

Reliable Taxi submitted an application for a taxicab company license. Officer Lee stated that Mr. Champion submitted his taxicab company application a few months back but this is the Board's first opportunity to vote. Mr. Champion is currently operating and has no violations.

Mr. Anglin moved to approve Reliable Taxi taxicab company license, seconded by Ms. Krick.

Tom Crawford stated that Mr. Champion's application listed more than one color scheme for his vehicle. The Board stated that only one color scheme can be approved. Mr. Champion was not present. Officer Lee contacted Mr. Champion by phone and he confirmed that he would like the white with the gray/silver color scheme to be considered for approval.

Mr. Chapman moved to amend the Mr. Anglin's motion and grant approval with respect to the white and gray/silver color scheme only for Mr. Champion's vehicle. Mr. Krick seconded. The motion passed as amended.

Delta Transport has submitted an application for a taxicab company license (previously Great Lake Taxi). Officer Lee stated that they have licensed a vehicle that was required to corrections/repairs. Officer Lee anticipates licensing two to three cab.

Ms. Krick moved to approve Delta Transport taxicab company license. Mr. Anglin seconded. The motion passed.

2. Other New Business

Officer Lee stated that it has been brought to his attention that the 24 hour service requirement for taxicabs be enforced. Historically, the 24 hour service requirement has not been enforced. Officer Lee believes it is not an unreasonable request but believe everyone should be given a period of time to come into compliance before citations are issued. Officer Lee proposed that the licensed taxicab company be contacted and given one month to change their hours if they do not have 24 hour service, after which the enforcement period will begin. Tom Crawford disagrees and does not believe a 24 hour enforcement is a good idea. He said that the Ann Arbor community is not a 24 hour community. He understands that the desire to bring about enforcement is to handle the Detroit Metro Taxi issues for some companies but he doesn't believe it is necessary. Ms. Krick disagreed and believes it is necessary. She stated that if a call is made late at night to a licensed taxicab company, someone should be available to take the call and respond. Mr. Crawford said that to enforce this rule would put a significant requirement on the smaller companies that would out-weigh the benefits.

Officer Lee asked the Board if they believe the 24 hour rule should be removed from the ordinance if it is not going to be enforced. Mr. Crawford read the ordinance stating "It shall be a violation of this chapter for the owner of a taxicab not to have a taxicab in service or available for service on a 24-hour, 7-day a week basis unless the following conditions are met: 1) three months before any changes of hours, the owner files with the administrator a schedule showing the hours when a taxicab will not be available for service, 2) all advertising, including Yellow Pages advertising, indicates the hours of operation, and 3) telephone calls to the telephone number(s) advertised are not

answered by anyone.” Mr. Crawford and Mr. Snider agree that the companies may already be in compliance given the information requested by ordinance and the information submitted in their application. Officer Lee said that as long as their Yellow Page ad does not state 24-hour and they are not operating less than that and their application states their hours of operation, they should be in compliance. If not, they would be required to come into compliance by submitting their hours to the administrator and change their advertised hours.

David Reid from Select Ride stated he believe the 24-hour enforcement should be enforced or removed from the ordinance. Mr. Reid also stated that the city of Ann Arbor has made a decision to allow very small cab operators to start businesses here. There is a difference between that and allowing the companies to license themselves as taxis and then pick and choose how they are going to operate or what type of customers they are going to drive. Mr. Reid stated that there was a problem in the past with a cab operator that would pick up based on how far the trip was going. He believes that we are allowing a very large company to do the same thing. He asked the Board to look at the possibility of stating a difference between the standard of operation based on the size of the company. He believe Detroit Metro Taxi will only pick up customers that are going to the airport and not pickup customers that want to only go somewhere in town. He asked the Board why they would want to license a company that is not going to provide full service to citizens. John Etter stated that as it was discussed at the last meeting, that there is nothing in the ordinance to prevent Detroit Metro Taxi from be licensed but believes there should be more restriction in the ordinance because they are not really a local taxi company. It was also mentioned that Detroit Metro Taxi should be licensed as a limo. Officer Lee stated that if Detroit Metro Taxi is licensed as a limo, they could still be able to pick and inadvertently take customer from the local cab companies. Mr. Reid said that if they are licensed as a limo they would not be able to use the cab stands. Mr. Anglin suggested that the issue be put on a later agenda.

Mr. Reid reminded the Board that the issue of deregulation and auto rate change with a floating fuel surcharge has still not been addressed. Tom Crawford is working on bring information to the Board.

ADJOURNMENT

Ms. Krick moved to adjourn the meeting, supported by Mr. Chapman. The motion carried and the meeting was adjourned at 9:55 a.m.