing the single attaching bolt.



3. Attached to the underside of the slope adapter is a shorter bolt with a rubber washer. Remove this bolt from the slope adapter and place it in the floor to seal the hole that was exposed after removing the longer slope adapter mounting bolt.

4. The longer slope adapter mounting bolt can now be attached to the underside of the slope adapter where the short bolt was located. The long mounting bolt can remain there until the slope adapter is reinstalled.



5. To reinstall the slope adapter, reverse the process of its removal.

4.3 Routine Maintenance

Routine inspection for obvious signs of damage is all that is required to ensure the safe operation and long life of your conversion. The Liberty Motor Company conversion is designed to be maintenance free for the life of the vehicle.

4.4 Towing

Due to the lowered floor design of the Liberty Motor Company wheelchair accessible conversion, there is an increased risk of damage to the rear of the vehicle as a result of towing. In the event that your vehicle requires a tow, it is recommended that a flatbed tow truck be used.



Liberty Motor Company

2390 South Service Road West
Oakville, Ontario
Canada
L6L 5M9

Phone 1-888-578-8886
Web www.libertymotorco.com

Cool Cab Weekly Inspection Sheet

Rev. A

Cab No. _____ **Date Inspected:**

Odometer: _____

			Pass	Fail	Comments
Brakes/Tires					
	1.1	Brake System Leaks			
	1.2	Brakes Pads & Disks			
	1.3	Emergency Brake			
	1.4	Tire Tread Wear			
Interior					
	2.1	Horn			
	2.2	Windshield Wipers			
	2.3	Seats			
	2.4	Defroster			
	2.5	Meter Seal			
	2.6	Markings			
	2.7	Interior Light			
	2.8	Cleanliness			
Exterior					
	3.1	Headlights			
	3.2	Signal Lights			
	3.3	Taillights			
	3.4	Brake Lights			
	3.5	Top Lights			
	3.6	Reveres Lights			
	3.7	Emergency Flashes			
	3.8	Mirrors			
	3.9	Windshields			
	3.10	Body Condition			
	3.11	Hub Caps			
	3.12	Cleanliness			
Engine/Fluid Levels					
	4.1	Fuel Line			
	4.2	Oil Leaks			
	4.3	Water Leaks, Hose/Radiator			
	4.4	Power Steering/Fluid			
	4.5	Engine Oil			
	4.6	Belt			
	4.7	Transmission Fluid			
Doors					
	5.1	Operate/Secure/Lock			
	5.2	Handrails/Arm Rest			
	5.3	Windows			
Trunk					
	6.1	Spear tire & Equipment			
	6.2	Security Latched			
	6.3	Cleanliness			

Note: If any of the items failed, fix it before put back in service. Return this form to the office for record.

Inspector:

Cool Cab Quarterly Inspection Sheet

Rev. A

Cab No. Mileage: Date Inspected:

		Pass	Fail	Comments
Chassis/ Suspension				
1.1	Suspension System			
1.2	Exhaust System			
1.3	Steering Gear and Mounting			
1.4	Shocks			
1.5	Bushings			
Tune Up				
2.1	Spark plug Wires			
2.2	Spark Plugs			
2.3	Air Filter			
2.4	Gas Filter			
Exterior				
3.1	Headlights			
3.2	Signal Lights			
3.3	Tailights			
3.4	Brake Lights			
3.5	Top Lights			
3.6	Reveres Lights			
3.7	Emergency Flashes			
3.8	Mirrors			
3.9	Windshields			
3.10	Body Condition			
3.11	Hub Caps			
3.12	Cleanliness			
Engine/Fluid levels				
4.1	Fuel Line			
4.2	Oil Leaks			
4.3	Water Leaks, Hose/Radiator			
4.4	Power Steering/Fluid			
4.5	Engine Oil			
4.6	Transmission Flued			
Doors				
5.1	Operate/Secure/Lock			
5.2	Handrails/Arm Rest			
5.3	Windows			
Trunk				
6.1	Spear tire & Equipment			
6.2	Security Latched			
6.3	Cleanliness			
Brakes/Tires				
7.1	Brake System Leaks			
7.2	Brakes Pads & Disks			
7.3	Emergency Brake			
7.4	Tire Tread Wear			
Others				
8.1	Radiator			
8.2	Belts			
8.3	Emergency Brake			
8.4	Oil Leaks			
8.5	Water Leaks			

Note: Return this form to the office

Inspector:

Cool Cab DAILY VEHICLE INSPECTION SHEET

This part to be completed at beginning of the shift:

Cab Number_____ Mileage_____ Time Out:_____ AM/PM

Interior:

Registration_____

Insurance Card_____

Credit Card Imprinter_____

Cleanliness_____

Exterior:

Note: Anything found wrong in this category, contact the manager before start of shift.

Headlights _____

Tail Light _____

Turn Signal _____

Brake Light _____

Tires _____

Body Damaged _____

This part to be completed at the end of the shift:

Time In: _____ AM / PM

Cleanliness_____

Body Damage_____

Any Mechanical Problems? (If so explain)_____

Note: Return this form to the office if found any problems.

Comments_____

Driver: _____ **Date:** _____

MTS Metropolitan Transit System

White-Permit Holder
Yellow-Vehicle File (510)
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 4.10.06 Company name COOL CAB

To: BEHZAB HAFEZI

Your vehicle, medallion # T 624 has been scheduled for inspection on 5.9.06 at 11:00am at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer _____

Radio Service Organization _____

SD. medallion _____
NC. medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____
Retain _____

Permit Holder Signature [signature] Date 5-9-06

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
_____ Permit Issuance
_____ Replacement Vehicle
X Scheduled
_____ Supplemental Schedule
_____ Field Report Referral (attached)
_____ Return to Service
_____ Spare Vehicle
_____ Other

Time 10:35
Year/Make 1997 Ford
Mileage 179082
License Plate # 7L54624
Body No. T624

Reg. No. N/A
Seating Capacity Taxi
Vehicle Identification No. 2FALP71W3VX13
Date 5-9-06 8246
Staff Signature RD

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
*1.3	Emergency Brake	☐	☐	☐
*1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN	FA
*4.1	Fuel Line	☐	☐	☐
**4.2	Oil Leaks	☐	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐	☐
**4.4	Belts	☐	☐	☐
**4.5	Hood Latch	☐	☐	☐
**4.6	Operation/Engine	☐	☐	☐
4.7	Battery Connections, Cables, etc.	☐	☐	☐
4.8	Uncontained Combustibles	☐	☐	☐
FLUID LEVELS				
**5.1	Power Steering	☐	☐	☐
**5.2	Automatic Transmission	☐	☐	☐
**5.3	Engine Oil	☐	☐	☐
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting	☐	☐	☐
**6.2	Suspension System	☐	☐	☐
**6.3	Exhaust System	☐	☐	☐
DOORS				
*7.1	Operate/Secure/Lock	☐	☐	☐
7.2	Handrails/Arm rests	☐	☐	☐
7.3	Window/Operation	☐	☐	☐
TRUNK				
8.1	Spare tire and Equipment/Road Service	☐	☐	☐
8.2	Cleanliness/Condition	☐	☐	☐
8.3	Securely Latched	☐	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher	☐	☐	☐
*9.2	Reflectors	☐	☐	☐
9.3	First Aid Kit	☐	☐	☐
**10.0	ADA	☐	☐	☐
**11.0	Other			

72 hrs

* Out of Service ** Possible out of Service

Passenger side rear seat lock knobs no short

Comments
Re-Insp 5-9-06 6 AM
5-11-06 SLR

In Service X Out of Service ☐ Next Recommended Inspection _____

Passed Inspection 5-9-06

Signed RD 5-9-06
Inspector Date

10/02

MTS Metropolitan Transit System — Multimodal Operations — Taxicab Administration

White-Permit Holder
Yellow-Vehicle File (510)
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 5/22/06

Company name: COOL CAB

To: Behzad Hafezi

Your vehicle, medallion # T316 has been scheduled for inspection on _____ at _____ at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

610 MED IN MTS pass.

Permit Issuance: New _____ Transfer X

Radio Service Organization ~~ORANGE~~

SD. medallion T316

NC. medallion _____

Other medallion _____

Medallion re-assignment: From # _____ To # _____

Retain _____

Permit Holder Signature _____ Date 5/22/06

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
- X Permit Issuance
- ___ Replacement Vehicle
- ___ Scheduled
- ___ Supplemental Schedule
- ___ Field Report Referral (attached)
- ___ Return to Service
- ___ Spare Vehicle
- ___ Other

Time 7:30
Year/Make 2000 FORD
Mileage 53150
License Plate # 8B63861
Body No. 316

Reg. No. 01A
Seating Capacity TAXI
Vehicle Identification No. 2FAFP71W7YX13 7232
Date 5/22/06
Staff Signature _____

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
*1.3	Emergency Brake	☐	☐	☐
*1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN	FA
*4.1	Fuel Line	☐	☐	☐
**4.2	Oil Leaks	☐	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐	☐
**4.4	Belts	☐	☐	☐
**4.5	Hood Latch	☐	☐	☐
**4.6	Operation/Engine	☐	☐	☐
4.7	Battery Connections, Cables, etc.	☐	☐	☐
4.8	Uncontained Combustibles	☐	☐	☐
FLUID LEVELS				
**5.1	Power Steering	☐	☐	☐
**5.2	Automatic Transmission	☐	☐	☐
**5.3	Engine Oil	☐	☐	☐
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting	☐	☐	☐
**6.2	Suspension System	☐	☐	☐
**6.3	Exhaust System	☐	☐	☐
DOORS				
*7.1	Operate/Secure/Lock	☐	☐	☐
7.2	Handrails/Arm rests	☐	☐	☐
7.3	Window/Operation	☐	☐	☐
TRUNK				
8.1	Spare tire and Equipment/Road Service	☐	☐	☐
8.2	Cleanliness/Condition	☐	☐	☐
8.3	Securely Latched	☐	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher	☐	☐	☐
*9.2	Reflectors	☐	☐	☐
9.3	First Aid Kit	☐	☐	☐
**10.0	ADA	☐	☐	☐
**11.0	Other _____			

* Out of Service ** Possible out of Service

Comments: ok for inspection - VH

Registration valid 5/31/06 - OK VH

In Service ☐ Out of Service ☐ Next Recommended Inspection _____

Passed Inspection 5/25/06

Signed RAINS Inspector 5/25/06 Date

10/02

MTS Metropolitan Transit System

Multimodal Operations
Taxicab Administration

White-Permit Holder
Yellow-Vehicle File (510)
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 10/25/05 Company name COOL CAB

To: Behzad Hafezi

Your vehicle, medallion # T633 has been scheduled for inspection on _____ at _____

at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer ✓

Radio Service Organization Orange

SD. medallion T633
NC. medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____
Retain _____

Permit Holder Signature _____ Date 10/25/05

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
- X Permit Issuance
- ___ Replacement Vehicle
- ___ Scheduled
- ___ Supplemental Schedule
- ___ Field Report Referral (attached)
- ___ Return to Service
- ___ Spare Vehicle
- ___ Other

Time 10:46
Year/Make 1996 FORD
Mileage 200881
License Plate # 7P92888
Body No. 633

Reg. No. N/A
Seating Capacity Taxi
Vehicle Identification No. 2FALP71W9TX1[illegible] 9520
Date 10/26/05
Staff Signature Alexis Jan

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
*1.3	Emergency Brake	☐	☐	☐
*1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN	FAIL
*4.1	Fuel Line	☐	☐	☐
**4.2	Oil Leaks	☐	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐	☐
**4.4	Belts	☐	☐	☐
**4.5	Hood Latch	☐	☐	☐
**4.6	Operation/Engine	☐	☐	☐
4.7	Battery Connections, Cables, etc.	☐	☐	☐
4.8	Uncontained Combustibles	☐	☐	☐
FLUID LEVELS				
**5.1	Power Steering	☐	☐	☐
**5.2	Automatic Transmission	☐	☐	☐
**5.3	Engine Oil	☐	☐	☐
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting	☐	☐	☐
**6.2	Suspension System	☐	☐	☐
**6.3	Exhaust System	☐	☐	☐
DOORS				
*7.1	Operate/Secure/Lock	☐	☐	☐
7.2	Handrails/Arm rests	☐	☐	☐
7.3	Window/Operation	☐	☐	☐
TRUNK				
8.1	Spare tire and Equipment/Road Service	☐	☐	☐
8.2	Cleanliness/Condition	☐	☐	☐
8.3	Securely Latched	☐	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher	☐	☐	☐
*9.2	Reflectors	☐	☐	☐
9.3	First Aid Kit	☐	☐	☐
**10.0	ADA	☐	☐	☐
**11.0	Other _____			

* Out of Service ** Possible out of Service

Comments 10-27-05

In Service ☑ Out of Service ☐ Next Recommended Inspection _____

Passed Inspection 10-27-05

Signed _____ 10-27-05
Inspector Date

10/02

MTS Metropolitan Transit System

Multimodal Operations
Taxicab Administration

White-Permit Holder
Yellow-Vehicle File (510)
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 3.10.06 Company name COOL CAB

To: BEHZAD HAFEZI

Your vehicle, medallion # T 943 has been scheduled for Inspection on 4.26.06 at 11:00am

at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance: New ____ Transfer ____

Radio Service Organization ____

SD. medallion ____

NC. medallion ____

Other medallion ____

Medallion re-assignment: From # ____ To # ____

Retain ____

Permit Holder Signature [signature] Date 4/26/06

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
- ____ Permit Issuance
- ____ Replacement Vehicle
- ✓ Scheduled
- ____ Supplemental Schedule
- ____ Field Report Referral (attached)
- ____ Return to Service
- ____ Spare Vehicle
- ____ Other

Time 11 AM
Year/Make 1996 Ford
Mileage 242254
License Plate # 7J03501
Body No. 993

Reg. No. N/A
Seating Capacity TAXI
Vehicle Identification No. 2FALP71W8TX16819
Date 4-26-06
Staff Signature RAINS

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
*1.3	Emergency Brake	☐	☐	☐
*1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN	FAIL
*4.1	Fuel Line	☐	☐	☐
**4.2	Oil Leaks	☐	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐	☐
**4.4	Belts	☐	☐	☐
**4.5	Hood Latch	☐	☐	☐
**4.6	Operation/Engine	☐	☐	☐
4.7	Battery Connections, Cables, etc.	☐	☐	☐
4.8	Uncontained Combustibles	☐	☐	☐
FLUID LEVELS				
**5.1	Power Steering	☐	☐	☐
**5.2	Automatic Transmission	☐	☐	☐
**5.3	Engine Oil	☐	☐	☐
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting	☐	☐	☐
**6.2	Suspension System	☐	☐	☐
**6.3	Exhaust System	☐	☐	☐
DOORS				
*7.1	Operate/Secure/Lock	☐	☐	☐
7.2	Handrails/Arm rests	☐	☐	☐
7.3	Window/Operation	☐	☐	☐
TRUNK				
8.1	Spare tire and Equipment/Road Service	☐	☐	☐
8.2	Cleanliness/Condition	☐	☐	☐
8.3	Securely Latched	☐	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher	☐	☐	☐
*9.2	Reflectors	☐	☐	☐
9.3	First Aid Kit	☐	☐	☐
**10.0	ADA	☐	☐	☐
**11.0	Other ____			

* Out of Service ** Possible out of Service

Comments: WIPERS CAUSES RIGHT SIDE OF PAINT BOOT ROAD UPPER BACK

4-26-06 10 PM RAINS

In Service ☒ Out of Service ☐ Next Recommended Inspection ____

Passed Inspection 4-26-06

Signed RAINS (Inspector) 4-26-06 (Date)

10/02

MTS Metropolitan Transit System

Multimodal Operations
Taxicab Administration

White-Permit Holder
Yellow-Vehicle File (510)
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 3.21.06

Company name COOL CAB

To: BEHZAD HAFEZI

Your vehicle, medallion # T 633 has been scheduled for Inspection on 5.2.06 at 9:30am

at 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance:
New _____ Transfer _____

Radio Service Organization _____

SD. medallion _____
NC. medallion _____
Other medallion _____

Medallion re-assignment:
From # _____ To # _____
Retain _____

Permit Holder Signature [signature] Date 5/2/06

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
- ____ Permit Issuance
- ____ Replacement Vehicle
- ✓ Scheduled
- ____ Supplemental Schedule
- ____ Field Report Referral (attached)
- ____ Return to Service
- ____ Spare Vehicle
- ____ Other

Time 9:30
Year/Make 1996 FORD
Mileage 230260
License Plate # 7P92888
Body No. 633

Reg. No. N/A
Seating Capacity TAXI
Vehicle Identification No. 2FALP71W9TX199512
Date 5-2-06
Staff Signature RAINS

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal			
*1.2	Brake System Leaks, etc.			
*1.3	Emergency Brake			
*1.4	Tire Tread Wear/Other			
EXTERIOR				
*2.1	Headlights (high & low beam)			
*2.2	Signal Lights (both)			
*2.3	Taillights (both)			
*2.4	Brake Lights (both)			
*2.5	Top Lights (both)			
*2.6	Mirrors (all 3)			
**2.7	Windshields			
**2.8	Body Condition/Dents, etc.			
**2.9	Posted Rates of Fare			
**2.10	Driver Safety System			
2.11	Reverse Lights (both)			
2.12	Fuel Cap			
2.13	Paint Faded, Chipped, Peeled			
2.14	Emergency Flashers			
2.15	Markings			
2.16	Hub Caps			
2.17	Cleanliness			
INTERIOR				
*3.1	Horn			
*3.2	Windshield Wipers			
*3.3	Seats/Seatbelts			
*3.4	Meter Seals/Operation			
**3.5	Defroster/Heater Operation			
**3.6	Radio Response/Scanner			
3.7	Dash Gauges/Odometer			
3.8	Cleanliness			
3.9	Condition			
3.10	All Interior Lights			

ENGINE COMPARTMENT		PASS	FIX & RETURN	FAIL
*4.1	Fuel Line			
**4.2	Oil Leaks			
**4.3	Water Leaks, Hose/Radiator, etc.			
**4.4	Belts			
**4.5	Hood Latch			
**4.6	Operation/Engine			
4.7	Battery Connections, Cables, etc.			
4.8	Uncontained Combustibles			
FLUID LEVELS				
**5.1	Power Steering			
**5.2	Automatic Transmission			
**5.3	Engine Oil			
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting			
**6.2	Suspension System			
**6.3	Exhaust System			
DOORS				
*7.1	Operate/Secure/Lock			
7.2	Handrails/Arm rests			
7.3	Window/Operation			
TRUNK				
8.1	Spare tire and Equipment/Road Service			
8.2	Cleanliness/Condition			
8.3	Securely Latched			
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher			
*9.2	Reflectors			
9.3	First Aid Kit			
**10.0	ADA			
**11.0	Other 12 Hours			

* Out of Service ** Possible out of Service

Comments

In Service ☐ Out of Service ☐ Next Recommended Inspection _____

Passed Inspection 5-2-06

Signed RAINS 5-2-06
Inspector Date

10/02

MTS Metropolitan Transit System

Multimodal Operations
Taxicab Administration

White-Permit Holder
Yellow-Vehicle File (510)
Pink-Vehicle Inspector
Gold-Office Copy

VEHICLE INSPECTION NOTICE

Date: 10/25/05 Company name COOL CAB

To: Behzad Hafezi

Your vehicle, medallion # T184 has been scheduled for inspection on _____ at _____

At 1601 Newton Ave., San Diego.

PLEASE READ REVERSE SIDE OF THIS FORM FOR FURTHER INFORMATION

Permit Issuance: New _____ Transfer ✓

Radio Service Organization Orange

SD. medallion T184 / NC. medallion _____ / Other medallion _____

Medallion re-assignment: From # _____ To # _____ Retain _____

Permit Holder Signature _____ Date 10/25/05

TAXICAB/FOR-HIRE VEHICLE INSPECTION REPORT - (FOR MTDB USE ONLY)

TYPE
- ✓ Permit Issuance
- Replacement Vehicle
- Scheduled
- Supplemental Schedule
- Field Report Referral (attached)
- Return to Service
- Spare Vehicle
- Other

Time 10:30 Reg. No. N/A

Year/Make 1998 FORD Seating Capacity Taxi

Mileage 168,564 Vehicle Identification No. 2FAFP71W5WX1

License Plate # 7R85803 Date 10/25/05 3451

Body No. 184 Staff Signature _____

BRAKES/TIRES		PASS	FIX & RETURN	FAIL
*1.1	Available Pedal	☐	☐	☐
*1.2	Brake System Leaks, etc.	☐	☐	☐
*1.3	Emergency Brake	☐	☐	☐
*1.4	Tire Tread Wear/Other	☐	☐	☐
EXTERIOR				
*2.1	Headlights (high & low beam)	☐	☐	☐
*2.2	Signal Lights (both)	☐	☐	☐
*2.3	Taillights (both)	☐	☐	☐
*2.4	Brake Lights (both)	☐	☐	☐
*2.5	Top Lights (both)	☐	☐	☐
*2.6	Mirrors (all 3)	☐	☐	☐
**2.7	Windshields	☐	☐	☐
**2.8	Body Condition/Dents, etc.	☐	☐	☐
**2.9	Posted Rates of Fare	☐	☐	☐
**2.10	Driver Safety System	☐	☐	☐
2.11	Reverse Lights (both)	☐	☐	☐
2.12	Fuel Cap	☐	☐	☐
2.13	Paint Faded, Chipped, Peeled	☐	☐	☐
2.14	Emergency Flashers	☐	☐	☐
2.15	Markings	☐	☐	☐
2.16	Hub Caps	☐	☐	☐
2.17	Cleanliness	☐	☐	☐
INTERIOR				
*3.1	Horn	☐	☐	☐
*3.2	Windshield Wipers	☐	☐	☐
*3.3	Seats/Seatbelts	☐	☐	☐
*3.4	Meter Seals/Operation	☐	☐	☐
**3.5	Defroster/Heater Operation	☐	☐	☐
**3.6	Radio Response/Scanner	☐	☐	☐
3.7	Dash Gauges/Odometer	☐	☐	☐
3.8	Cleanliness	☐	☐	☐
3.9	Condition	☐	☐	☐
3.10	All Interior Lights	☐	☐	☐

ENGINE COMPARTMENT		PASS	FIX & RETURN	FAIL
*4.1	Fuel Line	☐	☐	☐
**4.2	Oil Leaks	☐	☐	☐
**4.3	Water Leaks, Hose/Radiator, etc.	☐	☐	☐
**4.4	Belts	☐	☐	☐
**4.5	Hood Latch	☐	☐	☐
**4.6	Operation/Engine	☐	☐	☐
4.7	Battery Connections, Cables, etc.	☐	☐	☐
4.8	Uncontained Combustibles	☐	☐	☐
FLUID LEVELS				
**5.1	Power Steering	☐	☐	☐
**5.2	Automatic Transmission	☐	☐	☐
**5.3	Engine Oil	☐	☐	☐
CHASSIS/SUSPENSION				
**6.1	Steering Gear and Mounting	☐	☐	☐
**6.2	Suspension System	☐	☐	☐
**6.3	Exhaust System	☐	☐	☐
DOORS				
*7.1	Operate/Secure/Lock	☐	☐	☐
7.2	Handrails/Arm rests	☐	☐	☐
7.3	Window/Operation	☐	☐	☐
TRUNK				
8.1	Spare tire and Equipment/Road Service	☐	☐	☐
8.2	Cleanliness/Condition	☐	☐	☐
8.3	Securely Latched	☐	☐	☐
ALL FOR-HIRE VEHICLES (EXCEPT TAXIS)				
*9.1	Fire Extinguisher	☐	☐	☐
*9.2	Reflectors	☐	☐	☐
9.3	First Aid Kit	☐	☐	☐
**10.0	ADA	☐	☐	☐
**11.0	Other _____			

* Out of Service ** Possible out of Service

Comments: 10-27-05 Cool Cab Yellow Cab

In Service ☐ Out of Service ☐ Next Recommended Inspection _____

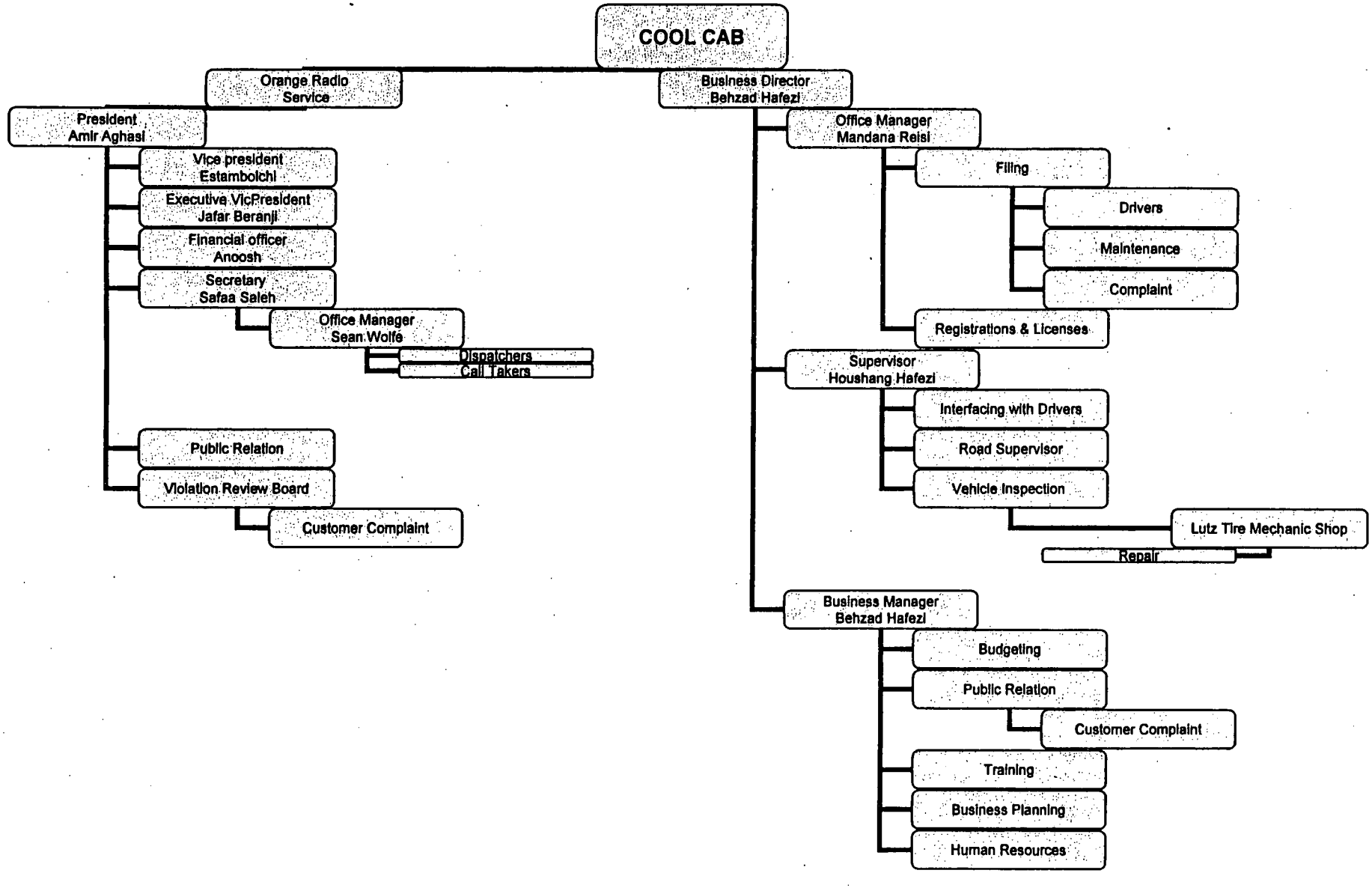
Passed Inspection 10/27/05

Signed _____ 10-27-05

Inspector Date

10/02

COOL CAB ORGANIZATION CHART



Black Mountain Road Mira Mesa
MAC E2915-011
10788 Black Mountain Road
San Diego, CA 92126

Date 09 / 25 / 2006

To: TO WHOM IT MAY CONCERN
N/A
N/A
US

Regarding Customer:
BEHZAD HAFEZI

To Whom It May Concern:

This letter is verification that the customer name above has an account with Wells Fargo. This account, number [redacted] was opened 03/21/2002 and has a current balance of [redacted].

If you need deposit information, refer to the customer named above. The account holder can provide deposit information from their monthly statements.

Please call the *Wells Fargo Customer Service* location at 1-800-869-3557 (1-800-TO-WELLS) if you have any questions. We hope that this information is useful.

Sincerely,

LANH TRAN
PERSONAL BANKER

TQOM120699

Black Mountain Road Mira Mesa
MAC E2915-011
10788 Black Mountain Road
San Diego, CA 92126

Date 10 / 02 / 2006

To: TO WHOM IT MAY CONCERN
N/A
N/A
US

Regarding Customer:
BEHZAD HAFEZI

To Whom It May Concern:

This letter is verification that the customer name above has an account with Wells Fargo. This account, number [redacted] was [redacted]09/21/2004 and has a current balance of [redacted]

If you need deposit information, refer to the customer named above. The account holder can provide deposit information from their monthly statements.

Please call the *Wells Fargo Customer Service* location at 1-800-869-3557 (1-800-TO-WELLS) if you have any questions. We hope that this information is useful.

Sincerely,

LANH TRAN
PREMIER BANKER

TQOM120699

American Mortgage

CERTIFICATE of PRE-QUALIFICATION

American Mortgage is pleased to issue this Certificate of Pre-Qualification to:

BEHZAD HAFEZI

through one of its correspondent lenders for a home equity loan with a amount of [redacted] This requires NO down payment of 0 %* for the home equity and represents a 30YEARS amortization mortgage loan based on an initial interest rate of 8.5%, which is subject to change with current market conditions.

This pre-qualification does not represent final loan approval. A loan commitment may not be issued until all standard underwriting materials and guidelines have been met and a satisfactory review of an appraisal for an acceptable property has been completed.

10/15/2006

Date

Phone: (858) 658-7585 ext.30



341 N. Helmer Rd.
Springfield, MI 49015
Ph. 269.962.2555
Fx. 269.962.2210

Behzad Hafezi
[redacted]
San Diego, CA 92129
[redacted]

Sales Quotation

Quote Number: 000925 **Date:** 10/11/2006 **Quote Expires on:** 11/30/2006

Line #	Part #	Description	Price	Qty	Extend
1	Grand Caravan	Liberty Grand Caravan Conversion ADA / D409 compliant lowered-floor, rear-entry wheelchair accessible modification with 6-person capacity High strength steel frame construction with reinforced multilayer composite sound absorbent floor and non-skid surface Bi-fold, counter-balanced ramp with piano hinge, dual handles, latching mechanism, anti-rattle magnetization, 4" side barriers, gentle 1:5 ratio (11.3 degree slope) and 1,000lbs capacity (46"x32") Universal (retractable) 4-point tie-down system with storage compartment Lap and shoulder belt for mobility device occupant Low-profile stainless steel fuel tank with protective shield, 17 Gallon OEM capacity (76L) 32" x 70" x 56" mobility securement area for one wheelchair Custom aluminized steel exhaust system Zinc-plated, e-coated, stainless steel and aluminum corrosionresistant components with Sound-Barrier undercarriage insulation All-steel tubular frame construction Superior ground clearance suitable for diverse road conditions. Only 1/2" lower than original (unmodified) factory vehicle Quick-release spring-loaded flip-up mid-ship 3-person bench seat with hinged flip-up footrest Fully Crash Tested Lifetime Warranty on Conversion 2006 Dodge Grand Caravan SE, White/grey interior, rear air/heat. 2-person flip seat to be installed at rear, aftermarket.	$28,200.00	1	$28,200.00

Line #	Part #	Description	Price	Qty	Extend
		Delivered, F.O.B. San Diego			

I accept the terms and conditions of this quotation.

Signed:_____

Name:_____ Title: _____

Terms: C.O.D. unless otherwise arranged.

Sub-Total	$28,200.00
Tax	$1,692.00
Total	**$29,892.00**

TASEM TRANSPORTATION CORP.

TASEM TRANSPORTATION
(619) 227-0850
2137 PACIFIC HIGHWAY SUITE B SAN DIEGO, CA 92101

Item	Description	Quantity	Price	Total
CAB TRANSPORTATION				
LABOR	INSTALL METER TOP LIGHT AND RADIO	1	$ 200.00	200
VAN LABOR	2ND LIGHT ADDED TO LABOR (VAN LABOR)		$ 70.00	
~~LINER REPAIR~~ TOP SIGN	INSTALLED			55.00
METER REPAIR	REPAIR AND SERVICE ON CAB METERS AND RELATED CAB ITEMS		$ 30.00	
REPROGRAMMED	REPROGRAM OF 2-WAY RADIO FOR CAB		$ 35.00	
VAN LABOR			$ 70.00	
ARGO 1144 COMPLETE	ARGO 1144 METER COMPLETE		$ 195.00	195.00
CENTRODYNE	CENTRODYNE 610		$ 250.00	
620	CENTRODYNE 620 METER WITH PRINTER (CENTRODYNE)		$ 325.00	
WIRE HARNESS	CENTODYNE 610/620 WIRE HARNESS..WITH...		$ 55.00	
DECAL SHEET	DECAL SHEET FOR THE CAB	1	$ 95.00	95.00
MICROPHONE	MOBILE MICROPHONE		$ 69.95	
PARTS	PARTS FOR THE METER REPAIR		$ 25.00	
PULSAR 2030	PULSAR METER 2030		$ 269.00	
PULSAR DIVIDER	BOOST OR CUT SIGNAL PER MANUFACTURER		$ 35.00	
TOP LIGHT	TOP LIGHT FOR TAXICAB		$ 72.50	~~72.50~~ 516
TOP LIGHT AMBER COVER	TOP LIGHT AMBER COVER		$ 77.50	
WIRE HARNESS	WIRE HARNESS FOR ARGO 1144 (LOWER HARNESS)		$ 40.00	
MISC PARTS	ANTENNA, WIRES, CLIPS, RELAYS, ETC.	1	$ 80.00	80.00
BULB 89	BULB 89 FOR TOP LIGHT FOR TAXI SIGN			
BULB 90 FOR AMBER LIGHT	BULB 90 FOR AMBER LIGHT ON TOP LIGHT			
FOOT SWITCH/DS29031/DR1	FOOT SWITCH FOR EMERGENCY SYSTEM			
FUSE HOLDER/MP/HHD	FUSE HOLDER FOR 2-WAY RADIO AND TOP LIGHT			
HAD 4009A	ANTENNA VHF RADIOS			
HE 4003A	ANTENNA UHF RADIOS			
SEALS	SEALS FOR METERS			
FINANCE CHARGE				
LATE FEE	LATE FEE FOR PAST DUE ACCOUNTS		$ 25.00	
MILEAGE				
POSTAGE				
RADIO	RADIO	1	$ 325.00	325.00
REPAIR	MISC REPAIR		$ 50.00	
SALES TAX				
SERVICE				
SHIPPING	SHIPPING CHARGE		$ 25.00	
	PARTS $			695.00
	LABOR $			255.00
	7.75% SALES TAX $			53.87
	TOTAL ESTIMATE $			1003.87

SPECIAL INSTRUCTIONS/NOTES:

I hereby authorize the above repair work to be done, along with materials. You and your employees may operate the above vehicle for purposes to testing, inspection or delivery at my own risk. AN EXPRESS MECHANICS LIEN is acknowledged on the above vehicle to Secure the amount of repairs thereto. It is understood that the company assumes no responsibility for loss or damage by theft or fire to vehicles placed with them for storage, sale, repair, or while road testing.

NOT RESPONSIBLE FOR ARTICLES LEFT MORE THAN 10 DAYS.

Signature _____ Cab Number

LIBERTY U.S.A.

October 18, 2006

Dear Behzad,

Here are the steps which we follow once an order is placed with us:

We receive a vehicle, go through a thorough inspection, make any necessary repairs and cosmetic adjustments and begin the conversion process.

The vehicle is then converted, certified, and prepared for delivery to your location.

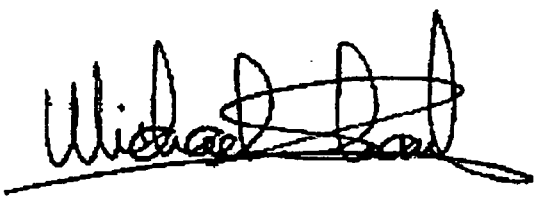
All conversions are crash-tested and meet all federal standards and ADA requirements.

Last step, you take delivery and service your customers and community.

At present, I have 47 2006 Grand Caravans available and I can make delivery to your location within 30 days of receiving an order.

I hope this helps at your end.

Regards,



Michael Shank
President
Liberty USA, LLC

10/10/2006 at 01:22 PM Job Number:
1447

PRELIMINARY ESTIMATE

2006 DODG CARAVAN 4X2 SXT 6-3.3L-FI 4D VAN Int:

Parts			0.00
Sublet/Misc.			291.90
SUBTOTAL			$ 291.90
Sales Tax	$ 28.00 @	7.7500%	2.17
GRAND TOTAL			$ 294.07
ADJUSTMENTS:			
Deductible			0.00
CUSTOMER PAY			$ 0.00
INSURANCE PAY			$ 294.07

A-1 Paint & body warranty coverage
GOOD #1 - 1 year prorated warranty on fading
BETTER #2 - 3 year prorated warranty on fading and cracking
BEST #3 - 6 year prorated warranty on fading ,cracking & peeling
MVP #4 - 10 year prorated warranty on fading, cracking & peeling
MANAGERS SPECIAL Includes BEST # 3 top coat clear and ultra violet sun screen
PRODUCTION AUTO PAINTING AND BODY REPAIR IS UNLIKE FACTORY AUTO PAINTING. OUR PRODUCTION PAINTING AND BODY REPAIR IS EXPECTED TO HAVE IMPERFECTIONS.

X_____

OLD PARTS WILL BE DISCARDED UNLESS OTHERWISE INSTRUCTED, ALL GLASS, ALIGNMENT, ELECTRICAL, AND MECHANICAL WILL BE SUBLET.

X_____

Above is an estimate based on initial inspection.
Additional parts and labor may be required after work has started and vehicle is opened up. New parts herein or required, are not available by our aftermarket distributor A -1 reserves the right to procure reconstructed or used parts, or, repair such damaged parts as possible. No property is left in vehicle and A -1 is not responsible for fire, theft, or damage of vehicle or articles in vehicle . After 24 hours of completion, a storage charge of $25 a day will be charged. If vehicle is not picked up within 7 days of completion A -1 Paint & Body reserves the right to administer mechanic lien sale. I have read info guide and warranty on back and fully understand them. ESTIMATE EXPIRES 10 DAYS AFTER DATE.

AUTHORIZED
SIGNATURE_____

10/10/2006 at 01:22 PM
1447

Job Number:

PRELIMINARY ESTIMATE

2006 DODG CARAVAN 4X2 SXT 6-3.3L-FI 4D VAN Int:

FOR YOUR PROTECTION CALIFORNIA LAW REQUIRES THE FOLLOWING TO APPEAR ON THIS FORM:

ANY PERSON WHO KNOWINGLY PRESENTS FALSE OR FRAUDULENT CLAIM FOR THE PAYMENT OF A LOSS IS GUILTY OF A CRIME AND MAY BE SUBJECT TO FINES AND CONFINEMENT IN STATE PRISON.

THE FOLLOWING IS A LIST OF ABBREVIATIONS OR SYMBOLS THAT MAY BE USED TO DESCRIBE WORK TO BE DONE OR PARTS TO BE REPAIRED OR REPLACED: MOTOR ABBREVIATIONS/SYMBOLS: D=DISCONTINUED PART A=APPROXIMATE PRICE LABOR TYPES: B=BODY LABOR D=DIAGNOSTIC E=ELECTRICAL F=FRAME G=GLASS M=MECHANICAL P=PAINT LABOR S=STRUCTURAL T=TAXED MISCELLANEOUS X=NON TAXED MISCELLANEOUS PATHWAYS: ADJ=ADJACENT ALGN=ALIGN A/M=AFTERMARKET BLND=BLEND CAPA=CERTIFIED AUTOMOTIVE PARTS ASSOCIATION D&R=DISCONNECT AND RECONNECT EST=ESTIMATE EXT. PRICE=UNIT PRICE MULTIPLIED BY THE QUANTITY INCL=INCLUDED MISC=MISCELLANEOUS NAGS=NATIONAL AUTO GLASS SPECIFICATIONS NON-ADJ=NON ADJACENT O/H=OVERHAUL OP=OPERATION NO=LINE NUMBER QTY=QUANTITY QUAL RECY=QUALITY RECYCLED PART QUAL REPL=QUALITY REPLACEMENT PART COMP REPL PARTS=COMPETITIVE REPLACEMENT PARTS RECOND=RECONDITION REFN=REFINISH REPL=REPLACE R&I=REMOVE AND INSTALL R&R=REMOVE AND REPLACE RPR=REPAIR RT=RIGHT SECT=SECTION SUBL=SUBLET LT=LEFT W/O=WITHOUT W/_=WITH/_ SYMBOLS: #=MANUAL LINE ENTRY *=OTHER [IE..MOTORS DATABASE INFORMATION WAS CHANGED] **=DATABASE LINE WITH AFTERMARKET N=NOTES ATTACHED TO LINE. MQVP=MANUFACTURER'S QUALIFICATION AND VALIDATION PROGRAM. OPT OEM=ORIGINAL EQUIPMENT MANUFACTURER PARTS EITHER OPTIONALLY SOURCED OR OTHERWISE PROVIDED WITH SOME UNIQUE PRICING OR DISCOUNT.

Estimate based on MOTOR CRASH ESTIMATING GUIDE. Unless otherwise noted all items are derived from the Guide DR3TE01 Database Date 10/2006, CCC Data Date 10/2006, and the parts selected are OEM-parts manufactured by the vehicles Original Equipment Manufacturer. OEM parts are available at OE/Vehicle dealerships. OPT OEM (Optional OEM) or ALT OEM (Alternative OEM) parts are OEM parts that may be provided by or through alternate sources other than the OEM vehicle dealerships. OPT OEM or ALT OEM parts may reflect some specific, special, or unique pricing or discount. OPT OEM or ALT OEM parts may include "Blemished" parts provided by OEM's through OEM vehicle dealerships. Asterisk (*) or Double Asterisk (**) indicates that the parts and/or labor information provided by MOTOR may have been modified or may have come from an alternate data source. Tilde sign (~) items indicate MOTOR Not-Included Labor operations. Non-Original Equipment Manufacturer aftermarket parts are described as AM, Qual Repl Parts or Comp Repl Parts which stands for Competitive Replacement Parts. Used parts are described as LKQ, Qual Recy Parts, RCY, or USED. Reconditioned parts are described as Recond. Recored parts are described as Recore. NAGS Part Numbers and Benchmark Prices are provided by National Auto Glass Specifications. Labor operation times listed on the line with the NAGS information are MOTOR suggested labor operation times. NAGS labor operation times are not included. Pound sign (#) items indicate manual entries. Some 2006 vehicles contain minor changes from the previous year. For those vehicles, prior to receiving updated data from the vehicle manufacturer, labor and parts data from the previous year may be used. The Pathways estimator has a complete list of applicable vehicles. Parts numbers and prices should be confirmed with the local dealership.

CCC Pathways - A product of CCC Information Services Inc.

COSTCO WHOLESALE

#452 CARMEL MTN

12350 CARMEL MOUNTAIN RD.
SAN DIEGO, CA 92128
[illegible] 90 [illegible]

[illegible]

16264 KS ROLLTOWEL 11.99 T
[illegible] ROADHATE [illegible]
473559 ARROWHEAD 5.39
150400000000 CA REDEMP VA 1.40

GPS

$ 499.99 + tax

36285 WALNUTS 10.49
972306 DINO BUDDIES 9.99
2 2/1 GAL 4.35
815248 LEMON JUICE 4.99
974655 30PC STORAGE 11.97 T

**** 7.75 % TAX RATE 40.61

TOTAL [illegible] 601.17

VF EFT/DEBIT

[illegible]

SWIPED

Seq#: 002723 Ref#: 714324
Resp: AA

[illegible]

APPROVED
AMOUNT: $601.17

[illegible]

CHANGE .00

TOTAL NUMBER OF ITEMS SOLD = 8
CASHIER: ANATOLY S. REG# 7
10/15/2006 15:56 0452 07 0257 8

CA TAXES PAID ON ANY TOBACCO PURCHASES
THANK YOU!
PLEASE COME AGAIN!

10/10/2006 at 01:22 PM
1447

Job Number:

A-1 PAINT & BODY
BAR# AM236999 EPA# CAL000289536
4109 Sports Arena Blvd.
San Diego, CA 92110
(619)223-3500 Fax: (619)223-3859

PRELIMINARY ESTIMATE

Written By: Mitchell Zook
[redacted] Adjuster:

Insured: Orange Cab
Owner: Orange Cab
Address:

Day:
Evening:

Claim #
Policy #
Deductible:
Date of Loss:
Type of Loss:
Point of Impact:

Inspect Location: A-1 PAINT & BODY
4109 Sports Arena Blvd.
San Diego, CA 92110

Business: (619)223-3500

Insurance Company:

Days to Repair

2006 DODG CARAVAN 4X2 SXT 6-3.3L-FI 4D VAN Int:
VIN: **Lic:** **Prod Date:** **Odometer:**

Air Conditioning	Rear Defogger	Tilt Wheel
Cruise Control	Intermittent Wipers	Keyless Entry
Rear Wiper	Body Side Moldings	Dual Mirrors
Clear Coat Paint	Power Steering	Power Brakes
Power Windows	Power Locks	AM Radio
FM Radio	Stereo	Cassette
Search/Seek	CD Player	Driver Air Bag
Passenger Air Bag	Front Side Impact Air Bag	Cloth Seats
Bucket Seats	7 Passenger Option	Automatic Transmission
Aluminum/Alloy Wheels		

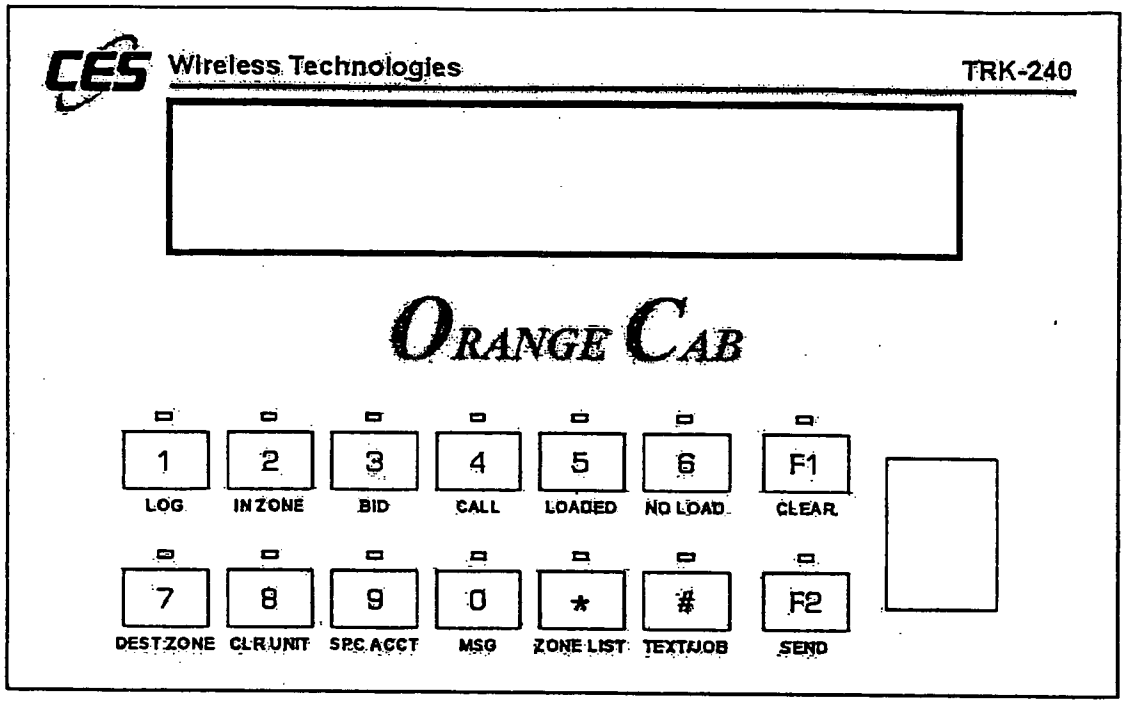
NO.	OP.	DESCRIPTION	QTY	EXT. PRICE	LABOR	PAINT
1#	Repl	A1 - GOOD #1	1	171.95	X	
2#	Repl	Paint mate[redacted]	1	28.00	T	
3#		TRUCK / SUV / VAN CHARGE	1	75.00	X	
4#	Subl	Hazardous waste removal	1	16.95	X	
		Subtotals ==>		291.90	0.0	0.0

ORANGE CAB

DRIVER TRAINING MANUAL

© 2004 Orange Cab of San Diego
March 8, 2005

Terminal Front:



1 LOG — Log On and Off from the system. When pressed a new menu comes up

2 IN ZONE — Use this key to PEG into a ZONE. When pressed you enter the ZONE number.

3 BID — Use this key to BID for a call in another ZONE.

4 CALL — Used to accept or reject a bell

5 LOADED — This key is the same as turning your meter on

6 NO LOAD — Use this key to report a NIX.

7 DEST ZONE — Use this key to report the ZONE you are Jerried to.

8 CLR UNIT — Use this key to tell the system you are clear (After using 7)

Adell C. Reyes

Date 10/05/2006

[redacted]

[redacted]

[redacted]

To people whom really care:

My name is Adell Reyes and I am paralyzed. I am unable to lift or move my legs on my own and sometimes I have to be lifted to the car. I have been using Mr. Hafezi's taxicab service for; doctor appointments, shopping and picking up my medications for sometimes. He not only helps me with my legs to get in and out of the cab safely, he also helps me with my groceries and carries them inside of my apartment. It is a tough world out there but, his help make my life easier.

He cares about his customers; he treats me like one of his own family. I am blessed to have Mr. Hafezi as my taxicab service. He goes beyond his duties to help me. I always prey for him. He is such a good man with good heart and good attitude.

Adell C. Reyes

Adell C Reyes

[redacted]

Date: 9/29/2006

From: Barbara Wiley

Telephone No.: [redacted]

Address: [redacted]

To Whom It May Concern:

I Barbara Wiley; am an eighty one (81) year old woman. Because of my physical disabilities I am not able to drive; the only way for me to get around is to take public transportation, even though some of the drivers are not nice to me.
Behzad Hafezi has been providing taxicab service to me in the past and present. I can not say enough about him. He is always in good mood, patient, polite, very helpful and most importantly he cares. I have to use walker to get around, and he always goes the extra mile to help me to my destination. I strongly recommend his services to others especially elder and people with physical disabilities like myself.

Should you have any questions or concerns please call or write.

Sincerely;

[redacted]

Barbara Wiley

Barbara Wiley

October 14, 2006

To: Whom It May Concern

From William E Ruhland

Subj: Services of Behzad Hafezi

I am a man in my seventies and wheel chair bound. Mr. Hafezi has been providing my wife and me with transportation services for some time. His attitude is always good, service timely and pleasant. When we have been shopping he has helped with our packages, sometimes carrying them inside for us.

Ingress and egress is difficult for me and I require the front seat to facilitate this. Many drivers cover the front seat with personal items and can be quite unpleasant, in fact one driver drove away and left us. Mr. Hafezi has never hesitated at this request.

In summary it is an unpleasant and unfriendly world out there for the disadvantaged, but Mr. Hafezi provides a pleasant interlude.

William E. Ruhland
[redacted]

[redacted]

02 OCT 06

From: Program Manager, Diabetes
To: Whom it may concern

Subj: REFERRAL FOR BEHZAD HAFEZI

1. I (along with my Seeing Eye Dog Karl) whole heartedly recommend Mr Behzad for anything that will facilitate him helping other disabled people..

2. On mutilple occasions other middle Eastern drivers have claimed 'allergies' so as to not service me. Mr Behzed not only has ALWAYS provided transportation without hesitation, BUT ALSO facilitates me getting in and out of my destinations and load and unload the taxicab I also have Rheumatoid Arthrites.so this extra help makes my day!

3. Please do not hesitate to contact me for further information..

Anne E Whittington

ANNE E WHITTINGTON

[redacted]

[redacted]

[9] SPC ACCT Not Used

[F1] CLEAR
1_ * Press this key to CLEAR if you press the wrong button.
2_ Also use it to MOVE the screen UP on messages that are bigger than the display.

[F2] SEND
1_ Press this key to SEND messages.
2_ Also use it to MOVE the screen DOWN on messages that are bigger than the display.

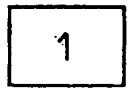
[#] TEXT/MSG
1_ Press this key to view the MESSAGE Queue
2_ Last call received from dispatch

[*] ZONE LIST Press this key to view the ZONE and CAB List Queue

[0] MSG
This key has different functions:
1_ Flag Request
2_ Cust Call Out
3_ Pos Update
4_ Emergency
5_ RTT (Request To Talk)

* Sometimes the computer may not respond when you press the [F1] CLEAR button so you press the [0] MSG then you press [F1] CLEAR to clear

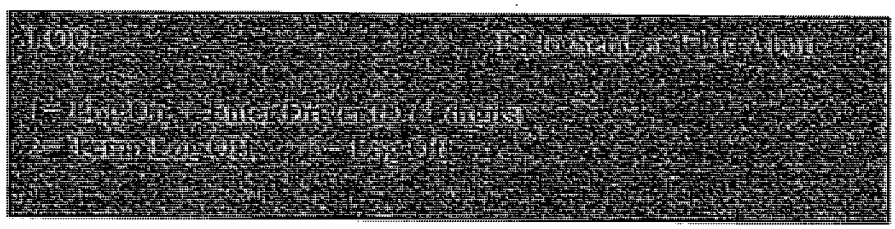
Basic Instructions: Below are some general instructions to use your terminal.



Logging On and Off

- If your meter is on from a previous fare, turn it off.
- Make sure your radio is on channel 1 (data channel).
  Remember when you are on channel 2 (voice channel) you cannot send or receive information while on the voice channel.
- Log On: At the beginning of your shift, you must **LOG ON**. This tells the system that a specific driver is in a cab. You cannot do very much without logging on.
  NEVER give your log on ID number to any other driver. If you share your ID for another driver to use, YOU will be held responsible for any complaints or other problems that are generated on bells(may also risk being expelled from Orange Cab permanently)

To Log on press  on the terminal. A menu will come up offering three options.



Menu Item 1 Log On

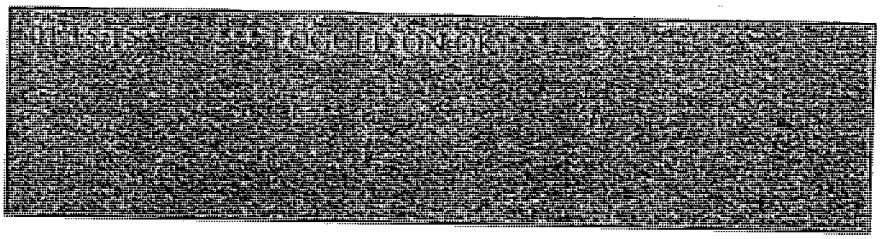
To LOG ON press  again and enter your four digit ID number.

Then press  to SEND the information to the system.
Within a few seconds, your terminal will transmit the data to the system.
(If you watch your radio the red transmit light will come on for a few seconds).

Your terminal will wait for the system to tell it that it received the log on.

The small green light above the  button will flash fast.

This means the system is sending the LOG ON. Once the system receives the LOG ON, the terminal will tell you "LOGGED ON OK".



The system and dispatcher now knows you are working. If the system tells you that you are *** CURRENT STATUS IS LOGGED ON ***, it means you probably didn't log off last time you worked.

Menu Item 2 Temp Log Off

- You will use this option to Temporary Log Off. This is the same as 10-7. You will not lose your position if pegged during the time allowed. If you do not log back on before the time expires you will lose your position.

Press [1 LOG] and [2] and [F2 SEND]

You now have 10 minutes to be away from your cab. When you return, LOG back ON. If the system is holding a call for you, it will send it shortly.

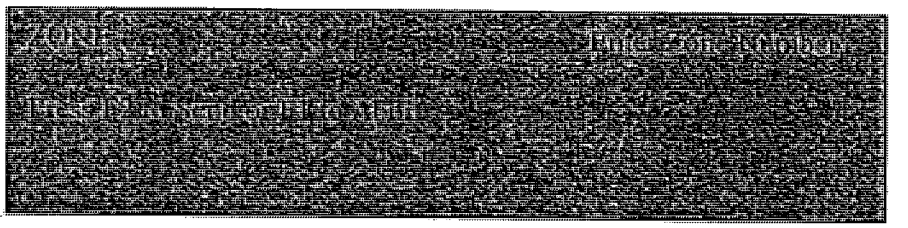
Menu Item 3 Log Off

- When you finish your shift or are going to be away from your cab for a while, you must log off. If you do not, the system will still send you messages and you may never see them. It is recommended that you log off if you are away from the cab for more than 30 minutes.
- Press [1 LOG] and [3] and [F2 SEND] You are now logged off.



In Zone (Pegging)

- In order to receive a bell, you must be pegged into a ZONE.
- All ZONES are referred to by a two digit number.
- Refer to your ZONE LIST to locate the ZONE you are currently in.
- Once you find it press  on the terminal. A new screen comes up and is waiting for you to enter the ZONE number.



- Press the ZONE number on the terminal. When you are finished hit  to send the request to the system. *(If you make a mistake, press F1 to cancel).*
- In a few seconds, the system will send you a message similar to this: "Zone 10 Set 02"

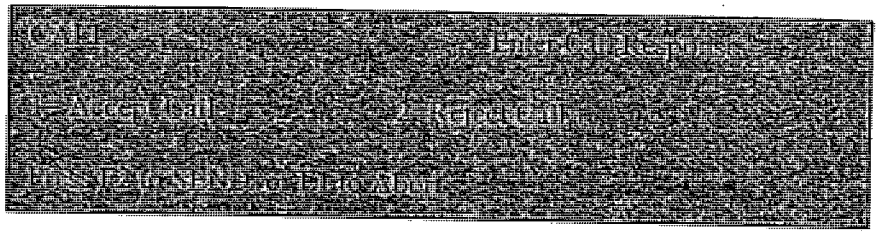
  This means you are pegged number 2 in ZONE 10.

In Zone (Pegging Off)

- If you leave that ZONE and do not immediately peg into another ZONE, you must peg into ZONE # 99. This tells the system you are not pegged anywhere and it will not offer you any calls in the ZONE you just left.
- For example, you get a pick up leaving the area. Immediately, you should press



(2 means peg---99 is ZONE number---and F2 to send)
- You are off the area.
- If you remain in the ZONE and you become number 1 and a call comes in, the system will send you a message "Fare waiting in Zone (number)". The terminal will also make a loud BEEP sound. You now have a certain amount of time to press the  Call button.



If you want to Accept the call Press [4 CALL] and [1 LOG] again plus [F2 SEND] to send. The bell will be displayed on the screen. If it does not fit, press [F1 CLEAR] and [F2 SEND] to move up or down.

You can Reject the call by choosing menu item 2, however you will lose your peg position.

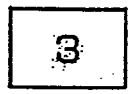
If you do not press it within the time allowed, it will be offered to the next cab and you will loose your peg.

- You can now PEG in the ZONE you are in.

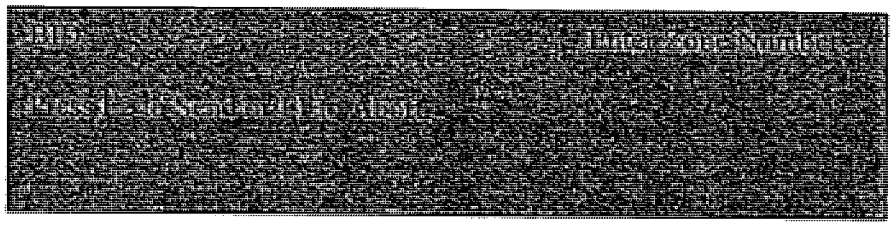
Message Coverage:

Every time you send or receive a message on your terminal, it will confirm with the system that everything was received OK. If it does not, it will keep trying over and over until is succeeds. There are some locations where the radio does not cover very well or not at all. Just like voice communication is difficult or impossible in these areas, this is also true for the terminal. However, the terminal has a MUCH better chance of getting the message through to the system than you do with voice. This is because the terminal takes a very short time to send the information.

When you send a message, the green light above the button you used to send the message will flash. When it is flashing FAST, it is either waiting for the system to be clear or sending it. Once it is successful, it will stop flashing and remain ON. If the terminal is having difficulty, after about a minute, it will begin to flash SLOW. This means the terminal will keep trying to send your message, but you should probably move your vehicle and find a better location. **If the terminal displays NoUpdate Received In 2 Minutes you are in a bad area and must move your vehicle!**

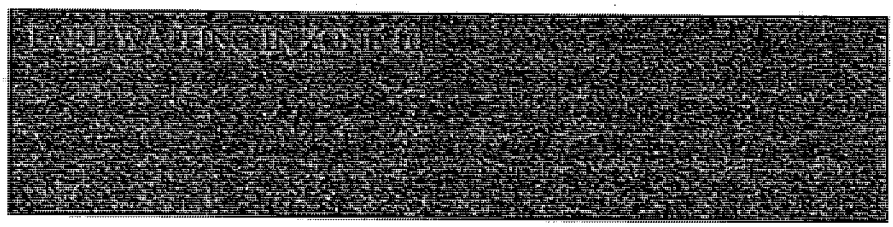


- If you wish to BID for an OPEN call, press 3 BID and Enter the Zone number of the OPEN call. Press F2 SEND to send your BID.
- The system will give OPEN calls to the FIRST cab to BID.
- (An OPEN call is any bell that the system could not automatically dispatch)





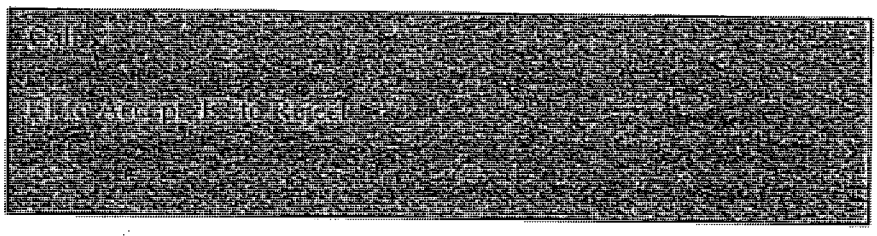
- When it is your time to receive a bell the system will send you a message similar to the one below. The terminal will also make a loud BEEP sound.



You now have a certain amount of time to press the Accept Call button.

If you do not accept the call within this time, it will be offered to the next cab and you will loose your peg. The message "Late Accept, Status is Log On" will appear and you must re-peg

- Press 4 CALL to Accept the Call. You will see the following:



- Within a few seconds, the system will send you the bell information.
- When you pickup the passenger, turn on your meter. The terminal will automatically send the system a message that your meter is ON. When you drop off the passenger, another automatic message will be send telling the system that your meter is OFF.
- If you Reject the call because you are off the area, cannot service the bell or don't want it, the system will give the call to another cab and you will be un-pegged

5

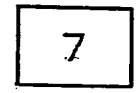
LOADED

- Normally, this key is NOT used.
- This is the same as turning your meter ON

6

NO LOAD

- Use NO LOAD to report a NIX.
- If you get a NIX or CANCELLATION Press 6 NO LOAD and then F2 SEND to SEND.
- The system will put you back to your original position



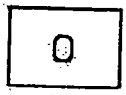
- Use the DEST ZONE key to report the ZONE that you are DROPPING off a fare in.
- You can use this key to tell the system that you will be clearing in a certain ZONE with in 10 minutes.
- The system will give you a bell in that ZONE –IF—there are no cabs pegged in or around it, however, you must CLEAR (Meter Off) within 10 minutes of pressing the 7 DEST ZONE. If you press 7 DEST ZONE more than 10 minutes before you CLEAR, the system will un-peg you and you will need to Re-Peg.



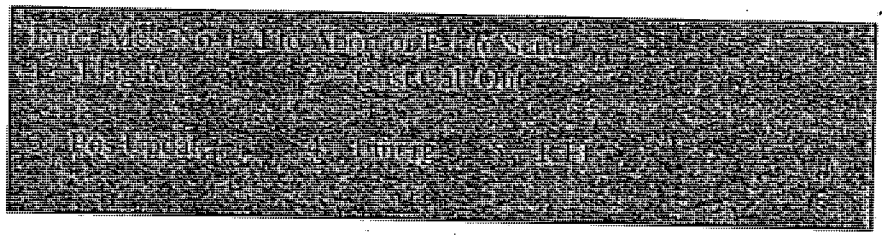
- Not Used. Same as METER OFF



- Not Used



Messages Key: When you press  a new menu will be displayed.



1 = Flag Req. **(Flag Request)**

This is used to request permission from the dispatcher to take a flag down while you are on the way to a bell.

2 = Cust Call Out **(Customer Call Out)**

Use this to request a call out. However since the customer's phone number is displayed on the CALL information you will probably not use this as you can call them on your cell phone.

3 = Pos. Update **(Position Update)**

Use this request to check your peg position.

4 = Emerg. **(Emergency)**

This is for EMERGENCIES. Press this button if you have a life-threatening emergency. Note: Pressing the FOOT SWITCH is the same as pressing this button. Remember to switch your radio to channel 1 immediately if you can. Also note, for lesser emergencies you can just switch to channel one and say APRIL.

5 = RTT **(Request to Talk)**

This is to request the dispatcher to talk to you on Channel 1 (Voice Channel). Press 5 and SEND and wait for instructions. If you switch to Channel 1 before the dispatcher tells you to, you may miss bells.



ZONE & CAB LISTS:

Every minute the system sends a message to every cab in the fleet. The information will look something like this:

<10> 0-3 <11> 1-0

This means that ZONE 10 has no calls holding "0" and three cabs pegged "3" and ZONE 11 has one call holding "1" and no cabs pegged. If you want the call in ZONE 11, you would hit the BID button (8 BID) and enter that ZONE number followed by F2 SEND. If you are the first message that the system receives, the call will be sent to you. If you win the call, you will also be un-pegged from wherever you were, if any.

The next minute, every cab receives a CAB LIST. This list shows each ZONE and lists every cab pegged into it. The information looks something like this:

<10> 422 310 622 <11> 1019 432 602

From this information you can determine where any cab is pegged. You can also check to make sure you are pegged in the correct location!

As previously stated this information comes automatically every minute. You must press the * ZONE LIST key to view it. Press the * ZONE LIST key and the most recent message will appear. If you see the CAB LIST, press F1 CLEAR to see the most recent ZONE LIST. Each message will begin with the time it was sent. Pressing F1 CLEAR moves you backwards to older messages. F2 SEND moves you forwards to more recent messages. The system will keep a total of the last 6 messages, three most recent ZONE List's and three most recent CAB List's.

Credit Card Approval:

To get an Approval Code you must slide the customer's credit card through your credit card reader. A new screen will appear on your terminal. It will have ddd.cc displayed and you now need to enter the amount and hit F2 SEND to send. If the customer's card cannot, a screen will come up and allow you to enter the card number and expiration date then the amount. After a few seconds, the system will either tell you an Approval Code or other messages similar to DECLINED. There is no point in trying the same card again if it is DECLINED however, the passenger often is embarrassed and will ask you to do it again, hoping it will work. Ask the passenger for another card and try again if they have one, or else they can pay with cash.

VERY IMPORTANT:

When you swipe the card and get an approval code it does NOT complete a transaction. It is ONLY an approval code. You must make an IMPRINT with your credit card machine and have the customer sign it. You must make sure the DATE and APPROVAL CODE is on the slip. If you do not get an IMPRINT, there is no way to get paid for the sale. Always write your cab number on the slip and give the customer copy to them.

It is recommended that you get your approval at the beginning of the trip. You approval code dollar amount does NOT have to match the amount you write on the sales slip as long as it is close.

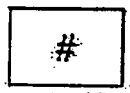
Dispatch Behavior:

Bell comes in a zone it is offered to first pegged cab. If there are no pegged cabs in the zone, then it will offer the call to the pegged cab in the 1st back-up zone (1st up till last one) then it will move on to the 2nd through the 6th.

If there are no cabs in any of the back-up lists then the Bell is held until a cab bids on it, or the Dispatcher manually dispatches it.
(to see a list of Held/Open bells refer to Zone List/Cab List.

10-7:

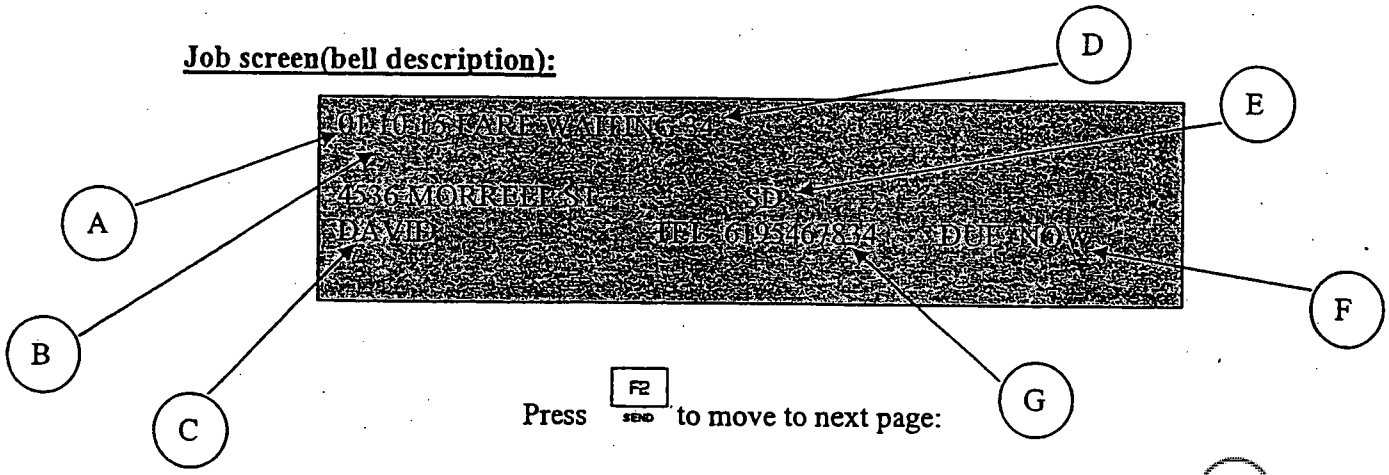
When a cab goes 10-7 then the Bell is held for him to come back.
*If there are any other pegged cabs in the same zone it offers it to those cabs.



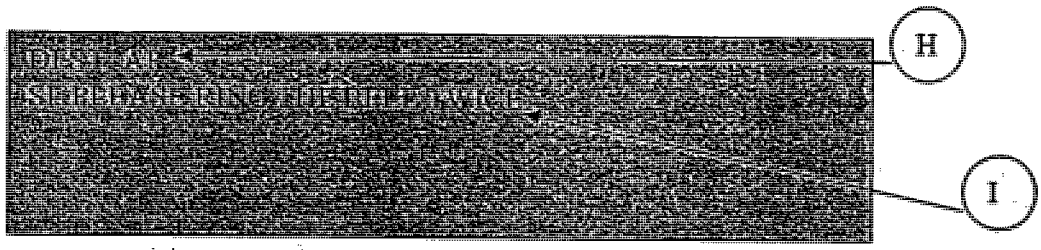
The Text/Job Queue. TEXT means MESSAGES and JOB means BELLS. Whenever the system sends you a JOB (BELL) it will go into the TEXT/JOB Queue. You can look back on 99 items in the queue. The most recent item will have the highest number.

Press the # TEXT/JOB key and the most recent message will appear. If you see the CAB LIST, press F1 CLEAR to see the most recent ZONE LIST. Each message will begin with the time it was sent. Pressing F1 CLEAR moves you backward to older messages. F2 SEND moves you forwards to more recent messages.

Job screen(bell description):



Press F2 SEND to move to next page:



The above two pages are to explain how you receive a bell.
A: First page
B: Time received by terminal(cab)
C: Name of the customer
D: Area the bell is in
E: Town
F: What time the bell is due
G: Telephone number
H: Destination
I: Special instruction that driver must follow.

Remarks:

If you see the following message " No zone list update received" that means your computer can't contact the company & you should probably move your car.

ORANGE CAB ZONE NUMBERS

10 South Bay (SD,CV)
11 Chula Vista (CV, BONITA)
12 National City (NC)
13 Navy Station (SD)
14 Paradise Hills (SD)
15 Encanto (SD)
16 South East (SD)
17 Golden Hill (SD)
19 Coronado (COR)
20 Downtown (SD)
21 Embarcadero (SD)
22 Hillcrest (SD)
23 North Park (SD)
24 Balboa Park (SD)
25 Old Town (SD)
26 East San Diego (SD)
30 Frontier (SD)
31 Ocean Beach (SD)
32 Point Loma (SD)
33 Harbor Island (SD)
34 Pacific Beach (SD)
35 Morena (SD)
36 Mission Bay (SD)
37 La Jolla South (SD)
38 La Jolla North (SD)
40 Hotel Circle (SD)
41 Mission Valley (SD)
42 Del Cerro (SD)
43 San Carlos (SD)
50 La Mesa (LM)
51 Lemon Grove (LG)
52 Spring Valley (SV, CDO)
53 Casa de Oro (CDO, SV)
54 El Cajon (ELC, CREST, BOSTNA)
55 Santee/Lakeside (SAN, LKSIDE)
56 Crest (CREST, ELC, BOSTNA)
60 Linda Vista (SD)
61 Mission Village (SD)
62 Kearny Mesa (SD)
63 Clairemont (SD)
64 UTC (SD)
65 Miramar (SD)
66 Scripps Ranch (SD)
67 Ranch Penasquitos (SD)
68 Rancho Bernardino (SD)
69 Poway (POWAY)
70 Del Mar (DELM)
71 East Del Mar (SD, DELM)
80 North Coastal
81 North Inland
85 Fallbrook (FLBRK)
86 North Mountains
87 South Mountains
88 North Desert
89 South Desert
90 Loma Linda
95 Rancho la Puerta
99 OFF ALL AREAS

ORANGE CAB CITY CODES

AGUANGA	AGUANG
ALPINE	ALPINE
JULIAN	JULIAN
BONITA	BONITA
BONSALL	BONSAL
BORREGO SPRINGS	BGOSPR
BOSTONIA	BOSTNA
BOULEVARD	BLVD
CAMP PENDLETON	CP
CAMP PENDLETON N	CPN
CAMP PENDLETON S	CPS
CAMPO	CAMPO
CARLSBAD	CLBD
CASA D ORO-MT HELIX	CDO
CHULA VISTA	CV
CORONADO	COR
CREST	CREST
DEL MAR	DELM
DESCANSO	DESCAN
DULZURA	DULZUR
EL CAJON	ELC
ENCINITAS	ENCIN
WARNER SPRINGS	WARNER
ESCONDIDO	ESC
FAIRBANKS RANCH	FAIRBK
FALLBROOK	FLBRK
GRANITE HILLS	GH
HARBISON CANYON	HARBIN
HIDDEN MEADOWS	HIDMEA
IMPERIAL BEACH	IB
JACUMBA	JACUMB
JAMUL	JAMUL
JULIAN	JULIAN
LA MESA	LM
LA PRESA	LAPRES
LAKE SAN MARCOS	SANMAR
LAKESIDE	LKSIDE
LEMON GROVE	LG
NATIONAL CITY	NC
OCEANSIDE	OCSDE
OCOTILLO	OCOTIL
PALA	PALA
PAUMA VALLEY	PAUMA
PINE VALLEY	PVLY
POTRERO	POTREO
POWAY	POWAY
RAINBOW	RBOW
RAMONA	RAM
RANCHITA	RANCHI
RANCHO SAN DIEGO	RSD
RANCHO SANTA FE	RSF
SAN CLEMENTE	SANCLM
SAN DIEGO	SD
SD CNTRY ESTATE	SDCE
SAN MARCOS	SM
SANTA YSABEL	SYSA
SANTEE	SAN
SOLANA BEACH	SOLBCH
SPRING VALLEY	SV
TECATE	TECATE
VALLEY CENTER	VLYCTR
VISTA	VTA
WARNER SPRINGS	WARNER
WINTER GARDENS	WINTER

10 South Bay

- N South of Coronado Island across bay to City limit of Chula Vista (11)
- W Water
- S Border to Mexico
- E Boundary of Tan/Green (Jamul) area

11 Chula Vista

- N from west I-54 moving east to end of I-54 then cut across to *Sweetwater Reservoir*
- W Ocean
- S City Limits of Chula Vista
- E Green section (Jamul) of map

12 National City

Follow municipal city limits

13 Navy Station

- N Start 28th and Main St east along Main Street to I-15
- W 28th and Main St south down 28th to water
- S Include base areas stop at National City Limits
- E Main St and I-15 south along I-15

14 Paradise Hills

- N Paradise Valley Road
- W National City Limits
- S I-54
- E Boundary of San Diego City Limits

15 Encanto

- N I-94 from Euclid Ave move east along I-94 to Federal Blvd, follow Federal Blvd to Lemon Grove city limits
- W Euclid Ave (*)
- S Starting on west end use National City Limits until city limits intersect Paradise Valley Road(*) east along Paradise Valley Road(*)
- E City Limits boundaries

16 South East

- N I-94
- W I-15
- S from west side, use Main St(*) along Main until Main and I-15 then use north city limits of National City
- E Euclid Avenue

17 Golden Hill

- N from west use south edge of Balboa Park (Russ St), shoot up 28th st to 28th and Upas St, then use Upas St(*) to I-805
- W from top, use I-5 down to I-5 and Imperial Avenue intersect, then move west along Imperial Ave(*) to intersect of 8th St and Imperial Avenue, then 8th to the water
- S from 28th St and the water move up to 28th and Main St then east along Main St to I-15 and Main St.
- E from I-15 and Main St move up along I-15 to intersect of I-805 and I-15 then use I-805

19 Coronado

Island, follow water

20 Downtown

- N I-5
- W 8th St and Harbor up along Harbor to Harbor and Front St, then use Front Street up to I-5
- E I-5 (freeway curves to cover N and E edge
- S Imperial Ave moving west to 8th St to Harbor Drive

21 Embarcadero

- N Washington St (*)
- W from south, use water up to intersect Laurel St and Harbor Drive, Laurel to Pacific Hwy, north along Pacific Hwy to Washington St(*)
- S Front St and Harbor Dr
- E from Washington and I-5 use I-5 down to intersect of I-5 and Front St, then use Front St(*) down to Harbor Drive

22 **Hillcrest**
- N Camino del Rio South (*)
- W from bottom, I-5 up to Washington St, east along Washington St to intersect of Jackdaw St and Washington St up along Jackdaw St
- S from I-5 & Front St east along I-5 to intersect I-5 and 6th Ave, then N on 6th avenue up to Upas St, then east along Upas St.
- E Park Blvd

23 **North Park**
- N Camino del Rio South (*)
- W Park Blvd (*)
- S Upas St and Myrtle St
- E start at Camino del rio South(*) and Fairmount(*) go south along Fairmount Ave to Myrtle St.

24 **Balboa Park**
- N Upas (*)
- W 6th Avenue (*)
- S Russ St(*)
- E 28th Street(*)

Basically Green Section of Map

25 **OldTown**
- N intersection of I-5 and I-8 move east to Taylor and I-8 then use Hotel Circle South Drive(*)
- W I-5 and I-8 go down I-5 to intersect of Pacific Hwy and I-5 then use Pacific Hwy down to Pacific Hwy and Barnett St(*) then include the MCRD Marine Corp Base, then back to Pacific Hwy to Washington St
- S Washington St and Pacific Hwy east on Washington St to Jackdaw St(*)
- E Jackdaw Street(*)

26 **East San Diego**
- N Line from Fairmount Ave & Montezuma Rd(*) east on Montezuma(*) to El Cajon Blvd(*) to 70th St. then grab city limits line
- W From Fairmount Ave and Montezuma Rd(*) go S on Fairmount Ave to Myrtle St, then W on Myrtle to intersect I-15 then go S on I-15 to intersect I-805&I-15 then S on I-805 to I-94
- S From I-805 & I-94 go E along I-94 until La Mesa city limits
- E City Limits

30 **Frontier**
- N I-8 (*)
- W from I-8 and Nimitz go down Nimitz to intersect Nimitz and Chatsworth
- S From Nimitz and Chatsworth go SW on Chatsworth to Lytton St down Lytton St to Barnett St, take Barnett St to Pacific Hwy(*)
- E I-5 south from I-8 to intersect I-5 & Pacific Hwy then use Pacific Hwy(*) to Barnett.

31 **Ocean Beach**
- N Water
- W Water
- S Hill Street(*)
- E From intersect I-8 & Nimitz St go south to Catalina St, south on Catalina St(*) to Hill St(*)

32 **Point Loma**
- N Hill Street and the water use Hill Street to Catalina St to Nimitz St, South on Nimitz St to Chatsworth(*), move east along Chatsworth(*) to Lytton St(*), down Lytton St(*) to intersect of Lytton St(*) and Barnett St (*) then cut south to small water inlet.
- W Water
- S Water
- E Water

33 **Harbor Island**
- N North edge of airport property
- W Water inlet
- S Water
- E eastern edge of airport property boundary, follow the perimeter to Laurel(*) and Harbor Drives(*) then cut to the water (just east of Coast Guard station).

34 **Pacific Beach**
- N From water near La Jolla Blvd & Colima St, go straight east on imaginary line to intercept Amity Street (near I-5)

W Ocean
S See Mission Bay (33)
E I-15

35 Morena
N Clairemont Drive from I-5 go east to Bergner St to Field St
W East Mission Bay Drive from Clairemont Drive go south to intersect with Friars Rd(*)
S Friars Rd(*) and East Mission Bay Dr go east on Frairs Rd(*) to Morena Blvd and Linda Vista Rd intersect.
E From top, Field St near Clairemont Drive, go S on Cowley Way and enter Tecolote Canyon, curve SW to exclude Univ. of San Diego Campus, from corner of Univ of SD Campus, near Savanna and Cushman St, jump down to Linda Vista Rd(*) and Napa.

36 Mission Bay
N On the west end of the "strand" Santa Clara St(*)
W Water
S I-8
E East Mission Bay Drive(*) not included in this zone except portion south of intersect Sea World Drive

37 La Jolla South
N From the water La Jolla Blvd & Nautilus St(*) go E along Nautilus to Soldad Road, then N on Soledad Rd into the Soledad Regional Park and cut east to I-5.
W Water
S Use N of Pacific Beach(34)
E I-5

38 La Jolla North
N Use S of area 64 (UTC)
W Water
S Nautilus Street
E I-5

40 Hotel Circle
N Friars Road
W Napa & Linda Vista Rd down across bridge across San Diego River
S Hotel Circle South Drive (and any small off shoot streets)
E I-163

41 Mission Valley
N From I-163 just above Friars Road, line east above Metropolitan Drive, go east above Friars Road to I-15. Include any off shoot streets accessible only from Friars Road.
W I-163
S Camino del rio South
E I-15

42 Del Cerro
N From I-15 Friars Road east and it turns into Mission Gorge Rd east to open area(green) (Mission Trails Regional Park) Continue on until Mission Trails Golf Course.
W I-15
S From I-8 & I-15, go east on Camino del Rio South to Fairmount Ave, go s on Fairmount Ave to Montezuma Road, go e on Montezuma Road to intersect of El Cajon Blvd.. Go east on El Cajon Blvd until 70th.
E From 70th St and El Cajon Blvd go N on 70th across I-8, (70th turns into Lake Murray Blvd N of I-8) then a line thru Lake Murray up to Mission Trails Golf Course

43 San Carlos
N From Mission Trails Golf Course Line NE thru open area (Mission Trails Regional Park) up to city limits (Santee), follow city limit line to I-125
W Line from Mission Trails Golf Course thru Lake Murry until you hit city limits (La Mesa)
S Line from Lake Murray using city limits of La Mesa all the way to I-125
E I-125

La Mesa
City Limits except near I-8 and I-125 ignore very windy city limit line that east of intersect I-125 and I-8. Just use I-125 N from I-94 to I-8 then use I-8 east until intersect with Grossmont High School and turn north along city limit line

Lemon Grove
City Limit

Spring Valley
N I-94

E From Miramar Rd and Camino Santa Fe Rd, go N on Camino Sante Fe, it is broken between Miramar Rd and Mira Mesa Blvd, just connect them up to Mira Mesa Blvd, north to Calle Cristobal, then N up to Los Penasquitos Canyon Preserve.

65 Miramar

N From west, line thru Los Penasquitos Canyon Preserve to Black Mountain Road then cut under Mercy Road and the roads off Mercy Rd
W Camino Santa Fe(*)
S From Camino Santa Fe(*) and Miramar Road go W on Miramar Road(*) to I-805, S on I-805 to I-52, E on I-52 until I-15.
E I-15

66 Scripps Ranch

N I-15 & I-56 go E I-56 and it changes name to Ted Williams Parkway. Take Ted Williams Parkway to city limits.
W I-15
S From I-15 & Miramar Rd go E above pink area (USMC Air Station Miramar), to Creek Rd then curve to the N
E Follow city limits (poway)

67 Ranch Penasquitos

N From I-15 and Camino del Notre to E on Camino del Norte to city limits, then from I-15 and Camino del Norte go west thru the small neighborhood to the small lake then use the city limits
S Follow Miramar(65) N
E City limits

68 Rancho Bernardino

N Lake Hodges
W Follow city limits
S Follow Rancho Penasquitos(67) N
E City Limits

69 Poway

CityLimits

70 Del Mar

Use City Limits

71 East Del Mar

N From I-5 use Via de la Valle west to city limits and E from I-5 until it curves N then begin to use the city limits line(Fairbanks Ranch)
W City Limits Del Mar
S See UTC (64) N
E See Miramar(65) and Rancho Penasquitos(67) N

80 North Coastal

N Northern Edge of San Diego County
W Ocean
S Northern Boundaries of area 70,71, 67
E See paper map for line.

81 North Inland

N City Limit between Vista & Bonsall
W See Paper Map
S See Rancho Bernardino(68) lines
E Follow City Limit lines east to Lake Hodges

85 Fallbrook

Follow city limit lines (Orange area of your map)

86	**North Mountains**	*	**87**	**South Mountains**	*
88	**North Desert**	*	**89**	**South Desert**	*

* 86-89 See map, except for the western boundaries it is not too critical how these areas are divided. The North, East and South are SD County Lines. The line dividing them in the middle can vary by a few miles if it makes it easier to divide.

W Follow City Limits (Lemon Grove & San Diego)
S Starting aty east end of I-54(near Sweetwater Community Park) draw line east thru Sweetwater Reservoir then arc SE to grab the green area of Jamul's Boundary(green section)
E Boundary of green area(Jamul)

53 Casa de Oro
N Start I-8 & I-125 go E along I-8.. When I-8 curves north then begin to go E along the city limits like and follow city limits east to intersect with Jamacha Road
W from I-8 & I-125 go south on I-125 to I-94
S I-94
E Jamacha Road

54 El Cajon
N See Map, approximate it from the map
W City Limits
S See North of La Mesa(50)
E Use I-8 and Greenfield and go straight up and down.. Not critical

55 Santee/Lakeside
N Follow line of south, South Mountains(87)
W City Limit of Santee
E See West of South Mountain(87)
S Use North El Cajon(54)

56 Crest
Defines itself after completing surrounding areas (exact edges not critical)

60 Linda Vista
N From I-163 & I-805 go S on I-163 to Mesa College Dr(*) W on Mesa College Dr(*) to Kearny Mesa Park then cut thru canyon area (green) until you hit Morena(35)'s boundary.
W Where N boundary left off, go S thru canyon until you hit Univ. of San Diego, include Univ. of San Diego and go to Morena Blvd(*) to Friars Rd(*)
S Friars Rd(*) from Napa St to I-163
E From I-163 and Friars(*) then N on I-163 to point just above Metropolitan Drive then we have to cut in and include the streets that are accessible from (streets named after birds), around those streets up to I-805 (near Juvenile Hall) then up to I-163&I-805

61 Mission Village
N Aero Drive(*) from I-163 to I-15
W Opposite of Linda Vista(60)
S Friars Rd(*) however, dead end streets off of Friars road that are N of Friars should be excluded(*) and left in Mission Valley(41)
E I-15 & Aero Dr S along I-15 to Friars Rd(*)

62 Kearny Mesa
N I-52 from I-805 east to Mission Trails Regional Park
W From I-805 & I-163 go N on I-805
S Aero Dr from the west end across to I-15, then S on I-15 to about ½ way between Aero Dr and Friars Rd(*) and cut in east thru open area (above Admiral Baker Golf Course)
E Line thru open space (Mission Trails Regional Park)

63 Clairemont
N I-52
W I-5 from I-52 south to Clairemont Drive(*) & I-5
S I-5 east on Clairemont Drive(*) to Bergner St(*) to Field St(*) then go east thru canyon to Mesa College Drive to I-163 then N on I-163
E Mesa College Drive & I-163 N on I-163 to intersect I-805 & I-163 then N on I-805 up to I-52

64 UTC
N From Upper NW corner, Torrey Pines State Preserve include the green area of the preserve then go east on I-5 where I-805 and I-5 merge, then cut east thru Los Penasquitos Canyon Preserve
W Water
S Start from west near ocean, Spindrift St(*), to Princess St(*) to Ardath Road (recently renamed La Jolla Parkway)(*) to I-52, east on I-52 to I-805 then N on I-805 to Miramar Road, then east on Miramar Road to Camino Santa Fe Rd.

Orange Cab Radio Procedures:

Welcome to Orange Cab. As a new driver you will be required to read this document and understand everything in it. Also, after reading it, you will be required to attend radio room orientation. You are encouraged to ask any questions of the dispatcher at this time. After the orientation you can always ask the dispatcher for help in understanding the procedures or you can call the business office with your questions.

Important Rules & Radio Guidelines

- (Voice Channel) Wait for "Central Clear" or "Who Else?". You MUST wait for those words before you call in or press your Mic.. button. This is the method we use to prevent drivers from cutting off others who are talking to the dispatcher. Failure to wait may result in the dispatcher not answering you, radio suspension, and action with the VRB (see complaint section below.)
- Do not interrupt when the dispatcher is talking or listening to another driver. The only exceptions to this are:
- You have an emergency (e.g. APRIL situation, see emergency procedures below)
- Once you Accept a call, you must service it. Failure to do so may result in loss of radio service and/or suspension of radio service for several days.
- Once you have been assigned a call, you may not take a pick-up en route to your call. The same penalties apply for Rule # 4
- If you leave the boundaries of an area for any reason you have lost your position and must book into zone 99 (off).
- Personals may not be made of any voucher account passenger or hotel and restaurant employees. Further, you cannot personalize any customers from the Optimum Health Institute or Rancho la Puerta (the Ranch) in any way whatsoever.
- **Drivers are not allowed to call the dispatcher or telephone operator on the phone unless told to do so.** Any driver who calls the office to speak with the dispatcher will have radio service suspended. If you need to talk to someone you can call the office manager during office hours 291-8888
- **Any driver who provides his or her phone number (home/cellular/whatever) to any employee of the dispatch room will be permanently kicked out of Orange Cab.**

General Operations:

Map Books / Phone Books

ou are **required** to have a Thomas Brothers map book **AND** a phone book. You will need both of these to ervice bells. If you need to find the address of some business, restaurant, hotel, etc you need to look in your none book.

SECTION 2

GENERAL ORANGE CAB INFORMATION RULES/POLICY

Flat Rates

Orange Cab secures business from many hotels and businesses by offering FLAT RATES. These are pre-determined rates for trips originating at their business or to their business. Each account has a printed sheet with rates to popular destinations. These are usually very close to the meter rate, but sometimes we have to offer a discount on certain places in order to secure the account or under bid another company. Flat rates apply for direct trips only. If the customer has additional stops or substantial waiting time, you can charge the meter rate. Please give the flat rate whenever asked. This is very important. Failure to do so will result in loss of radio service and/or suspension of radio service.

Vouchers

It is very important that all vouchers be filled out completely. Even when someone else fills out the form make sure it is properly and completely filled out because this is your responsibility.

It is important for drivers to only transport voucher customers only to or from the places listed on each voucher. If the passenger says they need to make an extra stop or to be dropped somewhere else, you cannot charge any excess to the voucher. A company or agency, other than the passenger, is paying for most vouchers, so specific authorization is required to modify it.

Request the voucher at the start of the trip. Confirm the pick up and destination location written on the voucher. If either is not the same as what the passenger is requesting, do not transport the passenger until you get authorization from the account. (For example, a nurse or the hotel desk clerk). If a change is made, the authorized employee should change the writing on the voucher and sign it.

Beware of any changes to a voucher that are not the same handwriting as the voucher. Question these and get authorization before transporting.

There are some accounts in which you will supply the voucher form. Please ask if you are not sure.

Generally waiting time is not allowed on vouchers. If the voucher is pre-filled out by an authorized account employee specifying a round trip on a single voucher then it is okay. If a customer has two vouchers, one for a trip and the other for a return, it is not acceptable to add waiting time. The customer should call dispatch for a return trip.

Credit Cards

Orange Cab accepts Visa MasterCard Discover and American Express. All Drivers must accept credit cards.

You need to have an imprinting machine and the blank charge slips. It is wise to get an Approval Code on the credit card before you take the customers on the trip. If you get an approval code it means the charge will be paid. If you take someone on a trip and find out later that the card was not approved, you will lose the money.

PLEASE READ THE ATTATCHED DOCUMENT "CREDIT CARD" REGULATIONS

Complaints

Orange Cab takes customer complaints very serious. Drivers who generate valid complaints will have their radio service suspended from 1 hour up to months depending on the nature of the complaint. Orange Cab WILL NOT TOLERATE drivers who cause customers to complain. **Complaints involving any ACCOUNT will result in the automatic suspension of the cab for 3 days regardless of what happened. This is automatic.**

Other Drivers Fares...

Drivers are responsible to make sure that any pickup's they find are not already assigned to another driver. There are several ways to do this. If you find a person flagging a cab, you MUST do one of the following:

- Ask them if they have called for a taxi BEFORE YOU LET THEM IN YOUR CAB
- Ask the dispatcher if a cab has been assigned the call by using the radio CODE 10.

Be Warned - If you take another drivers fare and you don't use one of the above methods to check you may lose your bell service and face other penalties.

Emergency Situations:

If you have a serious emergency arise contact the dispatcher with the code word **APRIL.**
For example say "CAB 123 APRIL!" You may interrupt the dispatcher for any valid April situations. Some examples of valid emergencies are, you've been robbed, you're in a physical confrontation with someone, a car accident with injuries, you notice something on fire, someone needs an ambulance, a crime in progress, etc.

Calling in during an April situation with non-emergency traffic, even accidental or unintentional may result in indefinite bell service suspension.

Lost Items:

Items found in your taxicab should be returned to the passenger as soon as possible.
Any item not returned to the customer the same day **MUST be returned to the business office by the end of the FOLLOWING business day.** If the customer asks you to deliver the property, you are entitled to turn on the meter and charge the fare for it's return. On the other hand, any item left in the trunk is YOUR

responsibility. If an item gets left in the trunk you will have to return it as soon as possible after it's discovery and not be allowed to charge the fare for the return.

Remember, Any found items in your cab must be turned into the business office by the end of the next business day, during regular office hours where you will receive a receipt for it.

DO NOT leave found property in the dispatch office. Leave only with Office Manager and you will be issued a receipt.

General Notes:

1. Never argue on the radio with the dispatcher. If you have a dispute, contact the office manager. Arguing on the radio may result in you being suspended from receiving bells.

2. Make sure you always take the shortest route for your customers. Long hauling will NOT be tolerated and customer complaints will be investigated and offending drivers punished accordingly.

3. Always give the flat rates when asked to do so. These rates are an integral part of Orange Cab. If you don't like the concept, find another company to work for.

4. Always be polite and understanding with the customers. Don't argue with them. It's better to put up with someone's bad attitude for a few minutes than to get into a fight with him or her. They may just be having a bad day, so it's not worth losing a customer over.

5. On a stronger note, NEVER argue with our accounts. Bell men, desk clerks, etc. should never be argued with. Any driver who causes a loss of an account business with face severe penalties.

Some Radio Codes:

Here are some radio codes that Orange Cab uses.

10-4	Message Understood.
10-9	Please Repeat Last Message
Code 2	Flat Rate
Code 10	To check on a pickup to make sure it's not someone's bell.
April	I have an emergency!
Baker	I have a question?
Nix/NoLoad	I could not locate my customer. Please keep my peg.

CREDIT CARDS

1) **Make sure the imprint is 100% completely readable. If it is not, you may lose the money even if you have an approval code. This is your number one concern when accepting a credit card.**

2) **DO NOT** "fix" the imprint with a pen. This will not be accepted and you will lose the money. The imprint may not be altered or written over. If a number does not show up clearly, give the bad imprint to the customer and make a new one.

3) Hand written imprints are not acceptable. The card **MUST** be present. Only the name on the card is authorized to use it. You have the right to check identification for any credit card purchases. If a name does not match or is slightly different, like a family member, you should not honor the card. Relatives or spouses **DO NOT** have the right to use the card. In the event the cardholder challenges the charge, even for their own spouse, you may loose the money. Simply put, only the named person on the card may use it.

4) Get an approval code for all charges. There is no minimum for needing an approval code. If you do not have a valid approval code on the slip and it is declined at processing time, you will lose the money. You should get the approval BEFORE the trip begins. Ask all customers, will this be a cash or credit trip? This way, if their card is not good and they have no cash, you won't lose any money.

5) Fill out the beginning and ending spot of the cab ride. This will help stop people from challenging charges on their bill by refreshing their memory.

6) The best policy for tips is to fill out to the sub total. Then hand the slip to the customer and ask them to sign and total the slip. This way they can add in the tip without you having to ask them for it.

7) There is NO MINIMUM CHARGE for credit cards. This is a violation of Visa/MC/Amex rules.

8) Never use the same approval for two different charges.

9) PLEASE NOTE – CREDIT CARDS CANNOT AND WILL NOT BE PROCESSED 30 DAYS AFTER THE DATE OF SALE.

By following these rules, you can almost eliminate all collecting money from credit card purchases.

Orange Cab's acceptacnce policy- All cards must be turned in within 15 days of the date of the SALE. The office reserves the right to return any charge slips unpaid if these procedures have not been followed in the event that the credit card processing company will not pay them.

Creative Mobility Inc.

320 Civic Center Drive • National City, CA 91950 • 619/474-4072 Office • 619/474-4080 Fax • www.creativemobility.com

To whom it may concern 10/13/06

Complete training on the use of the handicap ramp system & wheel chair tie down system will be performed by the staff at Creative Mobility at delivery of any & all vehicles. A video will be provided along with instruction sheets on the proper use of the equipment with hands on training with a wheelchair.

Wayne Loney - owner

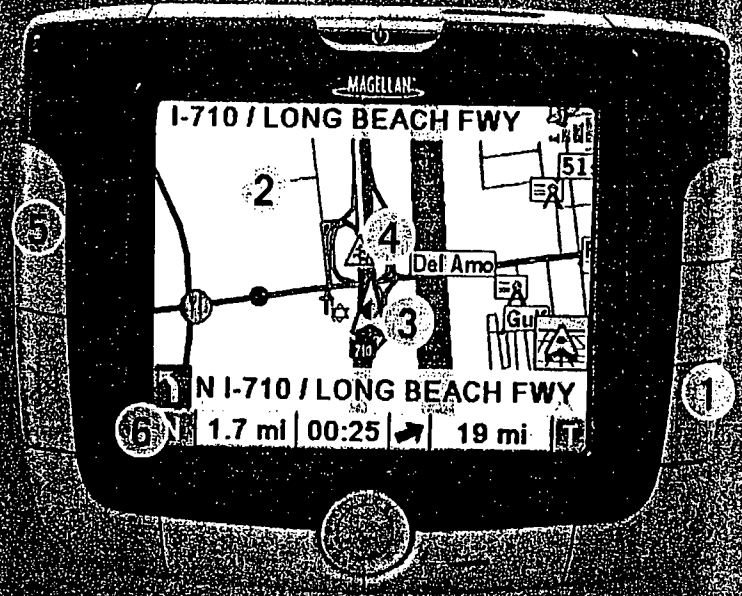
MAGELLAN

Magellan RoadMate 3050T

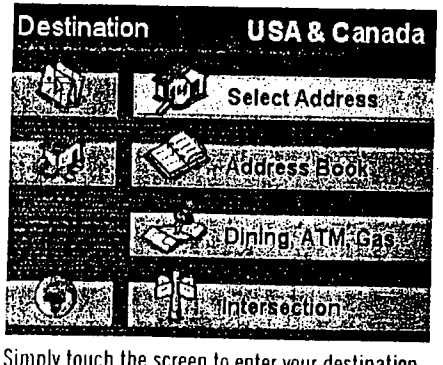


Portable GPS Auto Navigation / GPS portable pour la navigation automobile

1. Buttons to access key features quickly
2. Touch screen to easily select destination
3. Brilliant color screen shows where you are and where you're going
4. On-screen icons display traffic conditions on the road ahead
5. Voice prompts provide clear guidance, for example, "Right turn in .3 miles."
6. Tells you how far to your next turn and destination

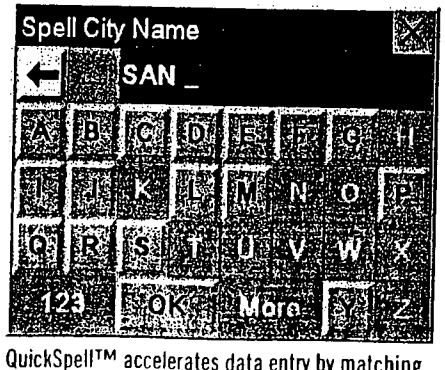


1. Boutons pour accéder rapidement aux fonctions principales
2. Écran tactile pour sélectionner facilement votre destination
3. Écran aux couleurs vives affichant votre position et votre itinéraire
4. Icônes indiquant les incidents de circulation sur votre itinéraire
5. Instructions vocales annonçant clairement les directions à prendre, par exemple dans 0,3 mille tournez à droite'
6. Distance avant le prochain changement de direction et distance restant à parcourir pour atteindre votre destination



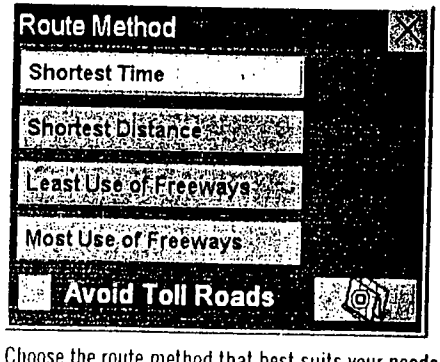
Simply touch the screen to enter your destination or select a point of interest and quickly calculate your route.

Touchez simplement l'écran pour saisir votre



QuickSpell™ accelerates data entry by matching letters to the available destinations.

QuickSpell accélère la saisie de données en n'affichant que les lettres qui correspondent à



Choose the route method that best suits your needs. With SmartDetour, automatically calculate the quickest way around stopped freeway traffic.

Choisissez le type d'itinéraire que vous préférez. Le fonctionnement

MAGELLAN

Magellan® RoadMate™ 3050T

Portable GPS Auto Navigation • GPS portable pour la navigation automobile

NEW!
Includes TrafficKit® for live traffic updates!

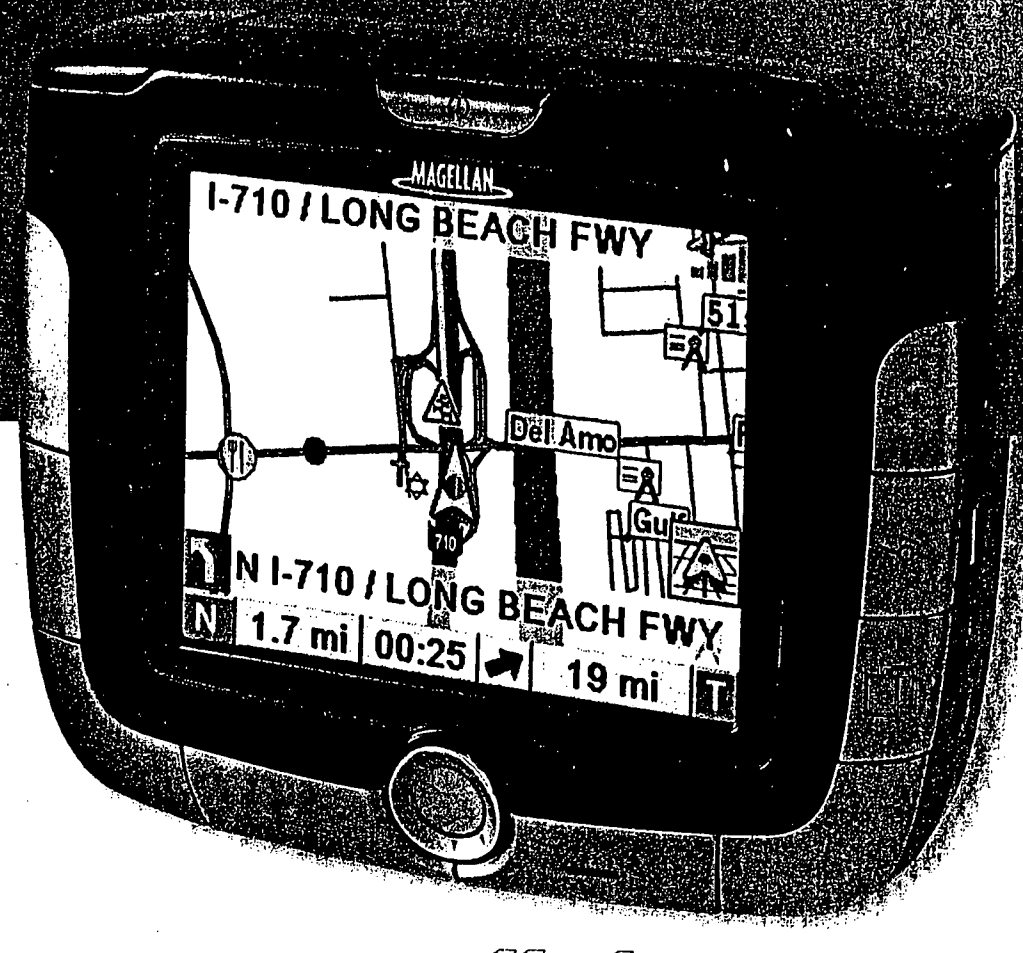
NOUVEAU !
Infos trafic en temps réel avec le TrafficKit inclus

Turn it on and go



- Helps you avoid traffic
- Turn-by-turn directions
- Easy access to key features

- Vous aide à éviter les bouchons
- Guidage virage après virage en temps réel
- Accès facile aux fonctions principales



Product shown at actual size. Produit affiché en taille réelle.

From the creators of Hertz NEVERLOST®*

OUTLINE OF MAJOR PROGRAM POINTS

Driving Safety – Defensive Driving in a Dangerous world

The following outline summarizes the main points of information presented in this videotape or DVD program. The outline can be used to review the program before conducting a classroom session as well as in preparing to lead a class discussion about the program.

Introduction

In today's fast-paced world driving a motor vehicle is an often taken for granted. Whether it is dropping off the kids at school, picking up groceries, or driving the company car to a job site driving is probably something you do everyday without thinking twice. You may not know this, but driving is probably one of the most dangerous tasks you will ever engage in.

Accidents involving motor vehicles are the number one leading cause of accidental death in the United States. Approximately 41,000 people die each year on U.S. roads, and approximately 3.1 Million people suffer injures in motor vehicle accidents. Across the world an estimated 1.17 million people will die each year in traffic accidents, making it a leading cause of death across all regions of the globe. In the U.S. $60 billion is spent annually on expenses related to motor vehicle accidents. These costs include medical expenses, absenteeism, property damage, insurance costs, litigation, and more.

Fortunately, there a number of safety principles that you can follow to help minimize the risks associated with driving a motor vehicle. The following video will discuss Basic vehicle maintenance, pre-trip preparation, defensive driving tactics, backing safely, hazardous driving conditions, and what to do in case of an emergency.

Basic Vehicle Maintenance

Performing simple vehicle maintenance can reduce the risk of accidents.

- Check the tire pressure with an air gauge. The correct air pressure for your vehicle's tire is usually found inside the driver's doorframe or along the inside edge of the driver's door

- Check to make sure there is proper tread on your care's tire. A basic rule of thumb involves sliding a penny into the center tread with Lincoln's head pointing down at the tire. If you can see Lincoln's entire head, the tread is too short to be safe and the tire should be replaced.

Driver Preparation

Before driving a vehicle on a road or highway you can reduce the risk of accidents by performing a few simple activities.

- A spare tire, flare, tire jack, flashlight, bottle of water, and an air pump are essential tools in the case of a tire mishap, accident, or emergency.
- You should not use your cell phone while driving as it can distract you and increase the risk of accidents. However, cell phones often come in handy after an emergency or accident.
- Upon entering your vehicle adjust the vehicle to your body. Adjust your chair and steering wheel so that you are comfortable: Check all the rear view, and side view mirrors.
- Seatbelts are one of the most important ways to reduce and avoid serious injury should a motor vehicle accident take place. Make sure your seatbelt is snug, but not too tight. Remember to fasten your seatbelt every time before you drive, and to keep your seatbelt fastened throughout your journey.
- If you are driving a new or unfamiliar vehicle take time to familiarize yourself with it.
- Keep your windshield and mirrors clean. Debris on your windshield will make it more difficult for you to see.
- Make sure you are mentally prepared to drive. If you are tired or fatigued maybe now isn't the best time to drive. If you are angry or upset refrain from driving.
- Never enter a vehicle while intoxicated. Driving while intoxicated or under the influence of an illegal or prescription drug is one of the surest ways to increase your risk of becoming involved in a motor vehicle accident.

Defensive Driving Tactics: The Four Foundations of Defensive Driving

Plan 15 Seconds Ahead

- Make sure you are not following the car in front of you too closely. Allow the car in front of you a 4 second lead-time. Always allow yourself an escape route should vehicles near you brake suddenly or cause a traffic emergency. This can be accomplished by keeping the space on either side of your car free. Drive in the outer lane on freeways. In case of a problem, you won't have to cross a lane of traffic to get to the breakdown lane.

Know What's Going On Around You

- It is very easy to develop tunnel vision. Tunnel vision can be avoided by constantly scanning your field of vision. Stay focused on your surroundings.

Think Defensively

- Do not drive too fast. Obey all speed limits and signs. Let tailgaters pass. Driving is not a race. Do not eat, put on makeup,. Avoid using your cell phone while driving. These distractions make it more difficult for you to respond defensively to your environment while driving.

See and Be Seen

- Make sure you can see other drivers, and make sure they can see you. Use your blinkers wherever the opportunity arises. Avoid driving in the blind spots of other vehicles. Signal your intentions to the other drivers. Pass quickly, and don't cut anyone off.

Backing Safely

- When backing your vehicle is important to remember the five foundations of defensive driving: Plan 15 seconds ahead, Know What's Going On Around You, Think Defensively, See and Be Seen

- Backing your car is dangerous. You encounter most of your blind spots on the sides, and rear of the car. You cannot see as much when you crane your neck to look out the side or rear windows of the car. Most people do not have practice backing, and for everyone backing a motor vehicle is simply awkward and unusual.

- Avoid backing wherever possible. Park in location where you can leave by driving forward.

- Know what's going on around you before even getting in the car. Examine your environment before entering your car. Are there any kids behind you? If you have left your car for an extended period of time how you probably don't know what's going on around you. Take to time to look around. How has your environment changed?

- It is important to back straight, and then turn. For instance, most people that park in a parking lot back and turn at the same time. This is dangerous as you usually cannot see what you're turning into, especially if there is a vehicle on either side.

- Back Slowly.

Hazardous Driving Conditions

- Wind, Rain, Snow, and Nighttime create a hazardous driving environment. These driving conditions should be avoided whenever possible.

- The single most important thing to remember when driving in windy, wet, or nighttime driving conditions is to slow down.

Night Driving

- The most important thing to remember when driving at night is to slow down. Driving at night is dangerous because it is more difficult to see. Depth perception, color recognition, and peripheral vision are impaired in the darkness of the night. The human eye was designed to see during the day, not during the night.

- Fatigue is also a major factor in traffic accidents. At night the fatigue factor becomes especially important.

- Drive in well-lit areas. This will increase field of vision, and decrease your chances of getting into an accident.

- When traffic is sparse, and roads are not well lit use your high beams. This will enable you to see further ahead. Remember to turn off your high beams when you approach oncoming traffic, or get close to a vehicle ahead of you.

- When there are no streetlights, it is very important that you drive slowly enough so that you can stop within the distance illuminated by your headlights. You will not be able to evade obstacles or dangers if you cannot see them in time to react to them. Do not overdrive your headlights.

- Increase the safety cushion between your car and the cars around you.

- Turn on your headlights before it turns into night, preferably at dusk

Driving in the Rain Snow, & Icy Conditions

- Remember to slow down.

- With this in mind it is important that you increase your safety cushion around your car, and increase the distance between yourself and the car in front of you.

- Use extra caution when turning, stopping, or passing other cars.

- Drive in a steady and slow manner.

- Stop sooner when approaching intersections, stop signs, and stoplights.
- Brake earlier and with less force than you would normally.
- Be more meticulous about using turn signals, so that other drivers know your intentions,
- Take turns and curves with less speed than you would in dry conditions:
- Allow yourself extra travel time so you will not put yourself in a position where you are hurried and have to speed.
- Check weather and travel conditions before heading out. Don't take chances if the weather is bad. Give yourself extra time for travel, or wait until conditions improve.
- If conditions become too severe while driving find a good place to take a break from driving for awhile.
- Avoid puddles where possible. Crossing a large puddle could make water splash into your undercarriage, and stall your car. It could also make your car lose traction, and send your car hydroplaning.
- When it first begins to rain roads are unusually slippery. It takes about thirty minutes of steady rain to wash the road clean. This danger is more common in drier climates, and less common in wet climates.

Driving Emergencies

Skidding

- True professionals drive so seamlessly that you do not feel anything when they shift, turn, or brake. Plan ahead, watch carefully, and slow down, especially if you are unfamiliar with the road. Skids almost always happen because the vehicle was running too fast for conditions.
- The two most common types of skids are the rear wheel skid (fishtailing), and the hard braking skid.
- A rear wheel skid happens when the back of the car slides out.
- Do not slam on the brakes.
- Steer into the skid
- For cars that have anti-lock brakes apply stead pressure but avoid pumping them

- In a hard-braking skid you've already applied too much pressure on the brakes. Release the brake pressure until control returns

- Steer as straight as possible

Hydroplaning

- Hydroplaning happens when the water in front of your tires builds up faster than your car's weight can push it out of the way. The water pressure causes your car to rise up and slide on a thin layer of water between your tires and the road. At this point, your car can be completely out of contact with the road, and you are in danger of skidding or drifting out of your lane, or even off the road.

- Slowly ease your foot off the gas if your car starts to hydroplane

- Drive Straight

- Do not turn suddenly. This could throw your car into a skid. Hold the steering wheel steady

- Don't brake suddenly or you might spin into a skid. If you must brake, tap the brake pedal (unless you have antilock brakes, in which case you apply steady pressure and avoiding pumping the brakes)

Training Certificate

_____

employee name

has completed the training session entitled

Driving Safety - Defensive Driving in a Dangerous World

and has been tested on the session contents.
The training and testing were conducted by

_____

Instructor's name

and completed on

_____

date

Quiz for Driving Safety – Defensive Driving in a Dangerous World

1. When backing your car out of a parking space you should:

   (a) Turn the car while backing up (b) Slowly back straight then turn

   (c) Back as fast as possible

2. As a rough guide to make sure your car's tires have proper tread which should you use?

   (a) Nickel (b) Quarter (c) Penny (d) Dollar Bill

3. At least how many seconds should you follow the car directly in front of you.

   (a) 4 seconds (b) 2 seconds (c) 3 seconds (d) 1 second

4. What is the most important thing to remember when driving in hazardous driving conditions?

   (a) Go faster (b) Use your windshield wipers (c) Buckle up (d) Slow down

5. How do you recover from a rear wheel skid (fishtailing)?

   (a) Avoid slamming on the brakes (b) Steer into the direction of the skid

   (c) Ease off the accelerator (d) All of the answers are correct

6. Which one of the following comprise the Four Foundations of defensive driving?

   (a) Plan 15 Seconds Ahead (b) Know What's Going On Around You

   (c) Think Defensively (d) See and Be Seen. (e) All of the answers are correct

7. What is hydroplaning?

   (a) A fun summertime activity (b) Another name for a hard-braking skid.

   (c) When water causes your car's tires to become completely out of contact with the road.

Foundation Community Services

3505 Camino del Rio South, Ste. 100
San Diego, CA 92108
619.282.5500
fax 619.282.5505
www.foundationcommunityservices.com

October 12, 2006

Hafezi-Haghani Behzad
Cool Cab
[redacted]
San Diego, CA 92129-3633

Dear Mr Hafezi-Haghani Behzad

Reference: Safety Training for Cool Cab Drivers

This letter is in response to your request on 10/02/06, to submit in writing our agreement to participate in Cool Cab taxi driver's training in the areas of Safety and Crime prevention

Foundation Community Services has been providing corporate and individual training in San Diego County since 2005 when the company was founded and it is dedicated to providing vocational training and strives to meet the needs of students.

The training will follow guidelines according to the National Institute for Occupational Safety and Health (NIOSH) risk factors

Working with the public
Working with cash
Working alone
Working at night
Working in high-crime areas

The above course will be taught and facilitated by competent instructional staff consultants in the subject matter field and provided by Foundation Community Services

A variety of handouts and videos in conjunction with the lecture will be the medium used order to encourage participation from the trainees.

Two three hour sessions will be conducted once a year.

Sincerely,

Tibisay Lampley, Director
Foundation Community Services
3505 Camino del Rio South, Suite 100
San Diego, CA 92108

Description of Persons

Sex _____

Race _____

Age _____

Height _____

Weight _____

Hair _____

Ears (prominent, small) _____

Eyebrows _____

Complexion _____

Scars, etc. _____

Weapon _____

Clothing _____

Glasses _____

Beard (mustache, color, etc.) _____

Teeth _____

Nose (large, small, long) _____

Build (pot belly, skinny) _____

Location last seen _____

Direction of travel _____

Unusual characteristics _____

Description of Vehicle

2 door _____ 4 door _____ Convert. _____ Van _____ Truck _____

Sportscar _____ Stationwagon _____ Motorcycle _____ Other _____

Make: _____ Year _____ Size: _____

Color: Top _____ Bottom _____

Lic. Number _____ State _____ Plate Color _____

Number of people in veh: _____ Male _____ Female _____

Describe dents, damage, lights etc. _____

_____

PD-942-CR (Rev. 12-96)

Robbery



Prevention Tips For Taxicab Drivers

VEHICLE DESCRIPTION

2 Door _____ 4 Door _____ Conver _____ Van _____

Truck _____ Sportscar _____ Station Wagon _____

Motorcycle _____ Other _____

MAKE _____ YEAR _____

Full Size _____ Compact _____

COLOR: Top _____ Bottom _____

License Number _____ State _____

License Color _____

How many in vehicle? Male _____ Female _____

UNUSUAL CHARACTERISTICS
(Dents, marks, lights, bumper stickers)

_____

_____

Location Last Seen _____

Direction of Travel _____

ADDITIONAL INFORMATION

_____

_____

_____

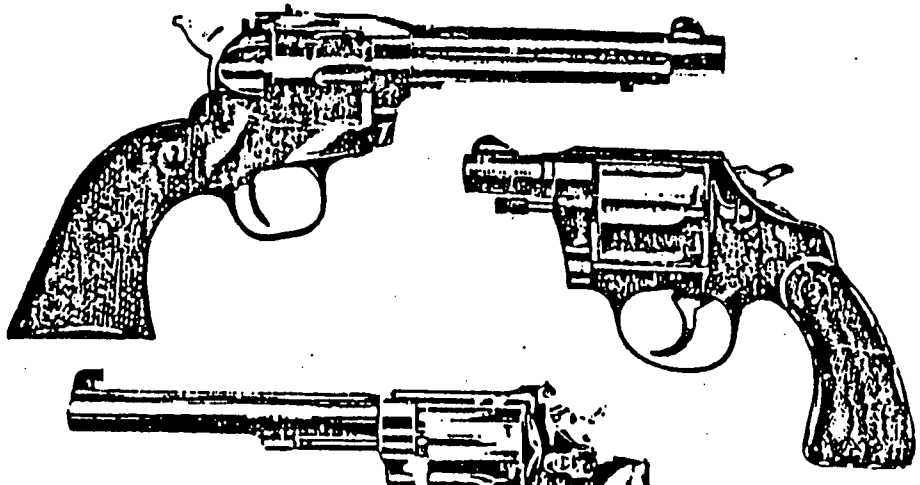
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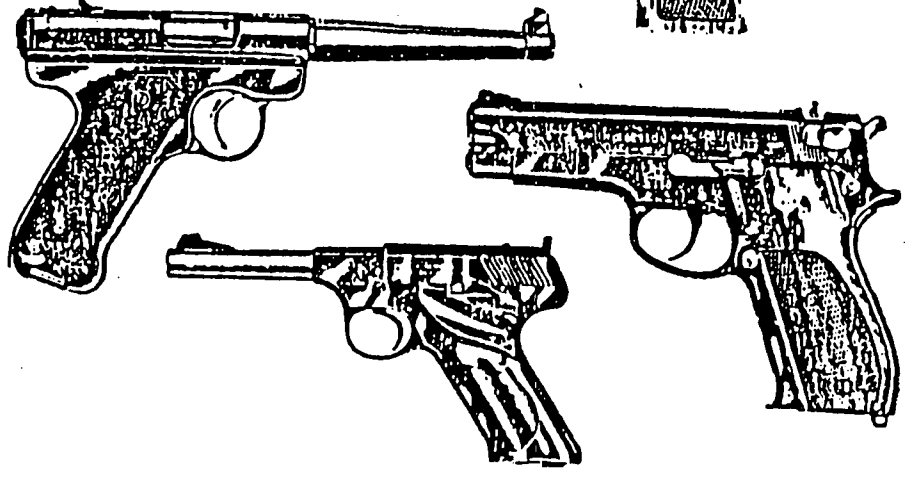
SAN DIEGO POLICE DEPARTMENT

ROBBERY WITNESS REPORT

Revolvers



Automatic Pistols



TAXICAB DRIVER SAFETY

INTRODUCTION

The most important asset of any organization is the employees who work for the organization. The safety and welfare of taxicab drivers is foremost in the minds of everyone. Safety is a state of mind. Drivers who are aware they can become victims and have developed a plan of action for survival decrease the chances of being victimized. Participation by taxicab drivers in a course in crime prevention techniques provides each driver with a common sense approach to safety which may prevent potentially hazardous and life threatening situations from occurring.

II. GOAL

Taxicabs provide a valuable transportation service for the tourist and business commuter and offer a convenient and reliable way of getting passengers to and from their business meetings and hotel.

A taxicab driver rarely knows who the next passenger will be and the fear of becoming a victim of robbery or other crime is constant concern.

The goal of the taxicab driver safety course is to reduce taxicab robberies and reduce crime by training taxicab drivers to prepare for,

3. Be a good witness.

4. Call and notify the police and your employer as soon as possible.

5. Cooperate fully with the police.

6. When the police respond to your "Code Blue" felony alarm, expect and accept the fact that you and your passenger(s) will be treated as possible armed suspect(s) until police officer have determined the exact circumstances of the situation. This is considered by the police to be a high risk felony stop.

7. Give the police a good address where you can be reached in the event a suspect is arrested. You will be needed as a witness.

IV. REPORTING PROCEDURES

There are two methods of reporting hazardous and life threatening situations:

A. Radio Reporting:

1. Remain calm.

2. Have dispatch notify police.

3. Remember, when you dial 9-1-1 from a pay telephone the call is toll free.

4. Speak clearly.

5. Identify yourself.

6. Inform operator about the incident.

7. Give your exact location.

8. Provide a detailed description of suspect(s) and/or vehicle(s).

9. Provide telephone number you are calling from.

B. Telephone Reporting:

1. Remain calm.

2. Speak clearly.

3. Identify yourself.

4. Inform operator about the incident.

13. Danger spectrum, conditioning the mind:

A. White (Handout)

B. Yellow

C. Red

D. Green

E. Black

14. Do not activate the "Code Blue" alarm in situations that are not potentially hazardous or life threatening, e.g., minor business disputes, nonviolent intoxicated passengers, etc. Do not overreact and remember to use a common sense approach to safety. In these situations, notify your dispatcher via radio or telephone. Remember your manner, speech, and your proficiency in handling problem situations in general will largely determine your passenger(s) response. De-escalate the situation as soon as possible. DO NOT ABUSE THE "CODE BLUE" ALARM.

15. Be familiar with existing "Code Blue" procedures.

16. Watch for possible suspect(s) and turn down suspicious passenger(s) and be able to justify your decision and write it down on your trip sheet.

17. Watch for "Code Blue" alarms activated by other taxicabs.

18. When you drive by another taxicab, check to ensure the driver is safe.

5. Give your exact location.

6. Provide a detailed description of suspect(s) and/or vehicle(s).

7. Have dispatch notify police.

8. Provide telephone number you are calling from.

9. Remember, when you dial 9-1-1 from a pay telephone the call is toll free.

C. Police Communications

1. Show video.

D. Police Community Relations Offices

1. Locations.

2. Some of the services rendered.

V. ROLE PLAY

1. Commit a robbery in front of student and have them write down suspect description.

2. Have the suspect return and give description.

19. Crime prevention by environmental design.

A. Pick up passengers in well lighted areas.

B. How City Engineers work (red zones, taxi stands, etc.)

C. Know high crime areas of the city.

D. Be aware of areas people can hide (bushes, doorways, etc.)

20. Keep your front passenger door locked.

C. <u>What Is A Robbery</u>?

1. Force or fear.

2. From the person.

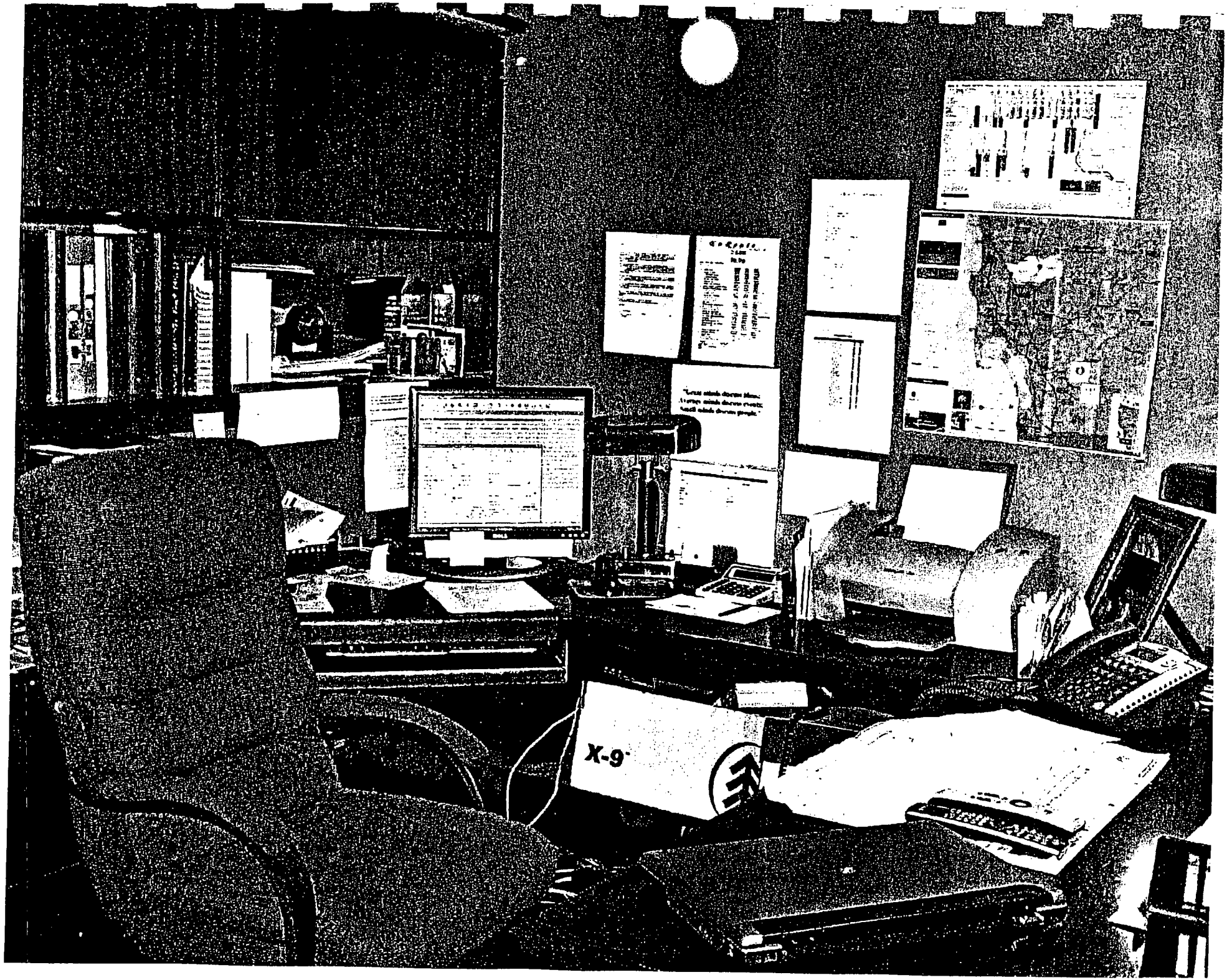
D. <u>As A Victim</u>:

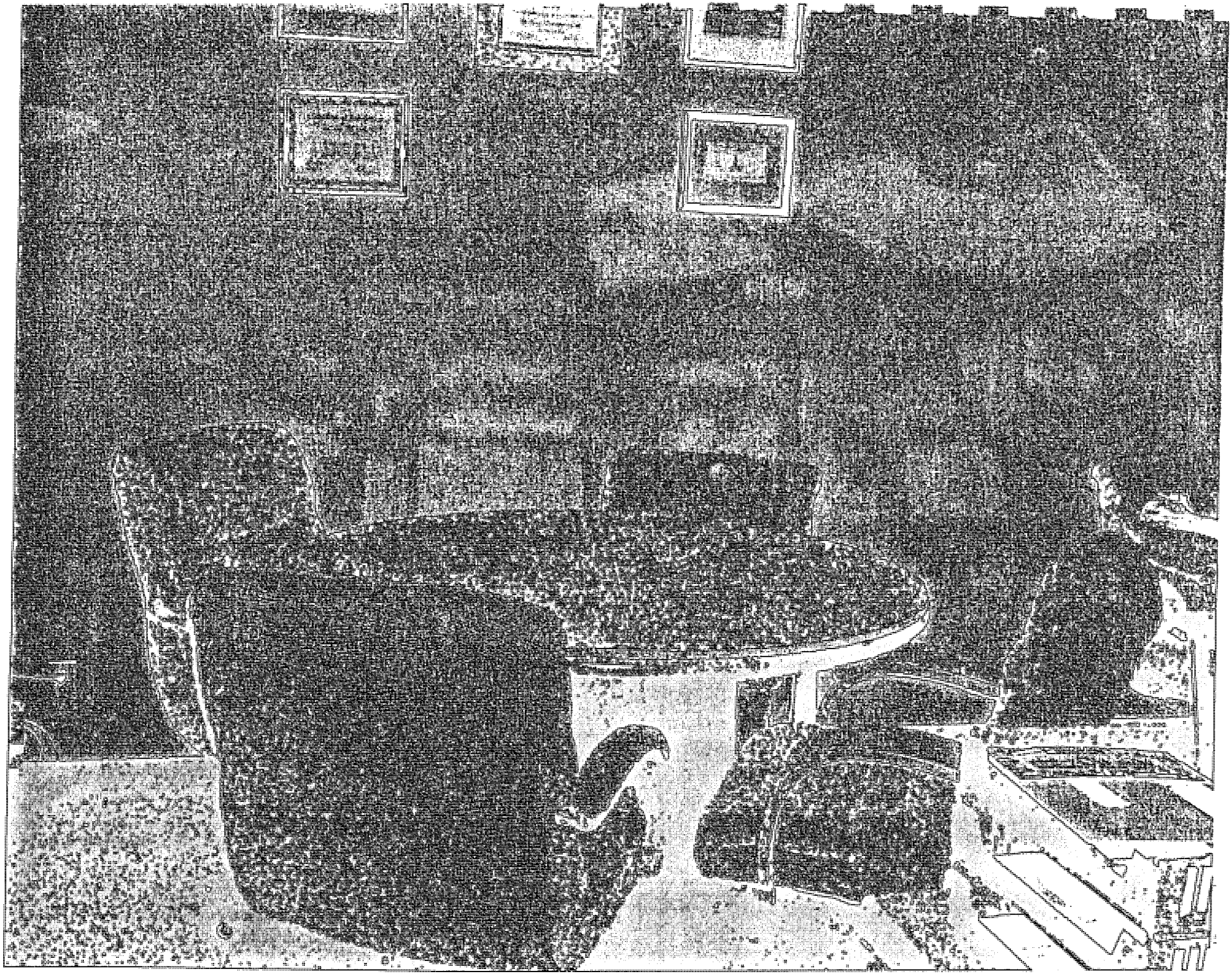
1. <u>Cooperate</u> and <u>never</u> fight, argue or resist an armed suspect.

2. Concentrate on physical descriptions, e.g., learn to make mental notes of each of your passengers and practice by asking yourself questions about your last passenger.

VI. CONCLUSION

You are nov avare of the problems facing people in the taxi business. It is hoped that the information presented to you will be useful in making your work environment safe and productive. Your enthusiastic support in promoting crime prevention practices will ultimately make y more safe and our community a safer place to live.


X-9



Cool Cab Customer's Complaint Log Sheet

Date: _____

Passenger's Name: _____

Contact Number: _____

Date & Time of Incident: _____

Trip Start At: _____

Destination: _____

Cab Number: _____

Driver's Name/Cab No.: _____

Customer's Statement:

Date Filed:

Investigation's Result:

Action Taken:

Cool Cab Driver's Complaint Log Sheet

Date: _____

Driver's Name: _____

Date & Time of Incident: _____

Trip Start At: _____

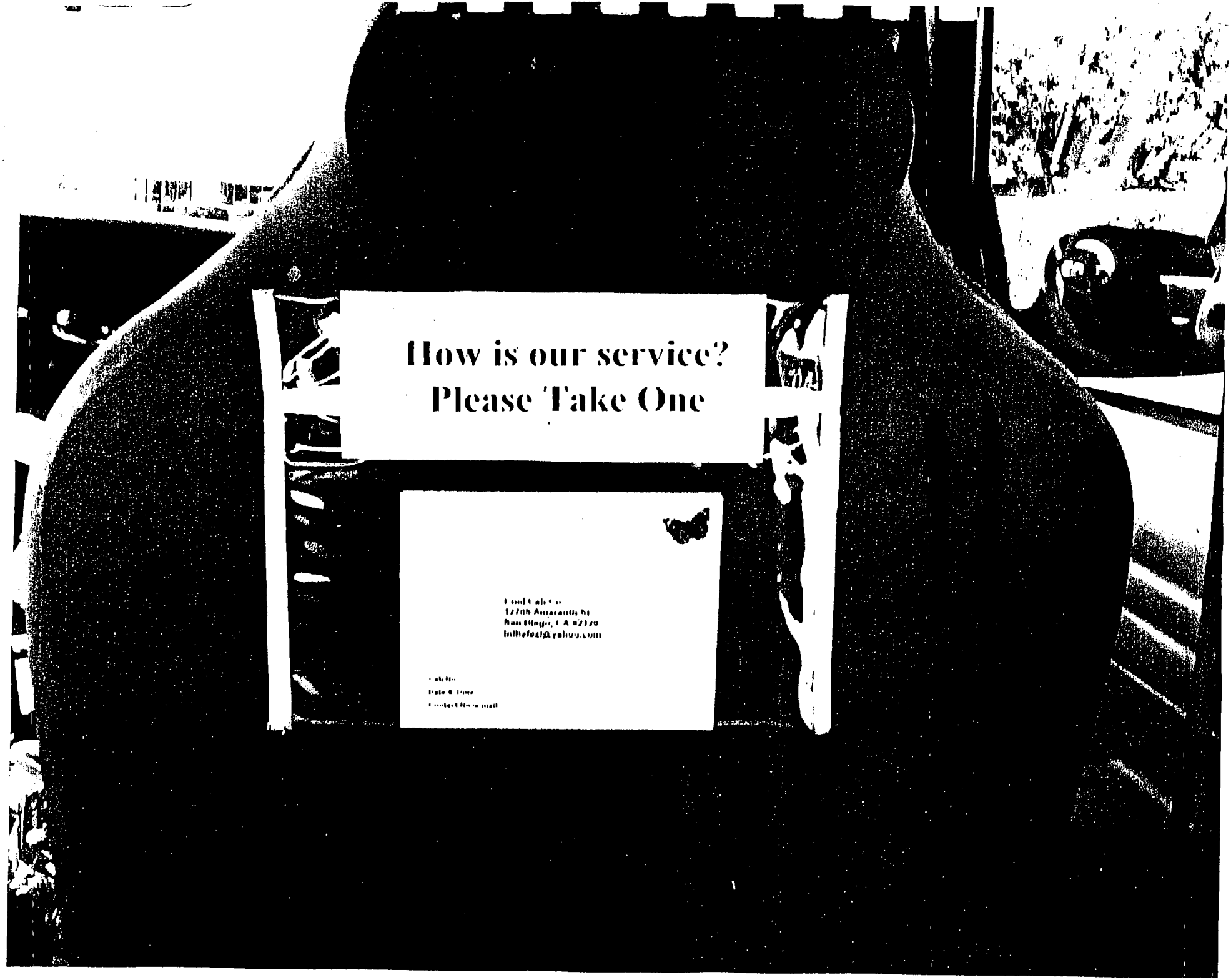
Destination: _____

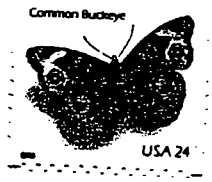
Driver's Statement:

Date Filed:

Investigation's Result:

Action Taken:


How is our service?
Please Take One



Cool Cab Co.
[redacted]
San Diego, CA 92129
[redacted]

Cab No.

Date & Time:

Contact No./e-mail:

Comments:

Cool Cab Driver Evaluation Form

Rev. A

This section to be filled by supervisor

Driver Name **Date:**

Cab Number:

Driver Appearance	**Excellent**	**Good**	**Fair**	**Poor**
Vehicle Cleanliness	**Excellent**	**Good**	**Fair**	**Poor**

This section to be filled by driver

1-	**Any customer complaint since last evaluation?**	**Yes**	**No**
2-	**Any regulatory violations?**	**Yes**	**No**
3-	**Any accident since last evaluation?**	**Yes**	**No**
4-	**Any traffic violations?**	**Yes**	**No**
5-	**Any problems with dispatchers?**	**Yes**	**No**
6-	**Any problems with other drivers?**	**Yes**	**No**
7-	**Problems with any of the accounts?**	**Yes**	**No**
8-	**Paid the lease on time?**	**Yes**	**No**

Note: **Please explain in details if you have answered yes to any of the questions 1-8.**

Comments:

Superviser: **Driver:**

Conducting the Discussion

There are several ways in which you can conduct a discussion of the material on the video. You can call for questions from the attendees and use these questions as a basis for the discussion. Alternatively, you can lead the discussion yourself by discussing the most important points of the

presentation. You should use a discussion format that you are most comfortable with and that is most appropriate for your audience. Obviously an audience of research scientists may require a different format than an audience of construction workers.

Remember that you have only a limited time for the discussion and quiz. Avoid letting the discussion drag on more than 10 to 15 minutes.

Concluding the Presentation

Once the discussion has been closed, it is time to give the quiz. Remind the attendees that the quiz is only meant to help them absorb the information and that they will not be graded on it. Let them know that they have approximately 10 minutes to complete the quiz.

At the end of the quiz, discuss the answers and let the attendees grade themselves. If you wish, you may collect the quiz with the attendees signatures and keep it as a record of attendance. Alternatively, you may ask attendees to sign a roster at the beginning of the session. For many organizations, it is essential that some record of attendance be kept. Determine what sort of records your management requires at an early stage.

Once the quiz is over and collected, thank the audience for attending and dismiss them to resume their normal activities.

- Make sure the power for the projection equipment operates separately from the room lighting and that the lighting can be dimmed or turned off as needed.

- Make sure that there will be no distracting noises. This writer once attended a presentation that was given during a time when a noisy jackhammer was operating outside. Naturally a training session under similar conditions cannot be successful.

- Make sure emergency exits are marked and known to the attendees

- Prior to the session, make sure that everyone can hear and see the videotape and that you can be heard when you speak. Obtain a microphone if necessary.

- If you give a quiz at the end of the session, make sure that the seating is such that the attendees can write comfortably

- Be sure to have sufficient number of copies of the "quiz", as well as any other handouts that are using.

- Be sure that extension cords are taped down so that they do not become a tripping hazard

- Perform a final test of the equipment, including the tape or DVD, just a few minutes prior to the training session.

- If the attendees don't know each other, consider making name "tents" for each person. Business envelopes make good material for this purpose when folded lengthwise.

Conducting the Session

Remember to set a positive tone for the training session. Everyone is attending to learn more about the material presented in this video or DVD. To begin the session you need to:

- Introduce yourself as the session host and give the objectives of the session

- State the title of the program or video

- Inform the attendees of the schedule for the program, whether there will be other material in addition to the video and whether there will be a quiz

- Inform the attendees of breaks, if you plan them, and the location of restrooms, exits, water or refreshments. In an effort to set a comfortable tone, you may want to consider bringing donuts or something similar for the attendees

- At this point introduce the title of the video again and start the showing

Guide to Care and Handling of Your DVD Disc

Do:

1. Handle discs by the outer edge or the center hole.
2. Keep dirt or other foreign matter from the disc.
3. Store discs upright (book style) in plastic cases specified for CDs and DVDs
4. Return discs to storage cases immediately after use.
5. Leave discs in their packaging (or cases) to minimize the effects of environmental changes.
6. Store discs in a cool, dry, dark environment in which the air is clean.
7. Remove dirt, foreign material, fingerprints, smudges, and liquids by using a lint-free cloth, compressed air, or a liquid cleanser. To keep dust and other airborne particles from scratching your disc, use a lint-free cloth and clean in strokes from the inside of the hub to the outside of the disc. Never use a circular motion, from the inside out; and never use a tissue, paper towel, or other random rag.
8. Use CD/DVD-cleaning detergent or isopropyl alcohol to remove stubborn dirt or material

Do Not:

1. Touch the surface of the disc.
2. Bend the disc.
3. Use adhesive labels.
4. Store discs horizontally for a long time
5. Expose discs to extreme heat or high humidity
6. Expose discs to extremely rapid temperature or humidity changes.
7. Expose discs to prolonged sunlight or other sources of ultraviolet light.
8. Write or mark in the data area of the disc (the area the laser "reads")
9. Clean by wiping in a direction going around the disc.

PREPARING AND PRESENTING THIS TRAINING SESSION

Structuring the Presentation

In conducting this training session, you should proceed with an upbeat and friendly attitude. Remember that if this is a required training session, not all of the attendees are likely to be looking forward to viewing this video and taking the time necessary to absorb this material. You as a presenter can help to neutralize any negative attitudes by your attitude and approach. Keep the session on topic and try to make it as interesting as possible. If you can manage a bit of humor that may also help to make the session more rewarding. Here are a few more tips:

- Keep the discussion related to the topic of the training session
- Keep any one person or small group from doing all the talking
- Try for maximum participation. Ask questions of those who don't participate
- View the video or DVD prior to the presentation and be prepared to answer questions from the audience. It is also worthwhile to make sure that your equipment works and that the video or DVD is compatible with your equipment.
- If you don't know the answer to a question, say so. Avoid giving incorrect information.
- A quiz is included with the video. In planning the presentation, allow enough time for the attendees to complete the quiz and discuss it with you. We suggest that in the review of the quiz, you allow each attendee to grade their own quiz.
- Several certificates are included with the original shipment. You may want to copy these blank certificates for future use. They can also be obtained from Nevada Technical Associates, Inc. for a small charge.

Setting up the Class and Classroom

Be sure to plan the training session carefully. Here are a few tips:

- Schedule the training session well in advance with adequate notice to the attendees
- Make sure that the session interferes as little as possible with the attendees work schedule
- Avoid having the session go into the usual lunch hour or past the usual working hours
- Make sure that the classroom is adequate in size and that your projection equipment will work well in the environment that you have selected.

Signature _____ Date _____

Thank you for completing this application. It will remain under consideration for six months. It will not be necessary for you to reapply during this six month period. Your interest in COOL CAB COMPANY is appreciated.

(MONTH/YEAR) (MONTH/YEAR)

RANK AT THE TIME OF SEPARATION: _____

PLEASE NOTE: FINAL PROCESSING PRIOR TO EMPLOYMENT WILL REQUIRE A REVIEW OF THE ORIGINAL OR A COPY OF YOUR MILITARY DISCHARGE AND/OR A REVIEW OF YOUR DD FORM 214.

APPLICANT'S CERTIFICATION AND AGREEMENT

I HEREBY CERTIFY that my answers to the foregoing questions are true and complete and that I have not knowingly withheld any facts, circumstances or other information which would, if disclosed, affect my application. I further understand that any false or misleading statement or omission of pertinent information will result in the rejection of my application, or in dismissal if discoved subsequent to my employment.

I HEREBY AFFIRM that by execution of the application, I acknowledge that the Company has disclosed to me that an Investigative Consumer Report, including information as to my character, general reputation, personal characteristics, and mode of living may be made; and that I, upon written request to the Company made within a reasonable time after the date of this application, may obtain a complete and accurate disclosure of the nature and scope of the investigation requested.

I HEREBY AUTHORIZE the Company to request, and I ALSO AUTHORIZE AND REQUEST each former employer, school attended, and each person, firm, or corporation given as references above, to furnish at any time, any information which may be sought concerning me and my work habits, character or skill, and any other data required, whether in connection with this application or for purposes of complying with surety company requirements or otherwise.

I HEREBY AFFIRM that by submitting this application I agree to submit to medical evaluations and/or examinations, including tests for the presence of illegal drugs or alcohol, prior to and during employment, within a time period prescribed by the Company and as often as directed during employment.

I HEREBY AUTHORIZE the medical examiner to disclose to the Company any and all findings and conclusions arrived at in any examination performed either prior to employment or during employment.

I UNDERSTAND that should I be given employment, such employment shall be for an indefinite period of time and may be terminated, at will, at anytime, for any reason, by me or by the Company without notice or without liability whatsoever, except for unpaid wages or salary earned by the date of termination. I further understand that only the BEHZAD HAFEZI of the Company has the authority to enter into any agreement for employment for a specified period of time or to make any agreement contrary to this at will standard and that any such agreement must be in writing.

I UNDERSTAND that if I am employed, the terms and conditions of my employment will be governed by this application and the Company's Terms of Employment and Policy and Procedures, as amended from time to time by the Company.

The Company operates under the principles of affording equal employment opportunity through affirmative action for qualified handicapped individuals, qualified veterans of the Vietnam era and qualified disabled veterans.

All applicants and employees who believe themselves to be members of one or more of these groups, and who wish to identify themselves as such for the purpose of affirmative action consideration are invited to do so.

Submission of this information is voluntary and refusal to provide it will not subject you to discharge or disciplinary treatment. Information obtained concerning individuals shall be kept confidential, except that (1) supervisors and managers may be informed regarding disabled veterans and handicapped individuals, as necessary, (2) first aid and safety personnel may be informed, when and to the extent appropriate, if the condition might require emergency treatment, and (3) governmental officials investigating compliance will be informed.

I wish to volunteer the following information (check one)

☐ do not qualify

I do qualify under the following:

☐ Handicapped

☐ Vietnam Era Veteran

☐ Disabled Veteran

HAVE YOU EVER BEEN SUSPENDED, PLACED ON PROBATION, ASKED TO RESIGN, DISCHARGED. OR TERMINATED? ☐Yes ☐No

IF YES, PLEASE EXPLAIN:

_____

_____

SKILLS

TYPING SPEED (WORDS/MINUTE) _____

SHORTHAND (WORDS/MINUTE) _____

WORD PROCESSING/OFFICE PROGRAMS USED _____

_____

INDICATE EXPERIENCE IN YEARS AND MONTHS FOR EACH AREA:

ACCOUNTING _____ COMPUTER _____

PAYROLL _____ ADDING MACHINE _____

BOOKKEEPING _____

STATISTICS _____

LIST ANY OTHER SKILLS YOU THINK MAY BE OF VALUE TO THE COMPANY, SUCH AS PROGRAMMING, ETC.

1. _____

2. _____

3. _____

4. _____

MILITARY SERVICE AND STATUS

BRANCH OF SERVICE (IF NONE, STATE NONE): _____

MILITARY OCCUPATION: _____

DATE OF ENTRY INTO ACTIVE DUTY: _____/_____ DATE OF SEPARATION: _____/_____

TITLE OF YOUR POSITION DEPARTMENT

DUTIES

REASON FOR LEAVING

PREVIOUS EMPLOYER

FULL NAME OF COMPANY | TELEPHONE | SALARY - BEGIN/END | EMPLOYED - FROM/TO

STREET ADDRESS | CITY | STATE | ZIP CODE

NAME & TITLE OF SUPERVISOR

TITLE OF YOUR POSITION DEPARTMENT

DUTIES

REASON FOR LEAVING

PREVIOUS EMPLOYER

FULL NAME OF COMPANY | TELEPHONE | SALARY - BEGIN/END | EMPLOYED - FROM/TO

STREET ADDRESS | CITY | STATE | ZIP CODE

NAME & TITLE OF SUPERVISOR

TITLE OF YOUR POSITION DEPARTMENT

DUTIES

REASON FOR LEAVING

PREVIOUS EMPLOYER

FULL NAME OF COMPANY	TELEPHONE	SALARY - BEGIN/END	EMPLOYED - FROM/TO

STREET ADDRESS | CITY | STATE | ZIP CODE

NAME & TITLE OF SUPERVISOR

TITLE OF YOUR POSITION | DEPARTMENT

DUTIES

REASON FOR LEAVING

OTHER EMPLOYMENT

LIST PART-TIME EMPLOYMENT WHILE IN SCHOOL, INCLUDING COMPANY NAME(S), ADDRESSES, DATES OF EMPLOYMENT:

ARE THERE ANY PERIODS OF UNEMPLOYMENT AND/OR PART-TIME EMPLOYMENT SINCE YOU GRADUATED OR LAST ATTENDED HIGH SCHOOL WHICH ARE NOT LISTED ABOVE OR ON A SEPARATE SHEET? ☐Yes ☐No

IF YES, PLEASE EXPLAIN:

_____ Fluent? ☐Yes ☐No

EMPLOYMENT HISTORY

IMPORTANT! STARTING WITH YOUR PRESENT OR MOST RECENT EMPLOYER, LIST IN CONSECUTIVE ORDER ALL EMPLOYMENT AND PERIODS OF UNEMPLOYMENT SINCE YOU GRADUATED FROM OR LAST ATTENDED HIGH SCHOOL. ADDITIONAL EMPLOYMENT MAY BE LISTED ON A SEPARATE PAGE(S) IF NECESSARY.

PRESENT OR MOST RECENT EMPLOYER

FULL NAME OF COMPANY	TELEPHONE	SALARY - BEGIN/END	EMPLOYED - FROM/TO
STREET ADDRESS	CITY	STATE	ZIP CODE
NAME & TITLE OF SUPERVISOR			
TITLE OF YOUR POSITION	DEPARTMENT		
DUTIES			
REASON FOR LEAVING			

PREVIOUS EMPLOYER

FULL NAME OF COMPANY	TELEPHONE	SALARY - BEGIN/END	EMPLOYED - FROM/TO
STREET ADDRESS	CITY	STATE	ZIP CODE
NAME & TITLE OF SUPERVISOR			

LAST HIGH SCHOOL ATTENDED/complete address

ATTENDED FROM _____/_____ TO _____/_____ GRADUATED? ☐Yes ☐No

COLLEGE OR UNIVERSITY/complete address

ATTENDED FROM _____/_____ TO _____/_____ GRADUATED? ☐Yes ☐No

MAJOR _____ DEGREE RECEIVED _____

COLLEGE OR UNIVERSITY/complete address

ATTENDED FROM _____/_____ TO _____/_____ GRADUATED? ☐Yes ☐No

MAJOR _____ DEGREE RECEIVED _____

OTHER (Technical, Vocation, Graduate, etc. complete address)

ATTENDED FROM _____/_____ TO _____/_____ GRADUATED? ☐Yes ☐No

MAJOR _____ DEGREE RECEIVED _____

LIST ANY SCHOLARSHIPS, ACADEMIC HONORS, AWARDS OR SPECIAL ACHIEVEMENTS :

IN WHAT LANGUAGES OTHER THAN ENGLISH CAN YOU CONVERSE?

_____ Fluent? ☐Yes ☐No

_____ Fluent? ☐Yes ☐No

POSITION INFORMATION

POSITION APPLIED FOR : _____

REFERRAL SOURCE-

ADVERTISEMENT (specify): _____ AD NUMBER: _____

PLACEMENT FIRM (firm name): _____

SCHOOL PLACEMENT OFFICE (school name): _____

OTHER: _____

ARE YOU WILLING TO WORK ANY SHIFT, INCLUDING NIGHTS AND WEEKENDS? ☐Yes ☐No

HOW SOON FOLLOWING NOTIFICATION CAN YOU REPORT? _____

ARE YOU WILLING TO RELOCATE? ☐Yes ☐No

HAVE YOU EVER BEEN EMPLOYED BY THE COMPANY? ☐Yes ☐No

IF YES, WHEN? _____ WHERE? _____ POSITION? _____

ARE ANY RELATIVES, INCLUDING IN-LAWS, EMPLOYED AT THE COMPANY? ☐Yes ☐No

IF YES, GIVE NAME, RELATIONSHIP, POSITION AND LOCATION: _____

_____

_____

HAVE YOU EVER PREVIOUSLY APPLIED FOR EMPLOYMENT AT THE COMPANY? ☐Yes ☐No

IF YES, WHEN? (MO.) _____ (YR.) _____

HAVE YOU EVER PREVIOUSLY BEEN INTERVIEWED BY THE COMPANY? ☐Yes ☐No

IF YES, WHEN? (MO.) _____ (YR.) _____ FOR WHAT POSITION? _____

EDUCATION

COOL CAB COMPANY

[redacted]

SAN DIEGO, CA 92129

AN EQUAL OPPORTUNITY EMPLOYER

It is the policy of COOL CAB COMPANY to provide employment opportunities without regard to race, color, religion, sex, national origin, age, handicap, or veteran status.

APPLICATION FOR EMPLOYMENT

IMPORTANT: Please fill in your response above each line unless otherwise indicated. All answers must be printed or typed. Answers that are illegible or incomplete may prevent us from considering your application.

PERSONAL DATA

FIRST NAME MIDDLE LAST SOCIAL SECURITY NUMBER

PRESENT ADDRESS IN FULL CITY STATE ZIP TELEPHONE

PERMANENT ADDRESS (IF DIFFERENT) CITY STATE ZIP TELEPHONE

ARE YOU LEGALLY AUTHORIZED TO WORK IN THE UNITED STATES? YOUR VISA TYPE IF AVAILABLE VISA # AND EXPIRATION DATE

DO YOU HAVE A VALID DRIVERS LICENSE? ☐Yes ☐No

LICENSE NUMBER: _____ STATE: _____ EXPIRATION DATE: _____

HAVE YOU EVER BEEN CONVICTED OF OR SENTENCED FOR ANY VIOLATION OF THE LAW? ☐Yes ☐No
IF YES, GIVE FULL PARTICULARS.
(THE EXISTENCE OF A CRIMINAL RECORD DOES NOT CONSTITUTE AN AUTOMATIC BAR TO EMPLOYMENT):

Cool Cab Company
Pre-Qualification Questioner

Date:

Name:

1-	Do you have valid California driver license?	Yes	No
2-	Are you over 21 years of age?	Yes	No
3-	Do you have any criminal record?	Yes	No
4-	Are you registered as sex offender?	Yes	No
5-	have you provided false information of a material fact in your application over the last five years?	Yes	No
6-	Have you had a convention of, or an administration that violated any statute, ordinance, or regulation reasonably and rationally related to the for-hire vehicle industry, or any other similar business operation that have authorized the suspension of or revocation of the drivers identification card	Yes	No

If you have answered no to questions1or 2 and yes to any of the questions 2-6, you are not qualified to fill up the rest of the application.

Applicant's Signature

Employment Application
Document Checklist

This checklist is provided to help you to prepare the Employment Application and to ensure that the necessary steps are taken to make it effective.

1. The information requested on the application is specifically designed not to include any requests for information that may violate any employment related law. However, the law is changing in this area, especially regarding newer statutes like the Americans with Disabilities Act.

2. Employers should review with their attorneys employment related forms before using them and periodically thereafter to ensure compliance with all laws.

3. This form makes statements about the employer's position on matters such as equal opportunity employment and affirmative action. Confirm that these are correct and that policies and procedures that assure compliance are in effect.

4. The form provides that the company may undertake an investigative consumer report. Employers should use caution in selecting an investigator. The form also states that the company will disclose the nature and scope of the investigation upon request.

5. The form states that the application will be maintained for a period of six months. This helps to avoid multiple applications by the applicant for different positions. Retaining the application may also be helpful to the company if the person selected for the position does not work out. In practice, completed application forms should be kept for at least one year.

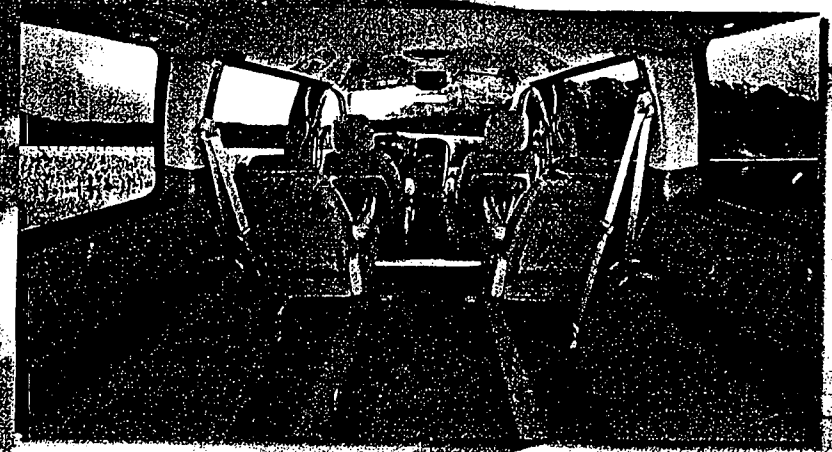
6. If the applicant is hired, keep a copy of the completed application with the employee's permanent file.


AM
ORANGE CAB
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F1
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*

VISION
By VIEWPOINT MOBILITY

Beyond All Limits

Now physically challenged individuals can enjoy safe and comfortable travel in a vehicle they can enter and exit with ease and dignity. The Vision minivan's rear-entry design is ideal for independent or assisted travelers.



North America's Premier Wheelchair Access Minivan

The Better Way to Travel



The Vision minivan's rear-entry design overcomes the parking limitations and difficulties associated with side-entry vehicles. It accommodates virtually all types of scooters and wheelchairs. The fully automatic Vision conversion operates at the touch of a button: the rear hatch opens, the ramp unfolds, and the vehicle lowers. Whether traveling alone or assisted, persons with disabilities find the Vision system safer and more convenient.

- Effortless keyfob remote control
- Easy access in a single parking space or garage
- Optional transfer seat, ideal for independent wheelchair users
- Commercial version available for paratransit service
- Wide range of seating options for up to 7 persons
- Seats offered in fabric, vinyl or leather
- Economical manual model for assisted travelers
- 3-year/36,000 mile warranty

Vision conversions are available in new and used production minivans built by DaimlerChrysler, Ford and General Motors. *They are seamlessly modified without compromising the vehicle's structural integrity, safety or appearance, exceeding all established standards.

Quality, Safety, Service

Viewpoint Mobility has set the industry standard and remains in the forefront of automotive engineering and technology. Our spotless crash test record dates back to 1989, meeting and exceeding all U.S. motor vehicle safety standards. All Vision dealerships are trained and equipped to provide fast, professional service and repairs on all models.

VISION By VIEWPOINT MOBILITY

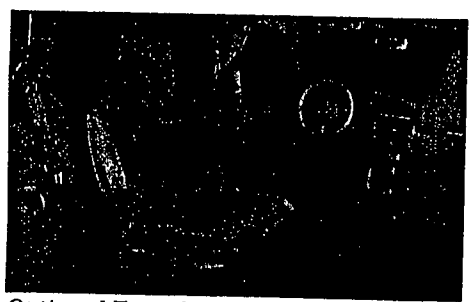
VIEWPOINT MOBILITY, LLC

1815 Palmer Avenue • Kalamazoo, MI 49001

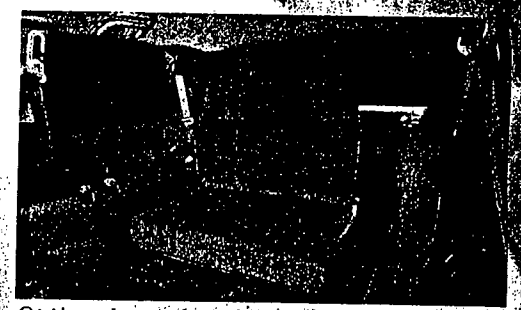
(269) 344-6282 • 1-877-368-6022

viewpointmobility.com

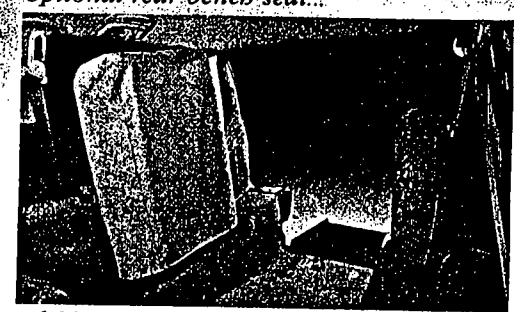
Authorized Dealer



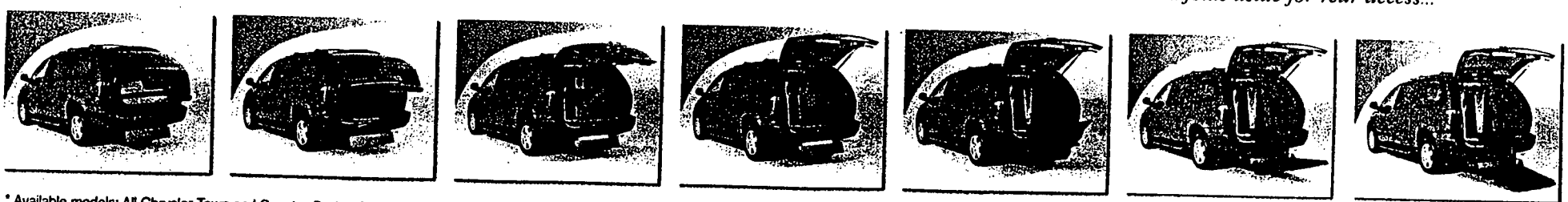
Optional Transfer Seat.



Optional rear bench seat...



...folds aside for rear access...

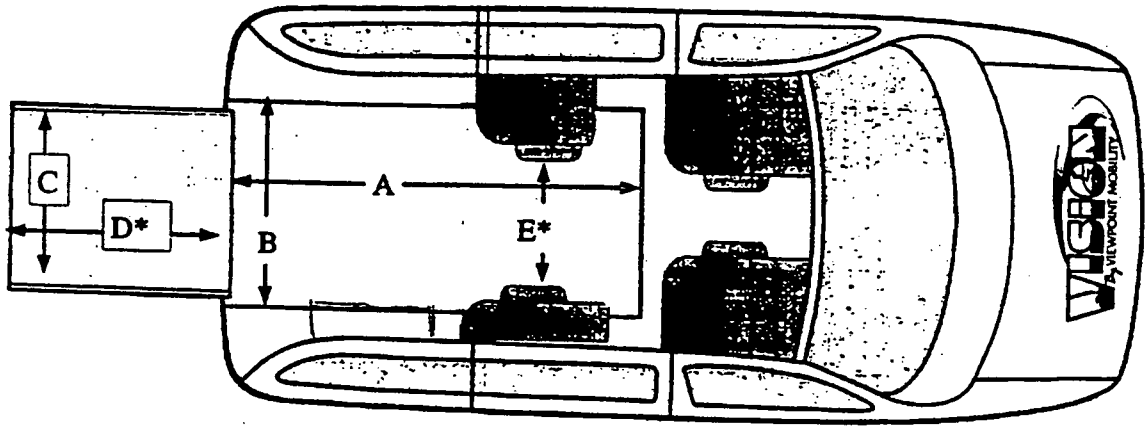


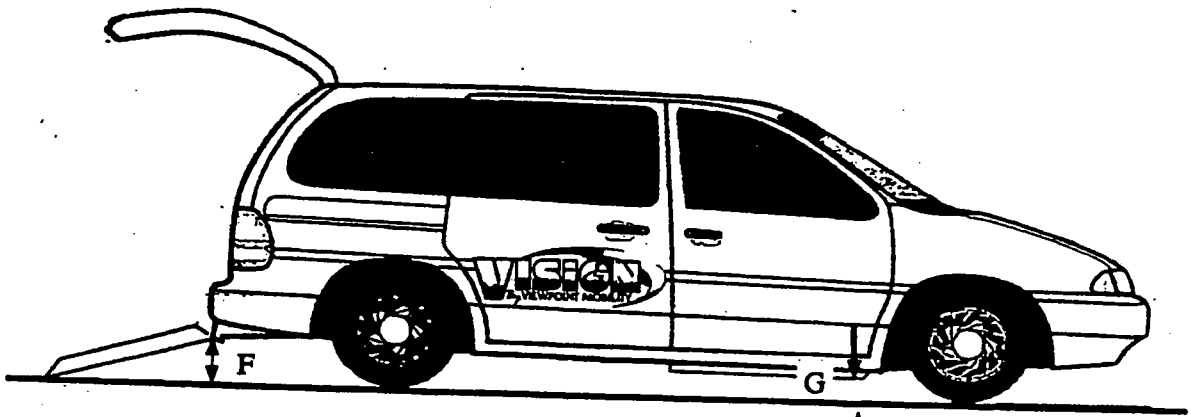
* Available models: All Chrysler Town and Country, Dodge Caravan and Plymouth Voyager, long and short wheelbase, 1996 and newer; All Ford Windstar models 1995 thru 2003; Ford Freestar and Mercury Monterey 2004 and newer; Chevrolet Venture, Olds Silhouette and Pontiac Montana, long wheelbase only, 1997 and newer; offer available on the Chevrolet Uplander and Pontiac SV6

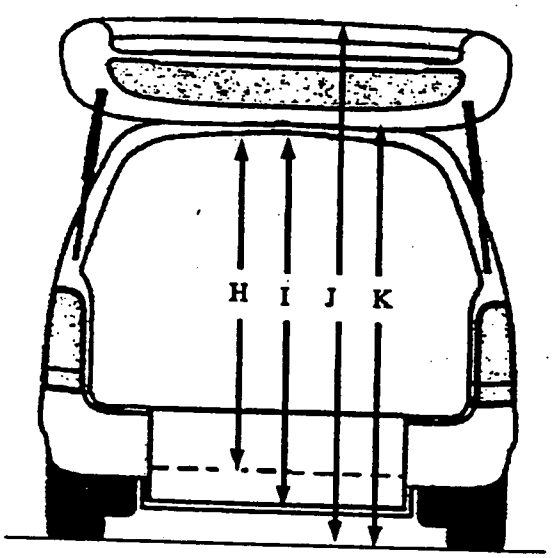
All illustrations and specifications contained herein are based on the latest information available at time of publication approval. Viewpoint Mobility LLC. reserves the right to make changes at any time without notice in materials, specifications and models or to discontinue models.

Dimensions
Daimler Chrysler Vans

Dodge Grand Caravan
Chrysler Town and Country







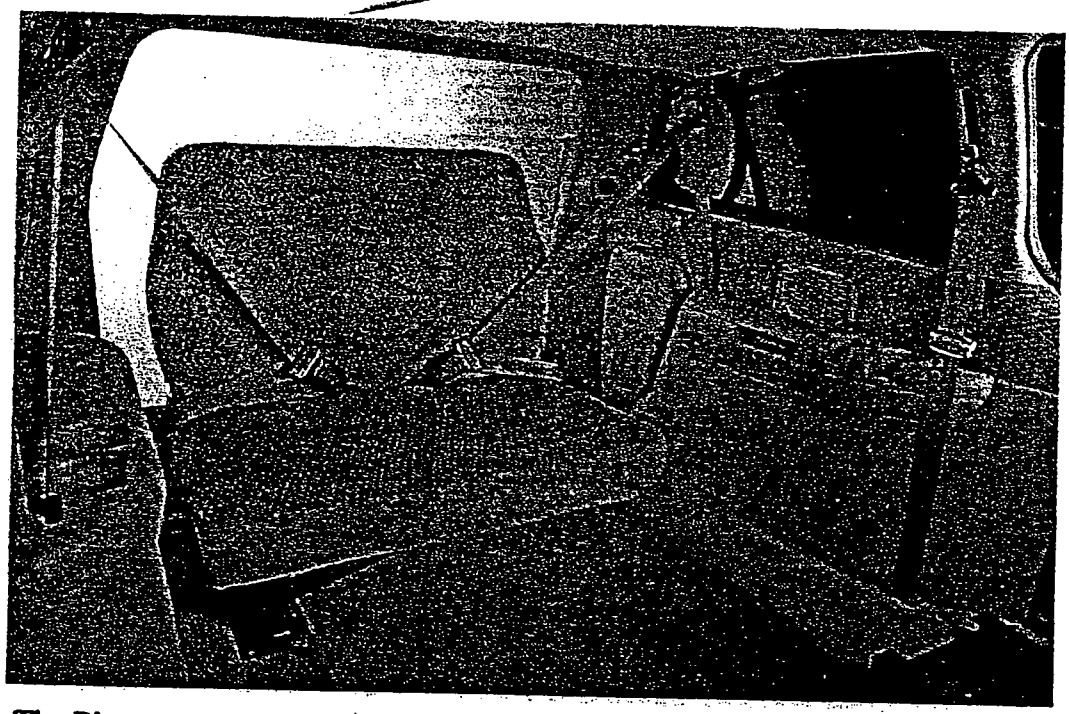
A	Lowered Floor Length	90"
B	Lowered Floor Width	31.50"
C	Useable Ramp Width	30"
D	Ramp Length Auto Entry (Bi-Fold manual ramp is 54")	40"
E	Distance Between Small Buckets (OEM Quads remounted 24")	30"
F	Ground Clearance at Rear Frame	8.25"
G	Ground Clearance at Skid Plate	6.50"
H	Interior Head Room in Front Wheelchair Location	58.25"
I	Entrance Head Room NOTE: (ADA 56" Grand Caravan Only)	54.25"
J	Distance From Ground to highest point on rear hatch - with the Door Open and Van not Kneeling. (Dimension is Less when Van in Kneeling)	85"
K	Distance from Ground to Top of Van—Rear Hatch Closed.	73"
L	Short Cut Lowered Floor Length	60"

All dimensions are for reference only and are approximate. Please consult Viewpoint Mobility with any questions. Dimensions may change without notice.

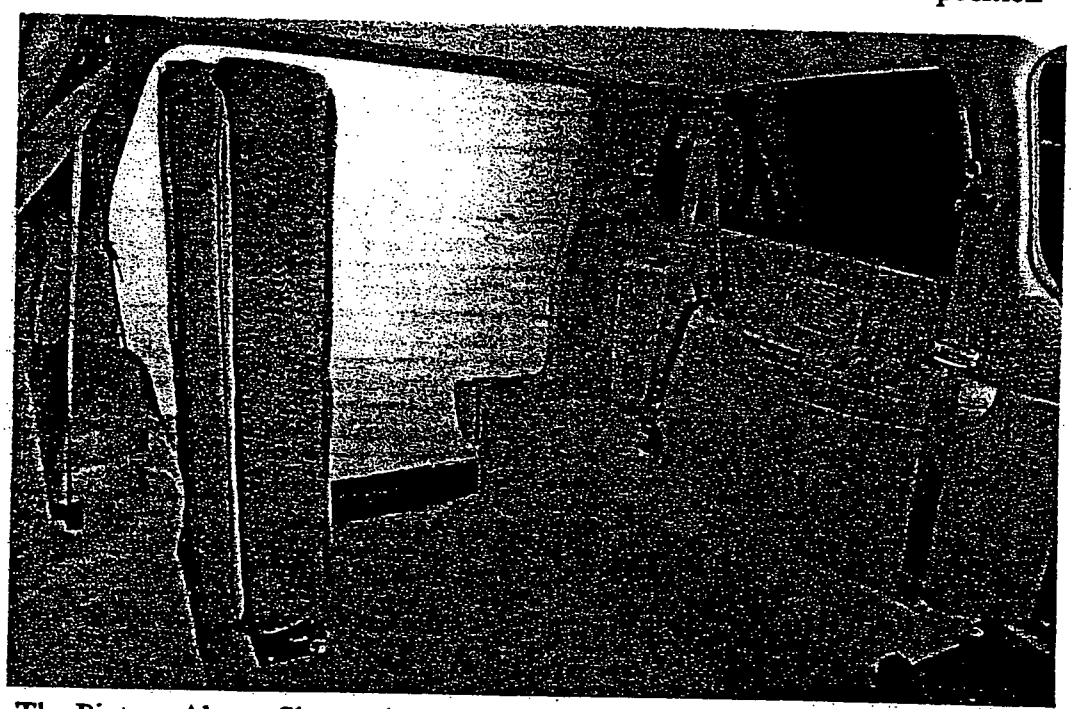
Visit us on the Web at: WWW.viewpointmobility.com or Call us Toll Free 1-877-368-6022

VISION
By VIEWPOINT MOBILITY

Folding Rear Bench Seat



The Picture Above Shows the Folding Rear Bench Seat in the Down position



The Picture Above Shows the Folding Bench Seat in the Up Position

The Folding Seat is Easy to use, Just the Touch of a Lever and the Seat Easily Folds Up or Down.

For More Information Visit us on The Web at: WWW.viewpointmobility.com
or Call us Toll Free 1-877-368-6022

2390 South Service Road West
Oakville, Ontario
Canada L6L 5M9
1.866.576.8884
www.libertymotorco.com

LIBERTY
MOTOR COMPANY INC.

Liberty Freestar ADA Compliance Declaration

Liberty wheelchair accessible Ford Freestars (2004 through 2007 model years) are in full compliance with all the applicable standards of Part 1192 - Americans with Disabilities Act (ADA) Accessibility Guidelines for Transportation Vehicles.

The following paragraphs list vehicle compliance details to the applicable ADA standards:

1192.23(c) Vehicle Ramp

1192.23(c) 1. Design Load: Ramps 30" or longer shall support a load of 600 pounds, at the centroid of the ramp, with a safety factor of at least 3. *Liberty exceeds this requirement, having tested the ramp to a load of 2000 lbs with no operating damage to the ramp.*

1192.23(c) 2. The ramp surface shall be continuous, slip resistant with a clear width of 30 inches, and accommodate four & three wheel mobility aids. *Liberty exceeds this requirement with a continuous ramp width of 32 inches. The ramp is coated with a slip resistant material and accommodates four-wheel and three-wheel mobility aids.*

1192.23(c) 3. The transition from vehicle floor to the ramp may be vertical without edge treatment up to ¼ inch. *Liberty is in compliance with the maximum edge treatment being the 3/16 inch ramp thickness.*

1192.23(c) 4. Ramp barriers: Each side of the ramp shall have barriers at least 2 inches high. *Liberty is in compliance with 4 inch high ramp barriers.*

1192.23(c) 5. If the height of the floor from which the ramp is deployed is 6 inches or less above a 6-inch curb, a maximum slope of 1:6 is permitted. *Liberty is in compliance with this requirement, with a height of 4" above a 6 inch curb, and a resulting slope of 1:13.*

1192.23(c) 6. The ramp shall be firmly attached to the vehicle so that it is not subject to displacement when loading or unloading a power mobility aid and that no gap between the vehicle and ramp exceeds 5/8 inch. *Liberty is in compliance with the above requirement. The ramp is firmly attached to the vehicle using a continuous hinge. The ramp is very stiff at the threshold and so is not subject to displacement under the ramp design loads. There is no gap through the continuous hinge.*

1192.23(c) 7. A compartment or other appropriate method shall be provided to ensure that stowed ramps do not pose any hazard to passengers. *Liberty is in compliance with this requirement. The ramp folds into a vertical orientation, and is held from impinging on the passengers by hard contact with the main vehicle structure on both sides of the ramp.*

1192.23(d) Securement devices.

1192.23(d) 1. Securement systems shall restrain a force in the forward longitudinal direction of up to 2,500 pounds per securement leg or clamping mechanism and a minimum of 5,000 pounds for each mobility aid. *Liberty can demonstrate compliance, supplying the Q'Straint QRT, Surelok equivalent, or manual Securement System, which exceeds the 49 CFR Part 38 Americans with Disabilities Act (ADA) standards.*

1192.23(d) 2. The securement system shall have a clear floor area of 30 by 48 inches with a maximum of 6 inches for footrests under another seat, provided that there is a minimum of 9 inches from the floor to the lowest part of the seat. *Liberty can demonstrate compliance for 1 wheelchair location. The one wheelchair arrangement allows for a clear floor area of 32 by 62 inches. Should the wheelchair be located behind the 2nd row seat, in the down position, there is 11 inches from the floor to the lowest part of the bench seat.*

1192.23 (d) 3. The securement system shall secure common wheelchairs and mobility aids. *Liberty is in compliance with this requirement, being equipped with a very flexible tie-down system that secures common wheelchairs and mobility aids.*

1192.23(d) 4. In vehicles 22 feet in length or less, the required securement device may secure the wheelchair or mobility aid either facing toward the front of the vehicle or rearward. *Liberty Freestars, which are less than 22 feet in length, are in compliance with this requirement by permitting forward facing securement only.*

1192.23(d) 5. The securement system shall limit the movement of an occupied wheelchair or mobility aid to no more than 2 inches in any direction under normal vehicle operating conditions. *Liberty is in compliance with this requirement, with the Q'Straint or Surelok securement system.*

1192.23(d) 6. When not being used, the securement system shall not interfere with passenger movement or present any hazardous conditions. *Liberty's Freestar is in full compliance with this requirement. Liberty Ford Freestar includes a spare tire vinyl cover with a pocket to store the tie-down retractors or the tie-down straps for easy access. The other component of the securement system is the 3/8 inch high "slide 'n click" or 7/16 inch high "Solo" tie-down that are bolted to the vehicle floor and do not present any hazardous conditions and do not interfere with passenger movement.*

1192.23(d) 7. A passenger seat belt and shoulder harness, complying with all applicable provisions of 49 CFR part 571, shall be provided for use by wheelchair users. *Liberty supplied securement systems are in full compliance with this requirement, specifically meeting the FMVSS 209 Seat Belt Standard.*

1192.25 Doors, steps and thresholds

1192.25(a) All floor areas where people walk and floors in securement locations shall have slip-resistant surfaces. *Liberty is in compliance with this requirement. The interior floor areas have a slip resistant texture molded into the surface.*

1192.25(c) For vehicles of 22 feet in length or less, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 56 inches. *Liberty is in compliance with this requirement with an overhead clearance between the top of the door opening and the lowered vehicle floor of 56.12 inches.*

1192.29(f) For vehicles of 22 feet in length or less, vehicles shall have a minimum interior height from lift to securement location of 56 inches. *Liberty is in compliance with this requirement, meeting the minimum height of 56 inches in all locations from the entrance to securement location.*

Further details of the Americans with Disabilities Act guidelines for accessible transportation vehicles are available on the worldwide web, at http://www.access-board.gov/transit/html/vguide.htm.

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Oakville, Ontario
Canada L6L 5M9
1.888.578.8886
www.libertymotorco.com

LIBERTY MOTOR COMPANY INC.

Liberty Grand Caravan ADA Compliance Declaration

Liberty wheelchair accessible Dodge Grand Caravans and Chrysler Town & Countries (2003 through 2007 model years) are in full compliance with all the applicable standards of Part 1192 - Americans with Disabilities Act (ADA) Accessibility Guidelines for Transportation Vehicles.

The following paragraphs list vehicle compliance details to the applicable ADA standards:

1192.23(c) Vehicle Ramp

1192.23(c) 1. Design Load: Ramps 30" or longer shall support a load of 600 pounds, at the centroid of the ramp, with a safety factor of at least 3. *Liberty exceeds this requirement, having tested the ramp to a load of 2000 lbs with no operating damage to the ramp.*

1192.23(c) 2. The ramp surface shall be continuous, slip resistant with a clear width of 30 inches, and accommodate four & three wheel mobility aids. *Liberty exceeds this requirement with a continuous ramp width of 31.5 inches. The ramp is coated with a slip resistant material and accommodates four-wheel and three-wheel mobility aids.*

1192.23(c) 3. The transition from vehicle floor to the ramp may be vertical without edge treatment up to ¼ inch. *Liberty is in compliance with the maximum edge treatment being the 3/16 inch ramp thickness.*

1192.23(c) 4. Ramp barriers: Each side of the ramp shall have barriers at least 2 inches high. *Liberty is in compliance with 4 inch high ramp barriers.*

1192.23(c) 5. If the height of the floor from which the ramp is deployed is 6 inches or less above a 6-inch curb, a maximum slope of 1:6 is permitted. *Liberty is in compliance with this requirement, with a height of 4" above a 6 inch curb, and a resulting slope of 1:13.*

1192.23(c) 6. The ramp shall be firmly attached to the vehicle so that it is not subject to displacement when loading or unloading a power mobility aid and that no gap between the vehicle and ramp exceeds 5/8 inch. *Liberty is in compliance with the above requirement. The ramp is firmly attached to the vehicle using a continuous hinge. The ramp is very stiff at the threshold and so is not subject to displacement under the ramp design loads. Given a continuous hinge, there is no gap.*

1192.23(c) 7. A compartment or other appropriate method shall be provided to ensure that stowed ramps do not pose any hazard to passengers. *Liberty is in compliance with this requirement. The ramp folds into a vertical orientation, and is held from impinging on the passengers by hard contact with the main vehicle structure on both sides of the ramp.*

1192.23(d) Securement devices.

1192.23(d) 1. Securement systems shall restrain a force in the forward longitudinal direction of up to 2,500 pounds per securement leg or clamping mechanism and a minimum of 5,000 pounds for each mobility aid. *Liberty can demonstrate compliance, supplying the Q'Straint QRT Deluxe (or SureLok equivalent) or manual Securement System, which exceeds the 49 CFR Part 38 Americans with Disabilities Act (ADA) standards.*

1192.23(d) 2. The securement system shall have a clear floor area of 30 by 48 inches with a maximum of 6 inches for footrests under another seat, provided that there is a minimum of 9 inches from the floor to the lowest part of the seat. *Liberty can demonstrate compliance for 1 wheelchair location. The one wheelchair arrangement allows for a clear floor area of 30.7(at narrowest point) by 62.75 inches. Should the wheelchair be located behind the 2nd row seat, in the down position, there is 12 inches from the floor to the lowest part of the bench seat.*

1192.23 (d) 3. The securement system shall secure common wheelchairs and mobility aids. *Liberty is in compliance with this requirement, being equipped with a very flexible tie-down system that secures common wheelchairs and mobility aids.*

1192.23(d) 4. In vehicles 22 feet in length or less, the required securement device may secure the wheelchair or mobility aid either facing toward the front of the vehicle or rearward. *Liberty Grand Caravans, which are less than 22 feet in length, are in compliance with this requirement by permitting forward facing securement only.*

1192.23(d) 5. The securement system shall limit the movement of an occupied wheelchair or mobility aid to no more than 2 inches in any direction under normal vehicle operating conditions. *Liberty is in compliance with this requirement, with the Q'Straint and SureLok securement system.*

1192.23(d) 6. When not being used, the securement system shall not interfere with passenger movement or present any hazardous conditions. *Liberty's Grand Caravan is in full compliance with this requirement. Liberty Dodge Grand Caravan includes a spare tire vinyl cover with a pocket to store the tie-down retractors or the tie-down straps for easy access. The other component of the securement system is either a 3/8 inch high "slide 'n click" tie-down or a Surelok 7/16 inch high "Solo fitting" that are bolted to the vehicle floor and do not present any hazardous conditions and do not interfere with passenger movement.*

1192.23(d) 7. A passenger seat belt and shoulder harness, complying with all applicable provisions of 49 CFR part 571, shall be provided for use by wheelchair users. *Liberty supplied securement systems are in full compliance with this requirement, specifically meeting the FMVSS 209 Seat Belt Standard.*

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1192.25(a) All floor areas where people walk and floors in securement locations shall have slip-resistant surfaces. *Liberty is in compliance, with a slip resistant texture molded into the surface of the lowered floor.*

1192.25(c) For vehicles of 22 feet in length or less, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 56 inches. *Liberty is in compliance, with an overhead clearance between the top of the door opening and the lowered vehicle floor of 56.25 inches.*

1192.29(f) For vehicles of 22 feet in length or less, vehicles shall have a minimum interior height from lift to securement location of 56 inches. *Liberty is in compliance with this requirement.*

Further details of the ADA guidelines for accessible vehicles see http://www.access-board.gov/transit/html/vguide.htm.

LICENSED PROFESSIONAL ENGINEER
P. W. COLLETT
PROVINCE OF ONTARIO

Paul Collett, P.Eng

Bring to hearing 5.30.11

RFP

Virginia Romero

From: John Scott
Sent: Thursday, October 19, 2006 11:51 AM
To: Matt Trakimas
Subject: RE: RFP question

A letter is from a financial institution is required at both times. The first letter should show that the proposer has the capability to finance the business aspects that they have outlined in the proposal. After the award of the permits an awardee will be required to verify that those resourses are now available / being used as they have outlined in the business plan. If I can be of any further assistance I can be reached at 619-595-7034.

Jas

From: Matt Trakimas [mailto:matt.trakimas@theirc.org]
Sent: Wednesday, October 18, 2006 12:55 PM
To: John Scott
Subject: RFP question

Dear Mr. Scott,

My name is Matt Trakimas and I am a business counselor with the IRC. I am assisting a client in preparing a proposal for the taxicab permits. I am confused by the start-up financing requirement. Under Section III Minimum Requirements, point 10 in the RFP, it says that a letter must be submitted from an accredited financial institution stating that the Proposer has the necessary funds. However, under the evaluation criteria for Management (Section IV, point 7), this statement appears to be contradicted: "Within 90 days of permit award, provide a letter from a financial institution[...]."

Consequently, does the letter need to be included in the proposal at the time of submission or does the letter need to be submitted within 90 days of receiving the permits? Please clarify this matter for me. I look forward to hearing from you.

Thanks,

Matt

Matthew Trakimas
AC*VISTA Microenterprise Coordinator
International Rescue Committee
5348 University Ave.
Suite 115
San Diego, CA 92105

http://www.theirc.org/sandiego

matt.trakimas@theirc.org

(tel) 619-641-7510, ext. 245
(fax) 619-641-7520

RFP 576.1

Virginia Romero

From: John Scott
Sent: Thursday, October 19, 2006 11:36 AM
To: daniel.wolf86@post.harvard.edu
Subject: RE: Question re Cab permit req'ts

It will be acceptable if a proposer can show in the proposal that they have the capability (a letter from an accredited financial institution) to finance the business aspects that they reference in the proposal. After the award of permits an awardee will be required to verify that those resources are now available/being used as they have outlined in the business plan. If I can be of further assistance I can be reached at 619-595-7034

Jas

From: Daniel H Wolf [mailto:danielhwolf@cox.net]
Sent: Wednesday, October 18, 2006 3:05 PM
To: John Scott
Cc: AliGolchinEsq.; Majid Doroodi
Subject: Question re Cab permit req'ts

Dear Mr. Scott,

Could you please clarify:

A letter from a bank showing availability of funds is required w/in 90 days after award of permits;

or

A letter showing availability of funds is required IN the proposal with confirmation of availability of funds w/in 90 days.

The RFP, which is the legal solicitation, states the former, the notes of the taxi drivers' meeting states the latter. Please advise.

Thanks,

Daniel Wolf, Esq.
Attorney at Law

RFP

Virginia Romero

From: John Scott
Sent: Friday, October 20, 2006 7:30 AM
To: daniel.wolf86@post.harvard.edu
Subject: RE: Question re Cab permit req'ts/DISPATCH DETAILS

A letter from Orange cab (signed by a member of there board) stating that they will provide dispatch service to your client and they provide the services listed in the RFP will meet the requirement.

Jas

From: Daniel H Wolf [mailto:danielhwolf@cox.net]
Sent: Thursday, October 19, 2006 2:10 PM
To: John Scott
Cc: AliGolchinEsq.; Majid Doroodi
Subject: RE: Question re Cab permit req'ts/DISPATCH DETAILS

Dear Mr. Scott,

In Section II-2-a through d, information is sought on the details of the dispatch system. Obviously this data would be very important if the applicant were bringing its own dispatch/etc. system to the area. In our client's case, he will be using Orange Cab Communications, as he does at present with his existing cab.

Given that MTDB probably knows far more about Orange's operations than does my client (or any taxi operator for that matter), is it necessary to provide sustantive data on the subjects requested, i.e., reservations, dispatch, staffing, technology, and system? Or can we simply reference Orange Cab, and the reviewers can refer to Orange's own reported data in order to evaluate applicants' use of Orange vs. the other dispatch organizations?

Thank you.

Sincerely,

Daniel Wolf

> -----Original Message-----
> **From:** John Scott [mailto:John.Scott@sdmts.com]
> **Sent:** Thursday, October 19, 2006 11:36 AM
> **To:** daniel.wolf86@post.harvard.edu
> **Subject:** RE: Question re Cab permit req'ts
>
> It will be acceptable if a proposer can show in the proposal that they have the capability (a letter from an accredited financial institution) to finance the business aspects that they reference in the proposal. After the award of permits an awardee will be required to verify that those resources are now available/being used as they have outlined in the business plan. If I can be of further assistance I can be reached at 619-595-7034
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> Jas
>
> ---
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> **From:** Daniel H Wolf [mailto:danielhwolf@cox.net]
> **Sent:** Wednesday, October 18, 2006 3:05 PM
> **To:** John Scott

Cc: AliGolchinEsq.; Majid Doroodi
Subject: Question re Cab permit req'ts

Dear Mr. Scott,

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A letter from a bank showing availability of funds is required w/in 90 days after award of permits;

or

A letter showing availability of funds is required IN the proposal with confirmation of availability of funds w/in 90 days.

The RFP, which is the legal solicitation, states the former, the notes of the taxi drivers' meeting states the latter. Please advise.

Thanks,

Daniel Wolf, Esq.
Attorney at Law

9:55

Metropolitan Transit System

AGENDA ITEM NO. 25 a

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 1

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach your written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Board authorizes additional time. However, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three (3) minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

Date 04-26-07

Name (PLEASE PRINT) Abdulmalik H. Adan

Address 4575 38th ST #4

San Diego CA 92116

Telephone (619) 971-7651

Organization Represented (if any)

Subject of your remarks: Somali Taxi Association

Agenda Item Number on which you request to speak

Your comments are presenting a position of: SUPPORT ☐ OPPOSITION ☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five (5) speakers with three (3) minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

REMEMBER: Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

18.25

Metropolitan Transit System

AGENDA ITEM NO. 25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 1

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach your written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Board authorizes additional time. However, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three (3) minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

Date 4-26-07

Name (PLEASE PRINT) Shuayb Mumin

Address 3810 Winona Ave # 116

San Diego, CA 92105

Telephone (619) 884-6328

Organization Represented (if any) Somali Taxi Association

Subject of your remarks: ~~[illegible]~~ Wrong information about Somali Taxi association

Agenda Item Number on which you request to speak

Your comments are presenting a position of: SUPPORT ☐ OPPOSITION ☑

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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****REMEMBER: Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.****

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466, FAX: 619.234.3407

Agenda

Item No. 30

ADM 110.11 (PC 50761)

Joint Meeting for the Board of Directors for
Metropolitan Transit System.
San Diego Transit Corporation and
San Diego Trolley, Inc.

April 26, 2007

SUBJECT:

MTS: AWARD OF TAXICAB PERMITS

RECOMMENDATION:

That the MTS Board of Directors approve the award of 20 taxicab permits as follows:

- 10 permits to Amir Aghassi, doing business as (dba) Nice Cab;
- 5 permits to Behzad Hafezi, dba Cool Cab; and
- 5 permits to The Somali Taxi Association.

If a company is not able to fulfill the implementation of its permits, the next highest-ranked firm would receive the award.

Budget Impact

The total estimated funds to be received are $17,600.

DISCUSSION:

Under contract with the City of San Diego, MTS has administered the City's Taxicab Program since 1989. Under this agreement, the City of San Diego provides MTS with direction regarding how the program is to be administered. In 2001, the City instructed MTS to implement a new permit issuance process, which would issue 135 new taxicab permits to be operated within the City of San Diego. As part of the request, MTS was provided with implementation guidelines that had been developed through a multiple-year municipal process. Shortly after the City requested the new permit implementation, 9/11 occurred, which negatively impacted tourism and the related

Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company.

MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

taxicab business in the area. In cooperation with the industry and the City, the process was delayed in order to develop a detailed plan for implementation. Issuing the permits in this combined fashion has never taken place within the national taxicab industry. With the approval of this item, 110 of the 135 taxicab permits would be awarded.

This is the second round in MTS's RFP process. Seventy-nine proposals were received. Out of these proposals, 57 were reviewed and found not to meet the minimum qualifications (which are detailed later in this item). The remaining 22 proposals were ranked by an independent selection committee. This ranking was issued with an opportunity for the participants to protest. Two additional companies (AMM Livery and Parsa Taxicab) were ranked, at the request of the Chief Executive Officer (CEO), based on the merits of their appeals. Attachment C outlines the company rankings, which were developed as a result of this effort.

The three highest-ranked firms all include innovations to improve the quality of taxicab service within the context of their proposals. Nice Cab proposed mobility-impaired vehicles and advanced-computerized dispatching, Cool Cab proposed mobility-impaired vehicles, and Somali Cab proposed compressed natural gas vehicles. In addition to the above-listed enhancements, the highest-ranked firms met or exceeded every standard that was outlined within the context of the City of San Diego's implementation guidelines. At the request of the Taxicab Committee, each of the firms awarded permits will be required to sign a contract that assures them fulfilling their proposal as a basis for keeping the permits.

Process Details

On September 11, 2006, MTS issued a Request for Proposals (Attachment B) to all interested participants. Seventy-nine proposals were submitted for review. The Evaluation Committee met for two days in November 2006 to review the 79 proposals submitted. The Evaluation Committee was composed of Gabriel Szasz, a transportation planner for the City of Beverly Hills, Steve Celniker, the City's Transportation Department liaison to MTS, and Alan Jagger, Manager of Operations Support at the Orange County Transportation Authority.

All members were required to sign a Conflict of Interest form certifying that they have no personal or financial interest in the operation or permitting of taxicabs in the City.

As stated above, Steve Celniker is a City staff member who serves as liaison for the City to MTS. At the request of the Taxicab Administration, he is involved with the approval of the location of taxicab stands within the City. His role as a traffic engineer is to address traffic concerns or to serve as liaison regarding issues of marking and maintaining taxicab stands at MTS's request.

The Evaluation Committee meeting was attended by John Scott, Taxicab Administration Manager, MTS; Susan Hafner, Director of Multimodal Operations, MTS; Bruce Schaller, Schaller Consulting; and Nick Schulte and Verrin Kewenvoyouma of KPMG. These individuals served as resources to the Evaluation Committee and did not participate in the actual evaluation of proposals. Mr. Schulte verified the Evaluation Committee's scoring of proposals.

After an initial explanation provided by Mr. Scott and Mr. Schaller and a review of the City's requirements, the Evaluation Committee agreed to structure its review in two phases. In Phase 1, all proposals were reviewed by the group to verify that each proposal met the 12 required minimum standards as follows:

1. Provide centralized fleet ownership through an individual, partnership, corporation, or association.

2. Operate a central dispatch system.

3. Staff the communication department 24 hours a day.

4. Set standards for dispatch response times.

5. Accept credit cards for payment of taxicab fares.

6. Follow a detailed program for handling customer complaints.

7. Set minimum age driver qualification at 21 years of age.

8. Require minimum of 16 hours of driver classroom training for new drivers.

9. Meet MTS insurance requirements required in MTS Ordinance No. 11.

10. Submit a letter from an accredited financial institution stating that proposer has the resources to fund the business plan as proposed within 90 days of permit award.

11. Submit three references of clients to whom the proposer provides or has provided taxicab services or comparable services.

12. Submit a plan for ongoing monitoring and evaluation of proposer's level or quality of service and accountability.

Of the 79 proposals submitted, 57 did not meet the minimum requirements.

In Phase 2, each evaluator was to individually assign points in each of the mandated regulatory categories and then the three individual evaluator's points would be tallied together. This evaluation method would establish the required minimum total points needed per proposal to be considered as a finalist.

The evaluation criteria and total possible points for each criterion were:

• Experience	20 points
• Operations	20 points
• Drivers	15 points
• Monitoring and Evaluation	15 points
• Facilities	10 points
• Vehicles	10 points
• Management	10 points
Total	100 points

In addition, bonus points were available in two areas:

- Wheelchair-accessible service — Up to 10 bonus points
- Impact on competition and customer choice — Up to 5 bonus points

The Evaluation Committee then reviewed each of the 22 remaining proposals individually. The three highest-scoring proposals were Nice Cab, Cool Cab, and The Somali Taxi Association.

Including bonus points, the maximum score was 115 points per evaluator and 345 points after the scores of the three evaluators were combined. Among the 22 proposals, the lowest score was 137 points, and the highest score was 271 points (Attachment C). The Evaluation Committee determined that a minimum of 245 points was needed by a proposer to be considered for an award of permits.

The group reviewed, discussed, and ranked each of the 22 finalist's overall proposals. Discussions included service quality, proposed goals, experience, operations, driver monitoring, facilities, vehicles, management, and the overall effects on customer choice and competition in the taxicab industry. The Evaluation Committee recommended that Nice Cab be awarded 10 permits, Cool Cab be awarded 5 permits, and The Somali Taxi Association be awarded 5 permits.

In accordance with the protest procedures set forth in the RFP, any entity meeting the requirements of the protest procedures may file a final protest addressed to the CEO. Staff received 18 initial protests that were reviewed and denied. Of these, five entities (AMM Livery, Parsa Taxicab Service, White Top Cab, Checker Cab, and American Cab) filed reconsideration requests. Each reconsideration request was reviewed by the CEO and Taxicab Administration staff, and it was determined that the reconsideration requests for White Top Cab, Checker Cab, and American Cab would be denied.

The CEO directed staff to reconvene the Evaluation Committee and to rank and score both AMM Livery and Parsa Taxicab Service. The Committee was reconvened on March 16, 2007. Both RFPs were reviewed, scored, and ranked following the same procedures outlined above. AMM Livery received 197 points, and Parsa Taxicab Service received 200 points.

It is staff's recommendation that the MTS Board of Directors award 10 permits to the highest-scoring proposal submitted by Nice Cab, 5 permits to the second highest submitted by Cool Cab, and 5 permits to the third highest submitted by The Somali Taxi Company.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Susan Hafner, 619.595.3084, susan.hafner@sdmts.com

APRIL26-07.30.AWARD TAXI PERMITS.JSCOTT

Attachments: A. City of San Diego Policy No. 500-02
B. Request for Proposals
C. RFP Results/Ranking

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

SUBJECT: TAXICAB PERMITS
POLICY NO.: 500-02
EFFECTIVE DATE: August 6, 2001

BACKGROUND:

Regulation of taxicab service is in the interest of providing the citizens and visitors to the City of San Diego with a good quality local transportation service. Towards this end, the City finds it desirable to regulate the issuance of taxicab permits.

PURPOSE:

To establish a policy for the issuance of additional taxicab permits, for the purpose of expanding the taxi industry to meet growing demand for taxi service throughout the City, and providing opportunity for both existing and new taxi operators and for experienced drivers.

POLICY:

The City will periodically issue additional taxicab permits based on a formula. The formula will take into account changes in civilian population and visitation.

New permits will be issued on a full cost recovery basis. Three methods of issuance will be used:

1. 50% of new permits are issued using a Request for proposal (RFP) process, in which qualified persons, companies, businesses, corporations and other entities may submit proposals meeting specified requirements. Proposers will be evaluated based on experienced, financial viability and proposed quality and level of service and other relevant factors.
2. 25% of new permits are issued by lottery to experienced drivers.
3. 25% of new permits are issued by auction to highest bidders.

The process through which permits are issued will limit the concentration of permits. No permits will be issued or transferred to any person, company, business, corporation, or other entity if such issuance or transfer would result in any permit holder having an interest in more than 40% of the existing permits. New permits shall not be transferred for a period of five years after issuance.

IMPLEMENTATION:

Increases in the number of taxicab permits will be based on a formula to be computed annually. This formula will be applied after a transitional period during which 135 additional permits will be issued. Permits issued during the transitional period shall be distributed using RFP, lottery and auction processes. With the issuance of the 135 additional permits, there will be 1,005 outstanding permits.

Any permits returned by permit holders will be re-issued in conjunction with issuance of new permits.

HISTORY:

"Taxicabs - Certificates of Convenience and Necessity"
Adopted by Resolution R-172292 08/21/1962
Amended by Resolution R-216590 08/11/1976
Amended by Resolution R-217293 12/15/1976
Amended by Resolution R-222474 12/19/1978
Repealed by Resolution R-258090 03/14/1983
"Taxicabs - Permits"
Added by Resolution R-260636 05/07/1984
Amended by Resolution R-261739 10/15/1984
Amended by Resolution R-271307 06/28/1988
Amended by Resolution R-295355 08/06/2001

IMPLEMENTATION GUIDELINES FOR AMENDED COUNCIL POLICY 500-02, "TAXICAB PERMITS"

A. PROCESS FOR ISSUANCE

The following guidelines and procedures should be observed with respect to the issuance of taxicab permits by RFP process, lottery and auction.

1. RFP Process to Taxi Operators.

A point system shall be used in this process, as many may submit proposals, and the City should benefit from the best service provider as determined by the proposers scoring the most points. Minimum point requirements must be attained to qualify.

Process is funded through up-front application fees. A selection committee shall be formed to administer this process. The selection committee will be comprised of administrators from MTDB and City's staffs. Consultants familiar with the regulatory aspects of the taxicab industry and San Diego may be hired to serve on this committee in an advisory role. The selection Committee should include other community and business representatives who are not affiliated with the taxi industry and have business management and accounting background. The selection committee will issue a RFP and hold a pre-bid conference.

Eligibility:

Taxi operators providing centralized fleet ownership through an individual, a partnership, a corporation, a driver association or joint venture offering access through a central dispatch system and demonstrating an operational management system for cabs. New operators as well as existing operators will be eligible.

Applicants can apply for multiple block, but the Selection Committee may not award more than one block to one applicant, provided that such issuance would not result in any permit holder having an interest in more than 40% of the total active permits.

Proposal Requirements:

Proposals requesting blocks of 5 or more permits must include a management business plan that addresses all the following:

Experience of the operator/firm
- Must meet current operator requirements in MTDB Ordinance 11.

Responsible management individual for the operator
- Recent and relevant direct experience managing all aspects of a demand-responsive operation similar in scope and complexity to service proposed.

Maintenance personnel
- Hours of operation
- Certification of personnel
- Staffing plans

Reservations and dispatch operations
- General policies and procedures, training, method of receiving customer calls, making reservations (advanced and immediate), dispatching, and telephone techniques used to accommodate the trip while ensuring efficient operation of the system in serving passengers.
- Communication department staffed 24 hours a day
- Radio frequencies or any alternative communications' means to be used and authorization by licensee and access usage
- Taxi dispatch equipment such as computerized dispatch systems
- Use of GPS in 50% or more of the fleet - minimum
- Dispatch response time standards

Facilities
- Existing and proposed administrative, maintenance, dispatch, vehicle storage facilities suitable to accommodate a project of this scope and complexity

Implementation plan
- Comprehensive and detailed plan showing all start-up tasks (e.g., hiring and training personnel, facilities preparation and vehicle preparation). Plan should allow for flexibility and include contingency plans

System management plan
- Comprehensive and detailed program showing staffing, equipment commitment, staff responsibilities, management plan and quality control to ensure continued high-quality taxicab services
- Must accept credit cards (safety - cashless system)
- Detailed program for handling complaints
- Record keeping reporting (response times, complaints and other service data)
- Performance standards that proposer will meet and remain in compliance

Organization chart

Vehicle requirements and maintenance plan

Safety inspection compliance

Safety program
- Internal safety training and safe driving program, including hiring criteria, new hire training, ongoing training, accident/incident procedures, and wheelchair loading and securing
- Detailed driver training program

Criteria for hiring/retaining drivers
- Driver qualifications - 21 years of age, qualify for a sheriff's card
- Driver classroom training - 16 hours minimum
- Driver appearance

Performance surety/insurance/financial viability program
- Insurance requirements - minimum $300,000 cab liability
- Letter from a financial institution stating that proposer has the resources to fund business plan as proposed within 90 days

References
- Three required

RFP Evaluation Criteria

A key issue in the RFP process is the basis for selecting awardees. The Selection Committee is to exercise its discretion to use and/or modify the RFP proposal requirements set forth, and evaluate proposals using criteria that address qualifications as well as on-going monitoring and evaluation of proposers' level or quality of service and accountability.

Permits issued to taxi operators through the RFP process will be reviewed periodically for compliance with the level and quality of service set forth in each taxi operator's proposal. The methodology for this review will be part of each proposal. Permits of taxi operators not meeting the terms set forth in their proposals will revert to the City for reissuance through the RFP process. Such operators may first be issued a warning and given a defined amount of time to correct deficiencies and no additional permits may be requested via RFP until brought into compliance.

2. RFP Process to Individual Drivers.

Eligibility: Applicants should be limited to drivers who are not permit holders and current permit.

Criteria for selection:
1) Experience
2) Driving record
3) Additional factors, such as experience of driving in San Diego and letters of recommendations

The Selection Committee is to exercise its discretion as to reviewing and developing a selection criteria, and assigning points to proposals.

Accountability: Current taxicab regulations.

3. Lottery to Individual Drivers

Eligibility: Drivers are eligible if they are not permit holders and have at least 5 years of experience driving a taxicab in San Diego.

Entrants will only be able to win a single permit award through lottery. Permit holders shall be required to drive the cab a minimum of 175 shifts per year and may lease the cab for the remaining shifts.

4. Auction

Eligibility: Taxi operators providing centralized ownership, dispatch and management of cabs will be eligible to submit bids.

Procedure: Permits will be auctioned individually to the highest bidder.

There should be no limit as to how many permits one person/entity can win, provided that such issuance would not result in any permit holder having an interest in more than 40% of the total active permits. Revenue from the auctions shall be used for administration and enforcement of taxicab regulations' purposes. MTDB working with the City shall identify alternative funding sources should auction revenues cease to meet staffing and regulatory needs.

B. FORMULA

The formula will be computed as follows:

$$\frac{\frac{(\%\text{ growth in population}) + (\%\text{ growth in hotel room nights occupied})}{2}}{} \times (\text{Current number of permits})$$

All changes are calculated on two year rolling average.

Issue additional permits when the formula yields an increase of at least 40 additional permits.

C. TRANSITIONAL PERIOD

Round 1 - Summer/Fall 2001
Immediately issue 75 permits as follows:

- 50 permits through RFP process in blocks of 20, 20, 5, 5
- 10 permits through RFP process to individuals
- 15 permits by lottery to individual drivers

Round 2 - Fall 2002
Issue 60 permits as follows:

- 20 permits through RFP process to operators in blocks of 10, 5, 5
- 15 permits through RFP process to individuals
- 15 permits by lottery to individual drivers
- 10 permits by auction

Summer of 2003
Review of the process, the monitoring system and report by MTDB.

Fall of 2003
Permits issued on the basis of the formula.

D. TRANSFERABILITY

Transferability of new permits shall be as follows:

- Permits issued by RFP (blocks and individuals) are transferable after 5 years
- Permits issued by lottery are transferable after 5 years
- Permits issued by auction are transferable after 5 years

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

September 11, 2006

TAXI 500, 590.10
AG 250.1 (PC 50761)

Dear Prospective Proposer:

Subject: REQUEST FOR PROPOSALS TO PARTICIPATE IN THE ISSUANCE OF 20 ADDITIONAL TAXICAB PERMITS

The San Diego Metropolitan Transit System (MTS) is interested in receiving proposals from qualified firms interested in participating in the issuance of 20 additional taxicab permits. These permits, if issued, will be distributed in one block of 10 and two blocks of 5.

This letter, together with its attachments, comprises the Request for Proposals (RFP) for the services. Responses to this RFP should be submitted in accordance with the instructions stated herein.

I. INTRODUCTION

Proposals Requested

MTS is issuing this RFP for the selection of three taxicab operators to provide taxicab service in the City of San Diego. A total of 20 additional taxicab permits will be issued through this RFP process in three blocks: one block of 10 and two blocks of 5 each. Both existing and new taxicab operators are eligible to submit proposals, as detailed below.

Permits will not be issued to any Proposer where such issuance would result in any permit holder having an interest in more than 40 percent of the total active permits. With issuance of these 20 additional permits, there will be a total of 981 active permits issued; 40 percent of this number is 392.

Taxicab operators who are awarded permits under this RFP must then complete the standard taxicab permit application process, as per MTDB Ordinance No. 11.

MTS Point of Contact

John Scott is the sole point of contact for this solicitation. Any questions should be submitted, in writing, to John Scott, or via e-mail at john.scott@sdmts.com. Proposers are directed not to contact other MTS staff or Board members in conjunction with this RFP. Noncompliance with this requirement may result in the firm's proposal being considered unresponsive.

Proposal Due Date

One (1) original plus ten (10) copies of the proposal must be received by MTS no later than 4:00 p.m. on October 26, 2006. All proposals shall be delivered to MTS Taxicab Administration at 1501 National Avenue, Suite 100, San Diego, CA 92113-1029, attention John Scott. Proposals arriving later than 4:00 p.m., or at a different location will not be considered.

Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB), a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company.

MTDB member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

Proposals must be submitted in a sealed envelope, and the envelope shall be marked "Proposal for Taxicab RFP."

Calendar of Events

The calendar of events leading from issuance of the RFP to award of contract is anticipated to generally follow the schedule shown below:

Calendar	Event
September 11, 2006	MTS Issues RFP
September 26, 2006, 9:30 a.m.	Pre-proposal Conference
October 26, 2006	Proposals Due to MTS
November 13 to November 17, 2006	Evaluation of Proposals and Site Visits
November 21, 2006	Successful Proposers Announced
November 27 – December 1, 2006	Protest Period

It is MTS's intent to follow this schedule. However, the dates/times are subject to change at the sole discretion of MTS.

Fax any questions to 619.595.3083, attention John Scott, or via e-mail to john.scott@sdmts.com by 5:00 p.m. September 28, 2006. Any issues that require clarification, raised either through written questions or at the pre-proposal conference, will be addressed in an addendum. Pre-proposal meeting minutes with questions and answers, as well as any addendum, if needed, will be sent to all proposal recipients via certified returned receipt.

Award of Permits

MTS intends to award additional taxicab permits to three Proposers who best meet the requirements as specified in this RFP. Evaluations and determinations of responsibility and qualifications shall be based upon the information furnished by the Proposers in response to this RFP, as well as from other sources determined at the sole discretion of MTS. MTS reserves the right to reject all proposals at its sole discretion and to award fewer than three blocks of permits.

By submitting this proposal, the Proposer authorizes MTS to perform all investigations necessary to determine suitability. All information submitted in response to this RFP shall be public record except to the extent that the Proposer expressly marks information as a trade secret or as proprietary information, in which event MTS shall preserve the confidentiality of such information to the extent permitted by law.

Term of Permits

Taxicab permits issued as a result of this RFP shall be renewable annually provided that the permitee meets all requirements of MTDB Ordinance No. 11 and provides the level and quality of service specified in its proposal. Taxicab permits issued as a result of this RFP shall not be transferable until five (5) years after their initial issuance in this RFP process.

Definition of Proposer

"Proposer" means the person, company, corporation, partnership, association, or entity submitting a proposal to operate taxicabs in the City of San Diego in response to this RFP. The Proposer will assume the responsibility for making sure all required documents are factually accurate, fully complete, and submitted with the timely proposal.

Minimum Qualifications of Proposers

All Proposers must present evidence that they are fully competent to meet the requirements of this RFP and perform as specified in their proposal. Qualifications shall be evaluated by the Evaluation Committee on the basis of the Proposer's written submissions and such investigations and findings as may be made by the Evaluation Committee.

II. PROPOSAL PROCEDURE

Proposal Requirements

Proposers must submit one (1) original and ten (10) copies of their proposal.

No proposal by telephone or fax, or modifications to a proposal by said means, will be considered. No proposal will be considered which is received after the time fixed in this RFP or which is incomplete. Any such late or incomplete proposal will not be considered. A Proposer may withdraw its proposal, provided its request is in writing and is received by MTS prior to the time set for receipt of proposals. After proposals have been opened, no Proposer may withdraw its proposal, except with the consent of MTS.

Contents of Complete Written Proposal

Label each page and section in the proposal with the paragraph letter and number to which it is responding, and provide tabs for each section. Each application shall contain the following information:

Section I. Proposer Information

1. The name and address of the Proposer.

2. The name, address, and telephone number of the person submitting the proposal, and the name, address and telephone number of the person who may be contacted regarding this proposal.

3. Whether the business is a corporation, and if so, the date of incorporation and the state where incorporated. Corporate Proposers shall submit a copy of their Articles of Incorporation and Bylaws along with a list of the names of the corporate officers and stockholders of the corporation.

4. The current number of permits held by Proposer, and the number that would be held should Proposer receive a block of permits.

5. References (3 minimum) of clients to whom Proposer provides, or has provided, taxicab services or comparable services.

Section II. Management Business Plan

See Evaluation Criteria in Section IV below. Label each section, e.g., the first section should be labeled, *"1. Experience" followed by "A. Experience and Qualifications of the Proposer," "B. Experience of Senior Officers and Managers", etc.*

Pre-proposal Conference

A pre-proposal conference will be held on September 26, 2006, at 9:30 a.m. at 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490. Proposers are strongly encouraged to attend this pre-proposal meeting, since it is an opportunity to ask questions and receive clarification on issues.

These dates are subject to change at the discretion of MTS.

Application Fee

Successful Proposers for the City of San Diego taxicab permits will be required to pay a processing fee of $3,000 for the first permit and $300 for each additional permit on the same application. This fee must be paid by cashier's check or money order at the time the application is filed. In addition, successful Proposers must pay a per vehicle regulatory fee at the time the permits are issued. This fee is assessed based on the current year's annual regulatory fee and the successful Proposer(s)'s number of years of experience as an MTS/City permit holder.

Fees must be paid by check or money order payable to MTS. No cash will be accepted.

Proposer Site Visit

The Evaluation Committee may conduct site visits for Proposers with existing facilities. Proposer will be notified of the time of any such visit. Sites may include dispatch facilities, maintenance facilities, and general office facilities. Formal interviews of Proposers will not be conducted.

Overview of RFP Process

A total of 20 additional taxicab permits will be issued through this RFP process in three blocks: one block of ten (10) and two blocks of five (5) each. (Proposers can apply for multiple blocks, but will not be awarded more than one block. Thus, a Proposer applying for both one block of 10 permits and one block of 5 permits will be awarded either the block of 10 permits, or the block of 5 permits, or no permits).

Permits will not be issued to any Proposer where such issuance would result in any permit holder having an interest in more than 40 percent of the total active permits. Entities "having an interest" in a permit includes the permit holder and entities with a financial interest in the permit holder, such as stockholders of a corporation. With issuance of these 20 additional permits, there will be a total of 981 active permits issued. Forty percent of this number is 392.

Proposers must be a taxicab operator that provides centralized fleet ownership through an individual, partnership, corporation, or association offering access through a central dispatch system and demonstrating an operational management system for taxicabs. New operators as well as existing operators are eligible to apply for permits issued through this RFP.

Proposals must include information about the Proposer and a management business plan that meets the requirements set forth below. Proposals must also include a plan for ongoing monitoring and evaluation of the Proposer's level and quality of service and accountability, as described below.

Consistent with MTS Policy No. 13, Section 13.1, Proposers shall not be eligible for award of a contract in which their participation would pose a mutual, potential, or apparent conflict of interest.

Proposals will be reviewed by an Evaluation Committee composed of MTS and City staff and other community and business representatives who are not affiliated with the San Diego taxicab industry. The Evaluation Committee may be assisted by consultants who are familiar with the regulatory aspects of the taxicab industry and San Diego and who will serve in an advisory role to the Evaluation Committee.

MTS is issuing this RFP and will hold a pre-proposal conference at the date and time specified above. The Evaluation Committee will review all proposals and rate each proposal using objective selection criteria. Based on this review, the Evaluation Committee will recommend award of the three blocks of permits to the three highest-ranking qualified taxicab operators. The Evaluation Committee will recommend to the Chief Executive Officer (CEO) which Proposer should be awarded a block of 10 permits and which Proposer should be awarded blocks of 5 permits. MTS reserves the right to issue fewer than three blocks of permits and to issue no permits at all.

Once final action is taken on the award, successful Proposers must submit permit applications to MTS as required under MTDB Ordinance No. 11 within 60 business days of notification of the award. If no application is made, or if Proposers do not qualify under MTDB Ordinance No. 11, the affected permits will revert to the pool to be issued in the next RFP process for taxicab operators.

Permits issued under this RFP will be transferable after five (5) years, under provisions of MTDB Ordinance No. 11.

Permits issued to taxicab operators through the RFP process will be reviewed periodically by MTS for compliance with the level and quality of service set forth in each taxicab operator's proposal. The methodology for this review must be included in the proposal. Permits of taxicab operators not meeting the terms set forth in their proposals will revert to MTS for re-issuance through the RFP process. Such operators may first be issued a warning and given a defined amount of time to correct deficiencies. No additional permits may be requested via RFP until the level and quality of service are brought into compliance.

The process for permit issuance is funded through application fees (see above).

Protest Procedure

Protests Received Prior To Proposal Due Date

Following the issuance of this RFP, and prior to the due date, a protest may be filed with MTS. Protests must be in writing and received by MTS within 10 calendar days after the RFP is first made available. MTS will notify all Proposers that a protest has been filed, and the due date may be postponed until the protest has been reviewed and acted upon by MTS.

Protests Received After Proposal Due Date

MTS will evaluate all proposals and determine the best-qualified Proposers. A Notice of Intent to Award will be mailed to all Proposers. Any protest to the notice must be in writing and received by MTS within 15 calendar days after the mailing of the Notice of Intent to Award.

Protest Contents

The protestor must demonstrate or establish a clear violation of a specific law or regulation, e.g., a violation of the prohibition against restrictive specifications. The protest must contain a statement of the grounds for protest and all supporting documentation. MTS may, but is not obligated to, request additional information concerning the grounds for protest.

Reply to Protests

The MTS Protest Committee will review all protests as soon as possible. All material submitted by the protestor will be considered. Such material will not be withheld from any interested party outside MTS, or any agency that may be involved with the procurement, except to the extent that the withholding of information is permitted or required by law or regulation. If the protestor considers that the protest contains proprietary material that should be withheld, a statement advising of this fact may be affixed to the front page of the protest document, and alleged proprietary information shall be so identified wherever it appears. MTS will respond with its determination in writing within ten (10) calendar days.

Request for Protest Reconsideration

Upon receipt of an adverse decision by the MTS Protest Committee, the protestor may file a request for protest reconsideration, which must be directed to the Board of Directors in writing and received within five (5) full working days from the postmark date of the reply from MTS. The decision of the Board of Directors will be in writing and will be final for purposes of judicial review pursuant to Section 1094.6 of the Code of Civil Procedure. No further protests will be heard by MTS.

III. MINIMUM REQUIREMENTS

Proposers must meet the following requirements to be considered for a block of permits. The management business plan submitted with the proposal must address each of the following requirements under the appropriate Evaluation Criteria as indicated in Section IV below.

1. Provide centralized fleet ownership through an individual, a partnership, a corporation, or an association.

2. Operate a central dispatch system.

3. Staff the communication department 24 hours a day.

4. Set standards for dispatch response times.

5. Accept credit cards for payment of taxicab fares.

6. Follow a detailed program for handling customer complaints.

7. Set minimum age driver qualification at 21 years of age.

8. Require minimum of 16 hours of driver classroom training for new drivers.

9. Meet MTS insurance requirements required in MTDB Ordinance No. 11.

10. Submit a letter from an accredited financial institution stating that Proposer has the resources to fund the business plan as proposed within 90 days of permit award.

11. Submit three references of clients to whom the Proposer provides or has provided taxicab services or comparable services.

12. Submit a plan for ongoing monitoring and evaluation of Proposer's level or quality of service and accountability.

IV. EVALUATION CRITERIA

Provided that each application is complete and contains required documentation, the Evaluation Committee will evaluate proposals on a 100-point scale according to the following criteria. In addition, bonus points may be awarded for Proposers who will provide wheelchair-accessible service and for Proposers who demonstrate that award of permits to them will increase competition and/or customer choice in San Diego.

All information that the Proposer wishes to have considered by the Evaluation Committee should be stated in Proposer's submission.

1. Experience. ..... 20 points

Experience and Qualifications of Proposer. Describe the experience and qualifications of the Proposer in operating taxicabs and/or other demand-responsive operations such as shuttles, limousines, or paratransit services. Indicate the number of years of total taxicab and related experience, number of years of experience in San Diego, the maximum and average number of taxicabs operated during this period, and any prior names under which the Proposer did business. Include accomplishments of particular note that reflect the Proposer's ability to fulfill the proposed management plan and meet the proposed service standards.

Experience and Qualifications of Senior Officers and Managers. Describe the recent and relevant direct experience of senior officers and managers in managing all aspects of a demand-responsive operation similar in scope and complexity to the service proposed. Include the experience and qualifications of the senior officers and managers of the Proposer. Include resumes. Include accomplishments of particular note of senior officers and managers that affect the Proposer's ability to fulfill the proposed management plan and meet the proposed service standards.

2. Operations ..... 20 points

Reservations and Dispatch. Describe reservations and dispatch operations. Include general policies and procedures, training, method of receiving customer calls, making reservations (advanced and immediate), dispatching, and telephone techniques used to accommodate the trip while ensuring efficient operation of the system in serving passengers.

Communications Staffing. Describe staffing levels for the communication department (must be staffed 24 hours a day).

Communications Technology. Describe radio frequencies or any alternative communications means to be used for dispatch and authorization by licensee and access usage.

Dispatch System. Describe taxicab dispatch equipment such as computerized dispatch systems. Include details on system being used or to be used, including system manuals and sample data printouts. Include manual or other documentation of dispatch procedures including information obtained from customer (name, customer phone number, location, etc.) and procedure for handling situations that may arise such as extended response times, no-show taxicabs, etc. Include how the dispatch system will track all trips including no-shows and non-dispatched trips. Include how the Proposer will determine whether a no-show was a customer no-show or driver no-show.

Dispatch Response Time Standards. Describe proposed dispatch response time standards. Dispatch response time standards should include percentage of prearranged calls picked up within a certain number of minutes for calls for immediate service and (separately) for advance reservation calls. Standards should also specify the maximum percentage of trips not picked up. *Example:* At least 80 percent of calls for immediate service picked up within 15 minutes of the call; 90 percent of advance reservation calls picked up within 5 minutes of requested time; no more than 0.5 percent of callers not picked up. (These numbers are for example purposes only. Each Proposer is to propose dispatch response time standards that it will meet.)

Credit Card Acceptance. Describe capabilities to accept credit cards from customers. Include method of credit card payment, equipment to be used, and policy for verifying credit card numbers.

3. Drivers ..... 15 points

Drivers. Provide criteria for hiring/retaining drivers, including driver qualifications (must be 21 years of age and qualify for a sheriff's driver's identification card), driver classroom training (16 hours minimum), and driver appearance. Include details on training program for new drivers and training to maintaining the skills of existing drivers. Describe how training addresses MTS regulations; geography, including map reading; major points of interest in San Diego; driver safety and defensive driving; vehicle safety and maintenance/inspection checks; customer service and relations; sensitivity guidelines for the disabled, frail, and elderly passengers; behind the wheel driver training; and (for drivers of accessible vehicles) wheelchair-accessible vehicle operation training.

4. Monitoring and Evaluation ..... 15 points

Monitoring And Evaluation. Provide a plan for ongoing monitoring and evaluation of Proposer's level or quality of service and accountability. Proposals should include detailed monitoring and evaluation methods, including data the Proposer will provide for purpose of review, method of assuring the accuracy and integrity of the data and proposed frequency of review (e.g., annual, biannual, semiannual).

5. Facilities ..... 10 points

Facilities. Describe existing and proposed administrative, maintenance, dispatch, and vehicle storage facilities suitable to accommodate a project of this scope and complexity. Include address of each facility, interior and exterior square footage, number of vehicle maintenance bays and lifts, vehicle maintenance equipment, and number of call-taker and dispatcher stations.

6. Vehicles ..... 10 points

Vehicles and Maintenance. Describe vehicle requirements and maintenance plan. Include number of vehicles by make and model year, maintenance tasks and intervals, and maintenance tracking procedures.

Personnel. Describe maintenance personnel to be used, hours of operation, certification of personnel and staffing plans, and hiring and training of maintenance personnel.

Safety Compliance. Document the Proposer's compliance with safety inspection requirements. Include vehicle inspection results in the past year, number of accidents, number of injury accidents, and number of accidents involving a fatality. Provide Proposer's vehicle safety program and provide information on wheelchair loading and securing procedures if using wheelchair-accessible vehicles.

Insurance. Provide proof of performance surety/financial viability/insurance program.

Low-Emission Vehicles. Describe the use of low emission, very low emission and zero emission vehicles.

7. Management ..... 10 points

Organization Chart. Provide organization chart.

Start-Up Financing. Within 90 days of permit award, provide a letter from a financial institution stating that the Proposer has the resources to fund the business plan as proposed.

Implementation Plan. Provide comprehensive and detailed implementation plan showing all start-up tasks (e.g., hiring and training personnel, facilities preparation, and vehicle preparation). Plan should allow for flexibility and include contingency plans.

System Management Program. Provide comprehensive and detailed system management program showing staffing, equipment commitment, staff responsibilities, management plan, and quality control to ensure continued high-quality taxicab services.

Complaint Handling. Provide detailed program for handling complaints. Include method of logging complaints received, date and time of complaint, response, date and time of response, results of investigation, action taken, and any written communication. Include policy on responding to complaints in writing, and timing of response.

Reporting. Describe record keeping and reporting for response times, complaints, and other service data.

Response Time Attainment. Describe how the Proposer will meet and remain in compliance with proposed dispatch response time standards.

8. Wheelchair-Accessible Service ..... Up to 10 Bonus Points

Wheelchair-accessible taxicab service is not required; however, bonus points may be awarded for provision of such service. If wheelchair-accessible service is proposed, describe the type of vehicles to be used, including whether ramp- or lift-equipped, minivan or full van sizes; vehicle maintenance procedures; vehicle replacement cycle; accessible vehicle operations training for drivers; response time standards for customers needing accessible vehicles; and dispatch and management procedures to be followed to ensure achievement of the Proposer's response time standard.

Also describe the number of accessible vehicles to be put into service initially. Specify the types of permits the Proposer will be using and the number of each (i.e., number of wheelchair-accessible taxicabs that will use existing permits, number using permits issued under this RFP, number from MTS demonstration program). This number of accessible vehicles may be adjusted up or down, but the Proposer must meet the response time standards specified in the proposal for customers needing accessible vehicles. (Note that such adjustments will not change the number of existing permits held by Proposer or the number of permits issued under this RFP.)

9. Impact on Competition and Customer Choice ..... Up to 5 Bonus Points

Bonus points may be awarded to Proposers who demonstrate that award of permits to them will increase competition and/or customer choice in San Diego.

Describe how award of permits to Proposer or Proposer's company, corporation, partnership, association, cooperative or other entity will affect competition within the taxicab industry in San Diego and customer choice of taxicab operators, taxicab fares and taxicab service quality available to taxicab customers in San Diego. Include a description of any particular customer groups that will particularly benefit from additional competition and customer choice if Proposer is awarded a block of permits.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

DSundh/Taxicab/RFP
L-06.RFP.LTR.TO.PROP.JSCOTT
9.7.06

SD MTS RFP Results 3-19-07
Ranking

		Grading Criteria and Score									
		20	20	15	15	10	10	10	10 Bonus	5 Bonus	
List Number	Company / Entity Name	1 - Experience	2 - Operations	3 - Drivers	4 - Monitoring and Evaluation	5 - Facilities	6 - Vehicles	7 - Management	8 - Wheelchair-Accessible Service	9 - Impact on Competition and Customer Choice	Total
44	Nice Cab	60	55	30	38	24	23	22	7	12	271
43	Cool Cab	43	45	35	31	26	27	23	30	3	263
22	Somali Taxi Association, LLC	49	49	34	34	19	28	21	0	11	245
34	Century Cab Co.	51	49	33	29	26	21	21	5	5	240
7	USA Cab Co.	51	44	21	20	30	26	25	16	6	239
68	World Cab, Inc	46	49	32	30	26	20	26	6	2	237
6	Quest Cab (Pacific Trans Corp. DBA	51	46	33	26	23	22	21	6	4	232
58	Delta Transportation Solutions, LLC	43	47	34	32	23	25	19	8	1	232
1	White Top Cab (White Top, Inc. DB/	41	41	35	31	24	23	22	5	4	226
66	Express Cab Company	33	35	30	35	22	24	23	13	8	223
5	SWPS Transportation, Inc.	52	39	32	28	17	14	20	4	4	210
57	Coach Cab (Samber Incorporated D	49	32	25	28	20	20	19	5	6	204
25	Ark Cab	42	39	27	27	20	20	20	6	2	203
37	San Diego Cab Inc.	41	34	25	31	22	22	21	1	3	200
51	Parsa Taxicab Service, Inc.	40	43	27	25	24	16	16	6	3	200
42	A-1 Taxi (AMM Livery, Inc.)	50	52	30	25	10	7	7	6	10	197
52	Deluxe 1 Cab Company	39	32	32	22	17	17	16	0	3	178
23	Pearlwood Cab	29	41	27	24	16	16	15	6	3	177
64	K-1 Cab	31	31	28	26	17	18	16	8	0	175
10	M Cab	39	33	20	18	21	15	15	5	2	168
29	Addis Cab	45	31	29	23	2	12	14	4	4	164
14	Mr. Salah Barwari	35	36	21	17	3	9	14	5	2	142
26	Ride A Cab Company	30	20	13	13	10	20	22	10	4	142
35	Mission Bay Cab	34	30	16	12	7	18	15	5	0	137

Att. C, AI 30, 4/26/07
ADMINISTRATIVE HEARING

10:21

Metropolitan Transit System

AGENDA ITEM NO. 36

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 1

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach your written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Board authorizes additional time. However, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three (3) minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

Date 4-26-07

Name (PLEASE PRINT) George Abraham

Address 6050 CRAWFORD ST

Telephone (619) 972-0611

Organization Represented (if any) ERStream Geo CO.

Subject of your remarks: About the RFP they don't see it.

Agenda Item Number on which you request to speak

Your comments are presenting a position of: SUPPORT [ ] OPPOSITION [X]

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five (5) speakers with three (3) minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

REMEMBER: Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

11:02

Metropolitan Transit System

AGENDA ITEM NO. 30

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 2

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

1. INSTRUCTIONS

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Date 4/26

Name (PLEASE PRINT) MOHAMUD MAGTAYN

Address 6973 EVERGREEN LN

San Diego CA 92139

Telephone 619 210-3995

Organization Represented (if any)

Subject of your remarks: TAXI

Agenda Item Number on which you request to speak

Your comments are presenting a position of: SUPPORT ☐ OPPOSITION ☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

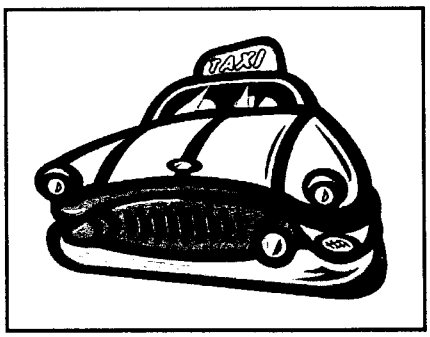
4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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REMEMBER: Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

City of San Diego Award of Taxicab Permits

April 26, 2007



Background

- 2001 -City of San Diego approved taxicab permit issuance of 135 new permits.
- Process included multiple phases.
- 20 taxicab permits will be awarded with today's action
- 25 taxicab permits are remaining to be issued through other processes

Company RFP Process

- Based on City's Implementation Guidelines
- Guidelines include discretion for Evaluation Committee
- Evaluation Committee required to sign Conflict of Interest assurance.
- KPMG auditors were present during process
- Industry Consultant provided support to Committee

Proposal Ranking Scale

Experience	20 pts
Operations	20 pts
Drivers	15 pts
Monitoring & Evaluation	15 pts
Facilities	10 pts
Vehicles	10 pts
Management	10 pts

Ranking cont.

- Bonus points are available:
  - Wheelchair accessible service (up to 10 pts)
  - Enhancement of competition and/or customer choice in SD (up to 5 pts)
- All proposals are required to be complete and contain all required documentation per RFP.
- Total of 345 points available





Award Winners

- **Nice cab**
- Highest ranked with 271 points
- Computer dispatch
- Hand held GPS
- Newer model vehicles
- 2 wheelchair accessible vehicles.





Award Winners

- **Cool cab**
- Ranked 263 points
- GPS/Computer Dispatch
- Improved Customer Service/Disability Sensitivity
- All 5 accessible vehicles
- All 2006 models





Award Winners

- **Somali Taxicab Association (290 years combined taxicab industry experience)**
- Ranked 245 points
- CNG Vehicles
- Computer dispatch/ establishing their own radio service in City Heights
- Off street parking for vehicles





Recommendation

That the MTS Board of Directors approve the award of 20 taxicab permits as follows:

- 10 permits to Amir Aghassi dba Nice Cab
- 5 permits to Behzad Hefezi dba Cool Cab
- 5 permits to the Somali Taxi Association

If a company is not able to fulfill the implementation of its permits the next highest rank firm would receive the award.

Rank of Appeals

- A-1 Taxicab ranked 197 points
- Parsa Taxicab Service ranked 200 points
- Both companies ranked in the middle of the range between the high of 271 and the low of 137 points

RFP Submittals

- 79 company proposals submitted
- 57 reviewed and did not meet minimum guidelines
- 22 proposals reviewed and ranked
- Based on appeal, 2 additional companies ranked
- Top ranked proposals identified
- Rankings ranged from 137-271 points



