

I.

**CITY OF CAMBRIDGE
LICENSE COMMISSION**

RULES AND REGULATIONS

for

HACKNEY CARRIAGE

Owners and Drivers

Approved by Commission vote of 10/23/79

Reprinted 2/22/82

11/ 3/83

James T. McDavitt Chairperson
Anthony G. Paolillo, Police Chief
Thomas V. Scott, Fire Chief

License Commissioners

1. HACKNEY CARRIAGE OWNERS

The primary reason for licensing Hackney Carriages (taxicabs) is to provide transportation and service to the general public. Any taxicab owner failing to provide such service or transportation may have his license or medallion revoked.

RULE 1

In Cambridge, no person shall drive or have charge of a taxicab, nor shall any person, firm or corporation set up and use a taxicab unless licensed therefor by the License Commission of the City of Cambridge nor shall any person having the care or ordering of such a vehicle in said city allow any person other than a driver so licensed to drive such a vehicle.

RULE 2

Taxicabs shall be registered in the City of Cambridge from the true legal address at which they are garaged and in no case from taxi stands.

RULE 3

No license provided for in these rules shall be sold, assigned or transferred without first obtaining the consent of the License Commission in writing.

RULE 4

The leasing or renting of taxicabs by licensed owners is expressly forbidden, and any infraction of this rule shall be considered sufficient grounds for revocation of the owner's taxicab license or medallion.

RULE 5

When a licensed owner changes his address or the place at which a taxicab owned by him is garaged, he shall within 24 hours of such change notify the License Commission.

RULE 6

Employment cards shall be issued to drivers by the License Commission and the licensed owners of taxicabs shall not employ drivers without such employment cards. Said employment cards shall be kept by employers during the period that the driver is in their employ. If the taxicab is dispatched by radio service, said employment card shall be on file with the company providing said service.

RULE 7

Licensed owners shall return immediately to the License Commission the employment card of every driver when he ceases to be in their employ, and further, the licensed owner shall give in writing the reasons for the termination of employment.

RULE 8

An applicant for a license or renewal as owner of a taxicab shall present for examination in case of each taxicab a valid certificate of registration issued by the Registrar of Motor Vehicles of the Commonwealth of Massachusetts, the registration number, an excise tax receipt for the previous year, and if a corporation, a Certificate of Good Standing from the Department of Corporations and Taxation.

RULE 9

Before employing a taxicab driver, the owner will check his taxicab driver's license and his operator's license issued by the Registrar of Motor Vehicles.

RULE 10

Any taxicab owned by a corporation or an individual doing business in a name other than the corporate name or the individual's name shall have its business name registered in the City Clerk's office, City Hall, and a copy of the Business Certificate shall be file with the License Commission.

RULE 11

No owner shall allow a driver to operate a taxicab when the driver does not meet the prescribed minimum standards of dress and appearance. Every owner shall be responsible for maintaining these standards for their drivers. This provision shall not be arbitrarily nor discriminately applied, yet it will be incumbent upon the driver to prove that his attire is proper. Minimum standards are set forth in Section 111, Rule 2, of these Rules and Regulations.

RULE 12

No owner of a licensed taxicab shall paint his vehicle in color or design so as to resemble other licensed taxicabs. All taxicabs using the same business name must be painted with identical colors and indential markings and in such a way as to be obviously distinguishable from another company. The license of any taxicab found to be in violation of this rule by the

License Commission shall be suspended. Upon reinspection and approval by a representative of the License Commission, said license may be reinstated.

RULE 13

Licensed owners must keep on a form (waybill) issued by the License Commission or a form approved by the License Commission a record of every fare from the point of origin to the point of destination, the time, the number of passengers, and the fee collected. The waybill must be made out by the driver of every taxicab. Waybills must be kept for a period of not less than one year and shall be made available to the License Commission or a police officer within 5 days from the date of any request for them.

RULE 14

Any licensee who shall cease to be the owner of a taxicab shall at once surrender his license to the License Commission unless consent to its sale, assignment or transfer has been obtained from said Commission.

RULE 15

No person shall be licensed to be an owner who is not 18 years of age or over, who cannot read, write and speak the English language intelligibly, or who is addicted to the use of intoxicating liquors or narcotic drugs.

RULE 16

Each owner of a taxicab shall install a protective partition dividing the driver's and passenger's seats for the safety of the driver, which partition shall meet the following specifications:

- a. It must be bullet-resistant, extending from the top of the seat to the ceiling; it must be made of one-half inch plexiglass or its equal in strength, and the side must be sufficiently sealed so as to prevent a hand from sliding past the partition.
- b. It must have a change drawer set in the partition.
- c. It may provide for a sliding door on the passenger side so that the driver may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with a fastener located on the driver's side of the taxicab.

Power-door locks, so-called, are permitted to secure the rear passenger door of the taxicab, provided the passengers are able to unlock said doors from their area of the taxicab.

This Rule shall not apply to taxicabs that are owner-operated.

The License Commission may make periodic inspections to insure that each taxicab owner has complied with this Rule.

RULE 17

It is the responsibility of the owner to keep the protective partition clean at all times.

RULE 18

Upon any change in the Certificate of Registration of a taxicab issued by the Registrar of Motor Vehicles, or change of vehicle, the licensed owner shall immediately present such certificate together with the old

taxicab license to the License Commission and a corrected license will be issued.

RULE 19

It shall be the responsibility of every owner of a taxicab to provide such taxicab with a frame which will hold the taxicab license and the rate card and this frame shall be placed so that it may be easily read by passengers in the back seat.

RULE 20

A taxicab owner shall not permit a taxicab to be operated unless:

- a. the vehicle is structurally sound and operates with a minimum of noise and vibration.
- b. the body, fenders, doors, trim, and grills are free of cracks, breaks and dents
- c. the seats function properly and are free of tears
- d. the vehicle is inspected, repaired and cleaned inside and out by the owner at least once a week, and
- e. the doors can be opened easily from inside the cab.

RULE 21

A taxicab medallion may not be pledged as security on a loan without first obtaining the approval of the License Commission.

If the medallion is pledged, the owner must obtain a letter from the lender stating the principal amount of the loan, the rate of interest, the type of interest, the length of the note, and the total amount of interest paid over the life of the note.

11. HACKNEY CARRIAGES (Taxicab)

RULE 1

Prior to being licensed, all taxicabs shall be thoroughly inspected in regard to general appearance and mechanical condition. Periodic inspections in this regard will be made by the License Commission and/or the Police. Taxicabs must at all times be kept in good condition suitable for occupancy and mechanically fit for the safety of passengers. Interior and exterior shall be kept clean and sanitary at all times.

RULE 2

Every taxicab shall display on the interior in clear view of the passengers a card approved by the License Commission notifying the passengers that drivers are forbidden by law to demand more than the fare recorded on the taximeter. However, this does not apply to the Share-A-Cab flat rate.

Every taxicab licensed by the City of Cambridge shall have the name or the trade name of the owner and "Cambridge" painted on the sides thereof in letters not less than 4 inches high and ½ inch wide. Rule ③

RULE 4

Every taxicab licensed by the City of Cambridge shall have a Cab Number painted on the rear of the

vehicle between the rear side window and the back window. This number shall be the same as the Medallion Number issued to it.

RULE 5

Every licensed taxicab shall have affixed on the vehicle a metal numbered medallion approved and issued by the License Commission and said medallion shall be placed on the lower right rear side of the vehicle. Only the medallion assigned to the vehicle for the current license period shall be displayed. Said medallion shall be removed only by the License Commission or its authorized representative.

RULE 6

No plate or number other than the medallion, taxicab registration plate and telephone number of the dispatching company, if any, shall be printed or affixed to the rear of the taxicab.

RULE 7

No person, firm, or corporation not having a license therefor issued by the License Commission of the City of Cambridge shall drive or have charge of a taxicab in that city; provided, however, that nothing herein contained shall be construed as prohibiting a driver of a taxicab licensed outside the City of Cambridge from driving through that city or from delivering in Cambridge a passenger or passengers accepted outside Cambridge or from accepting within Cambridge a passenger or passengers for hire if summoned by or at the request of said passenger or passengers by radio or telephone so to do. Whoever violates this rule shall be punished by a fine of \$20.00 for each violation.

RULE 8

No medallion may be held for more than one licensing year without being assigned to a taxicab unless the License Commission has been notified in advance.

RULE 9

If at any time a taxicab becomes inoperative, the medallion assigned to it may not be transferred to another vehicle without first registering such transfer with the License Commission.

RULE 10

In the event a medallion is lost or misplaced, the owner must immediately notify the License Commission and receive written permission to operate the taxicab until the medallion has been replaced. The fee for replacement is that fee currently set by the License Commission.

RULE 11

No vehicle shall be licensed as a taxicab until its taximeter has been officially approved and sealed by the Sealer of Weights & Measures. After sundown the face of every taximeter shall be illuminated by a suitable light, so arranged as to throw a continuous steady light on it. Upon order of the License Commission, a licensee shall have his taximeter reinspected. An unobstructed view of the taximeter shall be provided to a passenger at all times.

RULE 12

It is the responsibility of the owner to keep the face of the taximeter clean at all times.

RULE 13

No taximeter shall be transferred from one vehicle to another and used as a taxicab without being approved and resealed by the Sealer of Weights & Measures.

RULE 14

Every taxicab shall be equipped with a so-called "trouble light" which shall be attached to the roof of the taxicab. This device will flash by the touching of a button or switch from inside the cab by the driver. The switch or button will be within the immediate reach of the driver. The purpose of such device is to indicate that the driver requests assistance from the police or other law enforcement officer.

RULE 15

Every taxicab shall have a copy of these rules and regulations in the taxicab which may be shown to passengers upon request.

111. TAXICAB DRIVER'S LICENSE

RULE 1

No person shall be licensed as owner or a driver who:

1. Is not at least 18 years old
2. Cannot read, write, or speak the English language intelligibly
3. Does not possess a Massachusetts Driver's license
4. Is addicted to the use of intoxicating liquors or narcotics drugs
5. Has a criminal record within the past five years for any of the following:

- a. Conviction of a felony
- b. Involved in an illegal lottery
- c. Violation of Parole or Probation
- d. Sex offenses
- e. Assault and Battery on a police officer
- f. Narcotics offenses
- g. Illegal possession of firearms
- h. Four violations of motor vehicles laws.

RULE 2

All drivers shall wear shirts (not 'T' shirts) or jackets, and full length trousers or Bermuda shorts which are neither torn nor tattered. They shall dress neatly and be clean of body. Shoes must be worn at all times.

RULE 3

Every driver having charge of a taxicab shall have his taxicab driver's license attached to his outer garment.

RULE 4

Any licensee who shall cease to be the driver of a taxicab shall at once surrender his license to the License Commission.

RULE 5

The driver shall appear as in his or her photograph displayed on the taxicab driver's license. If the photograph shows eyeglasses or other distinctive markings or features, they shall be worn or maintained while on duty. A new photograph shall be taken without delay if the driver's appearance has changed. The charge for such picture shall be borne by the applicant.

RULE 6

A taxicab driver shall immediately report the suspension or revocation of his Massachusetts driver's license to the License Commission and he shall thereupon surrender his taxicab driver's license to said Commission or upon notification by the Registry of Motor Vehilces that a Massachusetts driver's license has been suspended or revoked, the License Commission will immediately revoke or suspend the taxicab driver's license. Said taxicab driver's license shall be reinstated at the discretion of the License Commission upon removal of the suspension or revocation of said Massachusetts driver's license.

RULE 7

A taxicab driver's license may be revoked or suspended for any one of the following reasons after the required hearing:

1. Conviction for violation of any criminal statute
2. Violation of any city ordinance
3. Violation of these Rules and Regulations
4. Conviction for violation of any State or Federal law relative to the illegal sale, possession, or delivery of intoxicating liquor or drugs
5. Conviction for reckless driving
6. Conviction for four or more moving traffic citations during a calendar year while operating a taxicab for hire and
7. For any justifiable cause shown, in addition to those specifically enumerated.

RULE 8

Any driver whose taxicab driver's license has been revoked must file for a new license to operate in Cambridge. A hearing will then be set before the

License Commission. The applicant must produce relevant evidence to the satisfaction of the Commission that another license should be issued to him. No application shall be considered by the Commission prior to twelve months following the date of revocation.

RULE 9

A driver may be employed by more than one taxi company at the same time within Cambridge provided he has been issued a valid employment card for each company; however he may not drive two consecutive eight hour shifts within a 24 hour period.

RULE 10

Every licensed driver of a taxicab shall be courteous and assist passengers at all times.

RULE 11

When a licensed driver of a taxicab changes his address or his place of employment, he shall within 3 days of such change notify the License Commission.

RULE 12

If a taxicab driver fails to renew his license for a period of one year or over, it will be necessary to have a probation check on him before issuing such renewal.

IV. CONDUCT OF TAXICAB DRIVERS

RULE 1

It is the duty of all police officers to observe the movements of taxicabs at all times and to see that the

rules governing such taxicabs and their drivers are obeyed. Licensed drivers shall be respectful to and are required to answer fully and civilly any questions put to them by any police officer in the performance of his duty.

RULE 2

The License Commission will regard as unsuited to hold a license any taxicab driver who violates any State or Federal liquor law, or who gives direction, information or service to a person seeking a place or a person for immoral purposes, or any driver who offers such direction, information or service. Said Commission will regard as unsuited to hold a license any driver who conveys from place to place a person who is noisy or otherwise disorderly, or who conveys a person who is intoxicated even though not disorderly except directly to the place which the driver has reason to believe is the passenger's house or lodgings. This provision shall not apply to cases in which persons are conveyed by direction of a police officer.

RULE 3

When a passenger becomes noisy or otherwise disorderly while in a taxicab and persists in such conduct after warning, the driver may appeal to any police officer who shall assist him in any lawful way, and, if in possession of the necessary evidence, shall prosecute the offending passenger. The police shall observe with particular care the matters to which this rule relates and shall report thereon to the proper authority.

RULE 4

No driver in charge of a licensed taxicab while awaiting employment by passengers shall park his taxicab on any public street or place other than at a public stand.

No driver of such taxicab shall seek a fare by repeatedly and persistently driving his vehicle to and fro a short distance or otherwise interfering with the proper and orderly access to or egress from any theatre, hall, hotel, public resort, railroad station, or other place of public assembly. A licensed taxicab driver may accept a fare while driving through any public street or place provided he is hailed by a customer.

RULE 5

Every driver of any licensed taxicab shall remain with said vehicle while it is idle unless he shall be necessarily absent therefrom in the course of his duty and business as such driver, but in no event longer than thirty minutes. At no time shall a driver park his vehicle at a parking meter while awaiting a fare. If the driver is away from his vehicle for a meal break, he may park his vehicle at a parking meter provided he pays the meter. No driver may leave his taxicab unattended on a public stand.

RULE 6

Every driver of any licensed taxicab shall place the flag of the taximeter in a recording position as soon as he takes on a passenger and shall keep the flag in a recording position so long as said taxicab is engaged. A recording position shall be deemed to be any position of the flag except a raised vertical position.

RULE 7

Every driver of any licensed taxicab shall report to the police any suspicious actions of passengers or conditions which he may observe.

RULE 8

The taxicab driver shall not demand from any passenger more than the fare recorded on the taximeter, regardless of the number of passengers conveyed. This does not apply to the Share-A-Cab flat rate.

RULE 9

Drivers of taxicabs shall not smoke cigars, cigarettes or pipes while transporting passengers, if requested by a passenger to refrain from smoking.

RULE 10

No driver of any licensed taxicab shall pick up or carry any other passenger after the taxicab has been occupied by any prior passenger, until such passenger shall have discharged said taxicab without the consent of such prior passenger. Such prior passenger shall not be obliged or requested to pay any extra fare for refusing such consent.

RULE 11

Every licensed driver must keep a record of all trips made together with a list of all articles found in the taxicab on a form approved by the License Commission. This record shall be kept by the owner of the licensed taxicab or if dispatched by a radio service such company providing said radio service shall keep such record.

RULE 12

Every driver of a licensed taxicab shall pull his vehicle into the curb when picking up or discharging passengers.

RULE 13

A taxicab driver shall not refuse transportation to any person except under the following conditions:

- 1. When the driver has been dispatched on another call and his dome light is on;**
- 2. When the driver has reason to believe that a person is under the influence of alcohol or drugs;**
- 3. When a person is disorderly;**
- 4. When the driver has reason to believe that the person is a carrier of a contagious disease;**
- 5. When the person represents a danger to the safety of the driver or his ability to drive the vehicle in a safe manner;**
- 6. When the person requires the use of a stretcher;**
- 7. When the driver has stopped work and is returning to the garage of record; and**
- 8. When it is necessary to take the taxicab out of service for repairs or to replace defective equipment.**

RULE 14

At his discretion, a driver may accept or refuse a call when a person is escorting any animal, except that the call may not be refused if;

- (a) the animal is properly and adequately secured in a kennel case or other suitable container which would not cause damage to the interior of the taxicab, or**

(b) the person is blind or disabled and is accompanied by a properly harnessed or muzzled guide dog.

No charge shall be made for transporting an animal if accompanied by a passenger.

RULE 15

A driver shall use the most direct available route on all trips unless otherwise specifically requested by the passengers.

RULE 16

Drivers, while on duty, shall not consume alcoholic beverages or purchase, sell, use or possess any controlled substances, or give information as to where such substances may be illegally obtained. (Controlled substances are defined in Mass. General Laws, Chapter 94C).

RULE 17

A driver shall not knowingly operate a taxicab that is unsafe for passenger service.

RULE 18

No driver shall take a prescription drug while on duty which impairs the driver's ability to operate the taxicab safely.

A driver shall be refused work by his employer if in the opinion of the employer the driver has reported in an intoxicated or unstable state.

RULE 19

Drivers of taxicabs shall operate them in accordance with the laws of the State, the ordinances of the City of Cambridge and these Rules and Regulations.

V. CONDUCT OF DRIVERS ON PUBLIC STAND

RULE 1

Every driver of a taxicab shall observe the following rules when using a public stand:

- 1) Take proper position in rear of taxicab line. Overcrowding, crashing or backing on to line will not be permitted.**
- 2) Any driver has the right to stop and take a position on any stand where there is a vacancy.**
- 3) The drivers of all taxicabs shall sit on the driver's seat of their vehicles ready to be hired at once at all times that said taxicabs are at public stands.**
- 4) As soon as any taxicab leaves a public stand all other taxicabs shall immediately move up in line so that the only vacant space shall be in the rear of the last taxicab.**
- 5) No taxicab driver shall make or permit anyone else to make any repairs to his taxicab while on a public stand.**
- 6) No driver shall sit in the rear passenger compartment of a taxicab and shall permit no one else to sit there except passengers.**

The foregoing provisions shall not be construed to prevent any person from selecting any taxicab that he may desire on the stand whether it is at the head of the line or not.

RULE 2

No driver shall solicit or pick up, unless hailed, any passengers within 50 feet of an established public stand when there are taxicabs on the said stand.

RULE 3

No more than two taxicabs of a company or of an association using the same business name may park at a public taxi stand if a taxi of another company wishes to park there unless special permission is obtained from the License Commission.

RULE 4

No driver shall park his taxicab in a double line at a public stand nor shall any driver park his taxicab in such a manner as to interfere with the free flow of traffic, both vehicular and pedestrian, at any location.

VI MISCELLANEOUS

RULE 1

A driver is required to answer as directed all communications and summonses from the Cambridge License Commission or Hackney Division and shall answer all pertinent questions directed to him at any Commission or Division hearing. When the driver's presence is required, he shall bring his taxicab driver's license and Massachusetts operator's license with him. If said driver is also the owner of the taxicab, he shall also bring the Massachusetts registration and City of Cambridge taxicab license.

RULE 2

No person other than the licensed driver of the taxicab shall ride or sit in the front seat of the taxicab unless the rear seat is fully occupied by passengers. This provision shall not apply to passengers who must sit in the front seat for physical or health reasons.

RULE 3

- A. Any representative of the Hackney Division in conjunction with the Sealer of Weights & Measures is hereby authorized either on a complaint of any person or without such complaint to inspect any taximeter in any taxicab located or operated within the City of Cambridge. Upon discovering an inaccuracy in the taximeter, the inspector shall notify the person operating such taxicab and the owner of the taxicab to cease operation of said vehicle. The vehicle shall be kept off the streets until the taximeter has been repaired, reinspected and resealed.
- B. If the taximeter has not been repaired properly and returned to service within five (5) days after notice to cease operating as provided in paragraph A, the License Commission may suspend or after a hearing revoke the taxicab license.

RULE 4

It shall be unlawful for any person, except a licensed meter repair person to tamper with or attempt to make any repair to a taximeter or any seal, cable, connection, or part thereof, or make any change in the vehicle's mechanism or its tires which would affect the operation of the taximeter.

RULE 5

When a taximeter is not operating correctly or becomes inoperative during use:

- A. The passenger shall be immediately notified and, at the passenger's request, the driver shall continue the trip to the final destination after the estimated fare (which must be reasonable) has been agreed upon. In such cases, an appropriate trip record entry will be made at which time the driver must return to the garage. Then**
 - 1. The taxicab shall immediately be taken out of service.**
 - 2. It shall not be returned to service until the taximeter has been replaced and the new taximeter sealed.**
 - 3. The defective taximeter must be repaired and resealed by an employee of the Sealer of Weights & Measures.**

RULE 6

The Hackney Division, a police officer, or a member of the License Commission may inspect a taxicab at any time or at any location.

If in the opinion of any of those persons authorized to inspect, the taxicab is in violation of any condition of these rules and regulations, said taxicab shall be removed from service and an out of service sticker placed on the taxicab's windshield and rear window. Notice of said defect shall be given to the owner. The taxicab shall remain out of service until the defect has been corrected and the proper authorities have re-inspected and approved said taxicab to be fit for service. If said sticker is removed by anyone other than an authorized person, the medallion

will be revoked and if a licensed taxicab driver removes the sticker, his taxicab driver's license will be revoked.

Every taxicab shall be inspected not less than every six months by the Hackney Division to insure the continued maintenance of safe operating conditions of the taxicab as defined in these rules and regulations.

RULE 7

The driver shall make no charge for hand baggage. The driver may charge for the carrying of suitcases or trunks at the rate of 50 cents minimum for each suitcase or trunk.

RULE 8

When using the Callahan or Summer Tunnel, the passenger must pay the toll charge both ways.

RULE 9

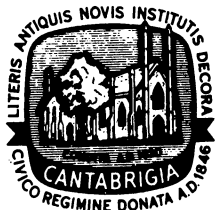
Licensed taxicabs shall be permitted to allow passengers to share a cab from Cambridge hotels to Logan International Airport only, at the flat rate per person for two or more passengers currently in effect.

If any part, section or subdivision of these rules and regulations, or the application thereof, shall be held invalid, unconstitutional, or inoperative as to any particular person or conditions, such invalidity shall not affect other provisions or applications of these rules and regulations which can be given effect without the invalid provision or application, and to this end the provisions of these rules and regulations are declared to be severable.

These rules and regulations supersede the former Rules and Regulations for Hackney Carriage Owners and Drivers promulgated by the Board of License Commissioners in 1973.

LIST OF PUBLIC TAXICAB STANDS

Street	From	To	No Spaces
Cambridge St.	94'W of Berkshire	138' of Berkshire	2
Cambridge St.	110'E of Camelia Ave.	138'E Camelia Ave.	3
Central Sq.	36'S of Mass. Ave.	112'S of Mass. Ave.	4
Garden St.	12'S of Berkeley St.	70'S of Berkeley St.	3
Hampshire St.	379'W of Prospect	414'W of Prospect St.	2
Holyoke St.	32'S of Mass. Ave.	96'S of Mass. Ave.	3
Magazine St.	3'S of Green St.	111'S of Green St.	4
Main St.	19'E of Hayward St.	82'E of Hayward St.	3
Mass. Ave.	24'S of Harvey St.	81'S of Harvey St.	2
Mass. Ave.	20'W of Holyoke St.	20'E of Dunster St.	8
Mass. Ave.(Kiosk)	66'N of S Nose of Kiosk		3
Mass. Ave.	23'W of Essex St.	148'E of Essex	6
Mass. Ave.	112'W of Norfolk St.	132'W of Norfolk St.	1
Mass. Ave.	408'E of Vassar	488'E of Vassar St.	4
Mass. Ave.	20'W of Dunster	50'E of Boylston St.	3
Mass. Ave.	148'N of Mellen St.	172'N of Mellen St.	1
Mt. Auburn St.	6'E of WOL EXT of Longfellow Rd.	52'E of WOL EXT of Longfellow Rd.	3
Somerville Ave.	120'W of White St.	176'W of White St.	3
Amesbury St.	62'S of Vassar St.	212'S of Vassar St.	8



CAMBRIDGE LICENSE COMMISSION CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 498-9021

JAMES THADDEUS McDAVITT
Commission Chairman

ANTHONY G. PAOLILLO
Chief-of-Police Department
Commission Member

THOMAS V. SCOTT
Chief-of-Fire Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

TO: Robert Healy, City Manager

FROM: License Commissioners Thomas Scott and James McDavitt

DATE: March 10, 1987

RE: Written Taxicab Policies

Enclosed please find four documents:

1. A copy of the Commission's Taxicab Regulations as originally promulgated on October 23, 1979.
2. A copy of the Commission's Tentative Amendments to said Taxicab Regulations as approved March 10, 1987 by the votes of License Commissioner Scott and License Commissioner McDavitt. (License Commissioner Paolillo abstained from voting).
3. A copy of the Commission's Recommendations to you, for your review and transmittal to the City Council, as approved March 10, 1987 by the votes of License Commissioner Scott and License Commissioner McDavitt. (License Commissioner Paolillo abstained from voting.)
4. A copy of License Commissioner Paolillo's reasons for abstaining from the votes on the taxicab-related matters on March 10, 1987.

A summary of these documents is provided as deemed necessary.

- I. Item No. 1 above requires no explanation.
- II. Item No. 2 above, the Commission's Tentative Amendments to its Taxicab Regulations, contains thirty-seven amendments summarized as follows:

OFFICE OF THE
CITY MANAGER

MAR 12 11 20 AM '77

RECEIVED

TO: Robert Healy, City Manager
DATE: March 10, 1987
PAGE TWO

Amendments #1-3 define what a taxicab fleet is in Cambridge, and outline the two important considerations when determining whether to allow a fleet to be broken up:

- A. the effect on Cambridge employment; and
- B. whether a fleet's management ability to provide service to the entire city will be lost.

The requested breakup of Yellow Cab's fleet, with its (26) medallions will be subject to these amendments. Also, the monopoly issue, if it becomes relevant in the Yellow Cab case, is addressed in Amendment #37.

Amendments #4-6 outline the Commission's policy on taxicab loans when Commission approval of the loan is sought. The only time Commission approval of a loan is required is when a lien on the taxicab license is requested. Loans above \$52,000 in principal amount are difficult for a law-abiding taxicab owner of ordinary income to pay off.

Amendments #7 & 8 in a fair manner split the regulated cab's earnings between the licensed cab owner and the licensed cab driver. Such amendments are deemed necessary to make sure the benefit of any meter rate increase is shared by the cab driver who does not own a cab. The legal justification for the amendments is found in the need to secure Commission approval for any cab leasing or any "receipt-sharing" relationship between a cab owner and a cab driver.

Amendment #9 reduces the permissible time for holding an inactive medallion from one year to (60) days, unless otherwise approved by the Commission.

Amendments #10-13 institute new procedures to discipline wayward cab drivers and cab owners.

Amendment #14 improves on the existing dress code by specifying particular articles of clothing which are prohibited.

Amendment #15 discourages tampering with the transmission to "fool" the taximeter into registering more miles than are actually traveled.

Amendment #16 aims at eliminating dirty cabs in an enforceable way--by requiring periodic washing of the cab.

Amendment #17 aims at eliminating "junk" cabs by prohibiting visible dents or scratches longer than 12 inches at any

TO: Robert Healy, City Manager
DATE: March 10, 1987
PAGE THREE

point. A (60) day grace period is allowed to receive any insurance payments due and to get the dent or scratch fixed.

Amendment #18 in requiring a rear windshield sticker enables quick identification of a cab--it is impractical to require uniform placement of a metal medallion on the rear of a cab due to the many rear configurations which cabs have. This amendment also makes it impossible for a medallion owner to transfer the medallion illegally from one car to another--a new sticker would have to be issued too, and that can only be done by coming to the Commission office.

Amendments #19 & 20 require new identification cards inside a cab as to the identity of the driver and the license number of the cab.

Amendments #21 & 22 are aimed at controlling solicitation and preventing a wayward driver from soliciting destination information from several prospective fares and then taking the one which would be most lucrative.

Amendment #23 prohibits any use of the cab, other than personal use, when a taximeter's seal or transmission's seal is broken. Whenever an inspector finds a broken seal at a cab on a cab stand, invariably the cab driver says "the seal just broke." This response is not credible.

Amendments #24-29 will promote a Taxicab Advisory Committee which would meet regularly. On the Committee would be 20 persons:

- 7 cab drivers who do not own cabs
- 2 cab owners
- 2 cab radio service representatives
- 3 License Commissioners (Chairman, Fire Chief, Police Chief)
- 1 Traffic and Parking Director
- 1 Director of the Consumer's Council
- 1 Director of the Council on Aging
- 1 Director of the Commission for Handicapped Persons
- 1 representative from the Cambridge Office of the State Welfare Department
- 1 representative from the Cambridge Chamber of Commerce

20 Total

TO: Robert Healy, City Manager
DATE: March 10, 1987
PAGE FOUR

Amendment #30 creates a requirement for retesting and retraining of all 900 cab drivers during FY'88. Too many substandard cab drivers seem to have passed existing tests for professional competence.

Amendment #31 institutes a requirement that each cab driver, unless expressly given a waiver from the License Commission, must open and close doors for the fare. This requirement does not seem too burdensome to impose on a professional taxicab driver.

Amendment #32 requires letters on a cab to be imposed on the cab in a permanent fashion. This precludes transfer of removable decal-type letter from an approved vehicle to an unapproved vehicle.

Amendment #33 allows a new driver to get permission for a teacher-driver to ride "shotgun" for a one-day period. To allay fears of passengers, "shotgun" riders are prohibited at all other times.

Amendments #34-36 raise fees charged in the taxicab industry to cover the cost of new programs proposed in the Amendments and in the Recommendations.

Amendment #37 addresses the issue of a monopoly controlling the Cambridge cab industry.

In discussing the Amendments, it is important to know that the Middlesex Superior Court recently upheld the city's moratorium on medallion transfers based in large part on the License Commission's representation that it would decide pending applications for medallion transfers at its Tuesday evening meeting on March 24, 1987. See Evergreen Funding, Inc., v. McDavitt, et al., Middlesex Superior Civil No. 87-936 March 2, 1987 Order denying preliminary injunction, (Myers, J). Therefore, the Commission needs to receive input from the City Manager and City Council by March 24th as to those Amendments which affect the transfer of medallions.

III. The Recommendations submitted to the City Manager and City Council are summarized as follows:

Recommendation #1 favors a 25% meter rate increase for the taxicab industry and suggests four ways this 25% increase could be effected. The recommendation also suggests two alternative ways to ensure that the owners share the proceeds of the rate increase with the drivers. It should also be

TO: Robert Healy, City Manager
DATE: March 10, 1987
PAGE FIVE

noted that in Recommendation #4, alternative mechanisms to keep rates low for elderly, handicapped, and low-income persons are discussed.

It has been suggested that a 25% rate increase effected all at once might shock the public and should therefore be avoided. However, the Commission suggests that, where a 25% increase is deserved, a 25% increase be given and that the City educate the public as to the increasing cost of doing business in the taxicab industry and as to the new partnership between the City and the taxicab industry aimed at improving service.

Recommendation #2 seeks authority for the Commission to set flat rates for long rides and group rides.

Recommendation #3 seeks authority, or clarification of its authority, to regulate:

- A. livery services transporting people or packages pursuant to a pre-arranged contract;
- B. radio services and radio dispatchers for taxicabs and livery services; and
- C. jitneys or special buses.

Recommendation #4 seeks advice on the alternatives under study aimed at providing low-cost taxicab or transportation services to elderly, handicapped, and low-income persons.

Recommendation #5 seeks:

- A. to increase court fines for out-of-town cabs illegally picking up fares in Cambridge;
- B. to allow seizure of said cabs; and
- C. to allow the issuance of tickets by Police Officers, Parking Control Officers, and Commission Staff Investigators to such cabs. This simplifies the method and maximizes the visibility of the City's commitment to end out-of-town cabs' infringement of rights paid for and earned by the Cambridge cab industry.

Recommendation #6 seeks the authority to levy administrative or "civil" fines against Cambridge cab drivers, Cambridge cab

TO: Robert Healy, City Manager
DATE: March 10, 1987
PAGE SIX

owners, and out-of-town cabs violating the taxicab laws. This would remove the need to go through the criminal court system to assess a fine against violators of the taxicab laws.

Recommendation #7 seeks advice on a study to replace the Police Officer assigned to the License Commission for taxicab matters with two part-time employees on contract. The additional recurring cost associated with this replacement would be \$19,000 annually. The benefit would be an additional police officer available for enforcement of cab-related laws on the street and/or for such other "street" duties as the Police Chief might assign. In this regard, it should be noted that the current Police Officer assigned to the License Commission is scheduled to retire on January 1, 1988, and any reorganization could occur with minimal disruption at that time.

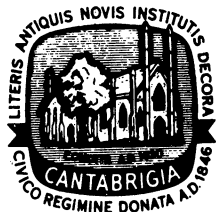
- IV. The abstention of License Commissioner Paolillo from voting on these taxicab matters is justified as a matter of conscience and is fully explained in his statement.

March 10, 1987

James J. Madden McAvoy
Commission Chairman

March 10, 1987

Thomas V. Scott
Commission Member and
Chief-of-Fire Department



CAMBRIDGE LICENSE COMMISSION CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 498-9021

JAMES THADDEUS McDAVITT
Commission Chairman

ANTHONY G. PAOLILLO
Chief-of-Police Department
Commission Member

II.

TENTATIVE AMENDMENTS TO THE TAXICAB REGULATIONS OF THE CAMBRIDGE LICENSE COMMISSION

THOMAS V. SCOTT
Chief-of-Fire Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

The Cambridge License Commission hereby adopts the following as tentative amendments to its Taxicab Regulations. The License Commission expects to finalize adoption of these amendments at 5:00 p.m. on Tuesday, March 24, 1987. Prior to finalizing adoption of these amendments on said March 24th, the License Commission would appreciate input from the Cambridge City Manager and the Cambridge City Council. This input is deemed indispensable by the Commission in formulating policies with a significant impact on the City, since the people are best served when the City speaks harmoniously and clearly with one voice.

AMENDMENT #1. A taxicab fleet is hereby defined as ten or more taxicabs owned or controlled wholly or partially, by one person or one family. For purposes of this amendment, (A) the word "family" shall include a person's spouse, and shall also include the parent, sibling, child, aunt, uncle, niece, nephew, grand-parent, grand-child, of the person or the person's spouse, and (B) a shareholder of a corporate licensee shall be considered a person owning or controlling a taxicab.

AMENDMENT #2. A medallion for a taxicab in a fleet may not be transferred to an individual or otherwise separated from the other medallions in the fleet, unless the Commission in its discretion determines that the public interest, including public convenience and necessity, will not be harmed by the separation of the medallion from the other medallions in the fleet.

AMENDMENT #3. The public interest shall include a consideration whether, as a result of the separation:

- A. the number of Cambridge jobs will be increased or decreased; and
- B. the fleet's management ability to provide service to the entire city will be adversely affected.

AMENDMENT #4. A lender seeking a lien on a medallion to secure a loan made to the medallion holder must first in writing disclose the amount of the loan, the Annual Percentage Rate on the loan, the initial monthly or weekly payment under the loan, and the loan's term in years.

AMENDMENT #5. The Commission shall not approve any lien on a medallion unless the loan provides for the borrower's right to pay off the principal amount of the loan without penalty prior to the end of the loan's term.

AMENDMENT #6. The Commission shall not approve any lien on a medallion if the principal amount of the loan exceeds \$52,000.

AMENDMENT #7. A taxicab owner annually may apply for Commission approval to lease out his taxicab and medallion generally, but such approval shall only be given on the following terms:

- A. Any given lease term during the year must be for one 12-hour shift or for one 24-hour day.
- B. The leasing medallion owner must retain the right to control the leasing driver's operation of the taxicab.
- C. The leasing owner may not charge the leasing driver more than \$40.00 for a 12-hour shift or \$60.00 for a 24-hour day. The leasing owner may also require the leasing driver to pay for all gas and oil used during the loan term.

AMENDMENT #8. A taxicab owner annually may apply for Commission approval to become temporary partners with drivers who would exercise the medallion and receive a percentage of gross receipts generated by the taxicab service. Such drivers shall be said to be working "on commission". Approval to taxicab owners to work with drivers "on commission" in a joint enterprise shall only be given on the following terms:

- A. Distribution of the driver's share shall occur at least once a week.
- B. The percentage of gross receipts allocated to the driver shall be at least 55%, and the driver may be made to pay for all gas and oil used by the taxicab while operated by the driver. The terms "gross receipts" shall not include the percentage commission paid to a radio service in exchange for the taxicab's servicing of particular accounts managed by said radio service.

AMENDMENT #9. Unless otherwise approved by the Commission in writing, any medallion which goes unexercised for sixty (60) consecutive days will be subject to cancellation for lack of use, and any medallion so cancelled shall revert back to the City of Cambridge for re-issue without any compensation paid to the holder of the cancelled medallion.

AMENDMENT #10. The Commission shall effect the following disciplinary procedure for violations of the Commission's rules and regulations, applicable to both drivers and owners:

1. For a first minor or major violation: warning.
2. For a subsequent violation considered "minor": 10 day suspension or \$100 civil fine.
3. For a subsequent violations considered "major": 30 day suspension or \$300 civil fine.
4. For a subsequent violation considered "egregious": 3 year suspension without possibility of paying fine as an alternative.

AMENDMENT #11. (Left open in order to categorize known examples of "minor", "major", and "egregious" violations.)

AMENDMENT #12. For every violation, a person shall accumulate disciplinary points as follows:

Minor violation:	1 point
Major violation:	2 points
Egregious violation:	10 points.

Upon accumulating 10 disciplinary points within a period of any given 1095 days (approximately 3 years),

- A. A driver shall be subject to suspension for three years, and
- B. A medallion shall be subject to revocation or to a Commission order requiring the owner to transfer the medallion to another.

AMENDMENT #13. The Commission Chairman or Executive Officer, following a recommendation of the Taxicab Inspector, may act as a hearing officer for the Commission in disciplinary matters, with power to recommend a penalty which is less severe than usual.

AMENDMENT #14. Proper dress shall be required of all drivers on duty. The wearing of the following is prohibited:

- A. T-Shirt, tank top or body shirt, short sleeve sweat shirt, or short sleeve jogging shirt as an outer garment.
- B. Shorts, bathing trunks or other swimwear, jogging trunks.

- C. Clothing containing a hole or holes.
- D. Sandals or open-toed footwear.
- E. Any hat or headgear, except a baseball cap, chauffeur's cap, scally cap, or other such hat as may be individually approved by the Commission.

AMENDMENT #15. Transmissions on Taxicabs shall be sealed in a manner directed by the Commission.

AMENDMENT #16. Each taxicab shall be washed once a week between March 15th and December 15th and each taxicab shall be washed once every third operating day between December 15th and March 15th. The time and place of washing shall be recorded on the waybill and the waybill showing the most recent washing shall always be retained.

AMENDMENT #17. No dents, rust, or scratches longer than twelve inches in length at any point shall be visible on a taxicab, except that upon written application the Commission may grant a waiver from the requirements of this amendment for a period of (60) days. Such waiver may be renewed by the Commission for subsequent (60) day periods for good cause shown.

AMENDMENT #18. A plastic numbered sticker containing the medallion number of the taxicab shall be provided by the Commission and internally affixed to the lower right hand corner of the taxicab's rear window.

AMENDMENT #19. A plastic sticker containing the following words shall be provided by the Commission and internally affixed to the lower left hand corner of the right rear passenger's window: THE LICENSE NUMBER OF THIS CAB IS _____. COMMENTS MAY BE REFERRED TO THE CITY OF CAMBRIDGE TAXICAB INSPECTOR, 498-9021.

AMENDMENT #20. A card approximately 2 1/2" by 15" shall be secured to a pulled down visor on the front seat passenger's side. Said card shall contain the following words: THE NAME OF THIS CAB DRIVER IS _____. If a plexiglass-type material separates the front and rear areas, said card shall be placed on the plexiglass facing the right rear passenger's side of the cab.

AMENDMENT #21. No cab driver shall ask anyone if he or she wants a cab unless said driver is sitting in the driver's seat or is within one arm's length of the cab.

AMENDMENT #22. No cab driver shall ask the destination of a passenger until the passenger is seated in the cab.

AMENDMENT #23. No cab driver shall use a taxicab, other than for personal use, if the seal on the taximeter or transmission is broken, unless the prior permission of the Commission has been secured. If such a seal is broken on a weekend or evening, the cab shall be grounded for purposes of transporting passengers for hire until the next business day when instructions from the Commission may be secured.

AMENDMENT #24. During April and May of odd numbered years, the License Commission shall ask each cab driver who does not own a cab to vote for a representative to a Taxicab Advisory Committee. The top seven vote-getters shall be named to the committee.

AMENDMENT #25. During April and May of odd numbered years, the License Commission shall ask each cab owner who does not own a fleet to vote for a representative to a Taxicab Advisory Committee. The top two vote-getters shall be named to the committee.

AMENDMENT #26. The owner of each radio service servicing Cambridge taxicabs shall be named to the Taxicab Advisory Committee, and said owner or the designee of said owner may attend Committee meetings.

AMENDMENT #27. The Cambridge Police Chief, Fire Chief, and the Cambridge Director of Traffic and Parking shall be invited to attend or to send a representative to each meeting of the Taxicab Advisory Committee. Also invited to send a representative to each meeting will be the Cambridge Chamber of Commerce, the Cambridge Consumers' Council, the Cambridge Council on Aging, the Cambridge Commission for Handicapped Persons, and the Cambridge Office of the State Welfare Department.

AMENDMENT #28. The Taxicab Advisory Committee shall meet at least quarterly with the License Commission Chairman and other city officials to discuss matters of mutual concern to the taxicab industry and the City of Cambridge, such as licensing, ticketing, out-of-town cabs, the addition of sorely needed cab stands wherever possible and professional service to Cambridge taxicab users.

AMENDMENT #29. The License Commission, on a quarterly basis, shall mail out to each cab driver and cab owner a summary of the most recent meeting of the Taxicab Advisory Committee.

AMENDMENT #30. Commencing July 1, 1987, all cab drivers and cab owners, on a one-time basis, will be retrained and retested. It shall be cause to revoke the license of a cab driver or cab owner for failure to undergo required retraining or to pass required retesting. Retraining and retesting shall be concerned with:

AMENDMENT #30 - CONTINUED

- A. Knowledge of city streets and landmarks.
- B. Knowledge of Commission Rules and Regulations.
- C. Ability to speak and understand basic English.
- D. Ability to read a street map of Cambridge and a road map of the Greater Boston area.

AMENDMENT #31. Each cab driver, unless expressly excused in writing from the requirements of this amendment, shall open the taxicab door for a prospective fare entering said taxicab and shall open the taxicab door for the fare at the point of destination, even in inclement weather.

AMENDMENT #32. No taxicab shall be allowed to operate without permanent decals or painted markings on the side of the cab as to medallion number, business name, and the word "Cambridge". A taxicab which currently has removable decals or removable magnetic markings shall be allowed until July 1, 1987 to have the markings painted or stained on the sides of the taxicab. The minimum requirement for the size of each letter or number shall be 2 square inches.

AMENDMENT #33. At the time a driver is originally licensed, said new driver, on request, may be given written permission to operate a taxicab with a teacher-driver riding "shotgun" for a period of one day.

AMENDMENT #34. A Taxicab Driver's License shall be issued to expire on the birthday of the driver in the third year after issuance of said license. In 1987, to allow staggered renewal annually, the Chairman may issue licenses to 1/3 of all drivers for approximately one year, 1/3 of all drivers for approximately two years, and 1/3 of all drivers for approximately three years. The fee for a taxicab driver's license shall be \$100.00 for a three year period, or \$2.75 for each month of validity if the license is issued for other than a three year period.

AMENDMENT #35. A medallion shall be renewed on each May 1st to expire the following April 30th. The annual medallion fee shall be \$150.00

AMENDMENT #36. A medallion may be transferred within guidelines established by the Commission and upon payment of a \$250.00 medallion transfer fee.

AMENDMENT #37. Prior to approving the transfer of any taxicab license, the Commission shall require assurance that the transfer will not further a monopoly in the field of taxicabs by a few concerns, unless it is shown that any monopoly furthered by the transfer would be compatible with public convenience and necessity, and with other matters affecting the public interest.

Tentatively Adopted: March 10, 1987

March 10, 1987

James Thaddeus McDavid

Commission Chairman

Thomas V. Sutt

Commission Member and
Chief-of-Fire Department



CAMBRIDGE LICENSE COMMISSION CITY OF CAMBRIDGE

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Chief-of-Police Department
Commission Member

THOMAS V. SCOTT
Chief-of-Fire Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

III.

LICENSE COMMISSION RECOMMENDATIONS SUBMITTED TO THE CITY MANAGER AND CITY COUNCIL CONCERNING THE TAXICAB INDUSTRY

The Cambridge License Commission respectfully submits the following recommendations to the City Manager for review, with the request that said recommendations be transmitted to the City Council for its consideration.

RECOMMENDATION #1. Enactment of an ordinance is recommended to increase the meter rate by 25%, on the basis that inflation has risen 27% since the last increase in 1981. However, in order to institutionalize a fair apportionment of the increase between owners and drivers, any such increase should be conditioned on:

1. ALL taxicab owners accepting Amendments #6 and #7 to the Commission's Taxicab Regulations; or
2. upon enactment of an ordinance confirming the power of the License Commission to regulate the owner-driver contract in the taxicab industry.

The current rate is as follows: \$.95 for the first 2/7 mile, \$.20 for each 1/7 mile thereafter, \$14.00/hour waiting time. The current rate translates into: \$1.95 for the first mile, \$1.40 for each subsequent mile, plus about \$.23 for each minute while "waiting" i.e., stopped at a red light, stalled in traffic, or otherwise standing still after the meter has been engaged.

A 25% rate increase may be effected by adopting A, B, C, or D as follows. "A" represents a straight across the board increase per category, while alternatives "B", "C", and "D" encourage cabs to do more short trips within Cambridge during rush hour by holding waiting time at \$14.00/hour and by putting more of the increase into the first fraction of a mile.

- A. \$1.20 for first 2/7 mile, \$.25 each 1/7 mile thereafter, \$17.00 hour waiting time. (This translates into \$2.45 for the first mile, \$1.75 for each subsequent mile, and approximately \$.28 per minute "waiting".)

- B. Based on an average fare of \$4.00, add \$1.00 to the first 2/7 mile and leave other categories alone: \$1.95 for first 2/7 mile, \$.20 for each 1/7 mile thereafter, \$14.00 waiting time. (This translates into \$2.95 for the first mile, \$1.40 for each mile thereafter, and approximately \$.23 per minute "waiting".)
- C. Make it \$1.40 for the first 2/8 mile, \$.20 per 1/8 mile thereafter, and keep waiting time at \$14.00/hour. (This translates into \$2.60 for the first mile, \$1.60 for each subsequent mile, and approximately \$.23 per minute "waiting".)
- D. Make it \$1.50 for the first 1/5 mile, \$.30 per 1/5 mile thereafter, keeping waiting time at \$14.00/hour. (This translates into \$2.70 for the first mile, \$1.50 for each subsequent mile, with approximately \$.23 for each minute "waiting".)

The following charts are helpful for comparison purposes:

	FIRST MILE	EACH SUBSEQUENT MILE	APPROXIMATE WAITING COST PER MINUTE
CURRENT	\$1.95	\$1.40	\$.23
A	2.45	1.75	.28
B	2.95	1.40	.23
C	2.60	1.60	.23
D	2.70	1.50	.23

	1.5 MILE TRIP/ NO WAITING TIME	2.5 MILE TRIP/ NO WAITING TIME	8 MILE TRIP WITH 20 MINUTES STOPPED IN TRAFFIC
CURRENT	\$2.75	\$4.15	\$16.35
A	3.45	5.20	20.30
B	3.75	5.15	17.35
C	3.40	5.00	18.40
D	3.60	5.10	17.80

RECOMMENDATION #2. Enactment of an ordinance is recommended empowering the License Commission:

- A. to set flat rates for taxicab trips over ten miles; and
- B. for group rides, e.g. rides simultaneously taken by two or more fares from a hotel to the airport, from a hospital to their respective homes, or from a supermarket to their respective homes.

RECOMMENDATION #3. Enactment of an ordinance is recommended empowering the License Commission or clarifying the power of the License Commission:

- A. to regulate livery services transporting people or packages by motor vehicle for hire pursuant to a pre-arranged contract;
- B. to regulate radio services and radio dispatchers receiving requests for transportation for hire and transmitting such requests to taxicabs and livery services; and
- C. jitneys or special buses.

Apparently, the License Commission has never clarified its omnibus power under St. 1930 c. 122 to license all establishments "for the letting out of motor vehicles for hire, however computed or determined."

RECOMMENDATION #4. A study is recommended regarding replacement of the currently under-utilized elderly discount program with a discount program for Cambridge residents who are elderly, handicapped, or of low income. The study should consider at least the following alternatives:

- A. Giving a 25% discount off the taximeter to a Cambridge resident who displays an MBTA pass provided to elderly and handicapped persons.
- B. Establishing a 25% discount program for Cambridge residents of low income using cabs. These residents could become entitled to buy \$10.00 coupon books for \$7.50 at the same time and place they purchase their food stamps. Eligibility for this program would then be tied to eligibility for the food stamp program.
- C. Contracting with a transportation service which would only be allowed to transport elderly, handicapped, and low-income persons at a fare about 25% below that of a taxi.

- D. Issuance of a few new medallions restricted to servicing elderly, handicapped, and low-income persons at a rate about 25% below that of an ordinary taxi.

The proposed study would involve the License Commission, the Assistant Manager for Human Services, the Consumer's Council, the Council on Aging, the Council on Handicapped Persons, and the Cambridge Office of the State Welfare Department. Funding for the solutions which come out of the study may emanate from medallion renewal fees.

RECOMMENDATION #5. Enactment of an ordinance is recommended:

- A. to increase the fine from \$50 to \$300 for an out-of-town cab picking up a fare in Cambridge;
- B. to allow seizure of the taxicab and taximeter as evidence when an out-of-town cab is found picking up in Cambridge; and
- C. to empower Cambridge Police Officers, Cambridge Parking Control Officers, and Commission Staff Investigators to issue tickets to out-of-town cabs picking up fares in Cambridge.

RECOMMENDATION #6. Enactment of a home rule petition to the state legislature is recommended to empower the Commission or to confirm the power of the Commission:

- A. to levy an administrative fine not to exceed \$300 against a Cambridge cab driver or a Cambridge cab owner found to have violated a cab related law; and
- B. to levy an administrative fine not to exceed \$300 against an out-of-town cab driver illegally picking up a fare in Cambridge. With respect to levying administrative fines against out-of-town cabs, it would be equally logical to give this power to hearing officers at the Traffic and Parking Department.

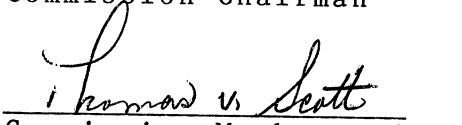
RECOMMENDATION #7. A study is recommended regarding reorganization of hackney division personnel as of January 1, 1988, when the Police Officer currently performing duty as the Commission's Hackney Officer will retire. Effective January 1, 1988, inside duties currently performed by said Police Officer could be transferred to two part-time employees on contract. This would, in turn, free up an additional police officer for such street duty as the Police Chief should deem appropriate. The amount of

available police resources may allow the Police Chief to assign one Police Officer full-time to the enforcement of cab-related laws on the street, as to both Cambridge cabs and out-of-town cabs. The Commission's cost in replacing the Police Officer for office work, however, would be \$19,000.

Respectfully submitted: March 10, 1987


Commission Chairman

March 10, 1987


Commission Member and
Chief-of-Fire Department



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Chief-of-Fire Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

IV. ABSTENTION OF LICENSE COMMISSIONER PAOLILLO.

Respectfully, I must as a matter of conscience abstain from voting on the Tentative Amendments and the Recommendations voted upon today by the other members of the Cambridge License Commission. I must so abstain since I am of the firm opinion that the evidence now before the Commission is insufficient to justify sweeping changes in the Cambridge taxicab industry. I therefore propose, as an alternative to these sweeping changes, that an in-depth study into the taxicab industry be conducted by a broad-based City Commission appointed by the City Manager, which would dig out relevant evidence with an outside, objective, and experienced consultant from the taxicab field. With respect to the taxicab industry, only after such a study should recommendations for sweeping reform be made.

It should be noted that I am abstaining and therefore not voting against my brother Commissioners. I do not consider their Tentative Amendments and Recommendations unreasonable. It is just that I feel strongly that my proposal is more reasonable and more in line with the interests of the City as a whole.

Respectfully submitted: March 10, 1987

License Commissioner and
Chief of Police

Mr. Manager:

11 a.m., Mar 12, 1986: Signed Copy is in the process of being secured and will be substituted for this page later today, with your permission.

JAMES McDAVITT



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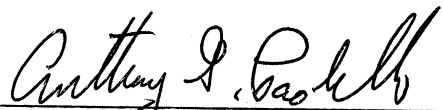
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IV. ABSTENTION OF LICENSE COMMISSIONER PAOLILLO.

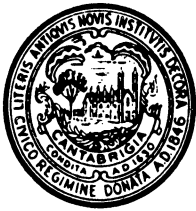
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Respectfully submitted: March 10, 1987



License Commissioner and
Chief of Police



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139

TEL. 498-9011

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

March 16, 1987

To the Honorable, the City Council:

Enclosed please find copy of a report from the Cambridge License
Commission relative to amending the Commission's Taxicab Regulations

Very truly yours,

Robert W. Healy
City Manager

RWH/mbf
Enc.

10 1000

Agenda Item No. 5 S-173

Re: report from the License Commission on
amending the Commission's Taxicab Regulations.

In City Council,

March 16, 1987

*Referred to the Hearing
Scheduled 3/16/87 @ 6 P.M.*