

Public Comments on Resolution TL-19158 From May 11, 2026 to May 21, 2026

<b>#</b>	<b>Commenter Name</b>	<b>Organization / Affiliation</b>
<b>1</b>	Moataz Elgendy	PSG40543 - Classic Limo Tours Inc
<b>2</b>	Karapet Boyadjian	PSG45621 – Curbside Rides Inc.
<b>3</b>	Stopa Yeghikyan	PSG45291 – TYev Services LLC
<b>4</b>	Morteza Karimi	PSG43110 – Luxury Limo Lane
<b>5</b>	Ignacio Medina	PSG49025 – City Cruze LA LLC
<b>6</b>	Ugur Kayabasi	PSG49122 – Rock Digital Solutions LLC
<b>7</b>	Hagos Mezgebe	PSG38962 – Hagos Mezgebe
<b>8</b>	Robert Kazarian	PSG24269 – Black Stallion Transportation Inc
<b>9</b>	Martin Tovmasian	PSG49205 – Mar’s Transportation Inc
<b>10</b>	Pogosyan (sender name not fully stated)	PSG48252 - Gelendjiktransportation
<b>11</b>	Carlye Wallace	PSG48171 – CW Elite Rides Inc
<b>12</b>	Marisa Tijerina	PSG47221 – Beverly Hills Chauffeur Service LLC
<b>13</b>	Maks (signatory not otherwise identified)	PSG49297 – Venko Enterprise Inc.
<b>14</b>	Chinedu Elekwachi	PSG16092 – Chinedu Elekwachi and Adisa Akinremi dba Jenesis Limousines
<b>15</b>	Marija Nosova	PSG44751 – Kach Kar Hills
<b>16</b>	Darren Buster Howell	PSG38432 – Driver 69 Corporation
<b>17</b>	Michelle Gyorke-Takatri	PSG44877 – Hafid Takatri
<b>18</b>	Hafid Takatri	PSG44877 – Hafid Takatri
<b>19</b>	Syuzanna Ayvazyan	PSG49519 – Rims Limo Service Inc
<b>20</b>	Samvel Badalyan	PSG42898 – AGM Transportation, LLC
<b>21</b>	Khurram Baig	PSG38949 – Black Tie Rides LLC
<b>22</b>	SF Black Car (submitted on behalf of company)	PSG35597 – SF Black Car Inc
<b>23</b>	Chris Slogocki	PSG15901 – Chris Slogocki
<b>24</b>	Chris Ferguson	PSG41381 – Christopher William Ferguson

**From:** [Classic Limo Tours](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Formal Objection to Draft Resolution TL-19158  
**Date:** Monday, May 11, 2026 12:48:50 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**Dear Commissioners**

I strongly object to Draft Resolution TL-19158 and the proposed exemptions requested by Maryland TMS, Inc. related to transportation operations during the FIFA World Cup 2026.

Granting temporary exemptions from important operational and compliance requirements creates an unfair and dangerous precedent for licensed California transportation companies that have spent years complying with CPUC regulations, maintaining insurance, safety standards, driver qualifications, inspections, and operational accountability.

California-based TCP operators continue to face strict regulatory oversight, rising insurance costs, vehicle compliance expenses, and extensive operational requirements. Allowing an outside company to receive special exemptions during one of the largest international events in the world sends the message that compliance only matters for some operators, while others may receive preferential treatment.

This decision could negatively impact legitimate local transportation businesses that have invested heavily in remaining fully compliant under CPUC regulations. It also raises serious concerns regarding passenger safety, operational transparency, and equal enforcement of the law.

If transportation services are needed for FIFA World Cup operations, priority should be given to properly licensed and fully compliant California carriers that already operate under the CPUC's regulatory framework without exemptions or special treatment.

The CPUC should protect fairness, public safety, and the integrity of California's transportation industry by rejecting or significantly limiting these requested exemptions.

Sincerely,

Moataz Elgendy  
.Classic Limo Tours Inc

TCP Number 40543



This transmission is intended only for use by the intended recipient(s). If you are not an intended recipient you should not read, disclose, copy, circulate or in any other way use the information contained in this transmission. The information in this transmission may be confidential and/or privileged. If you received this transmission in an error, please notify the sender immediately and delete this transmission including any attachments.

**From:** [Gary Boyadjian](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Comment in Opposition to Draft Resolution TL-19158 (Agenda ID #24202), Maryland TMS, Inc. Exemption Request  
**Date:** Monday, May 11, 2026 1:21:57 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

California Public Utilities Commission  
Consumer Protection and Enforcement Division  
Transportation Licensing and Analysis Branch

Via email: [TransportationPrograms@cpuc.ca.gov](mailto:TransportationPrograms@cpuc.ca.gov)

Re: Comment in Opposition to Draft Resolution TL-19158 (Agenda ID #24202), Maryland TMS, Inc. Request for Exemption from General Order 157-E for FIFA World Cup 2026 Operations

Dear Commissioners and CPED Staff:

I am Karapet Boyadjian, Operator of Curbside Rides Inc., a California licensed Transportation Charter-Party Carrier of Passengers operating under TCP #45621-A. I submit this comment in my capacity as an active permitted TCP in good standing and as a member of the public served on the Draft Resolution. I respectfully urge the Commission to deny the exemption requested by Maryland TMS, Inc., or, in the alternative, substantially narrow it and impose meaningful conditions before any approval.

The proposed exemption would relieve a large out of state event logistics company from the same vehicle registration, inspection, and recordkeeping obligations that every California TCP, including this operator, satisfied before being authorized to carry a single passenger. The justification offered, principally that vehicles will arrive close to the event and that TMS is not the registered owner, reflects a private contracting choice between TMS, FIFA, Hyundai, and KIA. It does not reflect a deficiency in California's regulatory framework that warrants an exemption.

I. The exemption rewards untimely planning and sets a harmful precedent for future large scale events.

The Draft Resolution itself acknowledges that the request was filed only one month in advance, that this places a burden on the Commission, its staff, and the public, and that, in the Commission's own words, time constraints are not a persuasive justification for exempting GO 157-E requirements. The Draft Resolution further notes that with adequate planning and willingness from sponsors such as FIFA, timely vehicle registration would have been possible. These findings argue for denial, not approval. Granting the exemption despite these findings signals to every future large event operator, the 2028 Los Angeles Summer Olympics, future Super Bowls, large concerts and festivals, and every recurring tournament, that filing late is acceptable so long as the event is high profile. California TCPs who file complete equipment lists, pay commercial registration fees, complete 19 point inspections, and maintain records on time should not be made to compete against operators permitted to skip these steps on the basis of their own scheduling decisions.

II. The newness of the vehicles does not substitute for the 19 point BAR inspection. The Draft Resolution accepts the argument that near zero mileage and new model year status substantially mitigate the risk the inspection is intended to prevent. With respect, that is not what the 19 point inspection covers. The Bureau of Automotive Repair 19 point inspection examines, among other items, brake operation, brake hoses and lines, steering linkage and components, suspension components, tire condition and tread depth, lights and reflectors, mirrors, windshield, wipers, horn, seat belts, exhaust, fuel system, and emergency equipment. Manufacturing defects, shipping damage, dealer prep errors, mis seated tires, low fluid levels, and pre delivery handling damage are well documented sources of failure on brand new vehicles. A walkaround inspection performed by a driver in a parking lot is not equivalent to a BAR licensed inspection. Substituting one for the other is a meaningful reduction in passenger safety, not a functionally equivalent alternative.

Furthermore, the passengers being transported are FIFA officials and accredited guests, including dignitaries, executives, and high profile individuals. The Commission should expect, at minimum, the same vehicle safety standard that applies to every other passenger in California, not a reduced standard.

III. Manufacturer plates are not designed for revenue passenger service. California Vehicle Code Section 260 requires commercial registration for vehicles used to transport persons for hire. Manufacturer plates are issued under separate provisions to allow manufacturers and dealers limited use of vehicles for testing, demonstration, and delivery. They are not intended to substitute for commercial registration during paid passenger transportation operations, even for thirty days. Granting an exemption that authorizes paid charter passenger service on manufacturer plates blurs a statutory line that the Legislature drew deliberately. The Commission lacks authority to relieve TMS from the substantive obligations of the California Vehicle Code, as the Draft Resolution itself acknowledges. Yet the practical effect of this exemption is to authorize an operating posture that the Vehicle Code does not contemplate.

IV. The exemption creates an unequal playing field for compliant California TCPs. Every California TCP carries direct costs to comply with GO 157-E. Commercial registration fees are substantially higher than ordinary passenger registration. The 19 point BAR inspection carries a labor cost and scheduling cost for each vehicle, repeated annually or every 50,000 miles. Equipment list maintenance, recordkeeping, CHP compliance, and CSAT participation all consume staff time and money. These costs are absorbed by small California operators, many of them sole proprietors and small fleets serving local communities, exactly because the Commission requires them as the condition of operating in this state. Maryland TMS, Inc. proposes to operate during the highest revenue ground transportation period in recent California history, the World Cup, while skipping the very compliance costs that California operators have paid. The vehicles are donated by sponsors. The drivers are supplied by subcarriers. The registration is waived. The inspection is waived. The recordkeeping for the waived items is also waived. What remains is a brokerage layer collecting the sponsor contract value while California TCPs continue to bear the full regulatory cost. This is not regulatory parity.

V. The subcarrier construct does not insulate TMS from the obligations it seeks to waive. TMS asserts that its California licensed subcarriers will themselves comply with Parts 1.06, 3, 5, and 10. That is correct, and unremarkable, since those subcarriers are independently obligated to do so. It does not, however, follow that TMS may operate vehicles it claims

authority over while remaining outside the inspection and registration regime that applies to those vehicles. The Draft Resolution treats TMS as the entity engaging in transportation of persons for compensation, subject to Commission regulation, and properly notes that the Hyundai and KIA owned vehicles will be on TMS's equipment list and bear TMS's TCP number. If those vehicles are on TMS's equipment list and operate under TMS's TCP authority, the inspection and registration obligations that attach to TCP equipment should apply with full force. The Commission cannot have it both ways.

VI. Insurance implications of operating on manufacturer plates have not been addressed. Commercial vehicle registration is closely tied to commercial insurance underwriting, including the property damage and bodily injury coverage required under GO 115-G. Vehicles operating on manufacturer plates may sit in a coverage posture that an insurer can later dispute in the event of a serious accident. The Draft Resolution accepts TMS's assertion that it will comply with Part 1.05 insurance requirements, but does not address whether the insurer issuing those policies has been informed that the insured vehicles will operate in paid passenger service on manufacturer plates rather than commercial plates. Before approval, the Commission should require TMS to file an explicit acknowledgment from its insurer that coverage applies in full to the proposed operating posture.

VII. Recommended conditions if the Commission proceeds despite these objections. If the Commission elects to proceed with some form of exemption, I respectfully urge the following minimum conditions:

1. Require post delivery BAR licensed 19 point inspection of every vehicle within 72 hours of arrival in California and before first revenue trip, with records filed with CPED. TMS itself offered to engage with appropriate California entities to determine whether they can provide a sufficient alternate inspection after delivery. The Commission should hold TMS to that offer rather than waive it.
2. Require TMS to file written confirmation from its liability insurer that coverage applies with no reservation to passenger transportation conducted on manufacturer plates.
3. Require daily walkaround inspection records to be filed electronically with CPED on a rolling basis, not merely retained for three years, so that compliance can be verified in real time during the 30 day window rather than retrospectively after the event concludes.
4. Require TMS to publicly disclose the identity of each California licensed TCP subcarrier and the volume of trips assigned to each, so that the Commission and the regulated community can confirm that the operating posture is what TMS represents it to be.
5. Make the exemption expressly non precedential and prohibit citation of TL-19158 by any future applicant in support of a similar request. The Draft Resolution already states that exemptions are limited to the particular case covered by the request. That principle should be reinforced with an explicit ordering paragraph.
6. Require TMS to file a closeout report within 30 days after July 12, 2026 detailing total trips, any incidents, any inspection findings, and any subcarrier compliance issues, with the report served on the same service lists as this Draft Resolution.

#### VIII. Conclusion

The FIFA World Cup 2026 is a significant event for California's economy, and reliable

ground transportation for officials and guests is necessary to its success. That necessity, however, is not satisfied only by Maryland TMS, Inc. California's licensed TCP community is fully capable of providing safe, compliant, and high quality VIP transportation throughout the Los Angeles and San Francisco Bay Area markets, as it has done for decades. The Commission should not relieve a single late filing applicant of obligations that California operators meet every day, and it should not, in doing so, establish a template that future large event operators will rely on to bypass GO 157-E.

For the reasons stated above, I respectfully request that the Commission deny the requested exemption, or, in the alternative, substantially narrow its scope and impose the conditions identified in Section VII.

Thank you for your consideration.

Respectfully submitted,

Karapet Boyadjian

Operator, Curbside Rides Inc.

TCP #45621-A

gary@[curbsiderides.com](mailto:gary@curbsiderides.com)

**From:** [T Yev](#)  
**To:** [Lezcano, Margarita](#)  
**Subject:** [EXTERNAL] Re: PUBLIC - (Agenda ID# 24202) Notice of Draft Resolution TL-19158 for June 11, 2026 Commission Meeting  
**Date:** Monday, May 11, 2026 3:00:07 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**Subject: Opposition to Draft Resolution TL-19158**

To Whom It May Concern,

I am a California TCP operator and I respectfully oppose Draft Resolution TL-19158 regarding the requested exemptions for Maryland TMS, Inc. related to 2026 FIFA World Cup operations.

Granting exemptions from portions of General Order 157-E may create an unfair competitive advantage over existing California TCP operators that are already complying with all applicable regulations, insurance requirements, operational rules, and licensing obligations.

California TCP companies invest significant time and resources to remain compliant. Allowing temporary exemptions could undermine regulatory consistency, public safety standards, and fair competition within the industry.

For these reasons, I respectfully request that the Commission deny the requested exemptions or apply the same standards equally to all operators.

Thank you for your consideration.

Sincerely,

Styopa Yeghikyan  
Tyev Services LLC

TCP Permit Number 45291-A

**From:** [Luxury Limo Lane](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Comments Regarding Draft Resolution TL-19158  
**Date:** Monday, May 11, 2026 4:37:09 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear CPUC Transportation Programs,

I respectfully submit the following comments regarding Draft Resolution TL-19158 and the proposed temporary exemptions requested by Maryland TMS, Inc. in connection with transportation operations for the FIFA World Cup 2026.

As a California-based TCP operator, I would like to express concern about the potential impact that broad temporary exemptions may have on existing licensed carriers and commercial drivers who have operated under California's regulatory framework for many years.

Local TCP operators have made substantial long-term investments in order to comply with California requirements, including the purchase and maintenance of commercial vehicles, payment of high commercial insurance premiums, licensing fees, inspections, operational compliance obligations, and other ongoing regulatory costs. These commitments have been made with the understanding that all operators serving the California market would generally be subject to comparable standards and responsibilities.

Major international events such as the FIFA World Cup represent important economic opportunities for California's existing transportation industry and for the many local drivers and operators who have worked diligently to remain compliant and operational despite challenging market conditions and rising operating expenses.

While I understand the importance of ensuring adequate transportation capacity during large-scale events, I respectfully encourage the Commission to carefully evaluate whether the proposed exemptions could unintentionally disadvantage existing California TCP carriers who have continuously operated under full regulatory obligations.

I also encourage consideration of measures that prioritize or meaningfully include California-based licensed operators and drivers in any transportation plans associated with these events, so that the economic benefits generated within the state may more directly support those who have long contributed to California's regulated transportation industry.

Thank you for your time, consideration, and continued work in overseeing California's transportation system.

Warm Regards  
Morteza Karimi  
Luxury Limo Lane  
+1(949)445-9179

**From:** [ignacio israel medina](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Comments Opposing Draft Resolution TL-19158  
**Date:** Monday, May 11, 2026 9:39:54 PM

---

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I am writing to respectfully oppose Draft Resolution TL-19158 regarding the proposed temporary exemptions from portions of GO 157-E for Maryland TMS, Inc. related to FIFA World Cup 2026 operations.

As a California TCP operator that spends significant time and money complying with CPUC regulations, commercial insurance requirements, vehicle requirements, airport permitting, recordkeeping, and safety compliance standards, I am concerned about the precedent this exemption could create.

While I understand the logistical challenges associated with large international events such as the FIFA World Cup, exemptions from established transportation safety and operational requirements should not be granted selectively to large contractors or outside entities while California-based operators are expected to maintain full compliance at all times.

Many small and mid-sized California TCP operators have invested heavily to comply with GO 157-E requirements. Granting exemptions to a major event contractor creates the appearance of unequal enforcement and could place compliant California operators at a competitive disadvantage during one of the largest transportation events in recent history.

If temporary operational flexibility is deemed necessary for World Cup transportation, the CPUC should consider applying such accommodations fairly and transparently to all properly licensed California TCP carriers participating in event transportation, rather than creating exemptions that benefit a single contractor.

Public safety, fair competition, and confidence in California's regulatory framework should remain priorities regardless of the size or influence of the contracting parties involved.

Thank you for considering these comments.

Sincerely,

Ignacio Medina  
City Cruze LA LLC  
TCP 49025-P

**From:** [Uğur Kayabaşı](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Comments Regarding Draft Resolution TL-19158  
**Date:** Monday, May 11, 2026 9:58:40 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear CPUC Transportation Licensing and Analysis Branch,

I respectfully would like to submit comments regarding Draft Resolution TL-19158.

As a California TCP operator, I understand the importance of supporting major international events such as the FIFA World Cup 2026.

However, I also believe it is important to consider the impact on local California TCP operators who have spent months complying with all CPUC requirements.

Many California-based operators have invested significant time and money to become fully compliant, including commercial registration, insurance requirements, airport permits, vehicle inspections, medical requirements, drug testing compliance, and other regulatory obligations. In many cases, operators pay thousands of dollars annually in commercial insurance and compliance-related expenses in order to legally operate in California.

For many local TCP operators, major international events such as the FIFA World Cup represent one of the most important business opportunities of the year. Allowing large-scale out-of-state operations with exemptions may create significant competitive pressure on California operators who fully complied with all state requirements and invested heavily to remain compliant. It may also negatively affect fair market competition during one of the busiest and most financially important periods for local operators.

I also believe there should be careful consideration regarding operational oversight and service standards when outside entities are brought into California under temporary exemptions. Local California TCP operators are familiar with airport rules, CPUC compliance expectations, and customer service standards that have been developed through California's regulatory system.

I respectfully ask the Commission to prioritize California-based licensed TCP operators whenever possible and to ensure that any exemptions remain extremely limited in scope

and duration.

Thank you for your time and consideration.

Sincerely,

Ugur Kayabasi

PERMIT NO: TCP0049122 - P

ROCK DIGITAL SOLUTIONS LLC

**From:** [Hagos Mezgebe](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Public Comment on Draft Resolution TL-19158  
**Date:** Tuesday, May 12, 2026 7:59:31 AM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the California Public Utilities Commission, I am writing to submit my comments regarding Draft Resolution TL-19158, which proposes granting Maryland TMS, Inc. (TMS) specific exemptions from General Order 157-E for the 2026 FIFA World Cup. I have concerns regarding this resolution. While the World Cup is a major event, I believe all transportation providers should adhere to the standard safety and operational rules in General Order 157-E to ensure consistent public safety and fair competition.

Thank you for considering my input on this matter.

Sincerely, Hagos Mezgebe

**From:** [info@bstlimo.com](mailto:info@bstlimo.com)  
**To:** [Lezcano, Margarita](#)  
**Subject:** [EXTERNAL] Re: PUBLIC - (Agenda ID# 24202) Notice of Draft Resolution TL-19158 for June 11, 2026 Commission Meeting  
**Date:** Tuesday, May 12, 2026 10:20:03 AM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

## Opposition to Draft Resolution TL-19158

To whom it may concern,  
I am a California TCP operator and I respectfully oppose Draft Resolution TL-19158 regarding the requested exemptions for Maryland TMS, Inc. related to 2026 FIFA World Cup operations.

Granting exemptions from portions of general order 157-E may create an unfair competitive advantage over existing California TCP operators that are already complying with all applicable regulations, insurance requirements, operational rules, and licensing obligations.

California TCP companies invest significant time and resources to remain compliant. Allowing temporary exemptions could undermine regulatory consistency, public safety standards, and fair competition within the industry.

For this reason, I respectfully request that the Commission deny the requested exemptions or apply the same standards equally to all operators.

Thank you for your consideration.

Sincerely,  
Robert Kazarian CEO  
TCP 24269-B  
Black Stallion Transportation Inc

**From:** [Martin Tovmasian](#)  
**To:** [Lezcano, Margarita](#)  
**Subject:** [EXTERNAL] Opposition to Draft Resolution TL-19158  
**Date:** Tuesday, May 12, 2026 11:00:50 AM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**To Whom It May Concern,**

**I am a California TCP operator and I respectfully oppose Draft Resolution TL-19158 regarding the requested exemptions for Maryland TMS, Inc. related to 2026 FIFA World Cup operations.**

**Granting exemptions from portions of General Order 157-E may create an unfair competitive advantage over existing California TCP operators that are already complying with all applicable regulations, insurance requirements, operational rules, and licensing obligations.**

**California TCP companies invest significant time and resources to remain compliant. Allowing temporary exemptions could undermine regulatory consistency, public safety standards, and fair competition within the industry.**

**For these reasons, I respectfully request that the Commission deny the requested exemptions or apply the same standards equally to all operators.**

**Thank you for your consideration.**

**Sincerely,  
Martin Tovmasian  
Mar's Transportation Inc  
TCP Number - 49205-P**

**From:** [Pogosyan63amg](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Comment on Draft Resolution TL-19158 – Request for Fair Participation Opportunity  
**Date:** Wednesday, May 13, 2026 3:48:45 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I am writing to submit my comment regarding Draft Resolution TL-19158 concerning the temporary exemption granted to Maryland TMS, Inc. (TMS) for FIFA World Cup 2026 transportation operations.

I am a licensed transportation operator actively working within the TCP framework in California. While I understand the need for efficient and organized transportation during large-scale international events, I have serious concerns about the potential impact of granting exclusive or preferential treatment to a single company.

As a small operator, I am fully willing and prepared to participate in transportation services for the FIFA World Cup under fair and reasonable conditions. However, granting exemptions and operational advantages to one company risks creating an uneven playing field, limiting opportunities for independent operators and small fleet owners who comply with all existing regulations.

I respectfully request that the Commission consider the following:

- Ensure equal access to participation for qualified TCP operators
- Avoid exclusive arrangements that restrict market access
- Provide transparent criteria for any partnerships or subcontracting opportunities related to FIFA operations
- Encourage inclusion of small and independent operators in event transportation services

Many of us depend on fair access to high-demand events to sustain and grow our businesses. We are not asking for special treatment—only for a fair opportunity to compete and contribute.

I would also welcome any guidance on how independent operators can collaborate or register to participate in these operations under the proposed framework.

Thank you for your time and consideration.

**From:** [Carlye](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Resolution TL-19158  
**Date:** Wednesday, May 13, 2026 3:57:07 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is regarding comments for resolution TL-19158.

CW Elite Rides Inc does not agree with the amendment to allow a Maryland company to provide transportation in Los Angeles during FIFA World Cup. We have enough registered TPC companies with adequate requested vehicles in Southern California. It poses a safety hazard to allow companies not used to driving in Los Angeles during the busiest time yet. The safety and job security is of the utmost importance for all locals and visitors to Los Angeles. It is extremely disheartening that our governor would choose to outsource jobs from our state. Please reverse this amendment asap!.

Regards,

Carlye Wallace  
CW Elite Rides Inc  
[Cweliterides@gmail.com](mailto:Cweliterides@gmail.com)  
818-451-3218

**From:** [Beverly Hills Chauffeur Service](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Fwd: PUBLIC - (Agenda ID# 24202) Notice of Draft Resolution TL-19158 for June 11, 2026  
Commission Meeting - Corrected Comment Letter  
**Date:** Wednesday, May 13, 2026 4:03:41 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: All

I am against this company being able to get an exemption to the standard TCP regulations. There are plenty of transportation companies in California that can do the job. There is no need to import these vehicles to be operating like this. The whole proposal is silly. Complete waste of time, energy and resources for this to be done last minute to push it through, “nobody will notice” mentality.

I am 100% against allowing this to go through.

Thank you,  
Marisa Tijerina  
Beverly Hills Chauffeur Service LLC

**From:** [Maks](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Comments on Draft Resolution TL-19158  
**Date:** Wednesday, May 13, 2026 4:23:38 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Transportation Management Section, Consumer Protection and Enforcement Division

California Public Utilities Commission

Dear Commission Members,

I am writing to submit formal comments regarding Draft Resolution TL-19158, which proposes granting exemptions to Maryland TMS, Inc. for the FIFA World Cup 2026. As a professional driver and a stakeholder in the California transportation industry, I would like to raise the following concerns:

1. Fair Competition and Equal Opportunities

The resolution proposes granting specific exemptions to a single entity (Maryland TMS, Inc.). This creates an uneven playing field. If the Commission deems it necessary to waive certain provisions of General Order 157-E to meet the demands of the World Cup, such flexibility should be extended to all licensed Charter-Party Carriers (TCP) participating in the event, not just one provider.

2. Impact on Local Drivers and Small Businesses

The introduction of a large-scale operator with "relaxed" regulatory requirements could negatively affect local professional drivers who operate strictly within the existing framework of GO 157-E. I urge the Commission to consider how these exemptions will impact the livelihoods of local carriers who provide year-round service to the California community and expect fair market conditions during high-demand events.

3. Safety and Regulatory Integrity

The provisions in Part 1.06, Part 4, and Part 6.01 of General Order 157-E exist to ensure passenger safety and operational transparency. Any exemption, even a temporary 30-day one, must be scrutinized to ensure it does not compromise the high safety standards that California passengers and visitors expect. Public safety should remain the priority over logistical convenience for a single corporation.

I request that the Commission addresses these points before the final meeting on June 11, 2026.

Sincerely,

**From:** [Daniel Elekwachi](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Resolution TL-19158  
**Date:** Wednesday, May 13, 2026 4:33:17 PM

---

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

Our primary concern regarding the above resolution is understanding why the CPUC is granting a permit to an out-of-state transportation company to operate in the Bay Area for this event when several qualified local transportation companies were available for FIFA to choose from — companies that operate here, pay taxes here, and create jobs for our local economy.

We are deeply troubled by this decision and respectfully urge your agency to take our concerns into careful consideration before enacting the above resolution.

Thank you for your attention to this matter.

Chinedu Elekwachi  
Sent from my iPhone

**From:** [Marija Nosova](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Resolution TL-19158  
**Date:** Wednesday, May 13, 2026 5:20:03 PM

---

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to formally oppose Draft Resolution TL-19158, which proposes to grant Maryland TMS, Inc. exemptions from standard passenger transportation regulations under General Order 157-E.

As a licensed Transportation Charter-Party Carrier of Passengers (TCP) operating in California, I am required to comply with all applicable regulations under Part 1.06, Part 4, and Part 6.01 of General Order 157-E. Compliance with these rules requires significant time, financial investment, and ongoing effort — including payment of all required taxes, fees, and permit costs.

Granting exemptions to Maryland TMS, Inc. — even temporarily — creates an unequal and unfair competitive environment. Licensed carriers who follow all rules and bear all associated costs are placed at a disadvantage compared to a company that is allowed to operate without meeting the same legal requirements.

The fact that an event is high-profile (FIFA World Cup 2026) does not justify bypassing the regulatory framework that all other carriers must follow. If Maryland TMS, Inc. wishes to operate in California, they should be required to obtain the proper permits and comply with all regulations, just as every other carrier is required to do.

I respectfully urge the Commission to deny Draft Resolution TL-19158.

Sincerely,

Marija Nosova

Kach Kar Hills

0044751-B

213-274-5580

May 13, 2026

Sent from my iPhone

**From:** [darren.driver69.com](mailto:darren.driver69.com)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] RESOLUTION TL-19158  
**Date:** Thursday, May 14, 2026 7:32:09 AM  
**Attachments:** [png-img-72cc9bab-228e-4ffd-a0ec-78232419ed13.png](#)  
[png-img-d83350e0d-211d-415e-a484-2fb46e68990b.png](#)  
[png-img-5e4df0b5-21ef-4a5d-9340-df14c216273f.png](#)

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We strongly object to granting out of state limousine or charter companies being permitted to conduct business at any time in the state of California.



**Darren Buster Howell**

Driver 69 Corporation

**MAIN** [833-749-6463](tel:833-749-6463)

**EMAIL** [darren@driver69.com](mailto:darren@driver69.com)

**LUXURY VEHICLES AND PROFESSIONAL  
DRIVERS**



**From:** [Michelle Gyorke-Takatri](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Public Comment on Draft Resolution TL-19158  
**Date:** Thursday, May 14, 2026 9:47:01 AM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the California Public Utilities Commission,

I am writing to submit public comments regarding Draft Resolution TL-19158 concerning proposed temporary exemptions for Maryland TMS, Inc. related to transportation operations during the FIFA World Cup 2026.

As a California transportation provider operating in the San Francisco Bay Area, I am concerned that granting exemptions from portions of General Order 157-E to a specific operator may create an uneven competitive environment for existing licensed TCP carriers that already comply with California regulatory requirements.

California-based operators invest significant time and resources to meet CPUC standards, including licensing, insurance, operational compliance, and passenger safety requirements. Granting temporary exemptions to one company raises concerns about fairness and regulatory consistency, particularly if local qualified operators are capable of providing the same transportation services during FIFA-related events.

If the Commission determines that operational flexibility is necessary to support FIFA transportation logistics, I respectfully request that any temporary exemptions or accommodations be made available equally to all qualified California TCP carriers under transparent and consistent standards.

I also encourage the Commission to carefully consider:

- Competitive impacts on existing California transportation providers
- Passenger safety and accountability standards
- Equal regulatory treatment among operators
- Opportunities for local licensed carriers to participate in FIFA transportation operations

Thank you for considering these comments prior to the Commission's June 11, 2026 meeting.

Sincerely,

Michelle Gyorke-Takatri

SF Charter Limo LLC

San Francisco, CA

**From:** [Hafid Takatri](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Public Comment on Draft Resolution TL-19158  
**Date:** Thursday, May 14, 2026 9:48:25 AM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the California Public Utilities Commission,

I respectfully oppose Draft Resolution TL-19158 as currently written.

As a California TCP operator in the San Francisco Bay Area, I am concerned that granting special exemptions to Maryland TMS, Inc. creates an unfair competitive advantage over existing California carriers that already comply with all CPUC regulations and operational requirements.

Local licensed operators are fully capable of supporting FIFA World Cup transportation needs without selective regulatory exemptions. If temporary accommodations are necessary, they should be made equally available to all qualified California TCP carriers.

Thank you for your consideration.

Sincerely,

Hafid Takatri

SF Charter Limo LLC

San Francisco

**From:** [alex Ayvazyan](#)  
**To:** [Lezcano, Margarita](#); [Transportation Programs](#)  
**Subject:** [EXTERNAL] Re: PUBLIC - (Agenda ID# 24202) Notice of Draft Resolution TL-19158 for June 11, 2026 Commission Meeting - Corrected Comment Letter  
**Date:** Thursday, May 14, 2026 10:38:14 AM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear CPUC Transportation Programs, I support Resolution TL-19158 and the transportation planning efforts related to the FIFA World Cup 2026 operations in California. My company is an active TCP operator with airport permits, and we are available to support transportation services during FIFA World Cup events. We currently operate two vehicles and are interested in participating in transportation opportunities related to these operations. Thank you for your consideration and for supporting transportation providers in California. Sincerely, Syuzanna Ayvazyan Rims limo service Inc TCP number 49519-P

[Sent from Yahoo Mail for iPhone](#)

---

**From:** [Samvel Badalyan](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Comments on Draft Resolution TL-19158  
**Date:** Friday, May 15, 2026 7:27:46 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To:

Re: Comments on Draft Resolution TL-19158 – Maryland TMS, Inc.

Dear Commissioners,

I am writing to respectfully submit comments regarding Draft Resolution TL-19158 concerning the proposed limited exemption from certain requirements of General Order 157-E for Maryland TMS, Inc. in connection with the 2026 FIFA World Cup operations.

I am an active Transportation Charter-Party Carrier (TCP) operator in California, and I have serious concerns about the proposed exemption.

First, granting selective exemptions from established regulatory requirements creates an uneven playing field among licensed operators. Companies like mine are required to fully comply with all provisions of General Order 157-E, including safety, insurance, operational, and reporting obligations. Allowing another operator to function under reduced regulatory standards—even temporarily—undermines fairness and may disadvantage compliant businesses.

Second, the requirements outlined in GO 157-E are in place to ensure public safety and accountability. Any relaxation of these standards, especially during a high-demand international event such as the FIFA World Cup, raises concerns about passenger safety, insurance adequacy, and regulatory oversight.

Third, if the Commission believes that operational flexibility is necessary to accommodate increased demand during the World Cup, such accommodations should be applied uniformly to all qualified TCP operators, rather than granted selectively to a single entity.

For these reasons, I respectfully urge the Commission to reconsider or deny the proposed exemption unless equal provisions are extended to all compliant TCP carriers, or unless strict safeguards and transparency measures are implemented.

Thank you for the opportunity to provide comments on this matter.

Sincerely,  
Samvel Badalyan  
AGM Transportation LLC  
TCP Operator  
California

**From:** [Khurram Baig](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Comment on Draft Resolution TL- 19158  
**Date:** Sunday, May 17, 2026 5:14:17 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We respectfully oppose Draft Resolution TL-19158. California licensed TCP operators are required to follow CPUC rules, including vehicle registration, inspections, insurance, recordkeeping, and compliance requirements. Granting a special exemption to an out-of-state company for a major event may create unfair competition and weaken the standards that licensed California operators are required to maintain. We request CPUC to protect California TCP operators and ensure all companies follow the same safety and compliance rules.

**From:** [SF Black Car](#)  
**To:** [Transportation Programs](#)  
**Subject:** [EXTERNAL] Comment on Draft Resolution TL-19158  
**Date:** Sunday, May 17, 2026 5:21:23 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We respectfully oppose Draft Resolution TL-19158. California licensed TCP operators are required to follow CPUC rules, including vehicle registration, inspections, insurance, recordkeeping, and compliance requirements. Granting a special exemption to an out-of-state company for a major event may create unfair competition and weaken the standards that licensed California operators are required to maintain. We request CPUC to protect California TCP operators and ensure all companies follow the same safety and compliance rules.

Best regards  
SF Black Car  
|

**From:** [chris@limo805.com](mailto:chris@limo805.com)  
**To:** [Transportation Programs](#)  
**Cc:** [Lezcano, Margarita](#); [gary@curbsiderides.com](mailto:gary@curbsiderides.com)  
**Subject:** [EXTERNAL] Public Comment Opposing Draft Resolution TL-19158  
**Date:** Tuesday, May 19, 2026 10:41:51 AM  
**Attachments:** [ED29B9E3E8054DE9800896CF73D320A3.png](#)

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

Please include this comment in the record for Draft Resolution TL-19158.

Limo 805 is a California TCP operator serving Ventura County and Southern California airports. We have invested substantial time and resources complying with GO 157-E requirements, including commercial registration, inspections, insurance, and recordkeeping obligations.

While we recognize the transportation demands associated with FIFA World Cup 2026, we respectfully oppose exemptions that create unequal regulatory treatment between California TCP operators and out-of-state entities.

We encourage the Commission to prioritize solutions that utilize properly licensed California TCP carriers already operating under existing compliance standards.

Respectfully submitted,

Chris Slogocki  
Owner



**Newbury Park, CA 91320**  
805 443 2233  
[Limo805.com](http://Limo805.com)

TCP 15901  
*Serving Ventura County Since 2002*

**From:** [Capitol Car Service](#)  
**To:** [Transportation Programs](#)  
**Cc:** [Poschl, Christopher](#); [Fong, Justin H.](#); [angela.bean@cpuc.ca.gov](mailto:angela.bean@cpuc.ca.gov); [Broadband Loan Loss](#)  
**Subject:** [EXTERNAL] OPPOSITION to Draft Resolution TL-19158 (Maryland TMS, Inc. Exemption) – TCP 41381A  
**Date:** Thursday, May 21, 2026 12:41:44 PM

---

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

TO: California Public Utilities Commission (TransportationPrograms@cpuc.ca.gov)  
RE: Public Comment in Opposition to Draft Resolution TL-19158  
SERVICE LISTS / RULEMAKINGS: R.12-12-011, R.21-11-014, and R.25-08-013

As a California TCP holder (#41381A), I strictly adhere to GO 157-E, including the inspections and commercial registration costs. Granting a 30-day exemption to an out-of-state entity undermines the safety standards we work to uphold and creates an unfair competitive disadvantage for local operators who follow the law year round.

Respectfully,

Chris  
Capitol Car Service  
(408)657-0254  
TCP 41381A | Black Car Service