



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

**Board of County Commissioners Meeting**

September 24, 2013  
9:30 A.M.  
Commission Chamber

**Research Division**

Charles Anderson, CPA  
Commission Auditor  
111 NW First Street, Suite 1030  
Miami, Florida 33128  
305-375-4354

**Comparison of Current For-Hire Limousines Regulations and Amendments Proposed in File No. 131217**

*Miami-Dade County Code Chapter 31, Article VI.*

*The proposed ordinance amends Chapter 31, Article VI of the Code of Miami-Dade County that regulates for-hire limousines. The amendment seeks to eliminate restrictions on the number of luxury sedan licenses currently in the marketplace and allows for open entry of an unrestricted number of applicants seeking this type of for-hire license.*

*Licensing, operating permits and inspection fees are collected by the Department of Regulatory and Economic Resources to support for-hire limousine regulatory activities. Initial limousine license application fees are \$350 per company. Annual operating permit fees are \$625 per license and \$625 per vehicle. Vehicle inspection fees for placing a new vehicle into service is \$70 per vehicle in addition to a renewal fee of \$38 per vehicle for re-inspections.*

<b>Section of Code</b>	<b>Current</b>	<b>Proposed Amendments</b> <i>Bold refers to proposed amendments.</i>	<b>Notes</b>
Sec. 31-601(k) <b>Definitions</b>	CSD means the Miami-Dade County Consumer Services Department.	CSD means the Miami-Dade County Consumer Services Department, <b>the Regulatory and Economic Resources Department or successor department.</b>	<i>Updates the Code to denote the current title of the department.</i>
Sec. 31-601(l) <b>Definitions</b>	<i>Director means the CSD director or the director's designee.</i>	<i>Director means the CSD, <b>the Regulatory and Economic Resources Department, or successor department director or designee.</b></i>	<i>Updates the Code to denote the current title of the department.</i>
Sec. 31-601(u) <b>Definitions</b>	<i>Limousine means a "luxury limousine sedan," a "stretch limousine," a "super-stretch limousine," an "ancient limousine," an "antique limousine," or a "collectible limousine" and which provides service on a pre-arranged basis only, which is dispatched by its central business location.</i>	<i>Limousine means a "luxury limousine sedan," a <b>"luxury sedan,"</b> a "super-stretch limousine," an "ancient limousine," an "antique limousine," or a "collectible limousine" and which provides service on a pre-arranged basis only, which is dispatched by its central business location <b>or by digital dispatch software.</b></i>	<i>Adds luxury sedan to the definition of Limousine.</i>  <i>Adds digital dispatch software.</i>
Sec. 31-601(v) <b>Definitions</b>	<i>Luxury limousine sedan or luxury sedan means a luxury, non-metered vehicle of a wheelbase size smaller than a stretch limousine, as defined by CSD.</i>	<i>Luxury limousine sedan or luxury sedan means a luxury <b>vehicle including, but not limited to, an eco-friendly luxury vehicle (rated by the United States Environmental Protection Agency at more than twenty-five (25) miles per gallon or miles per gallon equivalent, combined city and highway), which is not a taxicab,</b> of a wheelbase size smaller than a stretch limousine, as defined by <b>the Regulatory and Economic Resources Department or successor department.</b></i>	<i>Expands the definition of luxury limousine sedan or luxury sedan to include an eco-friendly luxury vehicle which is not a taxicab.</i>  <i><b>Removes non metered vehicle from definition.</b></i>  <i>Updates the Code to denote the current title of the department.</i>
Sec. 31-601(bb) <b>Definitions</b>	<i>Pre-arranged or pre-arrange means a written or telephone reservation made at least one hour in advance by the person requesting service at the place of business of the for-hire license holder for the provision of limousine service for a specified period of time.</i>	<i>Pre-arranged, pre-arrange, <b>or pre-arrangement</b> means a reservation made in advance by the person requesting service at the place of business of the for-hire license holder or <b>via digital dispatch software</b> for the provision of limousine service.</i>	<i>Adds pre-arrangement to the words defined.</i>  <i><b>Removes timeframe of at least one hour in advance for reservation.</b></i>  <i>Adds digital dispatch.</i>
Sec. 31-601(mm) <b>Definitions</b>	N/A	<i><b>Digital dispatch software means a technology that connects a passenger to a duly licensed for-hire limousine via advanced reservation through a computer, mobile phone application, text, e-mail, web-based reservation or other similar software-based technologies that may be developed in the future.</b></i>	<i>Adds a new definition, digital dispatch software, to the definition section of Article VI.</i>
Sec. 31-601(nn) <b>Definitions</b>	N/A	<i><b>Digital dispatch software provider means any business that provides digital dispatch software.</b></i>	<i>Adds a new definition, digital dispatch software provider, to the definition section of Article VI.</i>
Sec. 31-602(a)	<i>Prohibition against unauthorized operations. It shall be unlawful for any person to use, drive, or operate or to advertise in any</i>	<i>Prohibition against unauthorized operations. It shall be unlawful for any person to use, drive, or operate or to advertise in any</i>	<i>Clarifies that licensing of digital dispatch software providers are</i>

<b>For-hire Limousine Licenses.</b>	newspaper, airwaves transmission, telephone directory, or other medium accessible to the public that it offers for-hire limousine services or to cause or permit any other person to use, drive, or operate any for-hire limousine vehicle upon the streets of Miami-Dade County without first obtaining a Miami-Dade County for-hire license and maintaining it current and valid pursuant to the provisions of this article.	newspaper, airwaves transmission, telephone directory, or other medium accessible to the public that it offers for-hire limousine services or to cause or permit any other person to use, drive, or operate any for-hire limousine vehicle upon the streets of Miami-Dade County without first obtaining a Miami-Dade County for-hire license and maintaining it current and valid pursuant to the provisions of this article. <b>Notwithstanding any provision to the contrary, no provision of this Article, including this subsection (a), shall require a digital dispatch software provider to obtain a for-hire license or licensure as a passenger service company in order to advertise the provision of properly licensed for-hire limousine services.</b>  <b>A digital dispatch software provider shall be licensed pursuant to Chapter 8A of the Code to do business in Miami-Dade County and maintain a website, which shall contain information on its method of fare calculation, the rates and fees charged and provide a customer service telephone number or e-mail address. A digital dispatch software provider may only dispatch properly licensed and permitted limousines utilizing registered chauffeurs in compliance with Chapter 31 of the Code .</b>	<i>covered by Chapter 8A, Business Regulations, of the Code.</i>  <i>Requires digital dispatch software providers to obtain a business license, maintain a website, and only dispatch properly licensed limousines and registered chauffeurs.</i>
Sec. 31-602(b)  <b>For-hire Limousine Licenses.</b>	<i>Out-of County origin exception.</i> Nothing in this article shall be construed to prohibit discharge within Miami-Dade County of any passenger lawfully picked up in another County and lawfully transported into Miami-Dade County. Notwithstanding any provision to the contrary, (1) Any passenger lawfully picked up in another county, transported to, and discharged at any location within Miami-Dade County, may be picked up at the discharge location and returned to the county of origin as long as the transportation is part of a pre-arranged, round-trip fare pursuant to a written contract, the limousine has complied with all of the regulatory requirements of the other county and the county where the passenger is picked up has adopted a similar provision; and (2) A limousine from another county may pick up a passenger at either the Miami International Airport (MIA) or the Miami-Dade Seaport (Seaport) and transport said passenger directly to the limousine's county of origin as long as the transportation is part of a pre-arranged one-way continuous fare pursuant to a written contract, the passenger arrived at either the MIA or the Seaport, the limousine has complied with all of the regulatory requirements of the other county and the county where the passenger is picked up has adopted a similar provision. <del>Pre-arranged means a written or telephone reservation made at least one hour in advance by the person requesting service at the place of business of the for-hire license holder for the provision of limousine service for a specified period of time.</del> Any limousine that picks up or discharges passengers at either the MIA or the Seaport shall meet the MIA and the Seaport limousine requirements. A copy of the contract shall be in the possession of the chauffeur at all times and shall be made available to enforcement personnel upon request.		<i>Replaces Miami-Dade Seaport with Port of Miami.</i>  <i>Removes language from this subsection, defining pre-arranged.</i>
Sec. 31-602(f)(1)  <b>Vehicles Authorized to Operate under a For-Hire License.</b>	<i>Except for luxury limousine sedans, limousines shall be solely owned or leased by the for-hire license holder.</i> Under no circumstances shall a limousine license holder require a chauffeur to purchase or lease a limousine motor vehicle. This requirement shall become effective one (1) year after the adoption of this article when a new vehicle is placed into service as provided by Section 31-609(b).	Under no circumstances shall a limousine license holder require a chauffeur to purchase or lease a limousine motor vehicle. This requirement shall become effective one (1) year after the adoption of this article when a new vehicle is placed into service as provided by Section 31 609(b).	<i>Removes language that limousines be solely owned or leased by the for-hire license holder.</i>
Sec. 31-602(f)(2)  <b>Vehicles Authorized to Operate under</b>	<i>The number of vehicles authorized to operate under for-hire license are as follows:</i> (a) <i>Luxury limousine sedan for-hire license holders shall operate only one vehicle per for-hire license.</i> (b) <i>Stretch, super-stretch, ancient, antique, or collectible limousine license holders may operate more than one vehicle per</i>	Limousine license holders may operate more than one vehicle per license, after each such vehicle has obtained a valid and current operating permit.	<i>Removes limits, allowing luxury limousine sedan license holders to operate more than one vehicle per license.</i>

<b>a For-Hire License.</b>	license, after each such vehicle has obtained a valid and current operating permit.		
Sec. 31-602(k)(21)  <b>Rules of Operation.</b>	A limousine for-hire license holder shall, except as provided herein, be prohibited from entering into a written agreement with an existing for-hire limousine license holder or passenger service company as defined in Article II. Notwithstanding the foregoing, a luxury sedan limousine license holder <del>who has been issued</del> three (3) or less luxury sedan limousine licenses may enter into a written agreement with an existing for-hire limousine license holder or passenger service company for the provision of the following services as stated in Section 31-602(c)(10). Under no circumstances shall an existing for-hire limousine license holder or passenger service company require a sedan limousine license holder to purchase any services or goods others than those stated in Section 31-602(c)(10);	A limousine for-hire license holder shall, except as provided herein, be prohibited from entering into a written agreement with an existing for-hire limousine license holder or passenger service company as defined in Article II. Notwithstanding the foregoing, a luxury sedan limousine license holder who <b>is operating</b> three (3) or less luxury sedan limousines may enter into a written agreement with an existing for-hire limousine license holder or passenger service company for the provision of the following services as stated in section 31-602(c)(10). Under no circumstances shall an existing for-hire limousine license holder or passenger service company require a sedan limousine license holder to purchase any services or goods others than those stated in 31-602(c)(10);	<i>Clarifies language.</i>
Sec. 31-602(k)(22)  <b>Rules of Operation.</b>	Not allow a driver to solicit or pick up passengers other than by prearrangement <i>through a person located at the limousine license holder's place of business;</i>	<b>Not allow a driver to solicit or pick up passengers other than by prearrangement;</b>	<i>Removes language referring to prearrangement through a person located at the limousine license holder's place of business.</i>  <i>According to RER, this requirement is no longer necessary because the proposed ordinance also allows prearrangement via digital dispatch software.</i>  <i>Under current regulations a customer can only make a reservation at the license holder's place of business.</i>
Sec. 31-602(n)  <b>Rules of Operation.</b>	No for-hire limousine luxury sedan license shall be assigned, sold, (either outright or under a conditional sales contract) or transferred without prior County approval. Any change in the ownership structure of a corporation or partnership where at least five (5) percent of the shares of said corporation or at least five (5) percent of the partnership interest is assigned, sold or transferred to another shall be deemed a sale for the purposes of this section. The Director is authorized to approve assignments, sales, or transfers when requested by submission of an application (which discloses the information specified in and is signed and sworn to in accordance with the requirements of subsections (c) and (d) of this section) and payment of a transfer investigative and processing fee and after an investigation and determination, based on the criteria set forth in this section. An assignee, buyer, or transferee shall not begin operating the limousine luxury sedan license during the pendency of the application approval process. If the County approves an application to assign, sell, or transfer a limousine luxury sedan license, the assignor's, seller's, or transferor's limousine luxury sedan license shall be suspended until the County reissues the limousine luxury sedan licenses to the assignee, buyer, or transferee. Provided, however, that the County shall reissue the limousine luxury sedan licenses to the assignee, buyer, or transferee at a cost not to exceed the annual, limousine luxury sedan license renewal fee. <del>Any limousine luxury sedan license issued pursuant to Section 31-603(c)(ii) — (v) shall not be assigned, sold or transferred for a period of five (5) years from the date of issuance, except upon: (1) the sale of the luxury sedan license holder's business within the five-year period; (2) the sale of shares or the corporation or partnership as provided in this subsection; or (3) the transfer of all for-hire luxury sedan licenses by an individual to a person as defined in Section 31-601. No transfer shall be approved that results in a license holder holding or controlling more than thirty (30) percent of the total number of luxury limousine sedan licenses issued by the County. Appeals of the Director's decision shall be made pursuant to the requirements of this Chapter.</del>		<i>Removes transfer / assignment restrictions.</i>  <i>Under the proposed amendments, Sec. 31-603(c) of the Code is also eliminated.</i>  <i>According to RER, the amendment eliminates all transfer restrictions.</i>  <i>Currently luxury sedan licenses issued through lottery cannot be transferred for five years unless certain conditions are met.</i>
Sec. 31-602(q)  <b>Rules of</b>	<i>Rules for existing for-hire limousine licenses. Notwithstanding any provision to the contrary, any person who converts an existing for-hire limousine license after the date of adoption of this article</i>	<b>Subsection Eliminated.</b>	<i>This subsection is removed from Article VI of the Code.</i>

<b>Operation.</b>	<i>pursuant to Section 31-603(c)(i) and is providing luxury limousine service may lease the luxury limousine sedan license to a person who meets the requirements of Section 31-602(c) and (d), including payment of the application and investigatory fee, until such license is assigned, sold or transferred as provided in Section 31-602(n).</i>		<p><b>According to RER, the amendment eliminates the provision allowing the lease of a legacy luxury limousine sedan license.</b></p> <p><i>Under current regulations the only luxury sedan licenses that can be leased are the original 110 licenses that were issued under 31-603 (c) (1). The amendment eliminates this exception and no luxury sedan license will be allowed to be leased to another party.</i></p>
Sec. 31-603(a)(i)  <b>Rules Governing the Distribution of Luxury Limousine Sedan For-Hire Licenses.</b>	<i>Upon the effective date of this article, the director shall be authorized to issue the number of luxury limousine sedan for-hire licenses pursuant to subsections (c)(i), (ii), (iii) and (iv). In 2006, 2007 and 2008, the director shall be authorized to issue forty-two (42) luxury limousine sedan licenses each calendar year. The CSD director shall administratively issue such licenses pursuant to the provisions of this section.</i>	<b>Effective thirty (30) days after the adoption of this ordinance, there shall be no limitation on the number of luxury limousine sedan for hire limousine licenses that may be issued administratively by the director.</b>	<p><b>Removes limitation on the number of luxury limousine sedan for hire licenses that may be issued by the Director.</b></p> <p><i>Currently, the licensing of limousines is a closed category, requiring a lottery for the distribution of new for-hire licenses.</i></p>
Sec. 31-603(b)  <b>Method for Distribution of New Luxury Limousine Sedan For-Hire Licenses.</b>	<i>Method for distribution of new luxury limousine sedan for-hire licenses. Issuance of luxury limousine sedan for-hire licenses shall be issued by the CSD director in accordance with the following procedures:</i>	<i>Method for distribution of new luxury limousine sedan for-hire licenses. Luxury limousine sedan for-hire licenses shall be issued by the CSD director in accordance with the provisions of section 31-602.</i>	<p><b>Removes the “following procedures” denoted under the current Code as subsections I – iv pertaining to the current lottery process.</b></p> <p><i>The proposed amendment refers to the provisions under Section 31-602.</i></p>
Sec. 31-603(b)(i) - (iv)  <b>Method for Distribution of New Luxury Limousine Sedan For-Hire Licenses.</b>	<i>This sub-sections deals with the following: Random selection or lottery for new issues; Separate lottery conducted by CSD; Conditions for participating in random selection or lottery process; and Meeting provision within forty-five (45) days.</i>		<b>Under the proposed amendments, this subsection is eliminated.</b>
Sec. 31-603(c)  <b>Conditions for Initial Issuance of Luxury Limousine Sedan Licenses.</b>	<i>This section deals with the filing of applications and requirements for initial issuance of luxury limousine sedan licenses.</i>		<p><b>Under the proposed amendments, this section is eliminated.</b></p> <p><i>The remaining sections are renumbered.</i></p>

<p>Sec. 31-604</p> <p><b>Limousine Rates.</b></p>	<p><b>Establishing limousine rates.</b></p> <p><del>Except as otherwise provided herein, the Commission shall establish minimum rates for luxury limousine sedan, stretch limousine, super stretch limousines, antique limousines, ancient limousines and collectible limousines operating in Miami-Dade County. Such rates shall be established, altered, amended, revised, increased, or decreased in accordance with the following procedures:</del></p> <p><del>(1) The CSD, at two-year intervals or upon request of the Commission or the County Manager, shall investigate and prepare a report concerning the existing rates for luxury sedans, ancient limousines, antique limousines, collectible limousines, stretch, and super stretch limousines. Said investigation shall specify the relative changes in the consumer price index over the preceding two-year period and shall quantify what the rates would be if the currently approved minimum limousine rates were adjusted for such change. Such investigation may also consider the financial records of the industry to determine revenues or expenses when requested by the Commission or County Manager.</del></p> <p><del>(2) The CSD's report shall be forwarded to the County Manager who shall prepare a recommendation to the Board of County Commissioners.</del></p> <p><del>(3) A public hearing concerning rates shall be scheduled at which time all interested parties shall have an opportunity to be heard. The Commission shall consider the CSD's report, the County Manager's recommendation, and all evidence produced at the hearing and, by resolution, shall determine and set the appropriate rates as may be in the public interest; provided, however, limousine minimum rates shall be no less than three and one-third (3 1/3) times the hourly rate of taxicabs.</del></p>	<p><b>Limousine rates.</b></p> <p>(a) Rates for limousines operating in Miami-Dade County shall be established by the for-hire limousine license holder and/or digital dispatch software provider. Rates for limousines operating in Miami-Dade County may be calculated on the basis of time and distance, may be flat fares to airports and other point-to-point trips, or may be calculated on an hourly basis. There shall be no minimum time requirements for the usage of limousines. Notwithstanding the foregoing, a for-hire limousine may charge no less per trip than two (2) times the taximeter rate for the first fraction of a mile, as established by the Board of County Commissioners, regardless of the length of the limousine trip.</p> <p>(b) Prior to booking a vehicle, the fare calculation method, the applicable rates being charged, and the option for an estimated fare must be available to the customer.</p> <p>(c) Upon completion of a trip, the customer shall receive a paper or electronic receipt that lists the origination and destination of the trip, the total distance and time of the trip, and a breakdown of the total fare paid, including fees and gratuity, if any.</p>	<p><b><del>Removes existing rate regulations.</del></b></p> <p><del>Provides that limousine license holders and/or digital dispatch software providers will determine limousine rates in excess of minimum rates.</del></p> <p><del>According to RER, the taximeter rate is currently \$2.50, so in theory the minimum rate for limousines under the new amendment is \$5.00.</del></p> <p><del>Additionally, eliminates the current minimum rate of three and one-third (3 1/3) times the hourly rate of taxicabs. Currently minimum rates are set by resolution. The last of these resolutions was approved on June 6, 2005 (R-633-05).</del></p> <p><del>For luxury sedans the minimum rates are \$40/hour, with a 2-hour minimum or \$70 for any one-way continuous trip to any location.</del></p>
<p>Sec. 31-609(b)(1)</p> <p><b>Vehicle Age Limits and Inspection Schedules</b></p>	<p>Luxury limousine sedans. No luxury limousine sedan initially placed into service shall be older than two (2) model years of age. No luxury limousine sedan that exceeds five (5) model years of age shall be inspected or operated.</p>	<p>Luxury limousine sedans. No luxury limousine sedan initially placed into service shall be older than <b>four (4)</b> model years of age. No luxury limousine sedan that exceeds <b>six (6)</b> model years of age shall be inspected or operated.</p>	<p><del>Amends the age requirements for luxury limousine sedans initially placed into service, increasing it from two (2) to four (4) years. Also increases the inspection or operation years from five (5) to six (6).</del></p>
<p>Sec. 31-609(b)(2)</p> <p><b>Vehicle Age Limits and Inspection Schedules</b></p>	<p>Stretch limousines. No stretch limousine initially placed into service shall be older than two (2) model years of age. No stretch limousine that exceeds five (5) model years of age shall be inspected or operated; provided, however, that a luxury sedan vehicle that is either a fifteen (15) or greater model year Rolls Royce, Packard or Mercedes-Benz that has been stretched a minimum of forty-two (42) inches may be operated beyond five (5) model years as long as the vehicle meets the inspection requirements of the Code.</p>	<p>Stretch limousines. No stretch limousine initially placed into service shall be older than <b>four (4)</b> model years of age. No stretch limousine that exceeds <b>six (6)</b> model years of age shall be inspected or operated; provided, however, that a luxury sedan vehicle that is either a fifteen (15) or greater model year Rolls Royce, Packard or Mercedes-Benz that has been stretched a minimum of forty-two (42) inches may be operated beyond five (5) model years as long as the vehicle meets the inspection requirements of the Code.</p>	<p><del>Amends the age requirements for stretch limousines initially placed into service, increasing it from two (2) to four (4) years. Also increases the inspection or operation years from five (5) to six (6).</del></p>
<p>Sec. 31-609(b)(3)</p>	<p>Super-stretch limousines. No super-stretch limousine initially placed into service shall be older than two (2) model years of age. No super-stretch limousine that exceeds seven (7) model years of age</p>	<p>Super-stretch limousines. No super-stretch limousine initially placed into service shall be older than <b>four (4)</b> model years of age. No super-stretch limousine that exceeds seven (7) model</p>	<p><del>Amends the age requirements for super-stretch limousines, increasing it from two (2) to four (4) years.</del></p>

<b>Vehicle Age Limits and Inspection Schedules</b>	shall be inspected or operated; provided, however, that a luxury sedan vehicle that is either a fifteen (15) or greater model year Rolls Royce, Packard or Mercedes-Benz that has been stretched a minimum of one hundred twenty (120) inches may be operated beyond seven (7) model years as long as the vehicle meets the inspection requirements of the Code.	years of age shall be inspected or operated; provided, however, that a luxury sedan vehicle that is either a fifteen (15) or greater model year Rolls Royce, Packard or Mercedes-Benz that has been stretched a minimum of one hundred twenty (120) inches may be operated beyond seven (7) model years as long as the vehicle meets the inspection requirements of the Code.	
Sec. 31-615(c)  <b>Advertisement of For-Hire Services</b>	<i>No person shall advertise a rate or fare other than the rate or fare approved pursuant to Section 31-604.</i>	<b>Subsections Removed.</b>	<i>Removes language prohibiting the advertisement of a rate/fare other than the approved rate/fare.</i>

**Taxicab and Limousine Advisory Groups**

Pursuant to the directive in Resolution No. 599-12, the Mayor provided the following information, pertaining to this item, in a memo dated September 19, 2013:

*On July 23, 2013, the Taxicab Advisory Group (TAG) had considerable discussion on the proposed ordinance from both TAG members and those in the audience. TAG members proffered a motion to oppose the proposed ordinance. The TAG vote carried 5-1, with 2 members abstaining. Official meeting minutes have not been approved by TAG.*

*On August 6, 2013, the Limousine Advisory Group (LAG) held their quarterly meeting. LAG members and audience participants had a prolonged discussion regarding the above ordinance. An Uber Miami representative in the audience was provided the opportunity to address some of LAG's concerns raised at this meeting. The Uber Miami representative explained the various amendments proposed at this meeting. Discussion ensued as to the potential fiscal impacts to the limousine industry. LAG members agreed to schedule a special meeting to further discuss this proposed ordinance. Official meeting minutes for the August 6, 2013 meeting, will not be approved by LAG until their scheduled October quarterly meeting.*

*On August 20, 2013, a special LAG meeting was convened. Upon closure of their discussion, a vote was taken. LAG members proffered a motion to oppose the proposed ordinance. The vote carried 4-1, with one member abstaining. Official meeting minutes for the August 20, 2013 meeting will not be approved by the LAG until their scheduled October quarterly meeting.*

**Additional Information**

According to RER, there are 626 luxury sedan licenses and 60 limousine licenses.

<b>CONSUMER SERVICES DEPARTMENT</b> <b>PASSENGER TRANSPORTATION REGULATORY DIVISION</b> <b>MINIMUM LIMOUSINE RATES</b> (Effective June 17, 2005)	
	<b>Rates</b>
Luxury Sedan	<ul style="list-style-type: none"> <li>Hourly rate: \$40/hour, with a 2-hour minimum;</li> <li>\$70 for a one-way continuous trip to any location;</li> <li>\$70 for any one-way continuous trip to Miami International Airport or Seaport, if the trip originates north of S.W. 248<sup>th</sup> Street; and any stop during the trip shall be \$40/hour or fraction of an hour; or</li> <li>\$90 for any one-way continuous trip to Miami International Airport or Seaport if the trip originates south of S.W. 248 Street; and any stop during the trip shall be \$40/hour or fraction of any hour.</li> </ul>
Stretch Limousine	<ul style="list-style-type: none"> <li>Hourly rate: \$55/hour, with a 3-hour minimum;</li> <li>\$95 for a one-way, continuous trip to any location;</li> <li>\$75 for any one-way continuous trip to Miami International Airport or Seaport; and any stop during the trip shall be \$45/hour or fraction of an hour</li> </ul>
Super-Stretch Limousine	<ul style="list-style-type: none"> <li>Hourly rate. \$65/hour, with a 3-hour minimum;</li> <li>\$95 for a one-way, continuous trip to any location</li> </ul>

**Comparison of Current Taxicab Regulations and Proposed Amendments in File No. 131012**  
*Miami-Dade County Code Chapter 31, Article II.*

*The proposed ordinance amends Chapter 31, Article II of the Code relating to taxicabs; mandates that taxicabs that transport persons and their baggage from Miami International Airport and Port of Miami be equipped with credit processing systems within a specified time period; establishes requirement relating to credit card processing systems and providers; empowers the Department of Regulatory and Economic Resources to approve credit card processing systems; requires County Commission to amend taxicab fares to include discount for payment by cash, check or other means not involving the use of a credit card within a specified time period; and amends Chapter 8CC of the Code to provide for penalties.*

*Implementation of this ordinance will have a one-time fiscal impact of approximately \$20,000 to cover staff time and the development of new taxicab rate decals and brochures.*

<u>Section of Code</u>	<u>Current</u>	<u>Proposed Amendments</u> <i>Bold refers to proposed amendments.</i>	<u>Notes</u>
Sec. 31-93(b)  <b>Special Provisions</b>	Any taxicab licensed pursuant to Section 31-82 of this article and meeting all standards set forth in Section 31-89 of this article shall be authorized to provide transportation of persons and their baggage from Miami International Airport and from the Port of Miami upon compliance with reasonable and nondiscriminatory terms, conditions and fees, as established by the County Manager. The transportation of persons and baggage from Miami International Airport or from the Port of Miami shall constitute an agreement by the operator that he will conform and cause the chauffeur driving such taxicab to conform to such terms, conditions, and fees.	<p>(1) The transportation of persons and baggage from Miami International Airport or from Port of Miami shall constitute an agreement by the operator that he <b>or she</b> will conform and cause the chauffeur driving such taxicab to conform to such terms, conditions, and fees. <b>Notwithstanding any provisions to the contrary, any taxicab that picks up passengers at Miami International Airport or the Port of Miami shall, within three hundred and sixty (360) days after the adoption of the fare resolution required by subsection (b)(4), be equipped with an operable back-of-seat credit card processing system. The credit card processing system shall allow the passenger to utilize his or her credit card in the rear compartment of the taxicab without handing the card to the chauffeur. Said equipment shall list tips, fares, tolls and fees separately. The credit card payment display terminal shall be interfaced with the vehicle's taxi meter and shall be programmed to display all authorized meter and flat fare rates. The meter shall be used for all fares, including flat fare trips. A taxicab equipped with a credit card processing system shall not pick up passengers at Miami International Airport or the Port of Miami when the required credit card processing system is not operational. Operational failure of said system shall require the immediate vehicle removal from service at Miami International Airport or the Port of Miami until said equipment is repaired and re-inspected at the Department of Regulatory and Economic Resources Vehicle Inspection Facility.</b></p> <p>(2) No credit card processing fee, convenience fee, equipment rental fee or any other additional fees or charges are to be paid by the passenger when using a credit card to pay the fare. A receipt shall be provided for all trips. All customer receipts shall be generated by a taximeter or other electronic device and shall contain the date and time that the trip starts, the time the trip ends, and total distance traveled. The receipt shall also include the fare charged, the name and telephone number of the passenger service company, the operating permit number, the chauffeur registration number, and the telephone number and e-mail address for filing complaints with the Department of Regulatory and Economic Resources. Chauffeurs shall be prohibited from refusing to accept payment by a credit card.</p> <p>(3) Any and all credit card service providers must utilize a paycard or direct deposit system and establish an account directly with each</p>	<p><i>The proposed ordinance amends Chapter 31, Article II, of the Code of Miami-Dade County (Code), Vehicles for Hire, authorizing taxicabs that transport persons and their baggage from Miami International Airport (MIA) and Port of Miami (Port) be equipped with credit card processing systems within a specified time period.</i></p> <p><i>The proposed amendments to Sec. 31-93(b) provide for the following:</i></p> <ul style="list-style-type: none"> <li><i>Establish requirements relating to credit card processing systems and providers;</i></li> <li><i>Empower the Department of Regulatory and Economic Resources (RER) to approve credit card processing systems;</i></li> <li><i>Require the credit card service provider to utilize a paycard or direct deposit system to electronically credit payments for taxicab fares to a chauffeur's paycard or bank account within two (2) business days; and</i></li> <li><i>Require the County Commission to amend taxicab fares to include discount for payment by cash, check or other means not involving the use of a credit card within specified time period.</i></li> </ul> <p><i>The proposed amendments specify the following time frames under newly created subsections:</i></p> <p><i>Sec. 31-93(b)(1)</i></p> <ul style="list-style-type: none"> <li><b><i>Within 360 days</i></b> after the adoption of the fare resolution requirement by subsection (b)(4) - <i>Taxicabs that transport persons and their baggage from MIA and the Port will be equipped with an operable back-of-seat credit card processing systems. The credit card processing system will allow the passenger to utilize his or her credit card in the rear compartment of the taxicab without handing the card to the chauffeur, and will list tips, fares, tolls and fees separately.</i></li> </ul>



		<p>chauffeur that provides for electronic payments. Payments for taxicab fares must be credited to a chauffeur’s paycard or bank account within two (2) business days. Only credit card processing systems approved by the Department of Regulatory and Economic Resources may be utilized in taxicabs. The processing of credit card payments shall comply with the Payment Card Industry Data Security Standard.</p> <p>(4) The County Commission shall adopt a resolution within one hundred and fifty (150) days after the effective date of this ordinance which offers a discount in taxicab fares or rates where payment is made by cash, check or other means not involving the use of a credit card as permitted by section 501.0117, Florida Statutes. Within ninety days (90) days from the effective date of this ordinance, the Mayor shall prepare a fare resolution pursuant to the provisions of Section 31-87 which shall offer a discount in taxicab fares or rates where payment is made by cash, check or other means not involving the use of a credit card. The discount shall be offered to all prospective passengers. The Department of Regulatory and Economic Resources shall consult with the industry and any existing taxicab advisory group prior to completing the fare resolution required by this subsection.</p>	<p>Sec. 31-93(b)(4) Fare Resolution Requirement</p> <ul style="list-style-type: none"><li>• <b>Within 90 days</b> from the effective date of this ordinance - The Mayor will prepare a fare resolution pursuant to the provisions of Section 31-87, Rate Regulations, which offers a discount in taxicab fares or rates where payment is made by cash, check or other means not involving the use of a credit card. The discount will be offered to all prospective passengers. RER will consult with the industry and any existing taxicab advisory group prior to completing the fare resolution required by this subsection.</li><li>• <b>Within 150 days</b> after the effective date of this ordinance – The County Commission will adopt a resolution which offers a discount in taxicab fares or rates where payment is made by cash, checks or other means not involving the use of a credit card as permitted by Section 501.0117, Florida Statutes.</li></ul>												
<p>Sec. 8CC-10</p> <p><b>Schedule of Civil Penalties.</b></p>	<p>The current Code does not assign any civil penalties to Sect. 31-93(b) of the Code.</p>	<table><thead><tr><th><u>Code Section</u></th><th><u>Description of Violation</u></th><th><u>Civil Penalty</u></th></tr></thead><tbody><tr><td>31-93(b)</td><td>Picking up a passenger at Airport or the Port of Miami without required credit card processing system \$250.00</td><td>\$250</td></tr><tr><td>31-93(b)</td><td>Picking up a passenger at Airport or the Port of Miami while the required credit card processing system is inoperative \$250.00</td><td>\$250</td></tr><tr><td>31-93(b)</td><td>Refusal to accept payment by credit card</td><td>\$250</td></tr></tbody></table>	<u>Code Section</u>	<u>Description of Violation</u>	<u>Civil Penalty</u>	31-93(b)	Picking up a passenger at Airport or the Port of Miami without required credit card processing system \$250.00	\$250	31-93(b)	Picking up a passenger at Airport or the Port of Miami while the required credit card processing system is inoperative \$250.00	\$250	31-93(b)	Refusal to accept payment by credit card	\$250	<p>The proposed ordinance amends Sec. 8CC-10, Schedule of Civil Penalties, to include a \$250 civil penalty for each of the following violations:</p> <ul style="list-style-type: none"><li>• Picking up a passenger at MIA or the Port without required credit card processing system;</li><li>• Picking up a passenger at MIA or the Port which required credit card processing system is inoperative; and</li><li>• Refusal to accept payment by credit card.</li></ul>
<u>Code Section</u>	<u>Description of Violation</u>	<u>Civil Penalty</u>													
31-93(b)	Picking up a passenger at Airport or the Port of Miami without required credit card processing system \$250.00	\$250													
31-93(b)	Picking up a passenger at Airport or the Port of Miami while the required credit card processing system is inoperative \$250.00	\$250													
31-93(b)	Refusal to accept payment by credit card	\$250													

#### Taxicab Advisory Group

Pursuant to the directive in Resolution No. 599-12, the Mayor provided the following information, pertaining to this item, in a memo dated September 19, 2013:

*On July 23, 2013, the Taxicab Advisory Group (TAG) at their quarterly meeting had considerable discussion on the proposed ordinance from both TAG members and those in the audience. Members expressed concern that the credit card requirement should be imposed on all taxicabs providing service throughout Miami-Dade County. The TAG proffered a motion to support the proposed ordinance but recommended it apply Countywide. The vote carried 9-0. TAG's official meeting minutes will not be approved until their next scheduled quarterly meeting.*

#### Additional Information

According to RER:

- There are 2,121 taxicab licenses/medallions. Each license authorizes the operation of one vehicle.
- Last year 16 new licenses were issued.
  - Six through a public auction to the highest bidder and 10 through lottery to taxicab drivers.
- The 16 that were issued last year have the following cost:
  - Lottery licenses were issued to the winners for \$5,000.
  - Auction medallions were sold for: \$312,000 (wheelchair), \$325,000 (wheelchair), \$410,000 (regular), \$428,000 (regular), \$431,000 (regular) and \$430,000 (regular).
- The Code allows also the sale of existing licenses from a license holder to taxicab drivers.
  - Currently the price of a regular license on the market is about \$350,000 and the price of a wheelchair license is about \$250,000.

<b>Comparison of Current Taxicab Regulations and Proposed Amendments in File No. 131673</b> <i>Miami-Dade County Code Chapter 31, Article II.</i>			
<b>Section of Code</b>	<b>Current Code</b>	<b>Proposed Amendments</b> <i>Bold refers to proposed amendments.</i>	<b>Notes</b>
Sec. 31-81(o)  <b>Definition for Fares or Rates</b>	<i>Fares or rates</i> means the charges established pursuant to this article to be paid by passengers for the transportation services provided by a for-hire passenger motor vehicle.	Fares or rates means the charges, <b>rates, surcharges, fees, convenience fees, fares or any other compensation</b> established pursuant to this article to be paid by passengers for <b>or related to</b> the transportation services provided by a for-hire passenger motor vehicle. <b>Fares or rates include any charge, rate, surcharge, convenience fee, fare or other compensation for the use of a credit or debit card.</b>	<i>Expands the definition of fares or rates to include any charge, rate, surcharge, convenience fee, fare or other compensation for the use of a credit or debit card.</i>
Sec. 31-81(II)  <b>Definition for Rate Card</b>	<i>Rate card</i> means a card, issued by the CSD, which displays for-hire rates and such other data as the CSD may prescribe.	Rate card means a card, issued by the CSD, which displays <b>approved</b> for-hire rates <b>and fares</b> and such other data as the CSD may prescribe	<i>Amends definition of rate card.</i>
Sec. 31-81(zz)  <b>Definition for Violation</b>	N/A	<b>Violation means: (i) having been found guilty of a citation issued pursuant to Chapter 31 or 8CC of the Code by an administrative hearing officer or judicial officer; or (ii) failing to pay or appeal a citation issued pursuant to Chapter 31 or 8CC of the Code within the established time; or (iii) paying the fine for a citation issued pursuant to Chapter 31 or 8CC of the Code.</b>	<i>Provides a definition of violation.</i>
Sec. 31-86(a)  <b>Taximeters</b>	<b>Taximeters.</b> (a) Each taxicab shall be equipped with a taximeter meeting the requirements described in this article. All customer receipts, whether handwritten or generated by a taximeter, shall contain the fare charged, the name and telephone number of the passenger service company, the operating permit number and the telephone number for filing complaints with the CSD. It shall be a violation of this article for any operator or chauffeur to operate any taxicab unless and until its taximeter has been inspected and certified as operable and accurate by CSD and has affixed thereto a current valid taximeter certification label, sticker or decal.	<b>Taximeters and Credit Card Processing Systems.</b> (a) Each taxicab shall be equipped with a taximeter meeting the requirements described in this article. All customer receipts, whether handwritten or generated by a taximeter <b>or a credit card processing system</b> , shall contain the fare charged, the name and telephone number of the passenger service company, the operating permit number and the telephone number for filing complaints with the CSD. It shall be a violation of this article for any operator or chauffeur to operate any taxicab unless and until its taximeter <b>and credit card processing system, if installed</b> , has been inspected and certified as operable and accurate by CSD and has affixed thereto a current valid taximeter <b>and credit card processing system</b> certification label, sticker or decal. <b>It shall also be a violation of this article for any operator or chauffeur to operate any taxicab where the taximeter or the credit card processing system, if installed, does not accurately display approved rates and fares. In the event that a taximeter or credit card processing system, if installed, fails inspection, said taxicab shall not be utilized until the deficiency has been corrected.</b>	<i>Amends provisions relating to taximeters and credit card processing systems.</i>  <i>Provides violation for any operator or chauffeur to operate a credit card processing system that has not been inspected and certified.</i>  <i>Provides violation for any operator or chauffeur from operating a taxicab where the taximeter or credit card processing system does not accurately display approved rates and fares.</i>
Sec. 31-87(B)  <b>Rate Regulation</b>	It shall be unlawful for an operator or chauffeur to charge, demand, request or accept any fare other than the rates established pursuant to this article. Rates established by this article shall be applicable through Miami-Dade County, both in the incorporated and unincorporated areas, without regard to any municipal boundaries.	It shall be unlawful for an operator or chauffeur to <b>collect, require</b> , charge, demand, request or accept any fare other than the rates established pursuant to this article. Rates established by this article shall be applicable through Miami-Dade County, both in the incorporated and unincorporated areas, without regard to any municipal boundaries. <b>It shall be unlawful to add a surcharge, fee, convenience fee, fare or any other form of compensation to the fare or rate for the use of a credit card or debit card unless the County Commission has, to the extent</b>	<i>Amends provisions relating to rate regulation.</i>

		<b>permitted by Florida law, amended the fare schedule by resolution pursuant to this subsection, to allow for an additional surcharge, fee, convenience fee, fare or any other form of compensation for the use of a credit or debit card.</b>	
Sec. 31-92(a)  <b>Violations; Penalties</b>	In addition to any other penalties provided by law, including but not limited to those provided in this article, a violation of any applicable provision of this article by a for-hire license holder, registered passenger service company or registered chauffeur shall constitute a civil offense punishable by the applicable civil penalty as provided in the schedule of civil penalties in Section 8CC-10 of this Code. Failure of a person to pay a civil penalty within sixty (60) days of the due date for paying such fine as specified on the civil violation notice or within sixty (60) days of the date of the final outcome of any timely filed appeal of such violation notice, whichever is later, shall result in automatic suspension of such person's for-hire license, passenger service company registration, operating permit and chauffeur registration and all for-hire operations shall cease until such fine is paid in full. If a person commits five (5) violations of the same section of this chapter during any twelve-month period, such person's for-hire license, passenger service company registration, operating permit or chauffeur's registration shall be automatically revoked. If a person commits five (5) violations of this chapter during any twelve-month period, such person's for-hire license, passenger service company registration, operating permit or chauffeur's registration may be suspended for a period of up to six (6) months or revoked. Provided however, if a person commits three (3) violations of Section 31-82(j)(12) or 31-303(i)(4) or any combination thereof during any twelve-month period, such person's for-hire license, operating permit or chauffeur's registration may be suspended for a period of up to six (6) months or revoked. Notwithstanding any provision to the contrary, if a person commits two (2) violations of Section 31-303(i)(23), such person's chauffeur's registration may be suspended for a period of up to six (6) months or revoked.	In addition to any other penalties provided by law, including but not limited to those provided in this article, a violation of any applicable provision of this article by a for-hire license holder, registered passenger service company or registered chauffeur shall constitute a civil offense punishable by the applicable civil penalty as provided in the schedule of civil penalties in Section 8CC-10 of this Code. Failure of a person to pay a civil penalty within sixty (60) days of the due date for paying such fine as specified on the civil violation notice or within sixty (60) days of the date of the final outcome of any timely filed appeal of such violation notice, whichever is later, shall result in automatic suspension of such person's for-hire license, passenger service company registration, operating permit and chauffeur registration and all for-hire operations shall cease until such fine is paid in full. If a person commits five (5) violations of the same section of this chapter during any twelve-month period, such person's for-hire license, passenger service company registration, operating permit or chauffeur's registration shall be automatically revoked. If a person commits five (5) violations of this chapter during any twelve-month period, such person's for-hire license, passenger service company registration, operating permit or chauffeur's registration may be suspended for a period of up to six (6) months or revoked. Provided however, if a person commits three (3) violations of Section 31-82(j)(12) or 31-303(i)(4) or any combination thereof during any twelve-month period, such person's for-hire license, operating permit or chauffeur's registration may be suspended for a period of up to six (6) months or revoked. Notwithstanding any provision to the contrary, if a person commits two (2) violations of Section 31-303(i)(23), such person's chauffeur's registration may be suspended for a period of up to six (6) months or revoked. <b>Notwithstanding any provision to the contrary: (i) if a person commits one (1) violation of Section 31-303(i)(7), such person's chauffeur's registration shall automatically be suspended for a period of thirty (30) days; (ii) if a person commits a second violation of Section 31-303(i)(7), such person's chauffeur registration shall automatically be suspended for a period of sixty (60) days; and (iii) if a person commits a third violation of Section 31-303(i)(7), such person's chauffeur's registration shall be automatically and permanently revoked, and such person shall not be eligible for a chauffeur's registration in the future.</b>	<i>Adds penalties where chauffeur collects, requires, charges, demands, requests or accepts fares or compensation other than established fares or rates.</i>
Sec. 31-303(i)(7)  <b>Chauffeur's Registration; All Types</b>	No chauffeur shall collect fares or compensation for transportation services other than the established rates or charges for the type of service being provided, nor may any driver collect any additional payment for transporting any baggage which accompanies the passenger, provided, however, that this provision shall not apply to gratuities.	No chauffeur shall collect, <b>require, charge, demand, request or accept</b> fares or compensation for transportation services <b>or related services</b> other than the established rates or <b>fares</b> for the type of service being provided, nor may any driver collect, <b>require, charge, demand, request or accept</b> any additional payment <b>including any surcharge, fee, convenience fee, fare or any other form of compensation for the use of</b>	<i>Prohibits the addition of any surcharge, fee, convenience fee or any other compensation for the use of a credit card or debit card without approval by the County Commission.</i>

				<b>a credit or debit card, unless approved by the County Commission, or for</b> transporting any baggage which accompanies the passenger, provided, however, that this provision shall not apply to gratuities.			
Sec. 8CC-10  <b><i>Schedule of Civil Penalties</i></b>	<u>Code Section</u> 31-86(a)	<u>Description of Violation</u> Failure to operate with a taximeter meeting requirements of the Code	<u>Civil Penalty</u> \$200.00	<u>Code Section</u> 31-86(a)	<u>Description of Violation</u> Failure to operate with a taximeter <b>or a credit card processing system</b> meeting requirements of the Code	<u>Civil Penalty</u> \$200.00	<i>Amends Chapter 8CC of the Code to provide for penalties.</i>

**Taxicab Advisory Group**

Pursuant to the directive in Resolution No. 599-12, the Mayor provided the following information, pertaining to this item, in a memo dated September 19, 2013:

*On September 10, 2013, a special meeting of the Taxicab Advisory Group (TAG) was convened. TAG members as well as audience participants discussed the proposed ordinance. TAG proffered a motion in support of the proposed ordinance in its entirety. The TAG vote carried 8-0. TAG's official meeting minutes will not be approved until their next scheduled quarterly meeting.*

<p style="text-align: center;"><b>The Ambassador Cabs Program</b>  <b>Comparison of Current Taxicab Regulations and Proposed Amendments in File No. 131789</b>  <i>Miami-Dade County Code Chapter 31, Article II.</i></p> <p><i>Licensing, operating permit and inspection fees are collected by the Department of Regulatory and Economic Resources (RER) to support regulatory functions. Taxicabs participating in the Ambassador Cabs Program will be inspected to ensure compliance with these new vehicle standards. Vehicle inspection fees are \$70 per vehicle for new inspections and \$38 per vehicle for re-inspections. Chauffeurs participating in this Program will have to replace their chauffeur registration at a cost of \$26.</i></p>			
<u>Section of Code</u>	<u>Current Code</u>	<u>Proposed Amendments</u> <i>Bold refers to proposed amendments.</i>	<u>Notes</u>
<p>Sec. 31-93(b)</p> <p><b>Special Provisions</b></p>	<p>Any taxicab licensed pursuant to Section 31-82 of this article and meeting all standards set forth in Section 31-89 of this article shall be authorized to provide transportation of persons and their baggage from Miami International Airport and from the Port of Miami <del>upon compliance with reasonable and nondiscriminatory terms, conditions and fees, as established by the County Manager.</del> The transportation of persons and baggage from Miami International Airport or from the Port of Miami shall constitute an agreement by the operator that he will conform and cause the chauffeur driving such taxicab to conform to such terms, conditions, and fees.</p>	<p><b>Ambassador Cabs.</b> Any taxicab licensed pursuant to Section 31-82 of this article and meeting all standards set forth in Section 31-89 of this article <b>shall seek and receive authorization</b> to provide transportation of persons and their baggage from Miami International Airport and from the Port of Miami. The transportation of persons and baggage from Miami International Airport or from the Port of Miami shall constitute an agreement by the operator that he/<b>she/it</b> will conform and cause the chauffeur driving such taxicab to conform to such terms, conditions, and fees. <b>Notwithstanding any provision to the contrary, any taxicab for-hire license holder who seeks authorization to pick-up passengers at Miami International Airport and the Port of Miami utilizing his/her/its taxicab shall be required to register with the Department of Regulatory and Economic Resources and comply with and abide by the standards set forth below. Taxicabs authorized to provide taxicab service at Miami International Airport and the Port of Miami shall be designated as Ambassador Cabs. For purposes of this Article, the Miami Intermodal Center (MIC) shall be considered part of Miami International Airport, and all taxicabs which provide taxicab service from the MIC shall be subject to all provisions governing taxicab service at Miami International Airport. Twelve (12) months after the effective date of this ordinance, all taxicabs transporting persons and their baggage from Miami International Airport or from the Port of Miami shall be registered as Ambassador Cabs. Ambassador Cabs shall comply with the following requirements:</b></p>	<p><i>Designates taxicabs that transport persons and their baggage from Miami International Airport (MIA) and the Port of Miami as Ambassador Cabs.</i></p> <p><i>The Miami Intermodal Center (MIC) will be considered part of MIA.</i></p> <p><i>Requires registration with the Department of Regulatory and Economic Resources.</i></p>
<p>Sec. 31-93(b)(1)</p> <p><b>Credit Card Processing System.</b></p>	<p><b>Credit Card Processing System.</b> Each Ambassador Cab shall be equipped with an operable back of seat credit card processing system.</p> <p>(i) The credit card processing system shall allow the passenger to utilize his or her credit card in the rear compartment of the taxicab without handing the card to the chauffeur. Said equipment shall list tips, fares, tolls and fees separately. The credit card payment display terminal shall be interfaced with the vehicle's taximeter and shall be programmed to display all authorized meter and flat fare rates. The meter shall be used for all fares, including flat fare trips. A taxicab equipped with a credit card processing system shall not pick up passengers at Miami International Airport or the Port of Miami when the required credit card processing system is not operational. Operational failure of said system shall require the immediate vehicle removal from service at Miami International Airport and the Port of Miami until said equipment is repaired and re-inspected at the Department of Regulatory and Economic Resources Vehicle Inspection Facility.</p> <p>(ii) No credit card processing fee, convenience fee, equipment rental fee or any other additional fees or charges are to be paid by the passenger when using a credit card to pay the fare. A receipt shall be provided for all trips. All customer receipts shall be generated by a taximeter or other electronic device and shall contain the date and time that the trip starts, the time the trip ends, and total distance traveled. The receipt shall also include the fare charged, the name and telephone number of the passenger service company, the operating permit number, the chauffeur registration number, and the telephone number and e-</p>	<p><b>Credit Card Processing System.</b> Each Ambassador Cab shall be equipped with an operable back of seat credit card processing system.</p> <p>(i) The credit card processing system shall allow the passenger to utilize his or her credit card in the rear compartment of the taxicab without handing the card to the chauffeur. Said equipment shall list tips, fares, tolls and fees separately. The credit card payment display terminal shall be interfaced with the vehicle's taximeter and shall be programmed to display all authorized meter and flat fare rates. The meter shall be used for all fares, including flat fare trips. A taxicab equipped with a credit card processing system shall not pick up passengers at Miami International Airport or the Port of Miami when the required credit card processing system is not operational. Operational failure of said system shall require the immediate vehicle removal from service at Miami International Airport and the Port of Miami until said equipment is repaired and re-inspected at the Department of Regulatory and Economic Resources Vehicle Inspection Facility.</p> <p>(ii) No credit card processing fee, convenience fee, equipment rental fee or any other additional fees or charges are to be paid by the passenger when using a credit card to pay the fare. A receipt shall be provided for all trips. All customer receipts shall be generated by a taximeter or other electronic device and shall contain the date and time that the trip starts, the time the trip ends, and total distance traveled. The receipt shall also include the fare charged, the name and telephone number of the passenger service company, the operating permit number, the chauffeur registration number, and the telephone number and e-</p>	<p><i>Establishes special requirements for Ambassador Cabs including, but not limited to, Credit Card Processing Systems, Global Positioning Dispatch Systems, SunPass Devices, Digital Security Camera Systems, Warning Lights, Top Lights, and Vehicle Decal.</i></p> <p><i>Establishes requirements relating to credit card processing systems and providers.</i></p> <p><i>Empowers the Department of Regulatory and Economic Resources</i></p>

	<p>mail address for filing complaints with the Department of Regulatory and Economic Resources. Chauffeurs shall be prohibited from refusing to accept payment by a credit card.</p> <p>(iii) Any and all credit card service providers shall utilize a paycard or direct deposit system and establish an account directly with each chauffeur that provides for electronic payments. Payments for taxicab fares shall be credited to a chauffeur's paycard or bank account within two (2) business days. Only credit card processing systems approved by the Department of Regulatory and Economic Resources may be utilized in taxicabs. The processing of credit card payments shall comply with the Payment Card Industry Data Security Standard;</p>	<p><i>to approve credit card processing systems.</i></p> <p><i>Provides that all Ambassador Cabs must be integrated with global positioning dispatch system capable of determining the location of each taxicab utilizing the system twenty-four (24) hours a day, 365 days a year.</i></p> <p><i>Requires Ambassador Cabs to be equipped with digital security cameras and warning lights, which in the event of an emergency will, warn law enforcement personnel.</i></p>
<p>Sec. 31-93(b)(2)</p> <p><b>Global Positioning Dispatch System.</b></p>	<p><b>Global Positioning Dispatch System.</b> Ambassador Cabs must be integrated with a global positioning dispatch system capable of determining the location of each taxicab utilizing the system twenty-four (24) hours a day, three hundred and sixty-five (365) days a year. All Ambassador Cabs shall have a mobile two-way radio or electronic dispatch system, installed and operating properly that is connected to and subscribed to by a passenger service company that has a fixed-base call center operated twenty-four (24) hours a day, three hundred and sixty-five (365) days a year;</p>	
<p>Sec. 31-93(b)(3)</p> <p><b>SunPass Device</b></p>	<p><b>SunPass Device.</b> Ambassador Cabs picking up passengers must have and utilize a SunPass device where the toll is fixed. Where the "SunPass Only" or "SunPass Express" toll is not fixed, the chauffeur shall determine whether the passenger desires to use the "SunPass Only" or "SunPass Express" lane and comply with the wishes of the passenger;</p>	
<p>Sec. 31-93(b)(4)</p> <p><b>Digital Security Camera System.</b></p>	<p><b>Digital Security Camera System.</b> Ambassador Cabs shall have an operable digital security camera system in accordance with the requirements stated in Chapter 31, Section 31-82(o)(7)(iii) of the Code of Miami-Dade County;</p>	
<p>Sec. 31-93(b)(5)</p> <p><b>Warning Lights.</b></p>	<p><b>Warning Lights.</b> Ambassador Cabs shall be equipped with operable warning lights, in accordance with the requirements stated in Chapter 31-82(o)(7)(v) of the Code of Miami-Dade County for the purpose of advising others and law enforcement agents that an emergency situation exists within the vehicle;</p>	
<p>Sec. 31-93(b)(6)</p> <p><b>Top Lights.</b></p>	<p><b>Top Lights.</b> Ambassador Cabs shall be equipped with a "vacant" light attached to the top of the roof or to the top of the dome light. Such light unit shall be connected to a contact switch attached to the taximeter, and such contact switch shall operate automatically to illuminate the "vacant" light when the taximeter is not in operation, indicating the cab is vacant and for hire, and to extinguish such light when the taximeter is in operation. No person shall drive or operate any taxicab with such a light illuminated when such taxicab is transporting a passenger. Such top tail light must utilize equipment with the requisite wattage to ensure that the top tail light is visible to passengers and the public from a reasonable distance;</p>	
<p>Sec. 31-93(b)(7)</p> <p><b>Vehicle Decal.</b></p>	<p><b>Vehicle Decal.</b> Ambassador Cab shall have a special "Ambassador Cab" decal designated by the Department displayed on the vehicle. Such decal shall be placed in the manner and place as directed by the Department. Ambassador Cabs shall not be permitted to pick up passengers at either Miami International Airport or the Port of Miami without the required decal;</p>	
<p>Sec. 31-93(b)(8)</p> <p><b>Vehicle Age Requirements and</b></p>	<p><b>Vehicle Age Requirements and Standards.</b> Any Ambassador Cab initially placed into service shall not have been previously used as a taxicab, police vehicle or have a "rebuilt" or "salvage" title, and shall be no greater than three (3) model years of age. Any vehicle over six (6) model years of age shall not operate as a taxicab at either Miami International Airport or the Port of Miami;</p>	<p><i>Establishes vehicle age requirements and standards.</i></p>

<b>Standards.</b>		
Sec. 31-93(b)(9)  <b>Vehicle Age Requirements and Standards for Wheelchair Accessible Cabs.</b>	<b>Vehicle Age Requirements and Standards for Wheelchair Accessible Cabs.</b> Any Wheelchair Accessible Ambassador Cab initially placed into service shall not have been previously used as a Wheelchair Accessible Cab, police vehicle, or have a “rebuilt” or “salvage” title and shall be no greater than three (3) model years of age. Any vehicle over eight (8) model years of age shall not operate as a Wheelchair Accessible Cab at either Miami International Airport or the Port of Miami;	<i>Establishes vehicle age requirements and standards for wheelchair accessible cabs.</i>
Sec. 31-93(b)(10)  <b>Compliance with Other Provisions.</b>	<b>Compliance with Other Provisions.</b> Ambassador Cabs shall at all times be in compliance with Chapter 31 of the Code of Miami Dade County. Any Ambassador Cab that is also an alternative fuel vehicle, as defined in section 403.42(2)(b), Florida Statutes, shall have priority access to the Miami International Airport terminal and the Port of Miami terminal to pick up passengers. Any Ambassador Cab that has met all the requirements of the Ambassador Cab program and is designated as an Ambassador Cab within 180 days after the effective date of this ordinance shall have priority access to the Miami International Airport terminal and the Port of Miami terminal to pick up passengers until all provisions of this ordinance are mandated.	<i>Provides priority access to airport and seaport terminals for alternative fuel vehicles.</i>
Sec. 31-304(6)  <b>Chauffeur’s Registration – Additional Taxicab Requirements.</b>	Notwithstanding any provision to the contrary, twelve (12) months after the effective date of this ordinance, any chauffeur who seeks authorization to pick-up passengers at Miami International Airport and the Port of Miami shall be required to register with the Department of Regulatory and Economic Resources and meet with and abide by the following standards: (a) Chauffeurs of Ambassador Cabs 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 Operational Directive number 42, Port of Miami Tariff number 10 and the requirements of this section; (b) A chauffeur seeking authorization to operate an Ambassador Cab shall not be eligible to operate an Ambassador Cab if he or she has during the preceding one (1) year period: (i) been found guilty of more than two violations of Chapter 31 of the Code by an administrative hearing officer; or (ii) failed to pay or appeal more than two citations for violations of Chapter 31 of the Code within the established time; or (iii) paid more than two (2) fines for violating Chapter 31 of the Code; (c) Any chauffeur of an Ambassador Cab shall be removed from the Ambassador Cab program and not permitted to pick-up passengers at Miami International Airport and the Port of Miami if he or she has during any one (1) year period as an Ambassador Cab chauffeur: (i) been found guilty of more than two violations of Chapter 31 of the Code by an administrative hearing officer; or (ii) failed to pay or appeal more than two (2) citations for violations of Chapter 31 of the Code within the established time; or (iii) paid more than two (2) fines for violating Chapter 31 of the Code; (d) Any chauffeur of an Ambassador Cab shall be removed from the Ambassador Cab program and not permitted to pick-up passengers at Miami International Airport and the Port of Miami if he or she has during any one (1) year period as an Ambassador Cab chauffeur: (i) been found guilty of one of the following violations of Chapter 31 of the Code by an administrative hearing officer; or (ii) failed to pay or appeal one of the following citations for violating Chapter 31 of the Code within the established time; or (iii) paid a fine for violating one of the following provisions of Chapter 31 of the Code: i. Failure to use established rates; or ii. Refusal to transport a passenger. (e) Notwithstanding, any provision to the contrary, any chauffeur of an Ambassador Cab shall be permanently removed from and permanently ineligible to apply for the Ambassador Cabs Program and not permitted to pick-up passengers at Miami International Airport and the Port of Miami if he or she has: (i) been found guilty of a second offense of one of the following violations of Chapter 31 of the Code by an administrative hearing officer; or (ii) for a second time, failed to pay or appeal one of the following citations for violating Chapter 31 of the Code within the established time; or (iii) for a second time, paid a fine for violating one of the following provisions of Chapter 31 of the Code: i. Failure to use established rates; or	<i>Establishes additional standards and requirements for chauffeurs operating ambassador cabs.</i>  <i>Chauffeurs may not have more than two civil citations for violations of Chapter 31 in the preceding year to be eligible for the Ambassador Cabs Program. Chauffeurs will be removed from the Ambassador Cabs Program if they receive more than two (2) civil citations for any violation(s) of Chapter 31 of the Code or if they are found guilty of one citation for overcharging or refusal. A chauffeur that has been removed from the Ambassador Cabs Program will not be allowed to reapply until after a year from removal and upon application to and approval by RER.</i>  <i>However, if a chauffeur receives a second violation for overcharging or refusal, he or she will be permanently removed from the Ambassador Cabs Program, ineligible to re-apply in the future, and will not be permitted to pick up</i>

	<p>ii. Refusal to transport a passenger.</p> <p>(f) Chauffeurs removed from operation as an Ambassador Cab chauffeur may not re-apply to pick up passengers at Miami International Airport or the Port of Miami until one (1) year from the date of removal from the program has passed provided that during that period the chauffeur has not: (i) been found guilty of more than two violations of Chapter 31 of the Code by an administrative hearing officer; or (ii) failed to pay or appeal more than two (2) citations for violations of Chapter 31 of the Code within the established time; or (iii) paid more than two (2) fines for violating Chapter 31 of the Code;</p> <p>(g) Chauffeurs of Ambassador Cabs shall have and utilize a SunPass device where the toll is fixed. Where the "SunPass Only" or "SunPass Express" toll is not fixed, the chauffeur shall determine whether the passenger desires to use the "SunPass Only" or "SunPass Express" lane and comply with the wishes of the passenger;</p> <p>(h) Chauffeurs of Ambassador Cabs shall, without exception, wear a collared shirt, dark trousers or skirt and closed shoes;</p> <p>(i) Chauffeurs of Ambassador Cabs shall open doors for passengers;</p> <p>(j) Chauffeurs of Ambassador Cabs shall load and unload luggage, unless otherwise instructed by the passenger;</p> <p>(k) Chauffeurs of Ambassador Cabs shall be prohibited from refusing to accept payment by a credit card.</p>			<p><i>passengers from MIA or the Port of Miami.</i></p> <p><i>Provides that chauffeurs of Ambassador Cabs meet the dress code standards of the Code at all times.</i></p> <p><i>Participating chauffeurs will also be required to open doors for passengers, and load and unload luggage.</i></p>
Sec. 8CC-10	<u>Code Section</u>	<u>Description of Violation</u>	<u>Civil Penalty</u>	Amends Chapter 8CC of the Code to provide for penalties.
<i>Schedule of Civil Penalties</i>	31-93(b)	Ambassador Cab Vehicle Violation	\$250.00	
	31-304(6)	Ambassador Cab Chauffeur Violation	\$250.00	



**Office of the Commission Auditor**  
**Survey of Taxicab Requirements for Credit Card Payments**

City & Population <sup>1</sup>	Taxicab Requirements for Credit Card Payment
<p>New York, NY<sup>2</sup></p> <p>8,175,133</p>	<p>According to the New York City Taxi and Limousine Commission:</p> <ul style="list-style-type: none"> <li>• Taxicab drivers must accept credit/debit cards for all fares (regardless of amount), and there is no minimum or fees to use your credit/debit card. Customers only need to sign the receipt when the total is \$25.00 and over.</li> <li>• Drivers are required to accept American Express, MasterCard, VISA and Discover (and some will accept the JCB Card) for all fares.</li> <li>• The Passenger Information Monitor (PIM) located in the backseat will inform the passenger when a credit/debit card is approved. The passenger swipes the card and can enter the tip on the touch screen located in the back seat. If the screen indicates that the credit card has been approved, the card will be charged and the driver will be paid.</li> <li>• There is no need to hand the card to the driver.</li> <li>• All taxicab systems are certified under the Payment Card Industry (PCI) Data Security Standard.</li> <li>• The driver will hand you the receipt as they do now.</li> <li>• If a driver claims the credit card system is broken and/or prevents a passenger from using their credit/debit card, the passenger should note the medallion number and go to 311 Online Call center.</li> <li>• Drivers are permitted to work with a broken system for up to 48 hours as long as they have reported the problem and are awaiting repair. Almost all (90%) system repairs must be completed within six hours.</li> </ul> <p><u>Cost and Maintenance of PIM<sup>3</sup></u></p> <p>The primary cost of the PIM system is the responsibility of medallion owners, not drivers. There are some transaction or service fees or monthly charges. Monthly service fees are about \$50/month to the medallion owner.</p> <p>In addition, medallion owners pay for a maintenance contract to cover all equipment repairs and replacements or pay for repairs as they are necessary.</p>
<p>Los Angeles, CA<sup>4</sup></p> <p>3,792,621</p>	<p>According to the City of Los Angeles, Taxicab Rules and Regulations of the Board of Taxicab Commissioners:</p> <ul style="list-style-type: none"> <li>• Each taxicab will be capable of digitally transmitting credit/debit card authorization and payment information as relayed through the taximeter or mobile data device operating in concert with the taximeter.</li> <li>• A sign will be placed in each taxicab, as approved by the Department of Transportation Taxicab Regulation Division, indicating minimum credit card charge requirements and requesting passenger to notify driver of intended credit/debit card use for pre-authorization purposes (if allowed by Grantee). Although signage requirements may differ between taxicab operators, each Grantee will place the same sign in each of its taxicabs.</li> <li>• The City of Los Angeles Taxi Rider's Bill of Rights states that in order to pay for trip using Cityride Program scrip or major credit card there is a \$7.00 minimum requirement.</li> </ul> <p><u>Cost and Maintenance of Credit Card Unit</u></p> <p>According to the Los Angeles Department of Transportation Pedestrian Programs Division, the owners of the cabs either pay for each unit</p>

<sup>1</sup> United States Census Bureau, Population Distribution and Change: 2000 to 2010, 2010 Census Briefs, Table 5. Ten Most Populous Incorporated Places: 2000 to 2010.

<sup>2</sup> Website: [www.nyc.gov/html/tlc/html/passenger/passenger\\_creditcard.shtml](http://www.nyc.gov/html/tlc/html/passenger/passenger_creditcard.shtml)

<sup>3</sup> Website: [www.nyc.gov/html/tlc/html/industry/taxicab\\_serv\\_enh\\_archive.shtml](http://www.nyc.gov/html/tlc/html/industry/taxicab_serv_enh_archive.shtml)

<sup>4</sup> Taxicab Rules and Regulations of the Board of Taxicab Commissioners, City of Los Angeles Board Order No. 471, and Taxi Rider's Bill of Rights.

**Office of the Commission Auditor**  
**Survey of Taxicab Requirements for Credit Card Payments**

City & Population <sup>1</sup>	Taxicab Requirements for Credit Card Payment
	themselves or pay an assessment to their company which buys the units in bulk. The cab owners are also responsible for the maintenance of the unit.
Chicago, IL <sup>5</sup>  2,695,598	<p>According to the City of Chicago Department of Business Affairs and Consumer Protection Public Vehicle Operations Division, Taxicab Medallion License Holder Rules and Regulations, Section V., Electronic Equipment:</p> <ul style="list-style-type: none"> <li>• All medallion licensees will operate City of Chicago licensed taxicabs equipped with operational electronic equipment that that is capable of processing non-cash forms of payment for taxicab fares.</li> <li>• Non-cash forms of payment include, but are not limited to credit cards, debit cards, cyber-cash and other generally acceptable means of purchasing goods and services.</li> <li>• As of January 1, 2013, any medallion licensee who replaces a taxicab must install in the replacement vehicle rear seat swipe credit card processing equipment.</li> <li>• Medallion licensees operating taxicabs: <ul style="list-style-type: none"> <li>○ Must accept non-cash electronic forms of payment for taxicab fares;</li> <li>○ May not impose an extra fee or a surcharge for non-cash electronic forms of payment;</li> <li>○ May not impose a minimum fare charge for a passenger to use non-cash electronic forms of payment; and</li> <li>○ May not refuse a passenger desiring or requesting to use non-cash electronic forms of payment on any grounds, including that a trip will not exceed a minimum length or generate a minimum fare.</li> </ul> </li> <li>• Technical specifications for all non-cash forms of payment processing electronic equipment: <ul style="list-style-type: none"> <li>○ Electronic equipment must process payments using Payment Card Industry (PCI) Security Standards.</li> <li>○ Electronic equipment must be capable of accepting and processing the Taxi Accessible Program (TAP) card or similar program card.</li> <li>○ As of January 1, 2013, electronic equipment must be capable of integration with the dispatch system, vehicle transmission, taximeter, and GPS.</li> <li>○ As of January 1, 2013, electronic equipment must process payments using the public data network.</li> </ul> </li> <li>• As of January 1, 2013, technical specifications for rear seat swipe credit card electronic equipment installed in replacement vehicles: <ul style="list-style-type: none"> <li>○ Rear seat swipe electronic equipment must be equipped with an interactive passenger display/screen. The passenger must be capable of selecting payment options.</li> <li>○ Rear seat swipe electronic equipment must display on its screen the total taxicab fare at the conclusion of the ride.</li> <li>○ The passenger must have the option of completing the taxicab fare payment without surrendering a credit/debit card or payment device to the public chauffeur.</li> <li>○ Rear seat swipe electronic equipment must be installed/mounted safely, securely, and to ensure passenger ease of use.</li> </ul> </li> <li>• Affiliated taxicab medallion licensees must process electronic forms of payment through their affiliations or licensed medallion license managers and must meet Payment Card Industry (PCI) Security Standards.</li> </ul> <p><u>Cost and Maintenance of Electronic Payment Equipment</u></p> <p>Medallion licensees that lease taxicabs to public chauffeurs:</p> <ul style="list-style-type: none"> <li>• May not impose a service fee/transaction fee to the lessee public chauffeur for the processing of electronic payments greater than five</li> </ul>

<sup>5</sup> Website: [www.cityofchicago.org/content/dam/city/depts/bacp/publicvehicleinfo/medallionowners/medallionlicenseholderrulesregs20120626.pdf](http://www.cityofchicago.org/content/dam/city/depts/bacp/publicvehicleinfo/medallionowners/medallionlicenseholderrulesregs20120626.pdf)

**Office of the Commission Auditor**  
**Survey of Taxicab Requirements for Credit Card Payments**

City & Population <sup>1</sup>	Taxicab Requirements for Credit Card Payment
	<p>percent (5%);</p> <ul style="list-style-type: none"> <li>• Must have a system in place to disburse monies/proceeds payable to the lessee public chauffeur within one (1) business day of the initial transaction;</li> <li>• At public chauffeur's request, must offer the option to electronically transfer monies/proceeds payable to the lessee public chauffeur; and</li> <li>• No medallion licensee lessor may withhold payment due to a lessee public chauffeur for more than one (1) business day. Upon written complaint from a public chauffeur, medallion licensee must provide written documentation that medallion licensee has complied with this rule.</li> </ul> <p><b>Furthermore, according to the City of Chicago's Deputy Commissioner of Public Vehicle Licensing, the medallion owner bears the cost for the installation of the electronic payment equipment.</b></p>
<p>Houston, TX</p> <p>2,099,451</p>	<p>According to Section 46-33 of the Houston, Texas Code of Ordinances (Code), it is unlawful for any licensee to refuse to accept a passenger's payment of posted rates by credit card. For trips entirely within the central business district for which the alternate flat rate established by Section 36-31(a)(9) of the Code is being charged, it is an affirmative defense to prosecution under this subsection that the licensee was operating a taxicab that was marked with signage, as prescribed by the director, that indicates "cash only" rides.</p> <p><u>Cost and Maintenance of Credit Card System</u></p> <p>According to the Administration Manager for the department of Administration and Regulatory Affairs:</p> <ul style="list-style-type: none"> <li>• The City of Houston currently requires all taxicabs to accept credit card payments;</li> <li>• The drivers of the vehicle are allowed to determine the type of equipment used for credit card transactions; and</li> <li>• The cost of the equipment and maintenance is the responsibility of the medallion owner.</li> </ul> <p>Furthermore, the City of Houston is currently conducting a pilot program in which seventy percent (70%) of the taxicab vehicles will have backseat credit card payment systems installed.</p>
<p>Philadelphia, PA<sup>6</sup></p> <p>1,526,006</p>	<p>According to the Philadelphia Parking Authority (PPA) Taxicab and Limousine Regulations:</p> <ul style="list-style-type: none"> <li>• All Taxicabs must be equipped with electronic devices that allow for the use of credit cards and debit cards.</li> <li>• A taxicab driver may not insist upon or express a preference for fare payment method. For example, a taxicab driver may not demand payment in cash as opposed to credit card, nor may a taxicab driver suggest that the passenger be driven to a bank or automatic teller machine to secure cash to pay the fare as opposed to use of a credit card or other cashless payment option.</li> <li>• A taxicab driver may not ask a potential customer for fare payment method information in advance of providing taxicab service.</li> <li>• A taxicab driver will accept payment by credit card and debit card and other cashless payment options identified by the PPA.</li> <li>• The ability to pay fares through the use of credit card and debit card processing hardware mounted in the passenger compartment. A transaction, processing or other fees associated with the acceptance of a credit card or debit card fare payment and delivery of the fare payment to the taxicab driver may not exceed 5% of the total fare amount.</li> <li>• In addition, there is no law or regulation that permits a Philadelphia taxicab driver to refuse to accept credit card payments, regardless of the amount of the fare.</li> </ul>

<sup>6</sup> Website: [philapark.org/2012/02/taxi-cabs-required-to-accept-credit-card-payment/](http://philapark.org/2012/02/taxi-cabs-required-to-accept-credit-card-payment/)

**Office of the Commission Auditor**  
**Survey of Taxicab Requirements for Credit Card Payments**

City & Population <sup>1</sup>	Taxicab Requirements for Credit Card Payment
	<ul style="list-style-type: none"> <li>• The cab may not be in service if the credit card equipment is not functional.</li> <li>• If indeed the credit card processing equipment ceases to function, the taxicab driver must report the problem to the PPA's Taxicab and Limousine Division (TLD) and proceed to the Verifone Transportation Systems (VTS) Installation and Maintenance facility for repair. Any other action by the driver in this particular scenario is in direct conflict with the Authority's Taxicab and Limousine Regulations and is subject to penalty.</li> </ul> <p><u>The Meter System – Cost and Maintenance<sup>7</sup></u></p> <p>On April 10, 2005, Act 94 of 2004, transferred oversight of taxicabs and limousines from the Pennsylvania Public Utility Commission (PUC) to the PPA. The PUC accumulated millions of dollars through the sale of taxicab medallions in Philadelphia prior to 2005. The proceeds of those sales were deposited into the PUC's First Class City Taxicab Regulatory Fund (PUC Fund). Pursuant to Section 23(2) of Act 94 of 2004, the PUC Fund was to be delivered to the PPA upon completion of the overall transfer of regulatory power between the PUC and the PPA.</p> <p>Section 23 made \$2M from the PUC Fund available to the PPA prior to the date the PPA began to regulate taxicabs in Philadelphia. These funds were made available to the PPA earlier than the balance of the PUC Fund. This early allocation of funding was intended to precipitate consideration of consumer friendly enhancements to taxicab service, prior to the date the PPA actually started to regulate taxicabs in Philadelphia.</p> <p>This project is referred to as the Hospitality Initiative in Section 23. The PPA, in consultation with stakeholders in Philadelphia, determined that the Hospitality Initiative should be an updated and uniform taxicab meter technology (Meter System). The Meter System replaced the disparate and outdated meters previously used in Philadelphia and provided several modern consumer friendly conveniences.</p> <p><b>The Meter System provides GPS based navigation assistance for drivers, a panic button for driver safety, rear seat credit card payment options and advances data management and regulatory enforcement capabilities. In 2006, the Meter System was purchased and installed in every medallion taxicab with money from this initiative.</b></p> <p>Because the PPA did not use the \$2M identified in Section 23 before December 31, 2005, it was never independently transferred to the PPA and was never segregated into a separate account from the PUC's Fund until all of the money in the PUC Fund passed to the PPA's Taxicab Account, created pursuant to Act 94. 53 Pa.C.S. § 5708 (a). Funds in the PPA's Taxicab Account are currently used to replace and maintain the credit card readers. Section 23 of the Act did not provide a spending cap on a Hospitality Initiative; it simply made a portion of the PUC Fund that was later transferred to the PPA available to the PPA early.</p> <p>The PPA's Fiscal Year 2005 Budget and Fee Schedule were submitted in March 2005 to the General Assembly for review as provided in Act 94. 53 Pa.C.S. § 5707 (a). The 2005 Budget included an update on the PPA's implementation of the Hospitality Initiative and provided that the response to the PPA's Request for Proposals placed the cost of the Meter System at between \$3M and \$4M. Therefore, the Authority's 2005 Budget requested that a total of \$3.5M be made available for the Meter System, which was anticipated to be encumbered within 9 months of the date the Authority assumed regulatory control in Philadelphia from the PUC, April 10, 2005. The 2005 Budget was deemed approved</p>

<sup>7</sup> Website: [philapark.org/wp-content/uploads/2011/01/FY-2013-TLD-Act-94-Budget-for-Notice1.pdf](http://philapark.org/wp-content/uploads/2011/01/FY-2013-TLD-Act-94-Budget-for-Notice1.pdf)

**Office of the Commission Auditor**  
**Survey of Taxicab Requirements for Credit Card Payments**

City & Population <sup>1</sup>	Taxicab Requirements for Credit Card Payment
	<p>on or about April 14, 2005. The PPA's Fiscal Year 2007 Budget requested an additional \$560,000 to implement the Meter System.</p> <p>The Meter System has been installed in all medallion taxicabs and in the facilities of each dispatcher for over 6 years. Given the cutting edge technological nature of the Meter System it experienced relatively few problems upon installation and has functioned properly for several years. Members of the traveling public have embraced the credit card payment options, automatic availability of receipts, and rear seat payment options. The Meter System is a powerful regulatory tool as well, permitting the PPA to track taxicab routes, which discourages rate gouging and enables the PPA to find items left behind in taxicabs by passengers. The Meter System also has an emergency distress button to assist drivers and has a function that requires each driver to swipe his or her PPA issued driver identification card to enable the system; this function deters the operation of taxicabs by uncertified persons.</p> <p>According to the PPA's Director of Enforcement, as of June 2013, the Hospitality Initiative has ended. Currently, advertisement revenues will be used to cover the cost of installing the Meter System in any new vehicle.</p>