



Request for City Council Committee Action from the Department of Regulatory Services

Date:	December 1, 2006
To:	Council Member Samuels, Chairman
Referral to:	Public Safety and Regulatory Services
Subject:	Amending Chapter 341 of the Minneapolis Code of Ordinances relating to Taxicab vehicle licenses

1. **That the Public Safety and Regulatory Services Committee receive and file a status report from the Task force on Taxicab licenses.**
2. **That the Public Safety and Regulatory Services Committee give direction to staff regarding an issue of taxicab license fees.**

Previous Directives This action reflects a September 27, 2006 request by the committee for a progress report regarding the implementation of new taxicab license regulations.

Prepared or Submitted by: Ricardo Cervantes, Deputy Director, Licenses and Consumer Services

Approved by _____ Date _____

Ricardo Cervantes, Deputy Director, Licenses and Consumer Services

_____ Date _____

Burt Osborn, Director, Licenses and Consumer Services

_____ Date _____

Rocco Forte, Assistant City Coordinator

Taxicab Task Force

Progress Report

December 13, 2006

On September 27th, 2006 the PS&RS Committee directed License Department staff to convene a task force to assist in implementing the various features of the newly enacted taxicab ordinance amendment. The Taxicab task force was to report back to the PS&RS Committee on its recommendations with respect to establishing criteria for issuing the new taxicab licenses that become available.

The task force is now prepared to present the following recommendations:

1. A neutral panel will review and rate applications and business plans submitted by new and existing companies seeking the newly available taxicab vehicle licenses. The panel will be comprised of the Deputy Director of Business Licenses and/or the Manager of Business Licenses, a representative of the Mayors Committee on Persons with Disabilities, a taxicab drivers representative, and a citizen who regularly uses Minneapolis taxicab services.
2. This panel will use criteria that are weighted with specific points to rank the applicants. The criteria to be used by the panel to qualify the applicants is listed below:
 - The financial capability and responsibility of the applicant;
 - Applicant's prior experience in the taxicab business;
 - The level and quality of taxicab service provided by the applicant in the past in areas in which it has operated;
 - The experience and competence of the applicant's drivers and dispatch capabilities;
 - The applicant's prior record of compliance with the taxicab ordinance including complaints and disciplinary actions against drivers and vehicle owners;
 - The age and condition of the vehicles proposed to be licensed by the applicant and fuel efficiency;
 - Consideration of special equipment, i.e., GPS tracking, wheelchair accessibility;
 - The applicant's prior experience in providing neighborhood service;
 - Such other factors as the City Council may deem relevant;
 - Proposed marketing strategies and/or service innovation;
 - Established company policies regarding drivers training requirements, dispatching, etc.
 - Number of requested taxi vehicle licenses vs. minimum acceptable number to operate.
- 3 A fuel efficient vehicle has been defined as a passenger vehicle that has a EPA fuel consumption rating of 23 miles per gallon (city driving).
- 4 One item of concern is that the new taxicab ordinance, in section 341.300, stipulates that after December 31st, 2007, licensed service companies must increase the percentage of fuel efficient vehicles in their fleet by 10 % each year until such time as all of their vehicles are fuel efficient. This section is concerning in that section 341.305 Mandates that there shall be no annual license fee for taxicabs that are fuel efficient. This means that within nine years there will be no license fees collected for any taxicab vehicles in the city.

License fees will of course be needed to fund the regulatory aspects of the taxicab industry.

- 5 A second item of concern is that the vehicles that are capable of being wheelchair accessible will not meet the fuel efficient guidelines of the ordinance.