

2 Unfinished Business

City of Cambridge

MASSACHUSETTS

In City Council

2/22

1981

CVTS-1A
MOVED FROM THE
CALENDAR

Panel to be Ordained -

Various Rate Schedule -

	YEA	NAY	ABSENT	PRESENT
Mr. Kevin P. Crane	✓			
Mr. Thomas W. Danehy	✓			
Ms. Sandra Graham	✓			
Mr. Leonard J. Russell	✓			
Mr. David E. Sullivan	✓			
Mr. Walter J. Sullivan	✓			
Mr. Alfred Vellucci	✓			
Mr. David A. Wylie	✓			
Mayor Francis H. Duehay	✓			

9 0 0

CVTS
APP
A

JAXICABS
PLATE-

#3

WAFINWED

BWINGES



City of Cambridge

In the Year One Thousand, Nine Hundred Eighty-One

AN ORDINANCE

In amendment to an ordinance formerly entitled "The General Ordinances of the City of Cambridge", as revised in 1972 and now designated as "The Code of the City of Cambridge".

Be it ordained by the City Council of the City of Cambridge as follows:

Chapter Sixteen entitled: "Public Transportation" is hereby amended by striking out section 16-24 entitled: "Rates" and section 16-25 entitled "Waiting Time" and substituting in place thereof new sections which read as follows:

Section 16-24. Rates.

The price of rates of fares which drivers of Motor Taxicabs shall charge and demand for services rendered in conveying passengers are as follows:

(a) The initial drop shall be Ninety-Five (\$.95) cents and shall cover the cost of the first two-seventh of a mile or fraction thereof; or the first two minutes of waiting time or a combination of both. Each one-seventh of a mile thereafter or fraction thereof shall be at the rate of Twenty (\$.20) cents.

(b) Longer trips may be contracted for a special rate by agreement between the licensee and the passenger. Each such vehicle shall be equipped with a meter which shall be of a size and design approved by the Board of License Commissioners.

Section 16-25. Waiting Time.

(a) Waiting time shall include all time during which the vehicle is not in motion beginning five (5) minutes after its arrival at the place to which it has been called. No charge shall be made for time between a premature arrival in response to a call and the time for which the vehicle was ordered nor for time attributable to a breakdown of the vehicle. Waiting time charges shall be made for time lost through interruption of traffic, with the exception of such time lost through the operation of the opening and closing of drawbridges and the passage of railroad trains. Waiting time shall be at the rate of Fourteen (\$14.00) Dollars per hour.

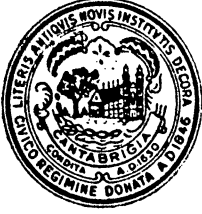
(b) Waiting Time for vehicles designed for the transportation of person who are ill or who are invalids shall be charged for at the rate of \$3.85 for forty (40) minutes of waiting time or Thirty-Five (\$.35) cents for each three and one-third minutes of waiting time, whichever is the lesser; but no charge shall be made for time lost through interruption of street traffic or through the inefficiency of the vehicle or its drivers, or for time between premature arrival in response to a call and the hour for which the vehicle was ordered.

In City Council February 23, 1981.

Passed to be ordained by a yea any nay vote:- Yeas 9; Nays 0; Absent 0.

James L. Sullivan, City Manager.

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Eighty-One

AN ORDINANCE

In amendment to an ordinance formerly entitled "The General Ordinances of the City of Cambridge", as revised in 1972 and now designated as "The Code of the City of Cambridge".

Be it ordained by the City Council of the City of Cambridge as follows:

Chapter Sixteen entitled: "Public Transportation" is hereby amended by striking out section 16-24 entitled: "Rates" and section 16-25 entitled "Waiting Time" and substituting in place thereof new sections which read as follows:

Section 16-24. Rates.

The price of rates of fares which drivers of Motor Taxicabs shall charge and demand for services rendered in conveying passengers are as follows:

(a) The initial drop shall be Ninety-Five (\$.95) cents and shall cover the cost of the first two-seventh of a mile or fraction thereof; or the first two minutes of waiting time or a combination of both. Each one-seventh of a mile thereafter or fraction thereof shall be at the rate of Twenty (\$.20) cents.

(b) Longer trips may be contracted for a special rate by agreement between the licensee and the passenger. Each such vehicle shall be equipped with a meter which shall be of a size and design approved by the Board of License Commissioners.

Section 16-25. Waiting Time.

(a) Waiting time shall include all time during which the vehicle is not in motion beginning five (5) minutes after its arrival at the place to which it has been called. No charge shall be made for time between a premature arrival in response to a call and the time for which the vehicle was ordered nor for time attributable to a breakdown of the vehicle. Waiting time charges shall be made for time lost through interruption of traffic, with the exception of such time lost through the operation of the opening and closing of drawbridges and the passage of railroad trains. Waiting time shall be at the rate of Fourteen (\$14.00) Dollars per hour.

(b) Waiting Time for vehicles designed for the transportation of person who are ill or who are invalids shall be charged for at the rate of \$3.85 for forty (40) minutes of waiting time or Thirty-Five (\$.35) cents for each three and one-third minutes of waiting time, whichever is the lesser, but no charge shall be made for time lost through interruption of street traffic or through the inefficiency of the vehicle or its drivers, or for time between premature arrival in response to a call and the hour for which the vehicle was ordered.

In City Council February 23, 1981.

Passed to be ordained by a yea any nay vote:- Yeas 9; Nays 0; Absent 0.

James L. Sullivan, City Manager.

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Eighty-One

AN ORDINANCE

In amendment to an ordinance formerly entitled "The General Ordinances of the City of Cambridge", as revised in 1972 and now designated as "The Code of the City of Cambridge".

Be it ordained by the City Council of the City of Cambridge as follows:

Chapter Sixteen entitled: "Public Transportation" is hereby amended by striking out section 16-24 entitled: "Rates" and section 16-25 entitled "Waiting Time" and substituting in place thereof new sections which read as follows:

Section 16-24. Rates.

The price of rates of fares which drivers of Motor Taxicabs shall charge and demand for services rendered in conveying passengers are as follows:

(a) The initial drop shall be Ninety-Five (\$.95) cents and shall cover the cost of the first two-seventh of a mile or fraction thereof; or the first two minutes of waiting time or a combination of both. Each one-seventh of a mile thereafter or fraction thereof shall be at the rate of Twenty (\$.20) cents.

(b) Longer trips may be contracted for a special rate by agreement between the licensee and the passenger. Each such vehicle shall be equipped with a meter which shall be of a size and design approved by the Board of License Commissioners.

Section 16-25. Waiting Time.

(a) Waiting time shall include all time during which the vehicle is not in motion beginning five (5) minutes after its arrival at the place to which it has been called. No charge shall be made for time between a premature arrival in response to a call and the time for which the vehicle was ordered nor for time attributable to a breakdown of the vehicle. Waiting time charges shall be made for time lost through interruption of traffic, with the exception of such time lost through the operation of the opening and closing of drawbridges and the passage of railroad trains. Waiting time shall be at the rate of Fourteen (\$14.00) Dollars per hour.

(b) Waiting Time for vehicles designed for the transportation of person who are ill or who are invalids shall be charged for at the rate of \$3.85 for forty (40) minutes of waiting time or Thirty-Five (\$.35) cents for each three and one-third minutes of waiting time, whichever is the lesser, but no charge shall be made for time lost through interruption of street traffic or through the inefficiency of the vehicle or its drivers, or for time between premature arrival in response to a call and the hour for which the vehicle was ordered.

In City Council February 23, 1981.

Passed to be ordained by a yeas and nays vote:- Yeas 9; Nays 0; Absent 0.

James L. Sullivan, City Manager.

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Eighty-One

AN ORDINANCE

In amendment to an ordinance formerly entitled "The General Ordinances of the City of Cambridge", as revised in 1972 and now designated as "The Code of the City of Cambridge".

Be it ordained by the City Council of the City of Cambridge as follows:

Chapter Sixteen entitled: "Public Transportation" is hereby amended by striking out section 16-24 entitled: "Rates" and section 16-25 entitled "Waiting Time" and substituting in place thereof new sections which read as follows:

Section 16-24. Rates.

The price of rates of fares which drivers of Motor Taxicabs shall charge and demand for services rendered in conveying passengers are as follows:

(a) The initial drop shall be Ninety-Five (\$.95) cents and shall cover the cost of the first two-seventh of a mile or fraction thereof; or the first two minutes of waiting time or a combination of both. Each one-seventh of a mile thereafter or fraction thereof shall be at the rate of Twenty (\$.20) cents.

(b) Longer trips may be contracted for a special rate by agreement between the licensee and the passenger. Each such vehicle shall be equipped with a meter which shall be of a size and design approved by the Board of License Commissioners.

Section 16-25. Waiting Time.

(a) Waiting time shall include all time during which the vehicle is not in motion beginning five (5) minutes after its arrival at the place to which it has been called. No charge shall be made for time between a premature arrival in response to a call and the time for which the vehicle was ordered nor for time attributable to a breakdown of the vehicle. Waiting time charges shall be made for time lost through interruption of traffic, with the exception of such time lost through the operation of the opening and closing of drawbridges and the passage of railroad trains. Waiting time shall be at the rate of Fourteen (\$14.00) Dollars per hour.

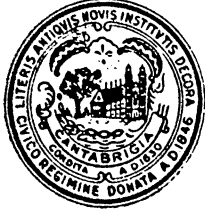
(b) Waiting Time for vehicles designed for the transportation of person who are ill or who are invalids shall be charged for at the rate of \$3.85 for forty (40) minutes of waiting time or Thirty-Five (\$.35) cents for each three and one-third minutes of waiting time, whichever is the lesser, but no charge shall be made for time lost through interruption of street traffic or through the inefficiency of the vehicle or its drivers, or for time between premature arrival in response to a call and the hour for which the vehicle was ordered.

In City Council February 23, 1981.

Passed to be ordained by a yea any nay vote:- Yeas 9; Nays 0; Absent 0.

James L. Sullivan, City Manager.

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Eighty-One

AN ORDINANCE

In amendment to an ordinance formerly entitled "The General Ordinances of the City of Cambridge", as revised in 1972 and now designated as "The Code of the City of Cambridge".

Be it ordained by the City Council of the City of Cambridge as follows:

Chapter Sixteen entitled: "Public Transportation" is hereby amended by striking out section 16-24 entitled: "Rates" and section 16-25 entitled "Waiting Time" and substituting in place thereof new sections which read as follows:

Section 16-24. Rates.

The price of rates of fares which drivers of Motor Taxicabs shall charge and demand for services rendered in conveying passengers are as follows:

(a) The initial drop shall be Ninety-Five (\$.95) cents and shall cover the cost of the first two-seventh of a mile or fraction thereof; or the first two minutes of waiting time or a combination of both. Each one-seventh of a mile thereafter or fraction thereof shall be at the rate of Twenty (\$.20) cents.

(b) Longer trips may be contracted for a special rate by agreement between the licensee and the passenger. Each such vehicle shall be equipped with a meter which shall be of a size and design approved by the Board of License Commissioners.

Section 16-25. Waiting Time.

(a) Waiting time shall include all time during which the vehicle is not in motion beginning five (5) minutes after its arrival at the place to which it has been called. No charge shall be made for time between a premature arrival in response to a call and the time for which the vehicle was ordered nor for time attributable to a breakdown of the vehicle. Waiting time charges shall be made for time lost through interruption of traffic, with the exception of such time lost through the operation of the opening and closing of drawbridges and the passage of railroad trains. Waiting time shall be at the rate of Fourteen (\$14.00) Dollars per hour.

(b) Waiting Time for vehicles designed for the transportation of person who are ill or who are invalids shall be charged for at the rate of \$3.85 for forty (40) minutes of waiting time or Thirty-Five (\$.35) cents for each three and one-third minutes of waiting time, whichever is the lesser, but no charge shall be made for time lost through interruption of street traffic or through the inefficiency of the vehicle or its drivers, or for time between premature arrival in response to a call and the hour for which the vehicle was ordered.

In City Council February 23, 1981.

Passed to be ordained by a yea any nay vote:- Yeas 9; Nays 0; Absent 0.

James L. Sullivan, City Manager.

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Eighty-One

AN ORDINANCE

In amendment to an ordinance formerly entitled "The General Ordinances of the City of Cambridge", as revised in 1972 and now designated as "The Code of the City of Cambridge".

Be it ordained by the City Council of the City of Cambridge as follows:

Chapter Sixteen entitled: "Public Transportation" is hereby amended by striking out section 16-24 entitled: "Rates" and section 16-25 entitled "Waiting Time" and substituting in place thereof new sections which read as follows:

Section 16-24. Rates.

The price of rates of fares which drivers of Motor Taxicabs shall charge and demand for services rendered in conveying passengers are as follows:

(a) The initial drop shall be Ninety-Five (\$.95) cents and shall cover the cost of the first two-seventh of a mile or fraction thereof; or the first two minutes of waiting time or a combination of both. Each one-seventh of a mile thereafter or fraction thereof shall be at the rate of Twenty (\$.20) cents.

(b) Longer trips may be contracted for a special rate by agreement between the licensee and the passenger. Each such vehicle shall be equipped with a meter which shall be of a size and design approved by the Board of License Commissioners.

Section 16-25. Waiting Time.

(a) Waiting time shall include all time during which the vehicle is not in motion beginning five (5) minutes after its arrival at the place to which it has been called. No charge shall be made for time between a premature arrival in response to a call and the time for which the vehicle was ordered nor for time attributable to a breakdown of the vehicle. Waiting time charges shall be made for time lost through interruption of traffic, with the exception of such time lost through the operation of the opening and closing of drawbridges and the passage of railroad trains. Waiting time shall be at the rate of Fourteen (\$14.00) Dollars per hour.

(b) Waiting Time for vehicles designed for the transportation of person who are ill or who are invalids shall be charged for at the rate of \$3.85 for forty (40) minutes of waiting time or Thirty-Five (\$.35) cents for each three and one-third minutes of waiting time, whichever is the lesser, but no charge shall be made for time lost through interruption of street traffic or through the inefficiency of the vehicle or its drivers, or for time between premature arrival in response to a call and the hour for which the vehicle was ordered.

In City Council February 23, 1981.

Passed to be ordained by a yea any nay vote:- Yeas 9; Nays 0; Absent 0.

James L. Sullivan, City Manager.

ATTEST:- Paul E. Healy, City Clerk.



CAMBRIDGE CITY COUNCIL

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 498-9094

January 19, 1981

The Honorable, The City Council:

On November 19, 1980, the taxicab industry in the City of Cambridge petitioned the City Council to grant them a meter fare increase by amending the relevant City ordinance.

On Wednesday last, the fourteenth of January, 1981 the petition came before the Ordinance Committee of the Cambridge City Council. It became clear at this meeting that the taxicab industry was not ready to respond to a variety of Council questions with a coherent body of comparative data.

Rather than vote on the question in the absence of data, the Ordinance Committee elected to refer the question to this Ad-Hoc Committee whose members are: 1) the Administrative Assistant to the City Council, 2) the Chairperson of the License Commission and 3) the Director of Traffic and Parking. On Friday morning last, our Committee met with the taxicab industry and reviewed as much information as was available.

Enclosed please find our recommendation to the Council on this particular petition for a rate increase as well as our recommendation for a more uniform procedure and required substantiation on future petitions.

For the Committee,

A handwritten signature in black ink, appearing to read "Richard McKinnon", written over a horizontal line.

Richard McKinnon
Administrative Assistant to the
City Council

RM/smc

Enclosure

N.B. Please note that some of the percentages have been corrected since the issuing of this report last week. However, these corrections in no way affect the conclusion of this report.

INTRODUCTION

The petitioners have requested that taxicab meters be changed from the present rate of 95 cents for the first 1/5 of a mile or fraction thereof and 20 cents for each additional 1/5 of a mile or fraction thereof and \$10.00 per hour for waiting time to: 95 cents for the first 2/7 of a mile or fraction thereof and 20 cents for each additional 1/7 of a mile or fraction thereof and \$14.00 per hour for waiting time. The present rate has been in effect since June 15, 1979. On the following pages is an example of how this change would effect rides of different distances.

The Committee recommends that the increase as presented by the petitioners is fair and we therefore recommend it to the City Council. We feel strongly that the increase is skewed appropriately with the local in-Cambridge short rides impacted the least and the longer out-of-town rides carrying the larger percentage of the increase.

PERCENTAGES AND WHOLE NUMBER CHANGE IN
PRICE FOR VARIOUS RIDES UNDER PRESENT AND PROPOSED RATES

<u>RIDE</u>	<u>PRESENT RATE</u>	<u>PROPOSED RATE</u>	<u>% INCREASE</u>
DROP	.95	.95	0%
1 MILE	1.75	1.95	11.4%
2 MILES	2.75	3.35	21.8%
3 MILES	3.75	4.75	26.6%
4 MILES	4.75	6.15	29.4%
5 MILES	5.75	7.55	31.3%
WAITING TIME	\$10/HR	\$14/HR	40.0%

SUPPORTING DATA

<u>EXPENDITURE</u>	<u>6/79 PRICE</u>	<u>1/81 PRICE</u>	<u>% INCREASE</u>
GASOLINE	\$79.47/gal.	\$121.61/gal.	53.0%
INSURANCE (Comp./Fire/ Theft)	\$900/year	\$2,000/year	123.3%
CHEVY TAXI PACKAGE	\$6,101.55	\$8,306.59	36.1%
ENGINE	\$475	\$650	36.8%
TRANSMISSION	\$175	\$275	57.1%
PARTITION	\$165	\$210	27.2%

The average taxi ride in Metropolitan Boston has been calculated to be 2.2 miles which is rounded for use here to 2 miles. Under the proposed rate increase, a 2 mile ride incurs a percentage increase of 21.8%. The above data indicates that major cost centers in the industry are rising well above the proposed rate of increase.

SUGGESTIONS FOR PROCEDURES ON FUTURE PETITIONERS FOR RATE INCREASES

It is not surprising that the industry fails to bring forward a uniform and substantiated package of data to support their petitions, for at present there is no formal request for such a package from any regulatory bodies.

We therefore suggest the following steps be taken on future requests.

- 1) A punch list of specific items and services be established to fully document the need for increased rates.
- 2) A procedure for examining the request and data be established which invite the participation of impacted groups, citizens and agencies.
- 3) Related services might be considered in the process, such as leasing or multiple fares as potential items of negotiations which might impact the actual amount of the increase.

This Committee is prepared to work on these issues should the Council so desire.

RM/smc

City of Cambridge

In City Council..... January 19, 1981.....

The Ordinance **Committee**

comprised of the entire membership of the City Council

to which

was referred the petition of Edward F. Reid of Ambassador-Brattle Taxi, et al for a new rate schedule for licensed taxicabs in the City of Cambridge met on January 14, 1981 in the City Council Chamber with Councillor David Wylie presiding.

The Chair called for the proponents to appear and heard from the petitioner, Edward F. Reid of 10 Wendover Street, Dorchester who stressed the increased cost of operations and the cost of living increases due to inflation. Mr. Reid stated that the proposed rate schedule would provide that the present rate of \$.95 for 1/5 mile and \$.20 for each additional 1/5 of a mile or fraction thereof for a total of \$1.75 for the first mile be changed to \$.95 for the first 2/7 of a mile or fraction thereof and \$.20 for each additional 1/7 of a mile for a total of \$1.95 for the first mile resulting in an increase of 23%. The petitioner also requested that the present waiting time of \$10.00 per hour be increased to \$14.00 per hour.

Councillor Wylie stated that a 59% increase since 1976 averaged 15% each year.

Mayor Duehay stated that the Committee needed the figures on increased costs and that they should be presented and that the Committee should have an independent analysis of cost figures by Richard McKinnon, Administrative Aide to the City Council; Mary Calnan of the License Commission and George Teso of the Department of Traffic and Parking before reaching any decision on the petition. A discussion arose as to the possibility of studying the income tax returns of the taxi operators.

Councillor Graham inquired about the possibility of picking up more than one passenger and reducing the costs of operation and stressed the need for firm figures on the costs of operations.

Councillor David Sullivan stated that the issue of profitability should be considered but the interest of consumers should be protected, that innovative wages should be considered to provide transportation by the Community Development Department and the views of newly created Consumers Council should be solicited.

2.

REPORT

Committee on Ordinances

Taxi Cab rate increase.

In City Council,

January 19, 1981

*Tabled by C. W.
Sullivan*

The Committee heard from Gregory Leonard of 6 Nancy Road, Southeaston, Mass. who outlined the increased costs of repairs, medallions, insurance and taxicabs.

Councillor Graham stated that the cost and a fair return on your investment is the issue to be determined.

Mayor Duehay stated that he would need more information before he voted and urged the petitioners to work with the Committee of three to establish the costs of operation and submit their findings to the City Council.

Each member of the Committee stressed the need to have the cost figures available before taking any action.

Councillor Vellucci moved that the petition be referred to a special sub-committee of Richard McKinon, Administration Aide to the City Council, Mary Calnar of the License Commission and George Teso of the Traffic Department and further that they submit their report to the City Council by Monday, January 19, 1981, that in the event that they cannot meet that deadline they can so inform the City Council.

The motion to refer carried after further discussion.

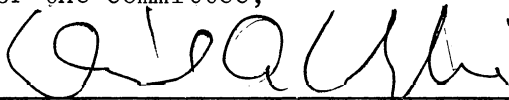
The Committee heard from Henry Yenvokian, Secretary-Treasurer of the Taxi Operators Union of 650 Beacon Street, Boston and James Watchmaker of the same address who stressed the need for increased rates.

David Brown of 161 Putnam Avenue, Cambridge and Jim Thomas of Brattle Cab also appeared in favor. Mr. Thomas indicated that he could gross \$96.00 in 8 hours and would clear \$40.00 after all expenses were deducted or \$200.00 for a five day week.

David Brown stated that a 1980 Checker Cab cost \$8,000 and that 1981 model has increased to \$8,100 that the rate increases do not keep up with inflation and that some fixed costs cannot be anticipated, that he was working longer hours to pay his bills.

The Committee adjourned at 9:14 p.m. and will await the report of the Special Committee as proposed by Councillor Vellucci.

For the Committee,



Councillor David A. Wylie,
Chairman.



City of Cambridge

In the Year One Thousand, Nine Hundred Eighty-One

AN ORDINANCE

In amendment to an ordinance formerly entitled "The General Ordinances of the City of Cambridge", as revised in 1972 and now designated as "The Code of the City of Cambridge".

Be it ordained by the City Council of the City of Cambridge as follows:

Chapter Sixteen entitled: "Public Transportation" is hereby amended by striking out section 16-24 entitled: "Rates" and section 16-25 entitled "Waiting Time" and substituting in place thereof new sections which read as follows:

Section 16-24. Rates.

The price of rates of fares which drivers of Motor Taxicabs shall charge and demand for services rendered in conveying passengers are as follows:

(a) The initial drop shall be Ninety-Five (\$.95) cents and shall cover the cost of the first two-seventh of a mile or fraction thereof; or the first two minutes of waiting time or a combination of both. Each one-seventh of a mile thereafter or fraction thereof shall be at the rate of Twenty (\$.20) cents.

(b) Longer trips may be contracted for a special rate by agreement between the licensee and the passenger. Each such vehicle shall be equipped with a meter which shall be of a size and design approved by the Board of License Commissioners.

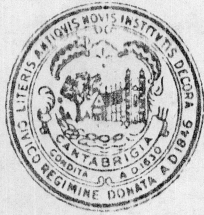
Section 16-25. Waiting Time.

(a) Waiting time shall include all time during which the vehicle is not in motion beginning five (5) minutes after its arrival at the place to which it has been called. No charge shall be made for time between a premature arrival in response to a call and the time for which the vehicle was ordered nor for time attributable to a breakdown of the vehicle. Waiting time charges shall be made for time lost through interruption of traffic, with the exception of such time lost through the operation of the opening and closing of drawbridges and the passage of railroad trains. Waiting time shall be at the rate of Fourteen (\$14.00) Dollars per hour.

(b) Waiting Time for vehicles designed for the transportation of person who are ill or who are invalids shall be charged for at the rate of \$3.85 for forty (40) minutes of waiting time or Thirty-Five (\$.35) cents for each three and one-third minutes of waiting time, whichever is the lesser, but no charge shall be made for time lost through interruption of street traffic or through the inefficiency of the vehicle or its drivers, or for time between premature arrival in response to a call and the hour for which the vehicle was ordered.

Passed to a second reading at the City Council meeting held on January 26, 1981 and on or after February 9, 1981 the question comes on passing to be ordained.

ATTEST: Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Eighty-One

AN ORDINANCE

In amendment to an ordinance formerly entitled "The General Ordinances of the City of Cambridge", as revised in 1972 and now designated as "The Code of the City of Cambridge".

Be it ordained by the City Council of the City of Cambridge as follows:

Chapter Sixteen entitled: "Public Transportation" is hereby amended by striking out section 16-24 entitled: "Rates" and section 16-25 entitled "Waiting Time" and substituting in place thereof new sections which read as follows:

Section 16-24. Rates.

The price of rates of fares which drivers of Motor Taxicabs shall charge and demand for services rendered in conveying passengers are as follows:

(a) The initial drop shall be Ninety-Five (\$.95) cents and shall cover the cost of the first two-seventh of a mile or fraction thereof; or the first two minutes of waiting time or a combination of both. Each one-seventh of a mile thereafter or fraction thereof shall be at the rate of Twenty (\$.20) cents.

(b) Longer trips may be contracted for a special rate by agreement between the licensee and the passenger. Each such vehicle shall be equipped with a meter which shall be of a size and design approved by the Board of License Commissioners.

Section 16-25. Waiting Time.

(a) Waiting time shall include all time during which the vehicle is not in motion beginning five (5) minutes after its arrival at the place to which it has been called. No charge shall be made for time between a premature arrival in response to a call and the time for which the vehicle was ordered nor for time attributable to a breakdown of the vehicle. Waiting time charges shall be made for time lost through interruption of traffic, with the exception of such time lost through the operation of the opening and closing of drawbridges and the passage of railroad trains. Waiting time shall be at the rate of Fourteen (\$14.00) Dollars per hour.

(b) Waiting Time for vehicles designed for the transportation of person who are ill or who are invalids shall be charged for at the rate of \$3.85 for forty (40) minutes of waiting time or Thirty-Five (\$.35) cents for each three and one-third minutes of waiting time, whichever is the lesser, but no charge shall be made for time lost through interruption of street traffic or through the inefficiency of the vehicle or its drivers, or for time between premature arrival in response to a call and the hour for which the vehicle was ordered.

Passed to a second reading at the City Council meeting held on January 26, 1981 and on or after February 9, 1981 the question comes on passing to be ordained.

ATTEST: Paul E. Healy, City Clerk.

City of Cambridge

In City Council.....January 19, 1981.....

The Ordinance

Committee

comprised of the entire membership of the City Council

to which

was referred the petition of Edward F. Reid of Ambassador-Brattle Taxi, et al for a new rate schedule for licensed taxicabs in the City of Cambridge met on January 14, 1981 in the City Council Chamber with Councillor David Wylie presiding.

The Chair called for the proponents to appear and heard from the petitioner, Edward F. Reid of 10 Wendover Street, Dorchester who stressed the increased cost of operations and the cost of living increases due to inflation. Mr. Reid stated that the proposed rate schedule would provide that the present rate of \$.95 for 1/5 mile and \$.20 for each additional 1/5 of a mile or fraction thereof for a total of \$1.75 for the first mile be changed to \$.95 for the first 2/7 of a mile or fraction thereof and \$.20 for each additional 1/7 of a mile for a total of \$1.95 for the first mile resulting in an increase of 23%. The petitioner also requested that the present waiting time of \$10.00 per hour be increased to \$14.00 per hour.

Councillor Wylie stated that a 59% increase since 1976 averaged 15% each year.

Mayor Duchay stated that the Committee needed the figures on increased costs and that they should be presented and that the Committee should have an independent analysis of cost figures by Richard McKinnon, Administrative Aide to the City Council; Mary Calnan of the License Commission and George Teso of the Department of Traffic and Parking before reaching any decision on the petition. A discussion arose as to the possibility of studying the income tax returns of the taxi operators.

Councillor Graham inquired about the possibility of picking up more than one passenger and reducing the costs of operation and stressed the need for firm figures on the costs of operations.

Councillor David Sullivan stated that the issue of profitability should be considered but the interest of consumers should be protected, that innovative wages should be considered to provide transportation by the Community Development Department and the views of newly created Consumers Council should be solicited.

The Committee heard from Gregory Leonard of 6 Nancy Road, Southeaston, Mass. who outlined the increased costs of repairs, medallions, insurance and taxicabs.

Councillor Graham stated that the cost and a fair return on your investment is the issue to be determined.

Mayor Duehay stated that he would need more information before he voted and urged the petitioners to work with the Committee of three to establish the costs of operation and submit their findings to the City Council.

Each member of the Committee stressed the need to have the cost figures available before taking any action.

Councillor Vellucci moved that the petition be referred to a special sub-committee of Richard McKinmon, Administration Aide to the City Council, Mary Calnan of the License Commission and George Teso of the Traffic Department and further that they submit their report to the City Council by Monday, January 19, 1981, that in the event that they cannot meet that deadline they can so inform the City Council.

The motion to refer carried after further discussion.

The Committee heard from Henry Yenvokian, Secretary-Treasurer of the Taxi Operators Union of 650 Beacon Street, Boston and James Watchmaker of the same address who stressed the need for increased rates.

David Brown of 161 Putnam Avenue, Cambridge and Jim Thomas of Brattle Cab also appeared in favor. Mr. Thomas indicated that he could gross \$96.00 in 8 hours and would clear \$40.00 after all expenses were deducted or \$200.00 for a five day week.

David Brown stated that a 1980 Checker Cab cost \$8,000 and that 1981 model has increased to \$8,100 that the rate increases do not keep up with inflation and that some fixed costs cannot be anticipated, that he was working longer hours to pay his bills.

The Committee adjourned at 9:14 p.m. and will await the report of the Special Committee as proposed by Councillor Vellucci.

For the Committee,

Councillor David A. Wylie,
Chairman.

City Council Committee on Ordinances to discuss Taxi Rules 1/14/81

Present Chairman E. Wylie, L.D. Sullivan², Chairman E. Velucci⁴
Mayor Pachay¹

7:15 PM L.D. Sullivan Rule 23 from Office Ordinance Committee some report to committee should not sit on it along 2
More that it be report w/o need to the

l.c.
L.V. re 4 members only - Condi-Sports Monday
Night

L.D.S. regarding line motion will press his motion

IT IS A VOTE W/ CV 1981 ALL AS PRESENT = AT 7:24

L.W. Procedure - Reports
L.C. can ask questions

At end of meeting 3:15 -
1/15 Favor

175
282
2636

Edmond Reed at 926 W. Woodward
Rep. Pres & Bus of Tax Operator

L.O.L.
Was

Every thing going up

L. Graham Med. rd which allows them to park
up more than one -
Should 95 for front $\frac{2}{4}$ of a mile
20 for

Gregory Leonard
Medallion #52
= F&M Assoc
6/14/04 F&M Assoc

940 = Planning Petitions =
Long discussion about all conditions
Med. more I said all around
last year - said we need more help
but we took off.
In September meeting - let's be off
don't want the big -
then it slide up on me.
Way of owners are independent
12 people rapid bonds as it
independents 23 + 12 = 35 in Chamber
but not all - Taxi Carriers -
Increase in bus license costs 100
5 mile over and specific 975 on
Harrow Place to Airport
Big discussion about State A-LAB -

Q: Why not pick up another passenger?
- We'd go back - don't have INSURE
to make same A-Case to work -

Interest 95 1/5
20 hours per hr + 4/5 mile

Q: What line is 23% increase with part
1744
59% since '6 -
15% per year

Major Review re 1/4 1/4
2/ Review Time 496

Major Notes to go on - What do you receive

65 to 15 plus another - pending
pay and 100 per day - cost 20 per hr
for gas and with fuel
This will have the result of
of helping with the increase

Q: What average daily take home per day
your budget per day is more appropriate

8/17/04 CC wants to know

Myrr should be not like an analysis
by an independent person like
Parker, contact F. Lamm - Mr
Stein - find him out what

change would be a frame in
Independent research is all that

= I am asking for -

8/18/ C.V. Taxes will be with 15 percent too high -
Re 80% per day -
= CV Printing = gross of tax rate -

$$60 \times 5 = \overset{52}{300}$$
$$\begin{array}{r} 815600 \\ \hline \end{array}$$

15600

$$70 \times 5 = 350 =$$
$$\begin{array}{r} 700 \\ + 52 \\ \hline 1750 \\ \hline 18200 \end{array}$$

18200

$$110 \times 5 = 500$$
$$\begin{array}{r} 500 \\ + 52 \\ \hline 550 \\ \hline 2600 \end{array}$$

2600

Can h.c. demand copy of tax returns -
But way - to determine income - Profit &

has Return Page

C. Brennan - Don't want to see tax returns

8:14 PM That's your B12: Food lock to 400 -
- All \$ income NOT reported -
Need cert of gas etc, insurance
etc.
Super Nov #127
Basic Outline - Need Materials on Car's Operation
Feed Figures of Loss and troops.
Self figure

8:18 PM Q. Sullivan Report on profitability - But also wants
to protect consumers
Should look into more INNOV ways to

Provide information -
C. R. - should be required where - to
determine what all ways of Trans
have type
Consumer Council created - need their
views, how to explain, and report

8:20 PM C. Wolfe Deal especially more
informative

→ For the 2003 on the industry
who are trusted would work with
Marley, Ruby and one
other thing Calman

8/23/04 Gregory Leonard

- By Catalogue -
\$1,000 per hour min to max \$500 per hour

2/4/75 baggage make
100/1002 State of Repairs
License Medallion
Place of garage
Office

Utilities

Heat

Replacement

Key F.L. - 5700 built 4x4
2107 1981

Key F.L. 6107 to 8000
Insurance min for car 530.00 to
680.00

8/28/04

700 to 900 on more taxonomic

Items required car?

Don't have Zone Rate in Cambridge
Cambridge limit of three

WT Plan 10/20 Problem

80 Strip per
225 1st

175 Additional Mile Family 40-

235 to Graham - We should talk about
New wrap -
= New Exe -

Check industry in most eff way -
Then consider alternative
Tell me where how will be most
profitable - stands

Everybody is printing -
What is the cost and FIRM RETURN
ON YOUR INVESTMENT AND
OPERATION -
= Need average mile per cost of average car -

Map
840/PM
Needs some map and work report
before work
Needs opinion Mr Mc, Mattie and
people they work in / Many others
must build up group and
get est of costs and
Analyze and summarize
Need cost estimate

840 C. Graham died by 6 B.S. we
LV 21% cost incurred -
Other man is right 22%

Income return for 23% -
LV what is gross income -
Man on left value \$35 - less than 30%
Cost increase up 24%

LV Why do we need cost figures some
are better cost of L up 30% or
more

best Some had pay some gas 30 per increase
in gas.

LV // Cost of operation 20 - 22% - 23%
" " having had 22% or more 22% or more

845/201 Map Sunday not pers satisfied need
information to make decisions
Don't know about Map
Would like to have these figures

LV Cost incurred cost - 20% or more
20% - 21% 22% 23%

Map Monday need actual figures

850/pam
C. Barker we should have a procedure
every year - We should sell
Spain - Shouldn't have to come to

18
We need procedure

858
LV - to the COMMITTEE
Report of J. J. McCord
= Report

LV one more week

LV of they catch it by
Monday then they can
come back up and say so -

076
George's Commission of three

076
Day to
meet
with Tom
report
to
C.C.
M.

Patrick and Mrs. Obama
2 Mrs. Rep
1 transplaner

MOTION CAMERA

Trill

VP of Camp Trill CAMP SYSTEMATIC INFO which will help -

Henry Yennickian Secy-Treas.

650 Beacon St

JAMES
WINTERMAN

Phone 02215

Leonard

of David Brown

Charles Cabot of Cambridge

161 PATRICK ST

868/6555

= Independent Person =

Jim Thomas

Battle Eng Company

442
3396

of Cost 239.29 per week = 47 per day before

PROFIT w/o gas -

Average f/hr - 40 hours -

10 to 12 per hour - 96 or = f/hr =

2800 F/M/L - 1404 gas -

1700 per day - profit double

Now 4000 // = 5 per hour -

902/p04 John Macle cars

903/p04 David Brown

100 separate Owners
1000 DRIVERS

UNION

= Independent people mostly =
Fixed Costs must be anticipated
Some cannot be anticipated

Rate Increase is needed -

Must be enough for next year
Taxi industry will ask for reasonable rate
Should ask for more - working longer
hours to pay the bills
People sleeping working too many
hours

1980 Chevrolets cost 8000
1981 " " up 1000 8000 to 9000 Plus

EPA rates 17MPG -

Prices getting 11MPG

Have to go around in circles

= Rate increase will be done -
Will be new for next rate work
in way for one

9/13/04

Prm to adjm at 9:14/04



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

January 7, 1981

Mr. Joseph Silva, President
Ambassador-Brattle Taxi
180 Bent Street
Cambridge, MA 02139

Dear Mr. Silva:

Please be advised that the City Council has scheduled a hearing on your request for a rate increase in the taxi meters for Wednesday, January 14, 1981 at 7 p.m. in the City Council Chamber, City Hall, Cambridge, Massachusetts.

You are requested to appear at this time and be heard.

Your kind attention in this matter will be greatly appreciated.

Very truly yours,

Paul E. Healy, City Clerk

PEH/d1



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

January 7, 1981

Mr. Edward Reid, President
Cambridge Association of Taxi Owners
10 Wendover Street
Boston, MA 02125

Dear Mr. Reid:

Please be advised that the City Council has scheduled a hearing on your request for a rate increase in the taxi meters for Wednesday, January 14, 1981 at 7 p.m. in the City Council Chamber, City Hall, Cambridge, Massachusetts.

You are requested to appear at this time and be heard.

Your kind attention in this matter will be greatly appreciated.

Very truly yours,

Paul E. Healy, City Clerk.

PEH/dl



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

January 7, 1981

Mr. Arthur Goldberg, President
Cambridge Taxi Company
2 Bay Street
Cambridge, MA 02139

Dear Mr. Goldberg:

Please be advised that the City Council has scheduled a hearing on your request for a rate increase in the taxi meters for Wednesday, January 14, 1981 at 7 p.m. in the City Council Chamber, City Hall, Cambridge, Massachusetts.

You are requested to appear at this time and be heard.

Your kind attention in this matter will be greatly appreciated.

Very truly yours,

Paul E. Healy, City Clerk

PEH/dl

C. A. T. O

8/ Reed, Pres,
10 Wendover
4, 2

3 4

6m 6m
1806

all m 4 } 2 6 m 4 2

TO _____ DATE _____ TIME _____

WHILE YOU WERE OUT

_____ PHONE _____

TELEPHONED		PLEASE CALL	
CALLED TO SEE YOU		WILL CALL AGAIN	

MESSAGE _____

MESSAGE RECEIVED BY _____

RECEIVED BY
OFFICE OF CITY CLERK

Nov 20 1 24 PM '80

CAMBRIDGE, MASS.

November 19, 1980

City of Cambridge
City Clerk
Cambridge, Massachusetts

TO: City Council

SUBJECT: Request for change of rate of licensed taxicabs

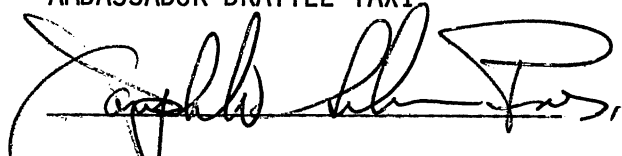
We, the undersigned holders of licensed taxicabs in the City of Cambridge, request that taxicab meters be changed from the present rate of 95 cents for the first 1/5 of a mile or fraction thereof and 20 cents for each additional 1/5 of a mile or fraction thereof and ~~\$ 10.00~~ per hour for waiting time to: 95 cents for the first 2/7 of a mile or fraction thereof and 20 cents for each additional 1/7 of a mile or fraction thereof and \$14.00 per hour for waiting time.

By:

CAT. O. I.



AMBASSADOR-BRATTLE TAXI



CAMBRIDGE TAXI COMPANY



CHECKER CAB OF CAMBRIDGE

0-6

Petition of C.A.T.O., Ambassador-Brattle and Cambridge Taxi Company requesting an increase in the taxi rates.

2/23/81

Passed to be
Ordained
9-0-0

In City Council,
November 24, 1980

11/24/1980

Referred to the
Ordinance Committee
FOR

HEARING AND REPORT
copy sent to Ordinance
Committee 11/25/80 (all)

Yonokain

notify - see sur 496, 650 Beacon St, 4, e - P-20 202