



City of Milwaukee

200 E. Wells Street
Milwaukee, Wisconsin
53202

Meeting Minutes TAXICAB REVIEW BOARD

ALD. JAMES BOHL, JR, CHAIR

Justice Khalsa, Elizabeth A. Nicols, Todd O'Leary, Carmela Peot, Michael Sanfelippo, Peter N. Tsounis

Staff Assistant, Terry MacDonald

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Friday, February 6, 2009

9:00 AM

Room 301-B, City Hall

Meeting convened: 9:06 A.M.

1. Board Members Introductions

Ald. Bohl asked each board member to give a brief introduction on who they are and what they do.

Present 7 - Bohl, Nicols, Sanfelippo, O'Leary, Peot, Khalsa and Tsounis

2. Presentation given by Jim Owczarski, Deputy City Clerk, relative to meeting rules, procedures and the open records laws.

Deputy City Clerk Jim Owczarski appeared and discussed various aspects of the state Open Records and Open Meetings laws.

3. Overview of taxicab licenses, including recommendations and recent changes that were legislated as a result of the Taxicab Improvement Task Force.

Mr. Richard Withers, Legislative Reference Bureau and Mr. Rich Pfaff, License Division appeared on this matter.

Ald. Bohl directed the board members to the memorandum prepared by Mr. Withers regarding "Recommendations of the Taxicab Improvement Task Force" (Exhibit 1).

Mr. Withers said the Taxicab Improvement Task Force looked at the improvement of taxicab services in the City of Milwaukee. He said the task force came up with a series of suggestions in five categories. The five categories are: vehicle cleanliness, driver regulation, knowledge and training of drivers, mandatory service policies and enforcement of regulations.

Mr. Withers said that there were four primary ordinances that were passed by the Common Council to implement some of the recommendations of the Taxicab Improvement Task Force.

The first ordinance provided requirements for air conditioning system, prohibition of smoking and drinking alcohol beverages or other controlled substances, inspection of vehicles by drivers before each shift for cleanliness and the maintenance of inspection logs.

The second ordinance is for the issuance of new and renewal permits and the transfer of taxicab permits.

The third ordinance requires drivers to respond to service requests within 30 minutes.

The fourth ordinance requires complaint forms be available in the backseat of taxicabs.

Mr. Withers said in addition to the legislation implemented by the task force, over the past few years there has been other legislation passed that has made changes to taxicab fees, license fees and other taxicab regulations.

Mr. O'Leary asked if the complaint forms are universal or does each taxicab owner have its own form?

Mr. Pfaff replied that the code of ordinances requires that each vehicle have forms available to the public in the taxicab and that the forms are to be produced by the taxicab owner, but in a form established by the City Clerk's Office.

Mr. Pfaff said he is surprised by how few complaints the License Division receives. He said the complaints he receives are usually on the rate of fares and that is mostly caused by a misunderstanding by the driver and rider on whether the rider is being paid by one of the subsidy programs. He said the other most common complaint is against the driver's behavior towards the rider.

Mr. Khalsa replied that most of the complaints are based on misunderstandings. Some passengers misunderstand the way the meter works. He also said that rudeness by a driver does happen, but feels culture plays a role in that.

Ms. Peot replied that most of the complaints she gets are related to

miscommunication on fares and personality disputes in both the client and driver. She said the Milwaukee County Transit Plus program offers continual education to its drivers.

Ald Bohl asked Ms. Peot if she seen a change in the number of complaints?

Ms. Peot replied there has been a decline in complaints, because all of her client are handicapped in some way and are usually transported by Transit Plus.

Mr. Pfaff said that there is nothing in the code that would deny a renewal of a Public Passenger Vehicle (PPV) license based on treatment of a client by a driver.

Mr. Pfaff said that the License Division doesn't get that many complaints, because there is quicker resolution of complaints when they are handled by the dispatcher and those complaints never get submitted to the License Div.

Ald. Bohl asked if a taxicab license is similar to a bartender or liquor license in that it is considered a property right when it goes before the Public Safety Committee?

Mr. Withers replied that a PPV license would have the same kind of property interest.

Ald. Bohl said if a complaint was received on a taxicab or driver, their renewal taxicab license permit application or renewal PPV permit application would be required to appear before the Public Safety Committee.

Mr. Sanfelippo said that his company keeps a record of all complaints for each of his drivers and that information is available upon request. He said if a driver applies for a renewal of his or her PPV permit those complaints should be addressed by the City.

Mr. Pfaff replied that if there isn't anything on file in the License Division that would show that there is a problem with a renewal PPV applicant, it would then just go through the usual process without having to go before the Public Safety Committee. He said complaints could be submitted to the License Division by any passenger or the dispatch service company.

Mr. Khalsa said that he had just forwarded a couple of complaints to the City and it would then be up to the City to determine if a driver's PPV license should be renewed or not.

Ms. Peot asked how many PPV licenses were denied in the past year?

Mr. Pfaff replied that one PPV license was revoked in the last year due to a situation where a driver sexually assaulted a handicap passenger.

Ms. Peot said that if one of her drivers did something egregious to a passenger, she would suspend services to that person, but he or she would still have his or her PPV license and can still work as a PPV driver. She asked what is the route a person or company needs to take to get a PPV license suspended by the City? Would it be by sending a complaint to the City?

Mr. Pfaff replied at the very least the complaint would be added to the person's file and it would be considered at the time of renewal, but if it is a serious complaint, such as a serious crime, the PPV license could be revoked at the time it is known, the City doesn't have to wait until the renewal period.

Ald. Bohl said when a complaint is received the police department would need to

investigate the complaint to substantiate it.

Mr. Pfaff said the most effective way to get a PPV license denied by the Public Safety Committee is by a police report. He said a copy of the police record is sent to all PPV applicants, along with the hearing notice and a lot of those applicants just don't show up, because there is police report. Those applicants would then be denied for non-appearance.

Mr. Khalsa referred back to ordinance #050638 regarding the 30 minute response time and said the 30 minute response time is not a problem most of the time, but when there are large festivals, etc. or during rush hour the 30 minute requirement does cause a problem. He asked if that response time could be reconsidered?

Mr. Khalsa said that as far as declining service to a handicapped person, the only time taxicab services would be declined is if a person is trying to pay by check or if the handicapped person needs physical assistance. He asked if that could be looked at too?

Ald. Bohl asked Mr. Pfaff if the City has ever received complaints that a driver didn't pick up in a timely matter?

Mr. Pfaff replied that he has received some complaints, but rarely on the response time. He said most of the complaints he receives are for a driver who refuses to take passengers who want to pay by debit/credit cards or checks.

Ald. Bohl said he isn't sure how this body feels about making any changes to the suggestion made by Mr. Justice. He said he will asked Mr. Withers to include in his research how other communities are handling those requirements and the board can entertain that at a future meeting.

Mr. Khalsa replied that he does strictly enforce the acceptance of debt/credit cards.

4. Discussion relative to the enforcement of taxicab ordinances and regulations in the City of Milwaukee.

Sergeant Chet Ulickey, Milwaukee Police Department, License Investigation Unit appeared on this matter.

Sergeant Ulickey said his unit is charged with the enforcement of taxicab PPV ordinances and is the custodians of the police records for all other licenses the City handles that require investigation by the police department.

Ald. Bohl asked Sergeant Ulickey to explain what efforts the police department is taking to enforce the provisions of the public passenger vehicle ordinances.

Sergeant Ulickey replied that he started with the License Investigation Unit in 2005 and after reading the Taxicab Improvement Task Force recommendations and receiving several taxicab complaints, he and the Police Chief decided to assign one officer to be the primary enforcer of the taxicab ordinance regulations. He said in the beginning the primary officer approached this enforcement of taxicab violations by giving warnings to violators and after several months of warnings, he then began giving out citations.

Mr. Ulickey said last year there were four citations given for PPV licenses not displayed, three for unlicensed taxicabs and none given for not having a PPV license. He also said there were four citations issued for refusing of service to a customer.

Mr. Pfaff said that he thinks the reason there wasn't any citations issued for drivers not having their PPV license is because the dispatch services will not employ a driver who doesn't have his or her PPV license.

Ms. Nicols said that when she was on the Taxicab Improvement Task Force she recalls that it was decided that the ordinances and training course information needed to be communicated to the taxicab owners and drivers in a way that they could understand. She asked how is that being done?

Mr. Pfaff replied that the License Division is taking four different steps to get the information out to the taxicab owners and drivers.

First, a notice is sent out for all the new ordinances to all the taxicab owners;

Second, a website has been created that has up-to-date information;

Third, the PPV applicants are required to take a test that has three separate sections, including map questions, questions on where certain places are located in the City and questions on ordinance regulations; and

Fourth, two pamphlets were created that all drivers receive, one when they apply for the PPV license, that explains what will be on the test and the other is given when the PPV license is issued that lists the ordinance regulations.

Ald. Bohl said some of the changes were done by enacting ordinances and some of them were policy changes done by the License Division.

Mr. O'Leary said that there is a nationwide program called Certified Tourism Ambassador Program that VISIT Milwaukee offers, and suggested that discussion on this program be included as an agenda item at the next board meeting. The class

offers a lot of knowledge on what the City has to offer.

Mr. Khalsa asked how long is the class?

Mr. O'Leary replied that the once a person signs up for the course a book is sent to person about 2 weeks prior to the class. The class is 4 hours long and held once a month with some evening times available.

Mr. Khalsa asked if the board could consider looking at increasing the vehicle inspection days or times per week, because that is the biggest complaint from taxicab owners. He said that right now inspections are only offered once a week, during the day and that timeframe is hard for some of the drivers to make.

Ald. Bohl asked who administers the vehicle inspections, the Dept. of Public Works or the Police Dept.?

Sergeant Ulickey replied that both departments administer the vehicle inspections. The Police Dept. takes care of the paper work and the Dept. of Public Works does the inspection.

Mr. Khalsa said there can be significant revenue lost for a driver, if a second inspection is required, because the taxicab owner has to wait a whole week for it.

Sergeant Ulickey replied that the reason they don't offer more reinspection times per week is because of cost.

Sergeant Ulickey said that they are looking into how the City could address minor vehicle inspection issues, by possibly having the taxicab owner make an appointment outside the normal reinspection time so those minor issues can be addressed in a timely manner.

Ald. Bohl replied that further discussion regarding vehicle inspection times can be considered at the next meeting. He said he would like the person from the Dept. of Public Works to appear to give his input on the inspection time schedule.

Sergeant Ulickey said he will send the information he has on the inspection hours, cost, etc. to Ms. MacDonald.

Mr. Sanfelippo said it has been quite a while since the West Allis taxi permits have been dealt with and taken away, but now Franklin is issuing taxicab permits and they are coming into the City of Milwaukee every weekend. He asked Mr. Ulickey what kind of enforcement is in place to deal with those Franklin taxicabs working in Milwaukee illegally?

Sergeant Ulickey replied that two additional officers have been assigned to the enforcement of the Franklin taxicab drivers.

Ald. Bohl asked how many taxicab permits had Franklin issued?

Sergeant Ulickey replied that he thinks they issued about 20 out of 300 applicants.

Ald. Bohl said that other municipality can take a fair from another municipality into the City of Milwaukee, but they can't come into the City of Milwaukee to take a fare to another municipality.

Mr. Tsounis said that there was a Supreme Court decision back in the 1960's that

says a taxicab has to have a Milwaukee taxicab permit to pick up a client in the City of Milwaukee.

Ms. Peot said that she does have clients that live out in the Franklin area and on occasion they have had problems getting a taxicab to go out in that area to pick up, so maybe that is why Franklin started issuing permits.

Ms. Nicols asked Sergeant Ulickey what is the fine that is imposed on a taxicab from other municipalities who come into Milwaukee? Ms. Nicols also asked if Sergeant Ulickey knows if the other Municipality has a complaint process?

Sergeant Ulickey replied that the fine is \$356 for the taxicab permit and if the driver doesn't have his or her PPV license that fine is \$256. And the penalties increase for each additional fine.

Sergeant Ulickey said that as far as the complaint process, he did provide Franklin with a copy of Milwaukee's complaint process, chapter 100 of the Milwaukee Code of Ordinances.

Sergeant Ulickey said that if Yellow Cab and or American Cabs drivers could document any information they have relating to the Franklin taxicabs that come into the City and sent that information to his department he would contact Franklin with that information.

Ald. Bohl asked Sergeant Ulickey to report back to him to after he has contacted Franklin.

Sergeant Ulickey said that for the board members' information, at the beginning of last year he began including the full DOT driving record in his report to the License Division for all the PPV license applicants. He said the members of the Public Safety Committee then gets the chance to review the full driving record of all the PPV applicants that need to go before the Public Safety Committee.

5. Update and discussion on taxicabs charges in the City of Milwaukee and comparable communities.

Mr. Richard Withers, Legislative Reference Bureau and Mr. Rich Pfaff, License Division appeared on this matter.

Ald. Bohl directed the board members to the memorandum prepared by Mr. Withers regarding "A Comparison of Recent Rates and Charges" (Exhibit 2).

Ald. Bohl said that taxicab fees should be reviewed on an annual bases and this board will provide advice to the Common Council on whether changes should be made or not.

Mr. Pfaff replied that it has been 28 years since the wait time charge has been increased.

Mr. Withers gave a summary of his memorandum.

Ald. Bohl referred to Mr. Withers memorandum and said in term of the City of Milwaukee current fares there doesn't seem to be uniformity between other cities' fares.

Mr. Withers replied that he would be happy to provide a more scientific study and comparison if the board would like him too.

Mr. Khalsa asked if average individual income is considered in the comparison report?

Mr. Withers replied in the negative, but that factor could be included.

Ald. Bohl said that certain factors could be considered, but it may be a lot more work than what the Legislative Reference Bureau could provide. They may have to have someone else facilitate the research.

Mr. Pfaff said that the Taxicab Improvement Task Force did some research and found that the City of Milwaukee isn't a large convention city compared to some of the other cities.

Mr. Marvin Pratt, interested citizen, appeared and said that the number of taxicabs per city could be used as a comparison factor.

Ms. Nicols asked if an analysis on who takes taxicabs could be done? Such as residents or tourist. She also said that Seattle has a set fee per destination.

Ald. Bohl asked Mr. Withers if there are studies that have already been done that he could search for?

Mr. Withers replied that there may have been studies and or surveys already done and he would check to see if he can find any.

Mr. Redd Christenson, Manager, American Cab Co., appeared and replied to Ms. Nicols questions on what type of people use taxicabs in the City of Milwaukee. He said that each city use a different process in setting taxicab rates. He said that a lot of the ordinance regulations are old and should be revisited.

Ald. Bohl replied that the minimum charges should be revisited, such as the charges for baggage handling.

Ms. Nicols asked if there is an opportunity for citizens, who are interested in this discussion to appear and give their input?

Ald. Bohl replied in the affirmative.

Ms. Peot asked if United American Cab could provide a number of taxicabs that were dispatched on an annual basis?

Mr. Khalsa asked if the minivan/wagon charges of \$7.50 could be reconsidered?

Mr. Sanfelippo replied that the dispatch of a minivan is the same charge as a taxicab.

6. Future meeting dates, times and agendas

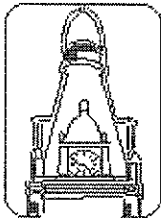
Next meeting date: March 13, 2009 at 9:00 A.M.

Agenda items:

- 1. Report by DPW on enforcement and vehicle maintenance schedule*
- 2. Presentation by VISIT Milwaukee on the Certified tourism ambassador program*
- 3. Report on Taxicab service charges*
- 4. Report on what other cities are doing on service requirement times*
- 5. Report from Police Dept. regarding regulations of taxicabs*

Meeting adjourned: 11:24 A.M.

Terry J. MacDonald
Staff Assistant



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INTERDEPARTMENTAL CORRESPONDENCE
LEGISLATIVE REFERENCE BUREAU

Memorandum

To: Ald. James A. Bohl, Jr., Chair
Taxicab Review Board

From: Richard Withers, Legislative Fiscal Analyst *RW.* ext. 8532

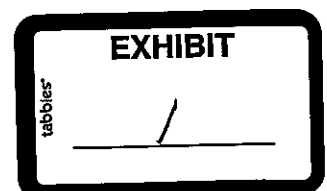
Date: February 4, 2009

Re: Taxicab Review Board – Memo 1
Recommendations of the Taxicab Improvement Task Force – March 2005

This memorandum was prepared at your request summarizing the recommendations of the Taxicab Improvement Task Force established by Common Council Resolution File # 040768, and to review subsequent legislative responses.

Attached please find a copy of the recommendations of the Task Force published March 21, 2005. These recommendations were organized in 5 categories: vehicle cleanliness and condition; driver regulation, knowledge and training; mandatory service policies; enforcing regulations; and safety/miscellaneous. A total of 31 recommendations were made. The following ordinances which you sponsored were passed implementing many of these recommendations:

- File # 050195 – providing that taxicabs be equipped with air conditioning systems, no smoking is allowed, drivers shall not drink alcohol beverages or take controlled substances while on duty or be under the influence, drivers shall inspect vehicles before each shift and assure that vehicles are also clean, owners shall maintain inspection logs for at least 60 days, and vehicles shall be washed at least once each week
- File # 050291 – providing that new and renewal taxicab permits may not be issued for, or transferred to, vehicle models older than 10 years (note: the Task Force recommended 8 years, with replacement models not older than 5 years)



- File # 050638 – providing that drivers respond to a service request within 30 minutes, and requiring that owners and drivers may not decline service to handicapped persons
- File # 050782 – providing that complaint forms shall be kept in the back seat of taxicabs and visible to passengers (repealed and recreated in File # 060644)

Many of the substantive provisions in these 4 files were updated and revised by legislation drafted by the Licenses Division of the City Clerk's Office in File # 061451 and in File # 081016.

Recommendations of the Task Force also included a proposal that the Common Council establish an advisory Taxicab Commission. It appears that the creation of the new Taxicab Review Board by Resolution File # 080563 fulfills that recommendation. You may in the future wish to consider codifying the establishment of the Review Board by ordinance.

In addition to the recommendations of the former Task Force and subsequent responsive legislation, there have been changes made over the last three years in the taxicab drop-flag maximum charge as well as in vehicle permit and driver licensing fees and related procedures.

The Review Board may wish to schedule a future presentation by Mr. Richard Pfaff of the Licenses Division to review the current operation of the licensing and permitting process. This would complement the discussion of police enforcement activities, which is Item 4 on the Agenda for the first meeting of the Review Board this Friday. Current taxicab charges and rates will be discussed in an additional memorandum together with a comparison of Milwaukee experience and the recent experience of other cities.

Review of policies and practices relating to taxicab licensing and regulation has been visited and revisited over the last 25 years by the City. Members of the Review Board may be interested in examining past reports and recommendations available at the Bureau. These include a 1975 "Summary of Recent Taxicab Studies,;" a 1982 "Milwaukee Taxicab Study, 1978-1980, Technical Reports and Supporting Documents," a 1980 report entitled "Economic Consequences of Rate and Entry Regulation in the Taxicab Industry," a 1982 report entitled "The Milwaukee Taxicab Regulation and Operation Study: 1978-1980 – Final Report," a 1985 report entitled "Entrepreneurs and Managers: Milwaukee's Taxicab Business Responds to Change: 1895-1980 and a 1987 report entitled "City of Milwaukee Taxicab and Paratransit Licensing Study: Phase 1 Report,"

LRB09041-Memo1
RLW
2/4/2009

Recommendations

City of Milwaukee Taxicab Improvement Task Force

March 21, 2005

A. Vehicle Cleanliness and Condition

1. Licensed public passenger vehicles (PPV) serving as taxis may not exceed 8 years of age and must be in good working order and of good physical condition. Replacement vehicles may not exceed 5 years of age and must be in good working order and of good physical condition.
2. It is the duty of the company/driver to inspect each vehicle for safety and cleanliness at the beginning of each shift. A monthly inspection log detailing required daily maintenance inspections should be maintained for each vehicle in service. These records must be kept for 60 days following the month's completion and be made available for city inspection immediately upon request.
3. A change should be enacted to require PPVs serving as taxis to be washed at least one time per week, or more frequently when conditions warrant.
4. The Common Council should enact a change to prohibit smoking in all licensed taxicabs.

B. Driver Regulation, Knowledge and Training

1. The Common Council should establish and require uniform taxicab training courses to encompass areas such as customer service/passenger assistance, city geography, taxi regulations and crime prevention, that must be taken prior to receipt of a PPV license.
2. A valid state issued photo I.D. verifying the applicants' identification should be required to take the public passenger vehicle license test.
3. The required PPV test should include questions relating to taxicab licensing laws, drivers code of conduct, cab stand and call procedures, taxicab fares, vehicle cleanliness and maintenance, and customer relations, in addition to questions on city geography, streets and attractions.

4. Drivers should be required to dress appropriately and be well groomed. Prohibited articles of clothing should include, but not be limited to: t-shirts, underwear worn as outerwear, tank tops, swimwear, jogging suits, body suits, shorts, cutoffs, trunks.
5. To better enforce the requirements that drivers proficiently read and speak the English language, the policy allowing translators to provide assistance to persons taking the PPV test should be eliminated.
6. The PPV license and vehicle license applications should each contain a notarized statement asserting prescribed penalties and disciplinary action that may be taken in instances of PPV code violations.
7. Drivers who have had in excess of four moving violation convictions within one licensing period may be required to retake and pass defensive driving and traffic safety courses, as prescribed by the Common Council.

C. Mandatory Service Policies

1. The maximum period of time it takes a taxicab to respond to a service request should not exceed 30 minutes.
2. Changes should be made to prohibit drivers and companies from declining service to those passengers who are disabled or those with service animals or wheelchairs, in compliance with federal ADA requirements.

D. Enforcing Regulations

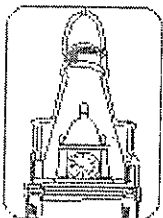
1. The Milwaukee Police Department (MPD), either through its License Investigation Unit or another designated department, should establish the equivalent of at least one full-time position designated to the enforcement of regulations and current codes relating to PPVs.
2. The License Division (LD) of the City of Milwaukee should maintain a website containing the current listing of PPV drivers and owners whose licenses have been suspended or revoked.

3. The Common Council should make changes to the PPV inspection form as prescribed to the committee by the DPW vehicle technicians who administer the inspection (see Supporting Documents, 7F).
4. The Common Council should explore a change in state law to allow the city to register dispatch services for PPVs and enact penalties for violations (dispatching suspended cabs, unlicensed drivers, failure to provide service).
5. The Common Council should require that a certified copy of each PPV affiliation agreement be kept on file with the LD. If the affiliation changes, it shall be the responsibility of both the driver and company to properly amend the affiliation agreement with the LD prior to the driver taking the road under the new affiliation. Failure to comply could lead to adverse action (suspension, non-renewal or revocation of license) taken by the Common Council.
6. Taxi affiliations (companies/dispatch services) should be required to maintain records ensuring that all drivers serving their affiliation are properly licensed by state and city. These records are to be made available to random inspection by the City of Milwaukee. Failure to comply could lead to adverse action taken by the Common Council.
7. All drivers and vehicle owners shall comply fully with city officials conducting PPV inspections. Failure to comply with annual inspection within 30 days of inspection date, or with any random inspections as may be deemed necessary by the city, will cause the owner to have to appear before the appropriate Common Council committee.
8. If a driver has had his or her Wisconsin driver's license revoked or suspended, his or her PPV license must be turned in until such time that the driver's license is reinstated. Failure to do so could result in future adverse action being taken against a driver's PPV license.
9. If a vehicle license is suspended for more than 45 days due to lack of insurance, it will be called to appear before the appropriate Common Council committee.

E. Safety/Miscellaneous

1. The Common Council should designate a location where fair rate cards should be posted in every taxi. Failure to comply with this mandate could lead to the issuance of a citation and/or adverse action taken against the driver's PPV license or vehicle owner's license.
2. The Common Council shall require all PPVs to contain uniformly approved comment/complaint cards, which must contain the proper taxi number, company and driver of the vehicle, and have the cards properly addressed to the LD of the City of Milwaukee. The CC should also designate a location where these cards should be maintained in every taxi. Failure to comply with this mandate could lead to the issuance of a citation and/or adverse action taken against the driver's PPV license or against the vehicle owner's license
3. All PPVs serving as taxis must be equipped with working safety belts for every passenger. Those PPVs that have been licensed into service prior to the enactment of this change should be grandfathered for the duration of their use on the road.
4. No driver shall consume alcohol or other controlled substances, or drive under the influence of alcohol or other controlled substances while on duty. Violation of this requirement could lead to adverse action taken against the driver's PPV license by the Common Council.
5. City ordinances should outline specific exemptions from PPV license to include but not be limited to buses, handicapped vehicles licensed by State and courtesy rides from businesses, as prescribed by the LD.
6. Visit Milwaukee and Downtown BID #21 should establish a program to provide drivers with free tours of, or admission tickets to, Milwaukee area attractions to increase driver knowledge and understanding that can be shared with visitors of the city.

7. The Common Council should establish an advisory Taxicab Commission that would provide the Common Council with guidance on taxicab and PPV related matters. Representation should include members from city taxicab affiliations/companies, taxi drivers, the Milwaukee Police Department, Common Council, License Division and Department of Public Works, Visit Milwaukee, and Para-transit, among others.
8. The Common Council should explore future possibilities of a quasi-independent Taxicab Authority.
9. The Common Council should enact a change to require all licensed taxicabs to have working heating, defrosting and air conditioning systems. Existing licensed taxicabs should be grandfathered from the air conditioning provision for the duration of their legal service on the road.



**City
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INTERDEPARTMENTAL CORRESPONDENCE
LEGISLATIVE REFERENCE BUREAU

Memorandum

To: Ald. James A. Bohl, Jr., Chair
Taxicab Review Board

From: Richard Withers, Legislative Fiscal Analyst ext. 8532

Date: February 4, 2009

Re: Taxicab Review Board – Memo 2
A Comparison of Recent Rates and Charges

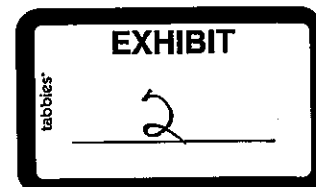
Information comparing flag drop and other taxi charges has been prepared for your office over the past year in memoranda dated January 9, 2008, May 14, 2008, and Nov. 12, 2008, relating to taxicab "flag drop" rates and other charges. In addition to this updated information, a graph is attached showing Milwaukee and US gasoline prices (regular) over the last 18 months.

Current Status of Milwaukee Taxicab Charges

Common Council File # 080193 provided a temporary increase in the maximum "flag drop" charge for the first 1/8th mile from \$2.25 to \$3.50. The increase was effective until January 1, 2009, at which time the maximum charge was reduced to \$2.25 for the first 1/8th mile. The ordinance further provided an increase in waiting time from \$0.25 per minute to \$0.40 per minute. The increase in the rate for waiting time was also reduced back to \$0.25 per minute on January 1, 2009,

Taxicab Charges in Other Cities

The following cities have been surveyed several times over the last year to identify rate structures and any changes in taxicab charges and surcharges especially due to a volatile fuel market:



Baltimore taxicab maximum rate and charge structure, set by the Maryland Public Service Commission, has not changed in several years. The maximum charges and rates are:

For entry into the taxi...\$1.80
For each 1/5 mile...\$0.20
For each hour of waiting...\$24.00.

Cincinnati permits a minimum trip charge of \$3.00 which has been in place since 1983. However, in March of 2007 the following maximum charges and rates were established:

For the first one-eighth mile . . . \$ 3.60
For each additional one-eighth mile . . . \$ 0.20
For each hour waiting. . . \$24.00.

Columbus permits special rates upon approval of a "vehicle for hire board." A safety director maintains oversight and enforcement functions. The standard maximum charges absent approval of a special rate are:

For the first 1/9 mile...\$2.75
For each additional 2/9 mile...\$.45
For each minute waiting... \$.45
For each hour waiting...\$27.00.

Indianapolis (Marion County) charges and rates have not changed over the last 3 years: Companies are required to file rates with the City/County Controller. The maximum allowable rates are:

For entry into the cab... \$3.00
For each 1/5th mile...\$0.40
For each minute waiting... \$0.40
For each hour waiting... \$24.00.

Minneapolis maximum charges and rates have remained the same over the last 3 years:

For entry into the taxi...\$2.50 (minimum can be set at \$5.00)
For each 1/5th mile...\$0.38
For each hour of waiting...\$21.00.

Philadelphia gasoline surcharges were raised from \$0.40 to \$0.50 early in 2008 but were eliminated late in the year. The city increased its maximum charges in 2008 to the following:

For the first 1/10 mile (flag drop) or fraction...\$2.70
For each additional 1/7 mile...\$0.33
For each hour of waiting...\$22.00.

Portland (Oregon) modified its taxicab rate ordinance effective April, 2008, providing the following maximum charges and rates:

For the first 1/10 mile...\$2.50
For each additional 1/10 mile...\$0.23
For each hour waiting...\$30.00.

The **Seattle** fuel surcharge (automatically adjusted) increased to \$2.00 from \$1.50 effective June, 2008, but was suspended on October 1, 2008. At the same time, Seattle set its maximum charges and rates at the following levels:

For the first 1/10 mile...\$2.50
For each additional 1/10 mile...\$0.20
For each hour waiting...\$30.00

The **St. Louis** fuel surcharge was raised in 2007 from \$1.00 to \$2.00 and was reduced back to \$1.00 in November of 2008. Maximum charges and rates are:

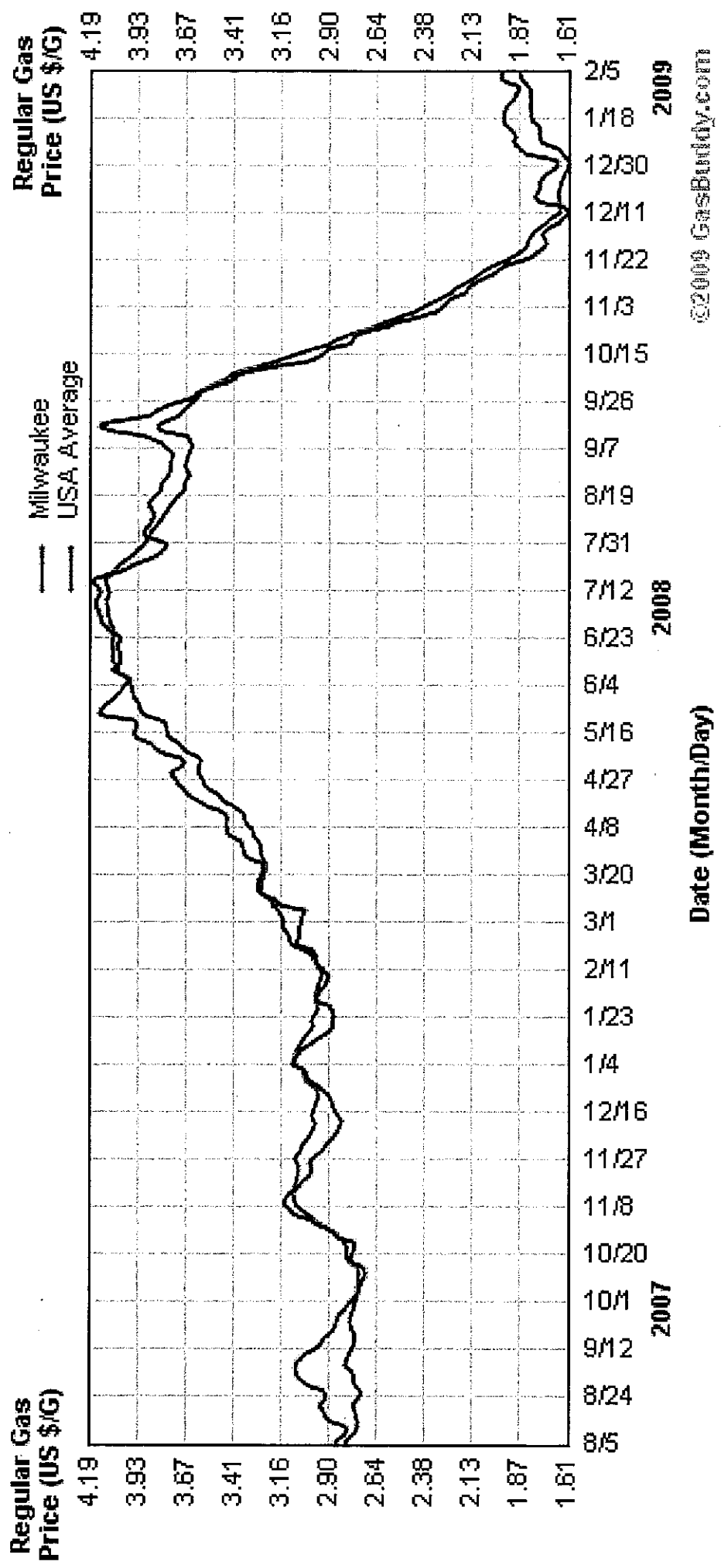
For the first 1/10th mile...\$2.50
For each additional 1/10th mile...\$0.17
For each hour waiting...\$22.00.

Please contact the Bureau if you have any questions or wish to have further information.

Attachment

LRB09041-Memo 2
RLW
2/4/2009

18 Month Average Retail Price Chart



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