



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Board of County Commissioners
Special Meeting

January 29, 2014
9:30 A.M.
Commission Chamber

Research Division

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Taxicab Technology, Vehicle Standards and Chauffeur Requirements
Comparison of Current Taxicab Regulations and Proposed Amendments
Miami-Dade County Code Chapter 31, Article II -

The proposed ordinance amending chapter 31, Article II of the Code of Miami-Dade County (Code) that regulates for-hire motor vehicles. The amendment establishes technology requirements for taxicabs including, but not limited to, credit card processing systems, global positioning dispatch systems, Sunpass devices, digital security camera systems, top lights and warning lights; modifies vehicle age requirements and standard; and establishes additional standards and requirements for chauffeurs operating taxicabs.

Proposed under Special Item No. 2 (File No. 140136), the Ambassador Cab program mandates certain technology and vehicle standards and chauffeur requirements for cabs picking up passengers at Miami International Airport and PortMiami. Special Item No. 1 differs from Special Item No. 2, in that it implements those standards on a countywide basis under a longer phase-in period.

Licensing, operating permit and inspection fees are collected by the Department of Regulatory and Economic Resources (RER) to support regulatory functions. Taxicabs will be inspected to ensure compliance with the new vehicle standards. Vehicle inspection fees are \$70 per vehicle for new inspections and \$38 per vehicle for quarterly, semi-annual and annual vehicle inspections.

Section of Code	Current Code	Proposed Amendments <i>Bold refers to proposed amendments.</i>	Notes
Sec. 31-89(c) Vehicle Standards – Required Technology	N/A	Required Technology. Beginning twenty-four (24) months of the effective date of this ordinance, any taxicab that picks up passengers in Miami Dade County shall be required to have the following required technology: (1) Credit Card Processing System. Each taxicab shall be equipped with an operable back of seat credit card processing system. (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 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 when the required credit card processing system is not operational. Operational failure of said system shall require the immediate vehicle removal from service until said equipment is repaired and re-inspected at the Department of Regulatory and Economic Resources Vehicle Inspection Facility; (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-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; (iii) Any and all credit card service providers shall utilize a paycard or	<i>Establishes technology requirements for taxicabs including, but not limited to, credit card processing systems, global positioning dispatch systems, Sunpass devices, digital security camera systems, top lights and warning lights.</i> <i>Establishes requirements relating to credit card processing systems and providers including but not limited to the following:</i> • <i>Back of seat credit card processing system allowing passenger to pay fare from the backseat of the taxicab; and</i> • <i>Prohibits additional fees being imposed on the passenger.</i> <i>Empowers Department of Regulatory and Economic Resources to approve credit card processing systems.</i> <i>Provides for the following timeframes for the implementation of the proposed ordinance:</i> • <i>Within ninety days (90) days from the effective date of this ordinance, the Mayor is to prepare a fare resolution pursuant to the provisions of Section 31-87 which offers a discount in taxicab fares or rates where payment is made by</i>

Special Item No. 1
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		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; (iv) 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. (2) Global Positioning Dispatch System. Taxicabs 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 taxicabs 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. Notwithstanding any provision to the contrary, the requirements of this subsection shall not take effect until thirty (30) months after the effective date of this ordinance; (3) SunPass Device. Taxicabs 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; (4) Digital Security Camera System. Taxicabs 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. Notwithstanding any provision to the contrary, the requirements of this subsection shall not take effect until thirty (30) months after the effective date of this ordinance; (5) Warning Lights. Taxicabs 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.	<i>cash, check or other means not involving the use of a credit card.</i> • <i>Within one hundred and fifty (150) days after the effective date of this ordinance, the County Commission is to adopt a resolution 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.</i>
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		Notwithstanding any provision to the contrary, the requirements of this subsection shall not take effect until thirty (30) months after the effective date of this ordinance; (6) Top Lights. Taxicabs 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 light must utilize equipment with the requisite wattage to ensure that the top light is visible to passengers and the public from a reasonable distance. All taxicabs shall be inspected by the Department of Regulatory and Economic Resources and shall receive and be required to display a decal issued by Department of Regulatory and Economic Resources demonstrating compliance with technology requirements.	
Sec. 31-89(f) Vehicle Standards – Taxicab Vehicle Age Limits and Inspection Schedules	Taxicab vehicle age limits and inspection schedules. Taxicab vehicle age limits and frequency of for-hire inspections are as follows provided, however, that the CSD may inspect a for-hire vehicle at any time. Any vehicle initially placed into service shall not have been previously used as a taxicab and shall be no greater than five (5) model years of age. Any vehicle over eight (8) years of age shall not be operated as a taxicab. Notwithstanding the foregoing, any taxicab: (1) Twelve (12) through fifteen (15) model years of age as of the effective date of this ordinance, which is being used as a taxicab in Miami-Dade County on the effective date of this ordinance, may continue to be operated until May 1, 1999; (2) Nine (9) through eleven (11) model years of age on the effective date of this ordinance, which is being used as a taxicab in Miami-Dade County on the effective date of this ordinance, may continue to be operated until May 1, 2000; and (3) Six (6) through eight (8) model years of age on the effective date of this ordinance, which is being used as a taxicab in Miami-Dade County on the effective date of this ordinance, may continue to be operated until December 31, 2000. <i>The grace period provided for in the preceding sentence shall not apply to taxicabs operated</i>	Taxicab vehicle age limits and inspection schedules. Twenty-four (24) months after the effective date of this ordinance, taxicab vehicle age limits and frequency of for-hire inspections are as follows provided, however, that the Department of Regulatory and Economic Resources may inspect a for-hire vehicle at any time. Any vehicle initially placed into service, shall not have been previously used as a taxicab, 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 be operated as a taxicab. Notwithstanding the foregoing, any taxicab: (1) That operates as a Wheelchair Accessible Cab initially placed into service shall not have been previously used as a taxicab 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; (2) that is initially placed in service within twenty-four (24) months of the effective date of this ordinance, may continue to operate until the taxicab has reached eight (8) model years of age. At the expiration of eight (8) model years, each taxicab shall be required to adhere to the vehicle age requirements mandated by this subsection. Taxicabs shall minimally meet the following inspection schedule: (1) Taxicabs 1 through 2 model years of age shall be inspected annually; (2) Taxicabs 3-through 3 model years of age shall be inspected semi-annually; (3) Taxicabs 5 model years of age or more shall be inspected quarterly.	<i>Requires all taxicabs servicing Miami-Dade County to be equipped with credit card technology within twenty-four (24) months of the adoption of the proposed ordinance.</i> <i>Amends vehicle age requirements and standards.</i>

Special Item No. 1
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	<i>pursuant to the random selection process implemented after the adoption of this ordinance.</i> Taxicabs shall minimally meet the following inspection schedule: (1) Taxicabs 1 through 2 model years of age shall be inspected annually; (2) Taxicabs 3-through 4 model years of age shall be inspected semi-annually; (3) Taxicabs 5 model years of age or more shall be inspected quarterly.		
Sec. 31-89(h) Vehicle Standards	N/A	The County Commission shall, as deemed appropriate, adopt within (12) twelve months of the effective date of this ordinance a fare increase pursuant to the provisions of section 31-87 in light of the additional technology requirements mandated by subsection 31-89(c).	<i>Amends provisions relating to taxicab fares, providing for a fare increase within 12 months of the adoption of the proposed ordinance (last fare increase was October 2005).</i>
Sec. 31-92(a) Violations; Penalties	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. <i>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</i>	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. 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. Notwithstanding any provision to the contrary: (i) if a person commits one (1) violation of Section 31-82(j)(12), 31-303(i)(4) or 31-304(10), 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 31-82(j)(12), 31-303(i)(4) or 31-304(10) or any combination thereof, 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 31-82(j)(12), 31-303(i)(4) or 31-304(10) or any combination thereof, such person's chauffeur's registration shall be automatically suspended for a period of five (5) years.	<i>Amends provisions relating to violations and penalties.</i>

Special Item No. 1
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	<i>permit or chauffeur's registration may be suspended for a period of up to six (6) months or revoked.</i> 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.														
Sec. 31-304(6) to Sec. 31-304(10) <i>Chauffeur's Registration – Additional Taxicab Requirements.</i>	N/A	(6) Have and utilize a SunPass device where the toll is fixed as mandated by 31-89(c). 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; (7) Open doors for passengers; (8) Load and unload luggage, unless otherwise instructed by the passenger; (9) Be prohibited from refusing to accept payment by a credit card if a credit card processing system is required; and (10) Not discharge a passenger prior to reaching the passenger's requested destination.	<i>Establishes additional standards and requirements for chauffeurs operating taxicabs.</i>												
Sec. 8CC-10 <i>Schedule of Civil Penalties</i>	N/A	<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>31-89(c)</td><td>Violation of Section 31.89(c) Mandating Required Technology</td><td>\$250.00</td></tr><tr><td>31-304(6)-(9)</td><td>Taxicab Chauffeur Standards Violation</td><td>\$250.00</td></tr><tr><td>31-304(10)</td><td>Failure to Discharge at Requested Location</td><td>\$500.00</td></tr></tbody></table>	<u>Code Section</u>	<u>Description of Violation</u>	<u>Civil Penalty</u>	31-89(c)	Violation of Section 31.89(c) Mandating Required Technology	\$250.00	31-304(6)-(9)	Taxicab Chauffeur Standards Violation	\$250.00	31-304(10)	Failure to Discharge at Requested Location	\$500.00	<i>Amends Chapter 8CC of the Code to provide for penalties.</i>
<u>Code Section</u>	<u>Description of Violation</u>	<u>Civil Penalty</u>													
31-89(c)	Violation of Section 31.89(c) Mandating Required Technology	\$250.00													
31-304(6)-(9)	Taxicab Chauffeur Standards Violation	\$250.00													
31-304(10)	Failure to Discharge at Requested Location	\$500.00													

The Ambassador Cabs Program Comparison of Current Taxicab Regulations and Proposed Amendments <i>Miami-Dade County Code Chapter 31, Article II.</i>			
<i>The proposed ordinance establishes the Ambassador Cabs Program for taxicabs and chauffeurs transporting passengers to and from Miami International Airport and PortMiami.</i> <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>			
<u>Section of Code</u>	<u>Current Code</u>	<u>Proposed Amendments</u> <i>Bold refers to proposed amendments.</i>	<u>Notes</u>
Sec. 31-93(b) Special Provisions	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.	Ambassador Cabs. 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 seek and receive authorization 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/ she/it will conform and cause the chauffeur driving such taxicab to conform to such terms, conditions, and fees. 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:	<i>Designates taxicabs that transport persons and their baggage from Miami International Airport (MIA) and the Port of Miami as Ambassador Cabs.</i> <i>The Miami Intermodal Center (MIC) will be considered part of MIA.</i> <i>Requires registration with the Department of Regulatory and Economic Resources.</i> <i>Requires Ambassador Cabs to be equipped with credit card technology within twelve (12) months of the adoption of the proposed ordinance.</i>
Sec. 31-93(b)(1) Credit Card Processing System.	N/A	Credit Card Processing System. Each Ambassador Cab shall be equipped with an operable back of seat credit card processing system. (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. (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	<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> <i>Establishes requirements relating to credit card processing systems and providers including but not limited to the following:</i> • Back of seat credit card

Special Item No. 2
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		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. (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; (iv) 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.	<i>processing system allowing passenger to pay fare from the backseat of the taxicab; and</i> <i>Prohibits additional fees being imposed on the passenger.</i> <i>Empowers the Department of Regulatory and Economic Resources to approve credit card processing systems.</i> <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>
Sec. 31-93(b)(2) Global Positioning Dispatch System.	N/A	Global Positioning Dispatch System. 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. Notwithstanding any provision to the contrary, the requirements of this subsection shall not take effect until twenty-four (24) months after the effective date of this ordinance;	<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> <i>Establishes the following timeframes for the implementation of the proposed ordinance:</i> <i>Within ninety days (90) days from the effective date of this ordinance, the Mayor is to prepare a fare resolution pursuant to the provisions of Section 31-87 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.</i>
Sec. 31-93(b)(3) SunPass Device	N/A	SunPass Device. 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;	<i>Within ninety days (90) days from the effective date of this ordinance, the Mayor is to prepare a fare resolution pursuant to the provisions of Section 31-87 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.</i>
Sec. 31-93(b)(4) Digital Security Camera System.	N/A	Digital Security Camera System. 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. Notwithstanding any provision to the contrary, the requirements of this subsection shall not take effect until twenty-four (24) months after the effective date of this ordinance;	
Sec. 31-93(b)(5) Warning Lights.	N/A	Warning Lights. 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. Notwithstanding any provision to the contrary, the requirements of this subsection shall not take effect until twenty-four (24) months after the effective date of this ordinance;	<i>Within one hundred and fifty (150) days after the effective date of this ordinance, the County Commission is to</i>

Special Item No. 2
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Sec. 31-93(b)(6) Top Lights.	N/A	Top Lights. 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;	<i>adopt a resolution 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.</i>
Sec. 31-93(b)(7) Vehicle Decal.	N/A	Vehicle Decal. Ambassador Cabs 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;	
Sec. 31-93(b)(8) Vehicle Age Requirements and Standards.	N/A	Vehicle Age Requirements and Standards. Any Ambassador Cab initially placed into service shall not have been previously used as a taxicab, 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. Notwithstanding any provision to the contrary, any taxicab that is initially placed in service within twelve (12) months of the effective date of this ordinance, may continue to operate until the taxicab has reached eight (8) model years of age. At the expiration of eight (8) model years, each taxicab shall be required to adhere to the vehicle age requirements mandated by this subsection;	<i>Establishes vehicle age requirements and standards.</i>
Sec. 31-93(b)(9) Vehicle Age Requirements and Standards for Wheelchair Accessible Cabs.	N/A	Vehicle Age Requirements and Standards for Wheelchair Accessible Cabs. Any Wheelchair Accessible Ambassador Cab initially placed into service shall not have been previously used as a Wheelchair Accessible Cab, 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) Compliance with Other Provisions.	N/A	Compliance with Other Provisions. 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. The County Commission shall, as deemed appropriate, adopt within (12) twelve months of the effective date of this ordinance a fare increase pursuant to the provisions of section 31-87 in light of the additional technology requirements mandated by subsection 31-93(b).	<i>Provides priority access to airport and seaport terminals for alternative fuel vehicles.</i> <i>Amends provisions relating to taxicab fares, providing for a fare increase within 12 months of the adoption of the proposed ordinance (last fare increase was October 2005).</i>
Sec. 31-304(6) Chauffeur's Registration – Additional	N/A	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	<i>Establishes additional standards and requirements for chauffeurs operating ambassador cabs.</i> <i>Chauffeurs may not have more</i>

Special Item No. 2
Prime Sponsor Commissioner Diaz

<i>Taxicab Requirements.</i>		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 Cab 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 ii. Refusal to transport a passenger. (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; (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; (h) Chauffeurs of Ambassador Cabs shall, without exception, wear a collared shirt, dark trousers or	<i>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 passengers from MIA or the Port of Miami.</i> <i>Provides that chauffeurs of Ambassador Cabs meet the dress code standards of the Code at all times.</i> <i>Participating chauffeurs will also be required to open doors for passengers, and load and unload luggage.</i>
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Special Item No. 2
Prime Sponsor Commissioner Diaz

		skirt and closed shoes; (i) Chauffeurs of Ambassador Cabs shall open doors for passengers; (j) Chauffeurs of Ambassador Cabs shall load and unload luggage, unless otherwise instructed by the passenger; (k) Chauffeurs of Ambassador Cabs shall be prohibited from refusing to accept payment by a credit card.			
Sec. 8CC-10	N/A	<u>Code Section</u>	<u>Description of Violation</u>	<u>Civil Penalty</u>	Amends Chapter 8CC of the Code to provide for penalties.
Schedule of Civil Penalties		31-93(b)	Ambassador Cab Vehicle Violation	\$250.00	
		31-304(6)	Ambassador Cab Chauffeur Violation	\$250.00	

Special Item No. 3
Prime Sponsor Commissioner Zapata
Co-Sponsors: Chairwoman Sosa,
Commissioners Bovo and Edmonson

Taxicab Credit Card Processing System Highlights of the Proposed Amendments <i>Miami-Dade County Code Chapter 31, Article II</i>			
The proposed ordinance amends Chapter 31, Article II, of the Code of Miami-Dade County (Code), For-Hire Vehicles, mandating that taxicabs be equipped with credit card processing systems within a specified time period. In addition, the proposed ordinance does the following: - Establishes requirements relating to credit card processing systems and providers; - Creates the following new subsections of the Code under For-Hire Licenses – Rules of Operation: 31-82(j)(17)(1), 31-82(j)(17)(2), 31-82(j)(17)(3), and 31-82(j)(17)(4). - Empowers the Department of Regulatory and Economic Resources (RER) to approve credit card processing systems; - Requires 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; and - Amends Chapter 8CC of the Code to provide for penalties.			
<u>Section of Code</u>	<u>Current Code</u>	<u>Proposed Amendments</u> <i>Bold refers to proposed amendments.</i>	<u>Notes</u>
Sec. 31-82(j)(17)(1) Credit Card Processing System	N/A	Any taxicab that picks up passengers in Miami-Dade County shall, within three hundred and sixty (360) days after the adoption of the fare resolution required by subsection (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 in Miami-Dade when the required credit card processing system is not operational. Operational failure of said system shall require the immediate vehicle removal from service until said equipment is repaired and re-inspected at the Department of Regulatory and Economic Resources Vehicle Inspection Facility.	<i>Provides that within 360 days after the adoption of the fare resolution, any taxicab that picks up passengers in Miami-Dade County will be equipped with an operable back-of-seat credit card processing systems.</i> <i>Allows 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> <i>Mandates that if the required credit card processing system is not operational, the taxicab will not pick up passengers in Miami-Dade County.</i>
Sec. 31-82(j)(17)(2) No Fees Passed on to Customers and Acceptance of Credit Card Payments	N/A	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.	<i>Mandates that 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.</i> <i>Requires that a receipt be provided for all trips, and lists what is to be included on the receipt.</i> <i>Chauffeurs are prohibited from refusing to accept payment by a credit card.</i>
Sec. 31-82(j)(17)(3) Payment to Chauffeurs from Electronic Payments	N/A	Any and all credit card service providers must utilize a paycard or direct deposit system and establish an account directly with each 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.	<i>Requires that payments for taxicab fares must be credited to a chauffeur's paycard or bank account within two (2) business days.</i>

Special Item No. 3
Prime Sponsor Commissioner Zapata
Co-Sponsors: Chairwoman Sosa,
Commissioners Bovo and Edmonson

Sec. 31-82(j)(17)(4) Fare Resolution Requirement	N/A	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.			<i>Within 90 days from the effective date of this ordinance - The Mayor is to 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. RER will consult with the industry and any existing taxicab advisory group prior to completing the fare resolution.</i> <i>Within 150 days 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.</i>
Sec. 8CC-10 Schedule of Civil Penalties	N/A	<u>Code Section</u> 31-82(j) (17)	<u>Description of Violation</u> Picking up a passenger without required credit card processing system	<u>Civil Penalty</u> \$250.00	Amends Sec. 8CC-10, Schedule of Civil Penalties, to impose a \$250 penalty for specific violations.
		31-82(j) (17)	Picking up a passenger while the required credit card processing system is inoperative	\$250.00	
		31-82(j) (17)	Refusal to accept payment by credit card	\$250.00	

Additional Information

Number of Taxicab Licenses/Medallions

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.
 - o 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:
 - o Lottery licenses were issued to the winners for \$5,000.
 - o 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.

For-Hire Vehicle Regulations Comparison of Current Taxicab Regulations and Proposed Amendments <i>Miami-Dade County Code Chapter 31, Article II and V.</i>			
<i>The proposed ordinance amends Chapter 31, Article II and V of the Code of Miami-Dade County (Code) that regulates for-hire vehicles, providing the following:</i> • Amends the definitions of fares or rates and rate card; • Provides a definition of violation; • Amends the provisions relating to rate regulation; • 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; • Increases penalties where chauffeur collects, require, charges, demands, requests or accepts fares or compensation other than established fares or rates; • Amends provisions relating to taximeters and credit card processing systems; • Prohibits operators or chauffeurs from operating a credit card processing system that has not been inspected and certified; • Prohibits operators or chauffeurs from operating a taxicab where the taximeter or credit card processing system does not accurately display approved rates and fares; and • Amends Chapter 8CC of the Code.			
Section of Code	Current Code	Proposed Amendments <i>Bold refers to proposed amendments.</i>	Notes
Sec. 31-81(o) Definition for Fares or Rates	Fares or rates 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, rates, surcharges, fees, convenience fees, fares or any other compensation established pursuant to this article to be paid by passengers for or related to the transportation services provided by a for-hire passenger motor vehicle. Fares or rates include any charge, rate, surcharge, convenience fee, fare or other compensation for the use of a credit or debit card.	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.
Sec. 31-81(II) Definition for Rate Card	Rate card 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 approved for-hire rates and fares and such other data as the CSD may prescribe	Amends definition of rate card.
Sec. 31-81(zz) Definition for Violation	N/A	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.	Provides a definition of violation.
Sec. 31-86(a) Taximeters	Taximeters. (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.	Taximeters and Credit Card Processing Systems. (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 or a credit card processing system , 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 and credit card processing system, if installed , has been inspected and certified as operable and accurate by CSD and has affixed thereto a current valid taximeter and credit card processing system certification label, sticker or decal. It shall also	Amends provisions relating to taximeters and credit card processing systems. Provides violation for any operator or chauffeur to operate a credit card processing system that has not been inspected and certified. 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.

Special Item No. 4
Prime Sponsor Commissioner Moss
Co-Sponsor Commissioner Bovo

		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.	
Sec. 31-87(B) Rate Regulation	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 collect, require, 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 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 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.	<i>Amends provisions relating to rate regulation.</i>
Sec. 31-92(a) Violations; Penalties	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	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. Notwithstanding any provision to the	<i>Adds penalties where chauffeur collects, requires, charges, demands, requests or accepts fares or compensation other than established fares or rates.</i> <i>Provide that if a person commits a third violation of Section 31-303(i)(7), such person's chauffeur's registration will be automatically suspended for a period of five (5) years and not permanently revoked.</i>

Special Item No. 4
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Co-Sponsor Commissioner Bovo

	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.	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 suspended for a period of five (5) years.	
Sec. 31-303(i)(7) <i>Chauffeur's Registration; All Types</i>	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, require, charge, demand, request or accept fares or compensation for transportation services or related services other than the established rates or fares for the type of service being provided, nor may any driver collect, require, charge, demand, request or accept any additional payment including any surcharge, fee, convenience fee, fare or any other form of compensation for the use of a credit or debit card, unless approved by the County Commission, or for transporting any baggage which accompanies the passenger, provided, however, that this provision shall not apply to gratuities.	<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>
Sec. 8CC-10 <i>Schedule of Civil Penalties</i>	<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 or a credit card processing system meeting requirements of the Code <u>Civil Penalty</u> \$200.00	<i>Amends Chapter 8CC of the Code to provide for penalties.</i>

Vehicle Age Requirement Comparison of Current Taxicab Regulations and Proposed Amendments <i>Miami-Dade County Code Chapter 31, Article II.</i> <i>The proposed ordinance relating to Vehicles for Hire, amends Chapter 31 of the Code of Miami-Dade County (Code), to provide that model year 2005 taxicabs scheduled for retirement on December 31, 2013, will be allowed to operate until June 30, 2014.</i>			
<u>Section of Code</u>	<u>Current Code</u>	<u>Proposed Amendments</u> <i>Bold refers to proposed amendments.</i>	<u>Notes</u>
Sec. 31-93(e) Special Provisions	Notwithstanding the vehicle age limits required by Sections 31-82(l)(4), 31-89(f) and 31-93(c)(3) of the Code, any properly permitted and inspected taxicab scheduled for retirement on December 31, 2012, shall be allowed to be operated for an additional one-year period.	Notwithstanding the vehicle age limits required by Sections 31-82(l)(4), 31-89(f) and 31-93(c)(3) of the Code, any properly permitted and inspected taxicab scheduled for retirement on December 31, 2012 shall be allowed to be operated for an additional one-year period. Notwithstanding the vehicle age limits required by Sections 31-82(l)(4), 31-89(f) and 31-93(c)(3) of the Code, any properly permitted and inspected model year 2005 taxicab scheduled for retirement on December 31, 2013 shall be allowed to be operated until June 30, 2014.	<i>Amends vehicle age requirements and standards.</i>

Additional Information

According to the Department of Regulatory and Economic Resources, there are 514 taxicabs scheduled to be retired on December 31, 2013. This number includes 284 model year 2005 vehicles.

Previous Legislation

On March 1, 2011, under Ordinance No. 11-11, the Board of County Commissioners (BCC) amended Chapter 31 of the Code, relating to Vehicles for Hire, to provide that taxicabs, passenger motor carriers, luxury limousine sedans, stretch limousines and super-stretch limousines scheduled for retirement on December 31, 2010, be allowed to be operated for an additional one-year period.

On December 19, 2011, under Ordinance No. 11-102, the BCC amended Chapter 31 of the Code, to provide that taxicabs, passenger motor carriers, luxury limousine sedans, stretch limousines and super-stretch limousines scheduled for retirement on December 31, 2011, be allowed to be operated for an additional one-year period.

On September 4, 2012, under Ordinance No. 12-68, the BCC amended Chapter 31 of the Code, relating to Vehicles for Hire, to provide that taxicabs scheduled for retirement on December 31, 2012 will be allowed to be operated for an additional one-year period.

Special Item No. 6
Prime Sponsor Commissioner Monestime

Rate Regulation Annual Report Comparison of Current Taxicab Regulations and Proposed Amendments <i>Miami-Dade County Code Chapter 31, Article II.</i> <i>The proposed ordinance relating to the Rate Regulations for Vehicles for Hire, amends Chapter 31 of the Code of Miami-Dade County (Code), to require an annual report to be presented to the Board of County Commissioners, and provides for a public hearing.</i>			
Section of Code	Current Code	Proposed Amendments <i>Bold refers to proposed amendments.</i>	Notes
Sec. 31-87(C)(1) Rate Regulations	Except as otherwise provided herein, the Board of County Commissioners of Miami-Dade County, Florida, shall establish all rates for taxicabs and for-hire vehicles operating in Miami-Dade County. From and after the effective date of this article, rates shall be established, altered, amended, revised, increased or decreased in accordance with the following procedures: 1. The CSD, upon request of the Commission or the County Manager , shall investigate and prepare a report concerning the existing rates. In the case of taxicab rates, said investigation shall specify the relative changes in the consumer price index over the preceding two-year period and shall quantify what rates would be if the currently approved uniform taxicab meter rates were adjusted for such change. Such investigation shall also consider any additional matters, or review of special service rates when requested by the Commission or Manager. For ratemaking purposes, the CSD will not consider any costs incurred in the acquisition of a license and political contributions. Costs which will be considered in rate studies will include vehicle operating, maintenance and repair expenses, salaries of drivers, dispatchers and supervisors, insurance costs, taxes and license fees, and administrative and general expenses as prescribed on CSD financial and operating report forms.	Except as otherwise provided herein, the Board of County Commissioners of Miami-Dade County, Florida, shall establish all rates for taxicabs and for-hire vehicles operating in Miami-Dade County. From and after the effective date of this article, rates shall be established, altered, amended, revised, increased or decreased in accordance with the following procedures: 1. The CSD shall annually investigate and prepare a report concerning the existing rates. In the case of taxicab rates, said investigation shall specify the relative changes in the consumer price index (" CPI ") over the preceding year and shall quantify what rates would be if the currently approved uniform taxicab meter rates were adjusted for such change. Such investigation shall also consider any additional matters, or review of special service rates when requested by the Commission or Manager. For ratemaking purposes, the CSD will not consider any costs incurred in the acquisition of a license and political contributions. Costs which will be considered in rate studies will include vehicle operating, maintenance and repair expenses, salaries of drivers, dispatchers and supervisors, insurance costs, taxes and license fees, and administrative and general expenses as prescribed on CSD financial and operating report forms.	<i>Requires an annual report, including proposed rate adjustments reflecting the Consumer Price Index (CPI), to be presented to the Board of County Commissioners.</i>
Sec. 31-87(C)(2) Rate Regulations	2. The CSD's report shall be forwarded to the County Manager who shall prepare a recommendation to the Board of County Commissioners.	2. The CSD's report, including proposed rate adjustments reflecting the CPI , shall be forwarded to the Board of County Commissioners annually .	<i>Requires an annual report, including proposed rate adjustments reflecting the Consumer Price Index (CPI), to be presented to the Board of County Commissioners.</i>
Sec. 31-87(C)(3) Rate Regulations	3. A public hearing concerning rates shall be scheduled. At such hearing, all interested parties shall have an opportunity to be heard. The Board of County Commissioners 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 . Appeals of the Board of County Commissioners' decision shall be in accordance with the Florida Rules of Appellate Procedure for review of administrative action.	3. A public hearing concerning the report regarding rates shall be scheduled annually . At such hearing, all interested parties shall have an opportunity to be heard. The Board of County Commissioners shall consider the CSD's report, and all evidence produced at the hearing and, by resolution, shall determine and set the appropriate rates which shall be no less than the previous rates adjusted by the CPI, unless the County Commission finds that no change in rates or a reduction in rates is in the public interest . Appeals of the Board of County Commissioners' decision shall be in accordance with the Florida Rules of Appellate Procedure for review of administrative action.	<i>Provides for a public hearing where all interested parties may be heard regarding the annual report.</i>

Pre-Arranged Limousine Transportation Comparison of Current For-Hire Limousines Regulations and Amendments Proposed <i>Miami-Dade County Code Chapter 31, Article VI.</i>			
<i>The proposed ordinance amends Chapter 31, Article VI of the Code of Miami-Dade County that regulates for-hire limousines. The amendment seeks to amend the definition and regulation of pre-arranged limousine transportation.</i> <i>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.</i>			
Section of Code	Current	Proposed Amendments <i>Bold refers to proposed amendments.</i>	Notes
Sec. 31-601(bb) Definitions	<i>Pre-arranged or pre-arrange</i> 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>Pre-arranged or pre-arrange</i> means a written, electronic or telephone reservation made at least fifteen minutes in advance by the person requesting service through the place of business of the for-hire license holder for the provision of limousine service for a specified period of time.	<i>Amends pre-arranged or pre-arrange to include an electronic reservation.</i> <i>Amends timeframe of at least one hour in advance to at least fifteen minutes in advance for reservation.</i>
Sec. 31-602(b) For-hire Limousine Licenses.	<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. 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. 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	<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. Pre-arranged means a written, electronic or telephone reservation made at least fifteen minutes in advance by the person requesting service through the place of business of the for-hire license holder for the provision of limousine service for a specified period of time. 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	<i>Applies the same amendments above to this subsection, defining pre-arranged.</i>

Special Item No. 7
Prime Sponsor Commissioner Heyman
Co-Sponsor Commissioner Bovo

	to enforcement personnel upon request.	contract shall be in the possession of the chauffeur at all times and shall be made available to enforcement personnel upon request.	
Sec. 31-602(k)(22) Rules of Operation.	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>	Not allow a driver to solicit or pick up passengers other than by prearrangement.	<i>Removes language referring to prearrangement through a person located at the limousine license holder's place of business.</i> <i>Under current regulations a customer can only make a reservation at the license holder's place of business.</i>

Additional Information

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

CONSUMER SERVICES DEPARTMENT PASSENGER TRANSPORTATION REGULATORY DIVISION MINIMUM LIMOUSINE RATES (Effective June 17, 2005)	
	Current Rates
Luxury Sedan	- Hourly rate: \$40/hour, with a 2-hour minimum; \$70 for a one-way continuous trip to any location; \$70 for any one-way continuous trip to Miami International Airport or Seaport, if the trip originates north of S.W. 248th Street; and any stop during the trip shall be \$40/hour or fraction of an hour; or \$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.
Stretch Limousine	- Hourly rate: \$55/hour, with a 3-hour minimum; \$95 for a one-way, continuous trip to any location; \$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
Super-Stretch Limousine	- Hourly rate. \$65/hour, with a 3-hour minimum; \$95 for a one-way, continuous trip to any location

Taxicab Technology Funding Options

The proposed resolution directs the Mayor or his designee to explore and evaluate funding options to pay for technological upgrades in taxicabs, such as a technology surcharge, which may address the potential financial impact of these upgrades on, among others, taxicab chauffeurs. The Mayor is directed to report back to the Commission within sixty (60) days from the adoption of this resolution.

Additional Information

In September 2013, the Office of the Commission Auditor conducted a survey of taxicab requirements for credit card payments in five (5) of the most populous jurisdictions in the United States. The following is the results of that survey, specifically the cost and maintenance of the credit card payment system:

City & Population ¹	Survey of Taxicab Requirements for Credit Card Payment
New York, NY² 8,175,133	According to the New York City Taxi and Limousine Commission: • 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. • Drivers are required to accept American Express, MasterCard, VISA and Discover (and some will accept the JCB Card) for all fares. • 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. • There is no need to hand the card to the driver. • All taxicab systems are certified under the Payment Card Industry (PCI) Data Security Standard. • The driver will hand you the receipt as they do now. • 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. • 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. <u>Cost and Maintenance of PIM³</u> 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. In addition, medallion owners pay for a maintenance contract to cover all equipment repairs and replacements or pay for repairs as they are necessary.
Los Angeles, CA⁴ 3,792,621	According to the City of Los Angeles, Taxicab Rules and Regulations of the Board of Taxicab Commissioners: • 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. • 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. • 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. <u>Cost and Maintenance of Credit Card Unit</u> According to the Los Angeles Department of Transportation Pedestrian Programs Division, the owners of the cabs either pay for each unit 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, IL⁵	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:

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

² www.nyc.gov/html/tlc/html/passenger/passenger_creditcard.shtml

³ www.nyc.gov/html/tlc/html/industry/taxicab_serv_enh_archive.shtml

⁴ *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.*

⁵ www.cityofchicago.org/content/dam/city/depts/bacp/publicvehicleinfo/medallionowners/medallionlicenseholderrulesregs20120626.pdf

Additional Information	
<i>In September 2013, the Office of the Commission Auditor conducted a survey of taxicab requirements for credit card payments in five (5) of the most populous jurisdictions in the United States. The following is the results of that survey, specifically the cost and maintenance of the credit card payment system:</i>	
City & Population¹	Survey of Taxicab Requirements for Credit Card Payment
2,695,598	- 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. - 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. - 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. - Medallion licensees operating taxicabs: - Must accept non-cash electronic forms of payment for taxicab fares; - May not impose an extra fee or a surcharge for non-cash electronic forms of payment; - May not impose a minimum fare charge for a passenger to use non-cash electronic forms of payment; and - 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. - Technical specifications for all non-cash forms of payment processing electronic equipment: - Electronic equipment must process payments using Payment Card Industry (PCI) Security Standards. - Electronic equipment must be capable of accepting and processing the Taxi Accessible Program (TAP) card or similar program card. - As of January 1, 2013, electronic equipment must be capable of integration with the dispatch system, vehicle transmission, taximeter, and GPS. - As of January 1, 2013, electronic equipment must process payments using the public data network. - As of January 1, 2013, technical specifications for rear seat swipe credit card electronic equipment installed in replacement vehicles: - Rear seat swipe electronic equipment must be equipped with an interactive passenger display/screen. The passenger must be capable of selecting payment options. - Rear seat swipe electronic equipment must display on its screen the total taxicab fare at the conclusion of the ride. - 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. - Rear seat swipe electronic equipment must be installed/mounted safely, securely, and to ensure passenger ease of use. - 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. <u>Cost and Maintenance of Electronic Payment Equipment</u> Medallion licensees that lease taxicabs to public chauffeurs: - May not impose a service fee/transaction fee to the lessee public chauffeur for the processing of electronic payments greater than five percent (5%); - 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; - At public chauffeur's request, must offer the option to electronically transfer monies/proceeds payable to the lessee public chauffeur; and - 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. 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.
Houston, TX 2,099,451	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. <u>Cost and Maintenance of Credit Card System</u> According to the Administration Manager for the department of Administration and Regulatory Affairs: - The City of Houston currently requires all taxicabs to accept credit card payments; - The drivers of the vehicle are allowed to determine the type of equipment used for credit card transactions; and - The cost of the equipment and maintenance is the responsibility of the medallion owner. 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.
Philadelphia,	According to the Philadelphia Parking Authority (PPA) Taxicab and Limousine Regulations:

Additional Information	
<i>In September 2013, the Office of the Commission Auditor conducted a survey of taxicab requirements for credit card payments in five (5) of the most populous jurisdictions in the United States. The following is the results of that survey, specifically the cost and maintenance of the credit card payment system:</i>	
City & Population¹	Survey of Taxicab Requirements for Credit Card Payment
PA ⁶ 1,526,006	• All Taxicabs must be equipped with electronic devices that allow for the use of credit cards and debit cards. • 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. • A taxicab driver may not ask a potential customer for fare payment method information in advance of providing taxicab service. • A taxicab driver will accept payment by credit card and debit card and other cashless payment options identified by the PPA. • 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. • 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. • The cab may not be in service if the credit card equipment is not functional. • 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. <u>The Meter System – Cost and Maintenance⁷</u> 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. 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. 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. 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. 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. 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 on or about April 14, 2005. The PPA's Fiscal Year 2007 Budget requested an additional \$560,000 to implement the Meter System.

⁶ philapark.org/2012/02/taxi-cabs-required-to-accept-credit-card-payment/

⁷ philapark.org/wp-content/uploads/2011/01/FY-2013-TLD-Act-94-Budget-for-Notice1.pdf

<u>Additional Information</u>	
<i>In September 2013, the Office of the Commission Auditor conducted a survey of taxicab requirements for credit card payments in five (5) of the most populous jurisdictions in the United States. The following is the results of that survey, specifically the cost and maintenance of the credit card payment system:</i>	
City & Population ¹	Survey of Taxicab Requirements for Credit Card Payment
	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. 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.

Taxicab Growth Formula – Final Report

Pursuant to Ordinance No. 12-51 adopted by the Board of County Commissioners (BCC) on July 3, 2012, Special Item No. 9 provides the final report regarding the Taxicab Growth Formula. According to the Report, the Department of Regulatory and Economic Resources (RER) supports the Taxicab Advisory Group's (TAG's) formula to provide an incremental approach to growth consisting of two percent (2%) increases in the total number of medallions, rounded up to the next whole number ending in five (5) each year for the next five (5) years. TAG's formula was meant to be a temporary solution for medallion growth in the absence of dispatch technology.

Special Item No. 2, the Ambassador Cabs Program (File No. 140136), provides that a more permanent formula can be developed based on actual dispatch data.

Below is the chart included in the Taxicab Growth Formula – Final Report:

TAG Proposed Growth Formula*

Medallion Lottery Type	Initial Year	2nd Year	3rd Year	4th Year	5th Year
Regular Cab	23	27	31	40	45
Wheelchair Cab	22	18	14	10	5
Total Number in Medallion Lottery	45	45	45	50	50
Additional Wheelchair Accessible Medallions to Auction	2	2	2	2	2
Total New Lottery/Auction & Existing Medallions	2,168	2,215	2,262	2,314	2,366

**Based on 2,121 medallions.*