

FROM Taxicab permit owners.....

11.10.090 Powers of Transportation Inspector

Ability to ticket or issue a cease operations order to any “gypsy vehicles.”

****TI response: Authorization already in title 11*

11.20.081 Vehicle Equipment

Add that taxicab can have a Window Cling light, similar to UBER, vs top light

(eliminate putting holes in roofs and also allows easier use of cars with sunroofs)

****TI response: agree but dispatch has final authority*

11.10.100 Hearing appeals

A. extend appeal time from 15 to 30 days

****TI response: prefer the 15 days but 30 is reasonable as well.*

11.40.080

Must increase rates with inflation.

Request that assembly set minimum

****TI response: no recommendation at this time, policy call by TC, Assembly, and Muni*

Fees:

Remove fee for spare vehicles (\$500)

Remove fee for change of vehicle (\$50)

****TI response: fees are appropriate to cover costs of business*

Market Analysis review should be sunset until 2030 and only reviewed every 5 years.

****TI response: agree market analysis every 3-5 years.*

Handicap vehicles should be 5% of fleet and those issued before any others are issued. Only exception is for the reissuance of any transferrable permits that are out of circulation – those can be auctioned the year following non-renewal

****TI response: wheelchair accessible permits are currently open for unlimited purchasing. Do we want to limit? 5% of the fleet is approximately 11 permits. We could cap issuance of new wheelchair accessible permits at 5% each year monitored by TI office, if falls below 5% will issue more wheelchair permits. FYI, wheelchair accessible permits can operate like a normal/general permit when no wheelchair calls are pending.*

At the time that all transferable permits are in circulation and the handicap permits meet the 5 % requirement then if the market analysis shows need the auction can be held first for any non-transferable permits out of circulation. No additional non-transferable permits are to be issued without the existing ones paid for and in circulation.

****TI response: policy call for TC to issue original transferable permits first and then owner operator second. TI would support this request.*

Dispatch – programming so that after 12 hours chauffeur’s are unable to sign back in for 30 minutes and then cut off at 16 hour. (something that is workable)

****TI response: certain dispatch systems have this capability. Dispatches and VFH should be tracking this and enforcing this. The break needs to be a minimum of an hour. TI has a recommendation for this in the proposed changes.*

Change that Domestic Violence charge keeps them from getting chauffeur license from 7 to 3 years.?

****TI response: this was a policy call by the Assembly and TC. TI opinion, 7 years is good.*

Fuel Surcharge- Simplify to allow the Commission to make recommendation and action within 30 days from recommendation and waived from having to notify the public 30 days fee increase.

****TI response: there is a matrix in code that outlines the fuel surcharge 11.10.009. Also, 11.40.080 says 30 days’ notice for fare increases. Most businesses give notice for cost increases.*