Memorandum

MIAMI-DADE COUNTY

Date:	December 2, 2008
To:	Honorable Chairman Bruno A. Barreiro and Members, Board of County Commissioners
From:	George M. Burgess County Manager
Subject:	Resolution establishing the Airport Regional Taxicab Service (ARTS) rules and regulations, extending ARTS to include Zone C for trips originating at the Miami International Airport, and expanding the boundaries of flat fare taxicab Zones A, B and C

Agenda Item No. 8(C)(1)(A)

RECOMMENDATION

It is recommended that the Board approve the attached resolution establishing Airport Regional Taxicab Service (ARTS) rules and regulations, extending the ARTS area to include flat fare Zone C for trips originating at the Miami International Airport (MIA), and expanding the boundaries of flat fare taxicab Zones A, B and C.

SCOPE

This proposed resolution affects MIA and surrounding areas.

FISCAL IMPACT/FUNDING SOURCE

There is no fiscal impact to the County.

TRACK RECORD/MONITOR

The Consumer Services Department (CSD) and the Miami-Dade Aviation Department (Aviation) are responsible for monitoring the ARTS rules and regulations.

BACKGROUND

In 1981, the Board adopted Resolution No. R-1443-81 (Attachment A) that established a short haul, flat rate taxi zone (Zone A) for trips originating from MIA. In 1983, Resolution No. R-845-83 (Attachment B) added a second short haul zone (Zone B) and designated a specific number of taxicabs to provide service to the short haul zones. The operational plans and service standards for the ARTS program were established by the former Dade County Transportation Administration. These plans provided that 25 existing taxicabs would be selected by lottery to solely provide transportation from MIA to the short haul zones. In 1983, a lottery was established to select ARTS program providers. Seventy-five alternates were also selected and were used to replace the taxicabs leaving the program. ARTS taxicabs are not equipped with meters and are painted a distinctive color blue so they can be immediately identified for service and enforcement purposes.

Currently, there are only 16 taxicabs providing ARTS service. There are no remaining alternates in queue, and there is no mechanism at present to replenish them. The proposed rules and regulations (Attachment C) establish an ongoing mechanism and process to ensure a supply of ARTS taxicabs through continuing lotteries. If approved, CSD will conduct a new lottery to increase the number of in-service ARTS vehicles to 25.

In addition, the proposed ARTS rules and regulations incorporate the following:

- Provide authority to increase the number of ARTS vehicles if service demands require it.

- Establish 10 percent of the ARTS taxicabs as wheelchair accessible.
- Set up the ARTS taxicabs to operate seven days a week, 24 hours a day.
- Provide for a small number of alternates and provide grounds for revocation of ARTS authorization.
- Expands the ARTS flat fare zones to include Zone C, approved in 1999 by Resolution No. R-398-99 that created three flat rate taxicab zones (C, D, and E) for trips between MIA and portions of Coral Gables and adjacent unincorporated areas. The current flat fare rate for Zone C is $14 which is the same as the current flat fare rate for ARTS Zone B. The rate for Zone A is $10. The flat rate zones and fares continue to be governed by a separate resolution. There are an estimated 230 Zone A and B trips per day, based upon data collected during the recent Taxicab Study. There is no trip data for Zone C.

On May 16, 2007, a similar resolution seeking to approve ARTS rules and regulations was presented to Economic Development and Human Services Committee (EDHS). The resolution was deferred and ultimately withdrawn to allow staff to meet with taxicab drivers who had requested certain changes. Specifically, taxicab drivers requested that any meter fare trip of $14 or less originated at MIA be added to the ARTS zones. Staff conducted test runs to evaluate the feasibility of changing the boundaries to incorporate all $14 fares and determined that it was feasible. The new boundaries are described on the attached map (Attachment D).

Drivers also requested operational changes at MIA by allowing regular taxicabs that are assigned ARTS trips, when no ARTS taxicabs are available, the use of Perimeter Road and allowing them to proceed to the front of the line after returning to the terminal. Aviation does not recommend changing its current policy due to operational concerns. According to their records, the number of ARTS trips loaded by MIA staff into regular taxicabs is low: only about nine rides out of approximately 3,300 daily taxicab airport trips, most of them during the midnight shift. Once the ARTS taxicabs are increased to 25, even fewer of these short trips will be directed to regular cabs.

Some drivers have called for the elimination of the ARTS program. The 2007 Taxicab Study determined that the ARTS program continues to serve a useful purpose and regular cabs would obtain little benefit from its elimination. The study's data reflects that eliminating ARTS would add only 1.5 trips per week during low season and one trip every three days during peak season for the regular taxicabs. Since the wait time for regular cabs in the taxi lot would not be reduced, driver dissatisfaction when they receive those short trips may increase the incidence of refusal. This would negatively impact passengers and customer service at MIA.

These proposals were reviewed with CSD's Taxicab Advisory Group, which consists of representatives from industry, hospitality, municipalities, and others. This group supports the recommendations. There was no consensus with respect to the ARTS program at two Taxicab Drivers Focus Group meetings recently held. Drivers currently participating in the ARTS program favor the proposals.

Assistant County Manager

Attachment A

9-28-81

RESOLUTION EXTENDING EXISTING RATES FOR FOR-HIRE VEHICLES ESTABLISHED BY RESOLUTION NO. R-1513-80 BEYOND OCTOBER 1, 1981; ESTABLISHING A TAXICAB FLAT FARE ZONE SYSTEM FOR TRIPS ORIGINATING AT THE MIAMI INTERNATIONAL AIRPORT; ALLOWING THE ADDITION OF A $1.00 TOLL CHARGE TO ALL TAXICAB METER FARES ORIGINATING AT THE MIAMI INTERNATIONAL AIRPORT OR THE PORT OF MIAMI; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference; and

WHEREAS, the Board of County Commissioners has considered the County Manager's report and recommendations; and

WHEREAS, the Board of County Commissioners has held a public hearing and considered all evidence produced at said public hearing; and

WHEREAS, at the conclusion of said public hearing the Board of County Commissioners has determined that the rates set in this resolution are in the public interest,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA, that the uniform taxicab rates are hereby established as follows:

I. The county-wide uniform taxicab rates shall be as follows:

(A) The uniform taxicab rates established by Resolution No. R-1513-80 shall remain in full force and effect.

(B) The taxicab fuel surcharge established by Resolution No. R-1513-80 shall remain in full force and effect and shall expire on December 31, 1981, unless reenacted.

II. Effective October 1, 1981, or on the date County Ordinance 81-85 is enforceable, whichever is later, there is established a taxicab flat fare zone system for trips originating at the Miami International Airport as follows:

(A) A flat fare zone is hereby established for all trips originating at the Miami International Airport to all locations within in the area bounded on the North by South Royal Poinciana Drive, on the East by N.W. 37 Avenue, on the South by N.W. 11 Street, on the West by N.W. 43 Avenue.

(B) The total taxicab fare for all such trips shall be a standard charge of $4.50 per trip to any individual or group of passengers engaging a taxicab. The taxicab meter will not used on these trips.

(C) It is mandatory that all taxicab operators and drivers only charge the zone fare for these trips.

(D) No additional charges for baggage, tolls, or extra passengers may be charged or collected.

(E) The flat zone fare may only be charged and collected by taxicab drivers when an official zone map and flat zone fare passenger notice, provided by the County, is displayed in the taxicab in accordance with the instructions of the Dade County Transportation Administration (DCTA).

(F) The taxicab driver must display a flat zone fare trip card, provided by the County, when transporting any individual or group of passengers at the zone fare. The flat zone fare trip card shall be displayed in accordance with the instructions of the DCTA.

III. Effective October 1, 1981, or on the date County Ordinance 81-85 is enforceable, whichever is later, there is established a taxicab, non-meter, per trip toll surcharge payable by the passenger of $1.00 for trips originating at the Miami International Airport and the Port of Miami as follows:

(A) All taxicabs drivers must pay to the Dade County Aviation Department or the Dade County Seaport Department, respectively, a $1.00 per trip toll charge to provide transportation services for trips originating at the Miami International Airport (M.I.A) or the Port of Miami (PORT).

(B) Taxicab drivers paying the toll in (A) above are authorized to charge and collect from the passenger engaging their taxicab at M.I.A or the PORT a $1.00 toll surcharge in addition to the uniform rate established in Section I. of this Resolution.

(C) The toll surcharge shall not be charged or collected from passengers transported from M.I.A to destinations within the flat fare zone.

(D) No additional charges for extra passengers, baggage or other tolls may be charged or collected.

(E) The toll surcharge may only be charged and collected by taxicab drivers when an official toll surcharge passenger notice, provided by the County, is displayed in the taxicab in accordance with the instructions of the Dade County Transportation Administration (DCTA).

The foregoing resolution was offered by Commissioner James F. Redford, Jr. , who moved its adoption. The motion was seconded by Commissioner Barry D. Schreiber , and upon being put to a vote, the vote was as follows:

Barbara M. Carey	Aye
Clara Oesterle	Aye
Beverly B. Phillips	Absent
James F. Redford, Jr.	Aye
Harvey Ruvin	Absent
Barry D. Schreiber	Aye
Ruth Shack	Absent
Jorge (George) Valdes	Aye
Stephen P. Clark	Absent

The Mayor thereupon declared the resolution duly passed and adopted this 28th day of September, 1981.

DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

RICHARD P. BRINKER, CLERK

BY: RAYMOND REED
Deputy Clerk

Approved by County Attorney as to form and legal sufficiency. RAC

Agenda Item A

MEMORANDUM

107.0[illegible]-17A

TO Honorable Mayor and Members
Board of County Commissioners

DATE September 28, 1981

SUBJECT Proposed Taxicab Special Rate Provisions

FROM M. R. Stierheim
County Manager

RECOMMENDATION:

It is recommended that the Board of County Commissioners consider and adopt the attached resolution at the conclusion of the September 28, 1981 public hearing on the proposed taxicab special rate provisions.

This resolution retains the provisions of Resolution No. R-1513-80 in full force and effect, establishes a taxicab flat fare zone system for all trips originating at the Miami International Airport to destinations adjacent to the Airport, and establishes a taxicab $1.00 per trip surcharge to reimburse taxicab drivers who must pay a $1.00 per trip toll to the County when picking up passengers at the Airport and Seaport.

BACKGROUND:

In accordance with Chapter 31 of the County Code the Dade County Transportation Administration (DCTA) has conducted an analysis of the proposed taxicab special rate provisions and their impact on the taxicab industry and the riding public. Attached is a copy of the DCTA taxicab special rate provisions study.

MEMORANDUM

107.07-17A

TO M. R. Stierheim
County Manager

DATE September 23, 1981

SUBJECT Proposed Taxicab Special Rate Provisions

FROM Warren J. Higgins
Interim Transportation Coordinator
Dade County Transportation Administration

BACKGROUND:

On July 21, 1981, the Board of County Commissioners (BCC) adopted a countywide taxicab Ordinance and endorsed the County Manager's taxicab service operational plan for the Miami International Airport and the Port of Miami (copy attached). This plan called for assessing each taxicab picking up passengers at these facilities a toll charge of $1.00 per trip. The Ordinance and the Airport Service Plan also address the most serious taxicab problem at that facility (the short haul problem), ie, the refusal of taxicab operators and drivers to provide courteous and high quality service to passengers requesting transportation to destination immediately adjacent to the Airport.

Based on requests from the taxicab industry for special rates applicable to the Airport and Seaport to be implemented as a intregal part of the taxicab service plan for these facilities, a study was undertaken to determine whether it is in the best interest of the community, the taxicab industry and the riding public to establish the following special rate provisions:

1. That the taxicab industry be authorized to charge and collect from the passenger the $1.00 per trip county imposed taxicab toll to pick up passengers at the Airport and Seaport by adding it to the meter fare.

2. That a taxicab flat fare zone system be established for trips originating at Miami International Airport to destinations adjacent to the Airport.

In addition it is proposed that the existing uniform taxicab rates established by Resolution R-1513-80 in November 1980, remain in full force and effect.

ANALYSIS:

In consultation with the Directors of the Aviation and Seaport Departments and the Taxicab Advisory Group (consisting of consumers, tourist interests the general public and operators) and after examining several methods for establishing an equitable taxicab rate structure that will foster improved taxicabs service at the Airport and Seaport facility and support the implementation and management of the approved taxicab service plan, the following proposed special rate provisions were analysed to determine if they would accomplish these objectives. Each proposal was examined for its impact on 6 major criteria; the facility taxicab service plan, service, taxicab users, regulatory policies, enforcement and the taxicab industry.

Proposal #1 That the taxicab industry be authorized to charge and collect from the pasenger the $1.00 per trip county imposed taxicab toll to pick up passengers at the Airport and Seaport by adding it to the meter fare.

FACILITY TAXICAB SERVICE PLAN: The Directors of the Aviation and Seaport Departments find that this proposal support their control of taxicab service and management of the overall ground transportation system. Should assure cooperation of taxicab industry to toll fee system and service plan.

SERVICE: Will assure adequate taxicab service levels when needed and cooperation of taxicab drivers with starter personnel.

TAXICAB USERS: Will increase existing fares for trips originating at these facilities by $1.00. Passenger will know that extra cost is for toll charged taxicab drivers for enforcement and facility improvement signs and driver will inform passenger of extra charge.

REGULATORY POLICIES: This proposal is in effect at other Airports and Seaports where taxicabs are charged a toll to pick up passengers The rationale is that the approved meter rate should result in the driver receiving as net fare the approved rate.

ENFORCEMENT: The proposal has a built in control factor, that is the driver must ask the passenger for the surcharge, as it is not recorded on the meter. Under ordinance 81-85 a chauffeur overcharging a passenger is subject to making restitution and an automatic 3 days suspension.

TAXICAB INDUSTRY: Maintains present level of industry revenue and profitability. Proposal is recommended by industry.

Proposal #2 That a taxicab flat fare zone system be established for trips originating at Miami International Airport to destinations adjacent to the Airport.

FACILITY TAXICAB SERVICE PLAN: Proposal will eliminate need for costly special procedures now in effect. Will improve ability of starters and other personnel to manage system. It is recommended by the Director of the Airport.

SERVICE: Will improve service reliability. Allows starter personnel to inform passengers of trip cost. Eliminates or reduces short haul refusal problem.

TAXICAB USERS: Passengers (any individual or group of persons jointly hiring a taxicab for the same trip) will know the exact fare to any destination within zone prior to getting into cab. Fare has been calculated to include $1.00 Airport toll thereby resulting in increased fares. Potential passengers can be told through media hotel confirmation etc, cost of taxicab trips prior to arrival in Miami. Note, zone includes 9 major hotels and most auto rental facilities adjacent to Airport (see attached passenger notice).

REGULATORY POLICIES: Minimum fare zones for trips from Airports have been established in other jurisdictions. Allows taxicabs to compete and passengers to choose among competing transportation modes on basis of service and cost (fares).

ENFORCEMENT: Should eliminate overcharging by taxicab drivers, on short haul trips; a serious present problem.

TAXICAB INDUSTRY: Should allow industry to compete more favorably with other transportation modes. Sets precedents for consideration of other flat fares zones fares and shared ride fares under new countywide regulatory system. Will result in slight increase in net revenue to drivers, but will not change industry profitability.

The County Attorney has advised that it is prudent to have the existing uniform taxicab meter fare continued in full fare and effect under the new countywide regulatory system, County Ordinance 81-85, by having the Commission formally adopt it by resolution. This will preclude the possibility of any confusion as to what the rate is and should forestall litigation.

CONCLUSION:

The proposed special taxicab rates applicable for trips originating at Miami International Airport (Airport) and the Port of Miami (Seaport) establish a fair and equitable rate structure to meet the special needs of these facilities for revenue, the needs of passengers for dependable and reliable taxicab service, especially for trip destinations adjacent to the Airport, and provide the taxicab industry an opportunity to continue profitable operations and provide better services. Furthermore, the Airport zone fare system provides regulatory officials with improved capability to reduce the short haul problem through improved dectection and control of violations. The analysis of the 2 special taxicab rate provisions find that their adoption is in the public interest and meets the criteria established for analysis and therefore, are recommended.

Supplement to Agenda Item No. 2(A)

MEMORANDUM

.07-17A

TO Honorable Mayor and Members
Board of County Commissioners

DATE July 21, 1981

SUBJECT Ordinance Relating To The Countywide Regulation of For-Hire Passenger Motor Vehicles

FROM M. R. Stierheim
County Manager

RECOMMENDATION:

It is recommended that at the conclusion of the Public Hearing the Board adopt the Ordinance passed on first reading on June 2, 1981 with the amendments proposed in appendix A of this report.

BACKGROUND:

The Ordinance adopted on first reading by the Board on June 2, 1981 is an updated version of Ordinance 79-25 adopted on March 20, 1979 and subsequently declared invalid by the State Supreme Court on April 14, 1981. The County Attorney has advised the Board that notwithstanding the decision of the Supreme Court, the Board presently has the authority to regulate for-hire vehicles on a countywide basis.

We believe the need that existed in 1979 for regulatory reform and improvements of taxicab service, which was addressed in County Ordinance 79-25, still exists today. The Ordinance will eliminate the existing restrictive and duplicative system of dual County/municipal regulation and replace it with an economical and efficient plan of regulation applicable to the County as a whole which will result in improved service, more effective regulatory protection for the riding public, and a viable taxicab transportation system for Dade County. Specific objectives that will be attained by the adoption of this Ordinance are presented in appendix B.

Since the Ordinance was adopted on first reading an extensive public involvement effort and staff review has been conducted of the Ordinance and related taxicab regulatory issues. Public workshops were conducted on June 15, 22, 29 and July 6, 1981. A total of 97 persons representing 37 organization attended and provided suggestions and comments. As the result of input received at the June 15 and 22 workshop a series of proposed Ordinance revisions were presented at the June 29, workshop. Based on input received at that workshop 13 revisions were prepared and approved as to legal suffiency by the County Attorney, and are presented as appendix A. It is recommended that they be adopted as amendments to the Ordinance.

ANALYSIS:

The public workshop process disclosed that participants who primarily represented various segments of the taxicab industry, hold divergent and conflicting views on the Ordinance and related regulatory issues. There was however general agreement that rate setting, vehicle and chauffeur licensing, and enforcement standards should be regulated on a countywide basis.

On the major policy issues of; replacement of existing dual County/municipal regulation by a uniform countywide plan of regulation and replacing the existing franchise and limited entry system at the Airport and Seaport with an open entry service plan, those operators benefitting from the existing restrictive entry regulations strongly oppose any changes that would eliminate their monopolistic control of these markets.

On the issue of establishing a regulatory policy relating to the number of authorized taxicabs, the industry as a whole strongly favors regulations that would prevent the Commission from considering an increase in the existing number of taxicabs until the County population reaches 2.4 million persons, sometimes in the 21 first century, by adopting a ratio of not more than 1 cab per 1,500 of population. The proposed Ordinance continues the existing ratio of not more then 1 for-hire vehicle per 1,000 of population. Until a study can be conducted to develop a rational system of relating the supply of taxicabs to the community needs for improved transportation and a viable taxicab industry, the existing ratio should be continued. We will be prepared as part of the annual report required by the Ordinance (X III, E, Page 26) to submit a comprehensive report on these issues for action by the Commission at its first meeting in November 1982.

In addition to the above Ordinance issues, the 5 related regulatory issues, specified in my June 2, 1981 memorandum were analyzed by a staff task force and discussed at the public workshops. Final recommendations on each issue were then prepared by my office and are presented on the following pages.

1. Necessary County regulatory and service procedures and fees to control the opening of the Miami International Airport to all licensed taxicabs.

   In consultation with the Airport Director and after examining several methods for managing taxicab service at the Airport and a revenue collections system, the following operational plan is recommended.

   - Each taxicab will pay $1.00 per trip to pick up passengers at the lower level.
   - A temporary delay of any fee for those cabs desiring to operate on the upper level, pending the implementation of the lower curb fee program.
   - No change in the procedures controlling the orderly flow of cabs into the lower level taxicab service area except for collection of the per trip fee.
   - No change in the existing procedures controlling the delivery of taxicab passengers to the Airport.
   - The taxicab starter function to be performed by Aviation Department employees with the possibility for entering into an agreement with the Limousine Ground Transportation Franchise for the sharing of starter services during off-peak periods.

   Based on currents movements, the lower level rate structure of $1.00 per trip would provide revenue of approximately $750,000 per year. To provide on orderly flow of available taxicabs to the demand locations troughout the terminal system, 7 days a week on a 24 hour basis, using Aviation Department personnel could require up to 50 full time employees at an annual cost of $911,000. This level of staffing and cost is based on a worst scenario basis, including initial disruption based on the change over from the controlled entry system to an open Airport system. Once experience has been gained and the open Airport system has settled into a state of normalcy it is very possible that staffing requirements and operating costs could be significantly reduced. Lower staffing needs and overall costs might also be possibly based on cooperation received from the Taxi Regulatory Branch and Metro-Dade Police Department in enforcing countywide taxicab regulations at the Airport.

2. Necessary County regulatory and service procedures and fees to control the opening of the Port of Miami to all licensed taxicabs.

   In consultation with the Seaport Director and after examining several methods of managing taxicab service at the Port of Miami and generating necessary revenue to support this regulatory system the following operational plan is recommended.

   - Each taxicab would pay $1.00 per trip to pick up passengers at the Port.
   - No change in the existing procedure controlling the delivery of taxicab passengers to the Port.
   - No change in the existing procedure of controlling the orderly flow of taxicabs to passenger pick up service areas.
   - Control of taxicab movements and enforcement of taxicab services standards would be carried out by County employees of the Seaport Department and Taxi Regulatory Branch.

   The $1.00 per trip charge would replace the existing $12.00 per taxicab annual permit fee and will generate sufficient revenue to support the cost of the regulatory enforcement at the Port.

3. Legal and regulatory policy on the purchase by taxicab operators of exclusive service rights at activity centers (buying of doors).

   The County Attorney is preparing an opinion on the legality of regulating this element of the operating practice of the taxicab industry. Should the County Attorney rule that this is an area where the County may legally establish a regulatory policy, we will be prepared to present for your consideration a policy recommendation at the July 21, 1981 Public Hearing.

4. The appropriate role and inter-relationship of the Office of Transportation Administration and the Metro-Dade Police Department in the enforcement of taxicab regulations.

In consultation with the Director of the Metro-Dade Police Department and the Transportation Coordinator, and after examining several methods for managing the Taxicab Regulatory Enforcement system the following operational plan is recommended.

- The Office of Transportation (OTA) will retain administrative and operational responsibility for management of the regulatory enforcement system.
- Taxicab regulatory enforcement activities will primarily be the responsibility of the enforcement section of the OTA Taxicab Regulatory Branch.
- The Metro-Dade Police Department will function as a supplementary enforcement agency. Its personnel will be trained to take effective on-street enforcement action when violations are detected, and provide back-up support at activity centers such as the Airport, Seaport etc.
- The proposed Ordinance revisions submitted for your adoption with this report contain improved enforcement provisions including; empowering Aviation and Seaport Department employees to enforce the Ordinance at at their facility, expanded powers to inspect taxicabs, and strengthened authority to suspend chauffeurs for violations directly observed by authorized enforcement personnel.

5. The relationship and coordination of County regulatory policies controlling the taxicab and passenger motor carrier (van) industries.

In consultation with the County Attorney and the Transportation Coordinator several approaches to developing a coordinated regulatory policy for the Passenger Motor Carrier Industry presently regulated by County Ordinance 81-17 and the taxicab industry for whom the Board will determine regulatory policy at the conclusion of the July 21, 1981 public hearing have been explored. We have identified a number of legal, technical, administrative and policy sub issues that must be addressed prior to formulating action recommendations, these are:

- What powers does the County government have to regulate the Passenger Motor Carrier Industry since the state of Florida has adopted Senate Bill 1121, copy attached which reads in part;

  > 341.102 Nonpublic-sector buses.--No county or municipality shall unduly restrict or impose any economic regulation upon the use of nonpublic-sector buses engaged in intercity transportation, and any existing restrictions shall be invalid, provided, however, a county or municipality may enact necessary safety and traffic ordinances.

- Is it legal and feasible to establish a single countywide Ordinance which would regulate all elements of the private passenger transportation industry, (taxis, vans, busses, jitneys etc.)
- Is it legal and feasible to establish a single countywide regulatory system for the Passenger Motor Carrier Industry.
- Is it legal and feasible for the County through economic regulations, to limit entry of operators into the van and jitney business and at the same time provide mass transit services partially funded by Federal funds.
- Should regulatory authority be expanded to include not for compensation Passenger Motor Carriers. (This segement of the industry is presently regulated by Miami Beach).

The staff has been unable to complete its analysis of theseissues because of the complex nature of the matters involved. Furthermore input received through the Public Workshop process was very limited and did not offer constructive solutions. A seperate report is being prepared on this issue and will be presented to the Commission prior to its September 15, 1981 meeting.

METRO-DADE

COUNTY WIDE UNIFORM TAXICAB RATES

AIRPORT/SEAPORT FARES

$1.00 per trip, add'l to meter fare, will be charged for trips **ONLY FROM** the Miami International Airport and the Port of Miami

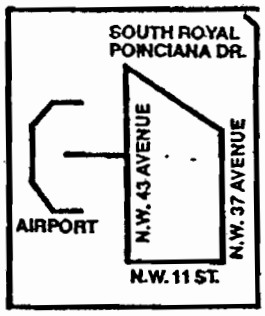
THIS $1.00 toll **WILL NOT** be charged for Airport Zone trips

AIRPORT ZONE FARE

$4.50 TOTAL CAB FARE FROM THE AIRPORT TO ANY LOCATION WITHIN THE AIRPORT ZONE

INCLUDES SERVICE TO THE FOLLOWING HOTELS:

- AIRLINER
- BEST WESTERN (MIAMI AIRPORT INN)
- HOLIDAY INN (MIAMI SPRINGS)
- HOWARD JOHNSON'S (MIAMI AIRPORT)
- MARRIOTT
- QUALITY INN (AIRPORT)
- RAMADA INN (AIRPORT)
- SHERATON RIVER HOUSE
- SKYWAYS



NO additional charges **PERMITTED** for extra passengers, baggage or other tolls

Metropolitan Dade County Ordinance 81-85. SECTION 3 VII, Effective 10/1/81

STATE OF FLORIDA)
) SS:
COUNTY OF DADE)

I, RICHARD P. BRINKER, Clerk of the Circuit Court in and for Dade County, Florida, and Ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. R-1443-81, adopted by the said Board of County Commissioners at its meeting held on September 28, 19 81.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 3rd day of November, A. D. 19 82.

RICHARD P. BRINKER, Ex-Officio Clerk
Board of County Commissioners
Dade County, Florida

By Elizabeth D Elkins
Deputy Clerk

SEAL

Board of County Commissioners
Dade County, Florida

102.01-3 REV. 11/72

Attachment B

Amended
Agenda Item No. 2 (M)
7-5-83

RESOLUTION NO. R-845-83

RESOLUTION ESTABLISHING UNIFORM TAXICAB METER RATES FOR FOR-HIRE VEHICLES; MAINTAINING THE ADDITION OF A $1.00 TOLL CHARGE TO ALL TAXICAB METER FARES ORIGINATING AT THE MIAMI INTERNATIONAL AIRPORT OR THE PORT OF MIAMI ESTABLISHED BY RESOLUTION NO. R-1443-81; EXPANDING THE AIRPORT TAXICAB FLAT FARE ZONE SYSTEM FOR TRIPS ORIGINATING AT THE MIAMI INTERNATIONAL AIRPORT ESTABLISHED BY RESOLUTION NO. R-1443-81; ESTABLISHING AN AIRPORT SHUTTLE TAXICAB SYSTEM TO SERVICE THE AIRPORT TAXICAB FLAT FARE ZONES; ESTABLISHING A TAXICAB FLAT FARE RATE FOR TRIPS FROM THE MIAMI INTERNATIONAL AIRPORT TO THE PORT OF MIAMI AND FROM THE PORT OF MIAMI TO THE MIAMI INTERNATIONAL AIRPORT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners has considered the County Manager's report and recommendations; and

WHEREAS, the Board of County Commissioners has considered the Dade County Transportation Administration's rate analysis and recommendations; and

WHEREAS, the Board of County Commissioners has held a public hearing and considered all evidence produced at said public hearing; and

WHEREAS, at the the conclusion of said public hearing the Board of County Commissioners has determined that the rates set in this resolution are in the public interest,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA, that the uniform taxicab rates are hereby established as follows:

I. Effective August 1, 1983, the countywide, uniform taxicab rates shall be as follows:

A. The meter shall be one dollar ($1.00) for the first one-third of a mile or less and twenty cents ($.20) for each additional one-sixth of a mile thereafter, as recorded on a Certified Taxicab Taximeter. The rate of any fractional part of

one-sixth of a mile traversed by any taxicab shall be the same as if the entire one-sixth of a mile had been traversed by such taxicab.

B. The rate which shall be charged for waiting time shall be twenty cents ($.20) for the first one minute and thirty-six seconds and twenty cents ($.20) for each additional forty-eight seconds ($14.80 per hour), as recorded on a Certified Taxicab Taximeter.

C. No additional charge shall be made for the transportation of extra passengers or hand baggage in any taxicab.

D. Toll road or bridge fees shall not be added to any charge.

II. The non-meter, per trip toll surcharge of $1.00, payable by the passenger, for trips originating at the Miami International Airport or the Port of Miami, established by Resolution No. R-1443-81, shall remain in full force and effect.

III. When the Airport Shuttle Taxicab System becomes effective, the taxicab flat fare zone system for trips originating at the Miami International Airport, established by Resolution No. R-1443-81, is hereby expanded as follows:

A. The existing flat fare zone, hereinafter referred to as Zone A, is expanded to include all locations in an area bounded on North by South Royal Poinciana Drive; on the East by N.W. 37 Avenue; on the South by N.W. 7 Street; and on the West by N.W. 43 Avenue, North to N.W. 17 Street,

West to N.W. 53 Avenue, North to N.W. 29 Street, East to N.W. 43 Avenue, North to South Royal Poinciana Drive.

The total taxicab fare for all such trips to locations within Zone A remains $4.50 per trip to any individual or group of passengers engaging a taxicab. The fare includes the $1.00 per trip toll surcharge. The taxicab meter will not be used on such trips.

B. A second flat fare zone, hereinafter referred to as Zone B, is established to include all locations in an area bounded on the North by N.W. 36 Street, East to N.W. 57 Avenue, North to Curtis Parkway, Northeast to South Royal Poinciana Drive, Southeast to N.W. 43 Avenue; on the East by N.W. 43 Avenue, South to N.W. 29 Street, West to N.W. 53 Avenue, South to N.W. 17 Street, East to N.W. 43 Avenue, South to N.W. 7 Avenue; on the South by N.W. 7 Avenue; and on the West by State Road 826 (Palmetto Expressway).

The total taxicab fare for all such trips to locations within Zone B will be a standard charge of $7.00 per trip to any individual to group of passengers engaging a taxicab. The fare includes the $1.00 per trip toll surcharge. The taxicab meter will not be used on such trips.

IV. Prior to August 31, 1983, the Airport Shuttle Taxicab System shall become operational. The operational plan and service standards for taxicab trips originating at the Miami International Airport to all locations within Zones A and B, as described in Section III (A) and (B), will be established by the Dade County Transportation Administration.

The foregoing resolution was offered by Commissioner Clara Oesterle, who moved its adoption. The motion was seconded by Commissioner Beverly B. Phillips, and upon being put to a vote, the vote was as follows:

Barbara M. Carey	Aye
Clara Oesterle	Aye
Beverly B. Phillips	Aye
James F. Redford, Jr.	Aye
Harvey Ruvin	Aye
Barry D. Schreiber	Nay
Ruth Shack	Aye
Jorge E. Valdes	Nay
Stephen P. Clark	Absent

The Mayor thereupon declared the resolution duly passed and adopted this 19th day of July, 1983.

DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

RICHARD P. BRINKER, CLERK

Approved by County Attorney as to form and legal sufficiency.

By: RAYMOND REED
Deputy Clerk

Attachment C

AIRPORT REGIONAL TAXICAB SERVICE (ARTS)
RANDOM LOTTERY SELECTION PROCESS

RULES AND REGULATIONS

A. ARTS AUTHORIZATION ISSUANCE AND TERMS:

1. An applicant for an Airport Regional Taxicab Service (ARTS) authorization shall complete an ARTS registration form for each taxicab for-hire license to be considered for this service and submit it with all applicable fees pursuant to Administrative Order 04-107 or any successor Administrative Order that establishes fees. Each taxicab for-hire license shall be allowed one entry. The fee must be submitted to the Consumer Services Department (CSD) – Passenger Transportation Regulatory Division (PTRD), 140 West Flagler Street, Room 904, Miami, Florida 33130. Any changes in the information provided herein shall be updated at all times by the applicant.

2. Registration forms will be received by the CSD-PTRD and upon full compliance with the requirements for application shall be entered into the random selection process. The criteria for participation in the random lottery selection process are outlined below.

    - The applicant must be a taxicab for-hire license holder.

    - There shall be no outstanding civil violations under Chapter 8CC of the Code of Miami-Dade County against the taxicab for-hire license holder. Any outstanding civil violation must be resolved prior to the date of the random lottery selection event.

    - Taxicab for-hire license holder applicants must not have been found guilty of more than two (2) citations (by an administrative hearing officer or by failing to pay or appeal the citation within the established time) or have paid more than two (2) fines for violating Chapter 31 of the Code of Miami-Dade County during the two (2) year period prior to the first date that applications were accepted.

3. Random selection of existing Miami-Dade County taxicab for-hire licenses for award of an ARTS authorization will be conducted as needed to replenish both in-service ARTS vehicles

and the stand-by alternates list. The lottery will be conducted at a time and place to be announced at least twenty (20) days prior to the date of selection (drawing).

4. The random selection process will be conducted as follows:

    a. ARTS authorization will be awarded in sequential order of selection.
    b. CSD shall select sufficient taxicab for-hire licenses to bring the current list of in-service ARTS vehicles to twenty-five (25) with the authority to increase the number of in-service ARTS vehicles as CSD deems necessary to ensure the needs of the Aviation Department. Ten (10 %) percent of all ARTS vehicles, rounded up to the nearest whole vehicle, shall be wheelchair accessible vehicles. ARTS authorized vehicles will be placed in service immediately.
    c. There will be an additional ten (10) taxicab for-hire licenses selected and placed on an alternates list.

5. ARTS authorization will be issued to the specific for-hire license holder that has been selected. ARTS authorization and/or ARTS designation as an ARTS alternate is non-transferable. In the event that a license holder who has received an ARTS authorization or has been selected as an alternate, transfers the for-hire license to another party, the ARTS authorization or alternate designation will be revoked immediately upon approval of said transfer.

6. ARTS selections will be for as long as the ARTS authorized license holder remains in compliance and has not been revoked for any violation of the Rules and Regulations herein or any other violations punishable by revocation of the ARTS authorization. ARTS license holders may withdraw from the ARTS program upon written request by the for-hire taxicab license holder to the CSD.

7. In the event an ARTS authorization is revoked, CSD shall replace the revoked authorized for-hire taxicab license with the next for-hire taxicab license on the alternates list.

8. All ARTS authorizations and selections are subject to revocation by the CSD for violation of these Rules and Regulations, Chapter 31 of the Code of Miami Dade County or Miami-Dade Aviation Department Operational Directive #42.

B. VEHICLE STANDARDS

1. All ARTS authorizations shall comply with the vehicle standards as defined by Section 31-89 of the Code of Miami-Dade County.

2. Every ARTS taxicab used to provide transportation services under an ARTS authorization must be painted the specific color as determined by CSD. Each vehicle must be permanently marked in white letters with the passenger service company name (2" high) and telephone number (2" high), and the for-hire license number (standard size) at the seven (7) CSD designated places on the vehicle exterior. All other exterior and interior markings/signage will be provided by the CSD and must be displayed in accordance with instructions issued by the CSD.

3. The ARTS taxicab shall not have a taximeter installed or otherwise in the vehicle while providing ARTS service.

4. The ARTS taxicab must be equipped with the Miami International Airport Automatic Vehicle Identification (AVI) system transponder.

5. Any vehicle not meeting the vehicle standards as set forth in this subsection shall be suspended from service until violations are corrected and the vehicle passes inspection.

C. OPERATING STANDARDS

1. ARTS transportation service can only be provided within the ARTS areas (Zones A, B and C). A map of the ARTS zones must be prominently displayed in the passenger compartment.

2. ARTS chauffeurs may not transport passengers to destinations outside the ARTS zones.

3. ARTS taxicabs cannot operate on the airport upper level (top ramp), unless instructed by the appropriate Aviation Department authority. ARTS service is exclusive to the airport lower level.

4. ARTS taxicabs shall not double load passengers, except when directed by the appropriate Aviation Department authority.

5. All ARTS taxicabs must return to the airport immediately after dropping off a passenger at their destination.

6. ARTS taxicabs shall provide minimum daily service as delineated below unless otherwise directed by the Aviation Department Director or designee.

    a. All ARTS vehicles must be in operation seven (7) days a week, twenty-four (24) hours a day.
    b. All ARTS authorized taxicab for-hire license holders must arrange for additional chauffeurs to meet the required schedule above.

7. The total fare for trips to locations in Zones A through C are determined by resolution R-1089-05 or any successor resolution determining flat fares.

D. SERVICE STANDARDS

1. ARTS chauffeurs shall open doors for passengers.

2. ARTS chauffeurs shall load and unload luggage. Any ARTS chauffeur with a temporary or permanent physical impairment which prevents him/her from providing this service must file documentation to the CSD from a physician describing the impairment and specifying the length of time that the impairment will affect the chauffeur.

3. In the event that no ARTS taxicabs are available, regular line taxicabs will be required to transport short-haul passengers. Miami-Dade Aviation Department personnel will utilize this normal operating procedure when, in their judgment, no ARTS taxicab is immediately available and the needs of the passengers will be served by this action.

E. CHAUFFEUR STANDARDS

1. ARTS chauffeurs shall at all times during the performance of their duties be in compliance with Chapter 31 of the Code of Miami-Dade County, Miami-Dade Aviation Department Operational Directive #42 and these Rules and Regulations.

2. Chauffeurs must be approved by the CSD before providing service under an ARTS authorized permit. First time applicants must possess a minimum of two (2) years professional taxicab chauffeur experience in Miami-Dade County. In addition, first time applicants must not have been found guilty of more than two (2) citations (by an administrative hearing officer or by

failing to pay or appeal the citation within the established time) or have paid more than two (2) fines for violating Chapter 31 of the County Code during the last two (2) years.

Each chauffeur is subject to inspection by authorized Miami-Dade personnel, said inspection shall include but is not limited to, cleanliness, general appearance, and ability to perform as a chauffeur. Chauffeurs who do not meet ARTS standards stated herein shall be suspended from ARTS service until corrective action has been taken.

F. CHAUFFEUR REVOCATION FROM ARTS PROGRAM

1. All ARTS chauffeur revocations shall be made administratively and the chauffeur shall have the opportunity to appeal the revocation at an administrative hearing held in accordance with Section 31-91 of the Code of Miami-Dade County.

2. ARTS chauffeurs shall be revoked from the ARTS program if they have paid or have been found guilty (by an administrative hearing officer or by failing to pay or appeal the citation within the established time) of one (1) citation for any of the following infractions:

    a. Transporting a passenger outside of the ARTS zone.

    b. Failure to use the established ARTS rate.

    c. Refusal to transport a passenger.

3. Any ARTS chauffeur who is issued two (2) citations over any twelve (12) month period, for any violation of Chapter 31 of the Miami-Dade County Code which is not listed in F (2) shall automatically lose the privilege to operate under an ARTS authorized license after the period for appeal has lapsed; provided, however, this action will not affect his or her privilege to continue operating a regular taxicab. If an administrative hearing is requested to appeal a citation, the chauffeur will remain in ARTS service pending final disposition of the citation. If the administrative hearing officer finds that the chauffeur violated Chapter 31 and/or if the chauffeur pays the fine, said chauffeur shall not be allowed to provide chauffeur service under an ARTS authorized license for one year from the date of removal from the ARTS program as a result of the second violation/citation.

4. Chauffeurs may not re-apply to drive an ARTS vehicle until one (1) year of removal from the ARTS program has passed provided that during that period the chauffeur has not been found guilty of one or more citations (by an administrative hearing officer or by failing to pay or appeal the citation within the established time) or have paid one (1) or more fine(s) for any violations of Chapter 31.

G. ARTS AUTHORIZED TAXICAB FOR-HIRE LICENSE HOLDER RESPONSIBILITIES

1. Each ARTS authorized taxicab for-hire license holder must ensure that service is provided in conformity with Chapter 31 of the Code of Miami-Dade County, Dade County Aviation Department Operational Directive #42 and the Rules and Regulations.

2. Each ARTS authorized taxicab for-hire license holder shall complete a "Chauffeur Approval/Withdrawal Form" for each Chauffeur driving the ARTS vehicle. The Form must include all required information and shall be submitted to the CSD-PTRD office, 140 West Flagler Street, 9th Floor, Room 904, for approval. No Chauffeur shall provide ARTS service without CSD-PTRD approval. Withdrawal of chauffeurs may be submitted at any time.

3. Each ARTS authorized taxicab for-hire license holder shall be deemed responsible for the authorized chauffeur's compliance with these Rules and Regulations, Chapter 31 regulations particularly as set forth under applicable subsections of Section 31-303(i)(1) through (i) (22) and Section 31-85, and MDAD Operational Directive #42.

4. The ARTS vehicle may be replaced at any time subject to CSD approval.

5. Each ARTS authorized taxicab for-hire license holder shall collect and maintain trip sheets as required under Section 31-85 (e) of the Code of Miami-Dade County. In addition, the taxicab for-hire license holder shall be responsible for maintaining a supply of receipts in his/her ARTS vehicle(s).

6. Insurance shall be provided in accordance with Chapter 31 of the Code of the Miami-Dade County.

H. DRIVER OWNER REVOCATION FROM ARTS PROGRAM

1. All revocations of ARTS authorized taxicab for-hire licenses held by a driver owner shall be made administratively and the driver owner shall have the opportunity to appeal the revocation at an administrative hearing held in accordance with Section 31-91 of the Code of Miami-Dade County. An ARTS authorized taxicab for-hire license undergoing a revocation proceeding shall remain in ARTS service until final disposition of the proceedings or until the appeal period has lapsed, at which time the ARTS authorization shall be automatically revoked.

2. ARTS authorized taxicab for-hire licenses shall be revoked from ARTS service by the CSD if the driver owner violates any of the following:

    a. Transporting a passenger outside of the ARTS zone.

    b. Failure to use the established ARTS rate.

    c. Refusal to transport a passenger.

    d. If the driver owner allows an unauthorized or suspended chauffeur to operate the ARTS taxicab.

    e. If the driver owner is issued two (2) citations over any twelve (12) month period, for any violation of Chapter 31 of the Miami-Dade County Code not listed in subsections a.- d. above.

3. A driver owner who is issued two (2) citations over any twelve (12) month period, for any violation of Chapter 31 of the Miami-Dade County Code which is not listed in H (2) shall automatically lose the privilege to operate under an ARTS authorized license after the period for appeal has lapsed; provided, however, this action will not affect his or her privilege to continue operating a regular taxicab. If an administrative hearing is requested to appeal a citation, the driver owner will remain in ARTS service pending final disposition of the citation. If the administrative hearing officer finds that the driver owner violated Chapter 31 and/or if the driver owner pays the fine, said driver owner shall not be allowed to provide chauffeur service under an ARTS authorized license for one year from the date of removal from the ARTS program as a result of the second violation/citation

4. Taxicab for-hire license driver owners may not re-apply for the ARTS lottery until after one (1) year of removal from the ARTS program has passed provided, however, that during that period the driver owner has not been found guilty of one (1) or more citations (by an administrative hearing officer or by failing to pay or appeal the citation within the established time) or have paid one (1) or more fine(s) for any violation of Chapter 31.

I. TAXICAB FOR-HIRE LICENSE HOLDER REVOCATION FROM ARTS PROGRAM FOR VIOLATIONS BY CHAUFFEUR

1. ARTS authorization shall be revoked from a taxicab for-hire license when an ARTS chauffeur has paid or has been found guilty (by an administrative hearing officer of by failing to pay or appeal the citation within the established time) of two (2) violations, during any twelve (12) month, for any of the following infractions:

    a. Transporting a passenger outside of the ARTS zone.

    b. Failure to use the established ARTS rate.

    c. Refusal to transport a passenger.

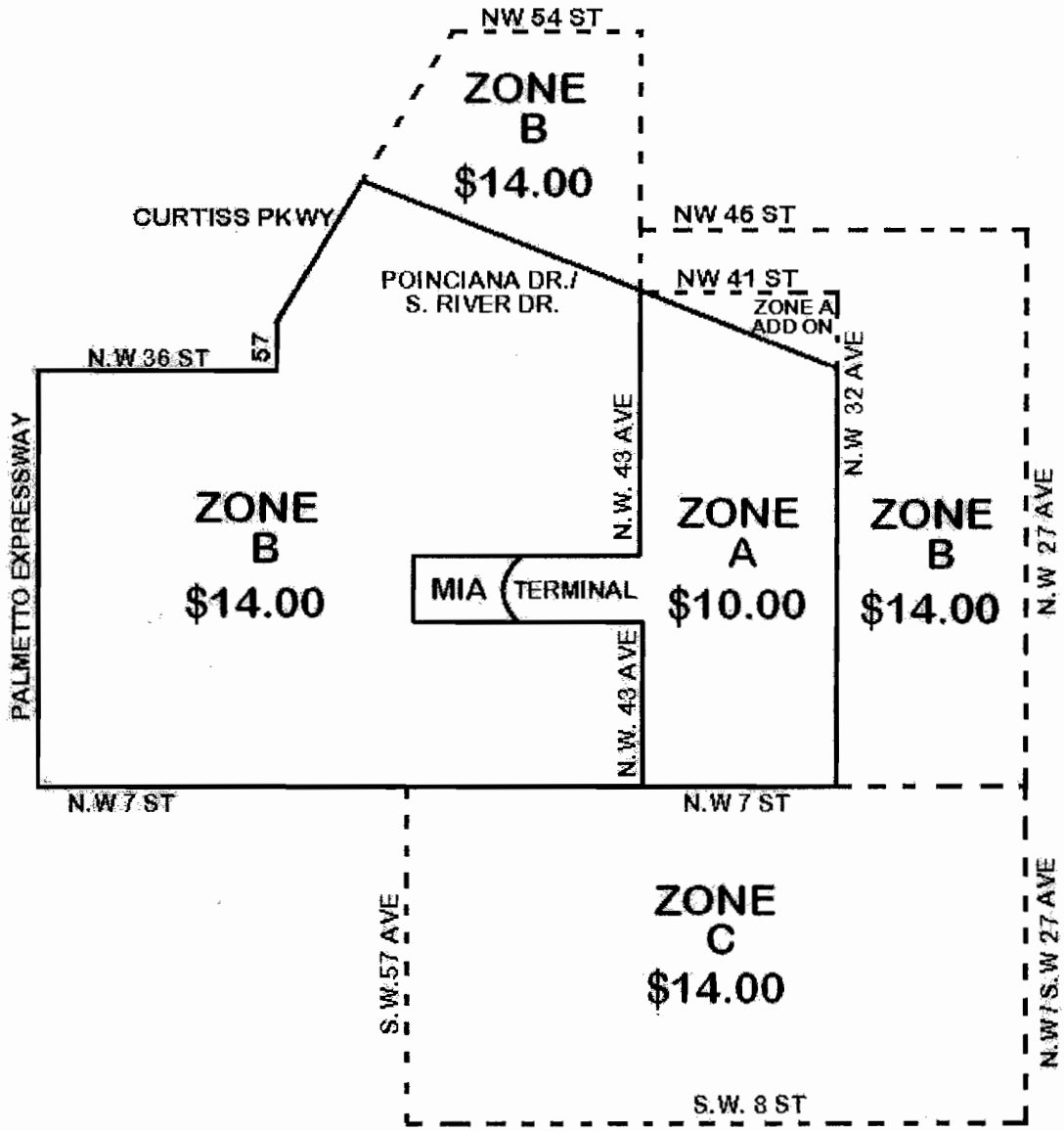
    d. Permitting an unauthorized or suspended chauffeur to operate the ARTS taxicab.

2. ARTS authorization shall be revoked from a for-hire license by the CSD if an ARTS chauffeur commits four (4) or more violations of Chapter 31 of the Miami-Dade County Code not listed in Section I (1). The revocation will be automatically imposed once the chauffeur has been found guilty of the violations (by an administrative hearing officer or by failing to pay or appeal the citation within the established time) or by having paid the fines.

3. Taxicab for-hire license holders may not re-apply for the ARTS lottery until after one (1) year of removal from the ARTS program has passed provided, however, that during that period the taxicab for-hire license holder has not been found guilty of two (2) or more citations (by an administrative hearing officer or by failing to pay or appeal the citation within the established time) or have paid two (2) or more fine(s) for any violation of Chapter 31.

Attachment D

PROPOSED REVISION OF ARTS ZONES



Solid Lines-Current ARTS Boundaries

Dotted Lines-Proposed Expansion of ARTS Boundaries

PT 134
REV 1/7/08

MEMORANDUM

(Revised)

TO: Honorable Chairman Bruno A. Barreiro and Members, Board of County Commissioners

DATE: December 2, 2008

FROM: R. A. Cuevas, Jr. County Attorney

SUBJECT: Agenda Item No. 8(C)(1)(A)

Please note any items checked.

_____ **"4-Day Rule" ("3-Day Rule" for committees) applicable if raised**

_____ **6 weeks required between first reading and public hearing**

_____ **4 weeks notification to municipal officials required prior to public hearing**

_____ **Decreases revenues or increases expenditures without balancing budget**

_____ **Budget required**

_____ **Statement of fiscal impact required**

_____ **Bid waiver requiring County Manager's written recommendation**

_____ **Ordinance creating a new board requires detailed County Manager's report for public hearing**

_____ **Housekeeping item (no policy decision required)**

_____ **No committee review**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(C)(1)(A)
12-2-08

RESOLUTION NO. _____

RESOLUTION ESTABLISHING THE AIRPORT REGIONAL TAXICAB SERVICE RULES AND REGULATIONS, EXTENDING AIRPORT REGIONAL TAXICAB SERVICE TO INCLUDE ZONE C FOR TRIPS ORIGINATING AT THE MIAMI INTERNATIONAL AIRPORT, AND EXPANDING THE BOUNDARIES OF TAXICAB FLAT FARE ZONES A, B, AND C

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that :

I. The Airport Regional Taxicab Service rules and regulations, as attached hereto, are hereby approved by the Board of County Commissioners.

II. The Airport Regional Taxicab Service flat fare zones are hereby extended to include Zone C, as modified by resolution R-1089-05 or any successor resolution, for trips originating at the Miami International Airport.

III. The boundaries of taxicab flat fare zones A, B, and C as modified by resolution R-1089-05 are hereby expanded as follows:

A. Zone A includes all locations in the area bounded on the north by N.W. 41st Street; on the east by N.W. 32nd Avenue; on the south by N.W. 7th Street, and on the west by N.W. 43rd Avenue – this area also includes Central Blvd. inbound and outbound to MIA terminal.

B. Zone B includes all locations in the area bounded on the north by N.W. 36th Street, east to N.W. 57th Avenue, north to Curtis Parkway, northeast to Hialeah Drive/N.W. 54th Street east to 43rd Avenue. On the east bounded by N.W. 43rd Avenue south to N.W. 41st Street, including the corridor N.W. 46th street to N.W. 41st street bounded by N.W. 43rd Avenue on the west and N.W. 32nd Avenue on the east. In addition to the area bounded on the west by N.W. 32nd Avenue, on the north by N.W. 46th Street, on the east by 27th Avenue, and on the south by N.W. 7th Street up to the Palmetto Expressway (excluding the area of Zone A between N.W. 32nd Avenue and N.W. 43rd Avenue).

C. Zone C includes all locations in the area bounded on the north by N.W. 7th Street; on the east by N.W. 27th Avenue and S.W. 27th Avenue; on the south by S.W. 8th Street; and on the west by S.W. 57th Avenue and N.W. 57th Avenue.

The foregoing resolution was offered by Commissioner ,

who moved its adoption. The motion was seconded by Commissioner

and upon being put to a vote, the vote was as follows:

Bruno A. Barreiro, Chairman
Barbara J. Jordan, Vice-Chairwoman

Jose "Pepe" Diaz	Audrey M. Edmonson
Carlos A. Gimenez	Sally A. Heyman
Joe A. Martinez	Dennis C. Moss
Dorrin D. Rolle	Natacha Seijas
Katy Sorenson	Rebeca Sosa
Sen. Javier D. Souto	

The Chairperson thereupon declared the resolution duly passed and adopted this 2nd day of December, 2008. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency. GKS

Gerald K. Sanchez

Bullets relating to Airport Regional Taxicab Service (ARTS)

Public Hearing Committee Date requested: November 12, 2008
Final Consideration Commission Date requested: December 2, 2008

- Resolution:
    - Establishes Airport Regional Taxicab Service (ARTS) rules and regulations
    - Extends the ARTS area to include flat fare Zone C for trips originating at MIA.
    - Expands the boundaries of flat fare Zones A, B and C to include all short trips with a fare of $14 or less.

- Resolution R-1443-81, September 28, 1981 established a taxicab flat fare zone system for trips originating at MIA (Zone A). Resolution R-845-83, July 5, 1983 authorized a second short haul zone passed (Zone B). The operational plan and service standards for ARTS taxis were to be established by the Dade County Transportation Administration as requested by the Transportation Committee. The specific operational plan cannot be located nor does the Clerk have a copy.

- 1983 a random lottery took place.

- Ordinance No. 87-12, March 17, 1987 amended Article II of Chapter 31 of the Code to transfer the regulatory responsibility for for-hire vehicle regulation from MDTA to the Consumer Services Department.

- Resolution R-398-99, April 27, 1999, created three flat rate taxicab zones (C,D and E) for trips between MIA and portions of Coral Gables and adjacent unincorporated areas of Miami-Dade County.

- Currently there are a total of eleven flat fare zones for taxicab trips beginning or ending at MIA. There are only sixteen (16) taxicabs providing ARTS service. There are no remaining alternates in queue, and there is no mechanism at present to replenish them.

- There are approximately 3,300 taxicab rides at MIA on a daily basis. About nine (9) ARTS rides are assigned to yellow cabs every day, most of them during the midnight shift. MIA supports the continuation of the ARTS program.

- Taxicab Study determined that ARTS program continues to serve a useful purpose. The data analysis reflects that eliminating ARTS would add only 1.5 trips per week during low season, and one trip every three days during peak season, for the yellow taxicabs. Since the wait time for yellow taxicabs in the taxi lot would not be reduced, driver dissatisfaction when they receive these short trips may increase the incidence of refusals.

- A similar resolution seeking to approve ARTS rules and regulations and extending the ARTS area to include flat fare Zone C for trips originating at MIA, was submitted to the EDHS Committee in 2007, however, the resolution was withdrawn due to drivers' concerns. Staff met with drivers' representatives who requested adding to the ARTS zones any short trips which currently fall outside these zones and some operational changes at MIA.

- Staff conducted various test runs to assess the feasibility of changing the zones' boundaries to incorporate all $14 or less fare trips into the zones and determined that it was feasible.

- ARTS Rules and Regulations were discussed with the Miami-Dade Aviation Department, the Taxicab Drivers Focus Group and CSD's Taxicab Advisory Group, which consists of representatives from industry, hospitality, municipalities, and others.

Fiscal Impact: There is no fiscal impact to Miami-Dade County.