

DETAILED
REQUEST FOR PROPOSAL

I. Notice is hereby given that the City Manager for the City of Cambridge is soliciting proposals from consultants with expertise and demonstrable experience in the area of transportation and/or economics to advise him on the following seven issues:

1. Whether and to what extent should the City of Cambridge issue additional taxicab licenses, also known as hackney medallions?
2. To whom should any new medallions be issued?
3. At what price should new medallions be issued?
4. What would the effect of the new medallions be on existing medallion values and annual income?
5. To what extent may any additional medallions be conditioned on filling specific identified gaps in service?
6. To what extent may an enforceable method of better utilizing existing transportation resources preempt any need for more medallions?
7. To what extent will a crackdown against out-of-town cabs illegally operating in Cambridge increase the demand for Cambridge cab service?

II. The consultant who is retained will at least discuss the following five alternatives with respect to Issue #1: Whether and to what extent should the City of Cambridge issue additional hackney medallions:

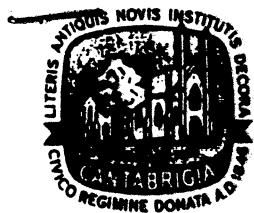
1. For every \$1,000 rise in the value of the medallion, issue a small number of additional medallions. (The rationale here is that part of the force raising medallion values is the cap on the total number of medallions operating in the face of rising demand for cab service);
2. For every (40) calls for cab service which in a day go unanswered or answered more than (15) minutes after the call, issue one additional medallion. (The rationale here is that one double-shift cab on average answers (40) calls a day. The drawback is that transportation planners state it would be expensive for one 24-hour survey of all cab stands, radio services, and way-bills, and such a survey would be the only reasonable way to determine a precise number of unanswered and late-answered calls. Also, a second drawback is that too many people would be able to mislead the people taking the survey away from an accurate picture);

3. Monitor and verify complaints about lack of cabs made to business organizations, hotels, the Council on Aging, the Handicapped Commission, and the License Commission, and then issue up to (10) medallions over a six month period until complaints verified to be true are reduced to an insignificant level. (The rationale here is that it's inexpensive, uncomplicated, and accurate simply to issue new medallions, one at a time, at designated intervals, until the complaints stop. If (10) medallions over a six month period do not reduce the number of complaints to an insignificant amount, another (10) new medallions could be issued over another six month period); and
4. Revise the formula for setting the maximum number of medallions by using weekday daytime population or the total square footage of residential and commercial real estate in the city.
5. Do not issue any additional taxicab medallions but do issue additional licenses for livery vehicles which may transport persons in response to a telephone call or pre-arranged contract. This alternative is proposed due to the shortage of available space at taxicab stands in Cambridge.

In advising the City Manager on Issue #1, the consultant who is retained will also be expected to outline the factors which create the demand for taxicabs in Cambridge: businesses, university people, elderly people, low-income residents, middle income residents, etc. The consultant will also be expected to estimate the degree to which each stated factor contributes to the demand for taxicabs in Cambridge.

III. The consultant who is retained will at least discuss the following two alternatives with respect to issue #2: To whom should any new medallions be issued?

1. Issue new medallions by lottery to current owners and/or to current non-owner drivers.
2. Issue new medallions to present or future companies owning ten or more cabs and also owning its own radio dispatch service. (The cab drivers prefer alternative number 1, although reports prepared by the U.S. Department of Transportation show that other cities which have lifted their caps on the total number of taxicab licenses have generally required that new medallions only be issued in blocks of ten or more to cab companies or to an entity willing to become a cab company.)



CAMBRIDGE LICENSE COMMISSION CITY OF CAMBRIDGE

831 MASSACHUSETTS AVE., 1ST FLOOR, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 499-6140

JAMES THADDEUS McDAVITT
Commission Chairman

ANTHONY G. PAOLILLO
Chief of Police Department
Commission Member

AS REQUESTED BY THE LICENSE COMMISSION

THOMAS V. SCOTT
Chief of Fire Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

Sirs,

Currently there are nine (9) corporations licensed by the City of Cambridge as livery services, with a total of fifty-three (53) vehicles.

Of these vehicles, fourteen (14) are used by First Medical Transportation Inc., to transport people and packages associated with area hospitals. Also, two (2) vehicles are used by Phyllis Delivery, to transport groceries and people from Star Market Porter Square to customers' homes.

Of the remaining, thirty-seven (37) are available to transport the general public.

I conducted a random telephone survey of several Boston area Limousine Services, not licenses by the City of Cambridge and all were willing to provide transportation to the airport from Harvard Square with an average cost ranging from \$40.00 to \$50.00.

Respectfully submitted,

Officer Michael McMahon
Officer of Police

MM:VAL

er and d/b/a	Garaged	Number of Vehicles	DATE LICENSED
T.C.C. Courier Thomas L. Cusick 700 Huron Avenue Cambridge, MA	699 Huron Avenue Cambridge, MA	3	6-3-88
Major Domo 30 Westgate Road #4 Chestnut Hill, MA Norman Roy	Same	1	6-13-88
Joe Mancoza 88 Hampshire Street Cambridge, MA	10 Jaques Street Somerville, MA	1	7-8-87
Jo Jo Services Fritz Joseph 126 Prospect Street Cambridge, MA	27 Bartlett Road Randolph, MA	1	6-14-88 7-21-88
First Call Medical Transport, Inc. Barry Goldberg 22 Chestnut Park Brookline, MA	1201 Massachusetts Avenue Cambridge, MA	14	11-9-88
Scott A. Solombrimo Fifth Avenue Limousine Service, Inc. 12 Randel Road Saugus, MA	484 Parspect Street Revere, MA	29	7-12-88
Emanuel R. Neves Ancante Limo Service 90R Inman Street	Tewsbury, MA	1	3-13-89
Paul A. Gargano Kendell Limo Service, Inc. 154 Clifton Street Belmont, MA	1 Broadway Cambridge, MA	1	8-27-86
Phyllis Emanuelson 25 Roosevelt Towers Cambridge, MA Phyllis Delivery Service	Same	2	1-12-87

The License Commission may pursuant to Chapter 122 of the Acts of 1930 suspend or revoke any license granted for the operation of any such motor vehicle described in Section 16-35, for good cause shown, following proper notice and a hearing.

No person shall operate a motor vehicle described in Section 16-35 without express authority from both the City Council and the License Commission.

ARTICLE III. LIVERY VEHICLES

re-define limousines

Section 16-45. LICENSE REQUIRED.

The License Commission shall license any livery vehicle picking up any person or package in Cambridge for the purpose of transporting said person or package for hire. Each licensed livery vehicle which is not also a licensed hackney carriage must operate either based on a contract pre-arranged significantly prior to the time of the pick-up or based on a contract made pursuant to a prospective rider's telephone call to a company which receives requests for transportation for hire. No licensed livery vehicle which is not also a licensed hackney carriage may pick up a person in response to a street hail or may stand in a public cab stand, or in a special cab stand authorized for Cambridge hackney carriages only.

Section 16-46. NUMBER OF LICENSES.

The License Commission shall determine the number of licenses needed under Section 16-45 to provide for public convenience and necessity without harming the public welfare and that number shall be the maximum number of such licenses to be issued.

Section 16-47. PROPERTY FOUND.

Every licensee or agent of a licensee under this Article shall immediately after delivering any passenger in Cambridge search the livery vehicle for any property which may have been left therein, and any property so found therein and not restored to the owner shall within (24) hours be delivered by the finder to the headquarters of the Cambridge Police Department.

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licensing decisions with the policies of the Traffic and Parking Department.

xi. Enact an ordinance:

- 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 or citations to out-of-town cabs picking up fares in Cambridge.
- D. To allow Cambridge Police Officers to arrest any driver of an out-of-town cab illegally picking up a fare in Cambridge.

xiii. Adopt a City Council Resolution that would regard cab-related administrative fines and cab-related court fines as License Commission revenue in determining how much License Commission revenue is needed to affect the cost of administering Cambridge cab-licensing programs and procedures.

xix. Adopt a City Council Resolution that would urge an additional \$19,000 per fiscal year to the License Commission's budget in order to reorganize the License Commission's Hackney Division, effective January 1, 1988, as follows:

PRESENT ORGANIZATION

- 1. (1) Police Officer working mainly in the License Commission Office.
- 2. (1) Part-time Taxicab Inspector on contract also working mainly in the License Commission Office.

PROPOSED REORGANIZATION

- 1. (1) Police Officer mainly on street duty, enforcing cab-related laws as to both Cambridge cabs and out-of-town cabs.
- 2. (2) Part-time Taxicab Inspectors on contract working mainly in the License Commission Office.

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- vii. Amend the ordinance requiring partitions in all cabs except strictly owner-operated cabs such that no partition would be required if all drivers for a particular cab in writing waive their right to have a partition installed. This waiver would be written and signed on the driver's employment card filed with the License Commission.
- viii. Effective October 1, 1987, enact an ordinance effecting a 25% taximeter increase, as follows:
 - A. \$1.00 for first 1/7 mile (up from \$.95 for first 2/7 mile), and
 - B. \$.25 for each subsequent 1/7 mile (up from \$.20 for each subsequent 1/7 mile).
 - C. \$17.00 per hour of waiting time (up from \$14.00 per hour).
- ix. Enact ordinance confirming the power of the License Commission to establish group fares for two or more un-associated parties, to establish a flat rate to outlying suburbs, to establish a surcharge when a station wagon is specifically requested, to allow a discount fare when a Cambridge cab by pre-arrangement or by telephone call transports a passenger from Logan Airport to Cambridge, and to allow a flat hourly rate (of \$20.00 or so) for a "touring" cab certified by the License Commission.
- x. Enact an ordinance 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 taxicab and livery services; and
 - C. jitneys or special buses.

The statutory power of the License Commission under St. 1930 c.122 to license all establishments "for the letting out of motor vehicles for hire, however computed or determined" may be used as the basis for such an ordinance. Also, it should be noted that the License Commission has a policy of harmonizing its



City of Cambridge

38.

IN CITY COUNCIL

March 14, 1988

COUNCILLOR DUEHAY

ORDERED: That the License Commission establish by regulation the fifty-two (52) recommendations of the Cambridge Taxicab Advisory Committee, which recommendations were submitted to the City Council for its meeting on June 29, 1987;

That the License Commission continue to amend its regulations from time to time to meet changing conditions; and

That the City Clerk be and hereby is instructed to transmit a copy of this resolution to the City Manager and the License Commission.

In City Council March 14, 1988.
Adopted by a yea and nay vote:-
Yeas 6; Nays 2; Absent 0; Present 1.
Attest:- Joseph E. Connarton, City Clerk.

A true copy;

ATTEST:- *Joseph E. Connarton*
Joseph E. Connarton, City Clerk.

#21 April 10 '89

ORDERED: That the license Commission be requested:

1. To delay action on additional application for livery licenses to carry passengers, until completion and submission to the City Council of the ongoing study of the Cambridge taxi industry, and
2. To work with the Taxicab license Committee ^{adopting} on regulations for such livery vehicles.

A W

WHEREAS: On March 14, 1988 this City Council asked for a study of the need for additional Taxicab Medallions; and

WHEREAS: The study is not completed; and

WHEREAS: While the study has been conducted seven new Livery Services have been licensed for a total of approximately fifty vehicles; and

WHEREAS: On March 28, 1989 a Livery License was granted for five additional vehicles which are four door sedans and provide "on-demand" service similar to Taxicabs; and

WHEREAS: There are no guidelines for the issuance of any type of Livery License; and

WHEREAS: The arbitrary, unplanned, and discretionary issuance of Livery Licenses will lead to the destruction of the Taxi Medallion system; now therefore be it

ORDERED: It is the will of the City Council that there be a Moratorium on all new Livery Licenses for the picking up and carrying of passengers on the streets of Cambridge until the following steps are taken:

That the Taxicab Advisory Committee and the License Commission establish definitions, classifications, and guidelines for all Livery vehicles other than Hackney Carriages; and further

That the License Commission reports back to the City Council the results of the above process for approval; and further be it

ORDERED: That it is the will of this City Council that, *until the completion of the ongoing study,* the License Commission shall cease issuing Livery Licenses for the operation of "on-demand", four-door sedan type passenger vehicles other than Licensed Hackney Carriages (Taxi's).



City of Cambridge

21.

IN CITY COUNCIL

April 10, 1989

COUNCILLOR DAVID SULLIVAN

ORDERED: That the License Commission be requested:

1. To delay action on additional application for livery licenses to carry passengers, until completion and submission to the City Council of the ongoing study of the Cambridge taxi industry, and
2. To work with the Taxicab License Committee on adopting regulations for such livery vehicles.

In City Council April 10, 1989.

Adopted by the affirmative vote of 9 members.

Attest:- Joseph E. Connarton, City Clerk.

A true copy;

ATTEST:-

Joseph E. Connarton, City Clerk.

Order #21 *S-252*

C.D. Sullivan order re: that the License Commission be requested to delay action on additional application for livery licenses to carry passengers until the ongoing study of the taxi industry has been completed & submitted to the Council & that the License Commission work with the Taxicab License Committee on adopting regulations for such vehicles.

In City Council,

April 10, 1989

4-10-89

Order Adopted

Copy sent to James McDevitt, License
Commission 4/12/89 mlh