

Limousine Ordinance Updates

Urban Transportation Commission

Tuesday, March 6, 2011

Staff Recommended Updates

- §13-2-3(B) – Compliance Required
- §13-2-202(B) – Flagship Vehicles
- §13-2-103(B) – Adding Sponsorships
- §13-2-204 – Trip Tickets
- §13-2-203 – Minimum Rate of Fare

Staff Recommended Updates

- §13-2-3(B) – Compliance Required
- §13-2-202(B) – Flagship Vehicles
- §13-2-103(B) – Adding Sponsorships
- §13-2-204 – Trip Tickets
- §13-2-203 – Minimum Rate of Fare

Adding Sponsorships to Chauffer's Permit

- Currently, all chauffer's permits are valid for a period of 24 months.
- In order to qualify for a permit, the applicant must submit a criminal background check as well as a 3-year driving record.
- During the first 30 days of being permitted, a holder may add an additional sponsorship without having to resubmit the two required documents. After that, in order to consider adding any additional sponsorships, the applicant must secure and submit a new background check and driving record.
- Staff recommends extending the current 30-day period allowed before having to provide new records to 6 months.
- At the end of the 24 month valid period, all permit holders must resubmit an updated criminal background check and driving record.
- This action will affect all chauffer permit holders, and is not limited to limousine operators.

Trip Tickets

- §13-2-204(B)(1) requires adding “Date of Trip”.
- §13-2-204(B)(4) requires adding “Company Name”.
- §13-2-204(C) allows for the use of Electronic Trip Tickets.

Trip Tickets

- The primary concern was the required transmission of electronic trip tickets to the department.
- Staff has removed that requirement from the draft update per UTC recommendations.
- Trip Ticket Vote:
 - 43 Votes For Recommended Updates
 - 3 Votes Against

Minimum Rate of Fare

- §13-2-203 recommends increasing the current Minimum Rate of Fare from \$45 to \$55.

Commission Concerns with Increasing Minimum Rate of Fare

- Why regulate the fare at all?
- Current minimum is \$45.00 when most company fees are much higher
- At last vote, only 15 companies voted. What percentage of the entire market share does that represent?
- Concern with “gypsies”

Why regulate the fare at all?

- Primarily to maintain a distinction between the two service options.
- The minimum fare was first adopted in order to address the issue of other modes of ground transportation using a Limousine operating authority to gain entry and operate more like a taxi. Because this behavior affected both the taxi and limousine industries, both participated in crafting the minimum fare ordinance which was adopted in 1992.
- The taxi franchises operate under a “Managed Competition” form of regulation. The amount of available permits, rates of fare, and maximum number of passengers are all established by ordinance. When available taxi permits reach the maximum, the Limousine minimums become an attractive option.

Most Companies Fees are Much Higher than \$45 - Stakeholder Participation

- Concern lies where the most potential for overlap exists, where the two service options are closest in fares.
- The 15 stakeholders that participated in that meeting represented 42% of the limousine market.
- Staff went back and contacted all 46 Limousine Companies and registered a vote for each.
- A follow-up meeting was held on February 29th at the Ground Transportation Office.

Minimum Fare vs. Taxi Rates

- In 1992 when the \$45 minimum rate of fare was adopted, the taxi rates were:
 - Drop - \$1.25, Per Mile - \$1.25, Wait Time - \$12.00/hour
 - **A 12 mile trip was \$16.25**
- On March 8th, taxi rates will be:
 - Drop - \$2.50, Per Mile - \$2.20, Wait Time - \$29.00/hour
 - *Airport Surcharge - \$1.00
 - *Fuel Surcharge - \$0.20/mile
 - *Passenger Surcharge - \$1.00/passenger (9:00pm-4:00am)
 - **A 12 mile trip can range from \$31.30 to \$36.30**
- The \$45 Limousine minimum rate of fare has remained unchanged since it was first incorporated.
- Minimum Fare Increase:
 - **40 Voted in favor of Increase to \$55, totaling 91%**

Concern with “Gypsies”

- Gypsies are not the primary problem. As discussed, with initial space in between the fares diminishing, a permitted operator could potentially fit into that area and impact both the taxi and limousine industries.
- Enforcement is a vital part of our regulation. The recommended increase is anticipated to serve as an additional tool in our enforcement efforts.

Moving Forward

- Staff recommends these five code amendments as we have discussed and Limousine stakeholders have supported, also be recommended by the Urban Transportation Commission.