

# **TAC HIGHLIGHTS**

## **July 19, 2011 MEETING**

### **REVIEW PROPOSED TAXI FINES**

The Technical Advisory Committee reviewed the proposed Taxi Fines and made the following recommendation:

The Committee unanimously recommended that the fines for operating without a permit within the RTA jurisdiction be set at twice the amount of relative fees for taxi drivers, companies, and vehicles, with the language "per incident" added to each fine amount. This would set the proposed fines at:

- Driving without a taxicab driver permit: **\$1,150 per incident.**
- Operating a taxicab vehicle without a vehicle permit: **\$140 per incident.**
- Operating a taxicab dispatching company without a taxicab dispatching company owner permit: **\$2,000 per incident.**

### **REVIEW PROPOSED FUEL SURCHARGE AND OTHER POSSIBLE SPECIAL FARES**

The Technical Advisory Committee reviewed the proposed surcharges and special fares. Their primary concern involved a taxi being called to pick up out-of-area only to drop off a couple of miles away. They felt that more research needed to be done to determine a better option for dealing with special events. The following recommendation was made:

Direct staff to develop language and fees for dealing with the out-of-service-area issue, removing any language regarding fees for extra people. Direct staff to research options for dealing with special events.

### **DISCUSS THE AMOUNT OF INSURANCE REQUIRED UNDER THE RTA**

The Technical Advisory Committee discussed the proposed insurance minimums and the following recommendation was made:

Approve staff's recommendation of requiring \$1 million in minimum liability coverage.

### **RECEIVE UPDATE ON PROPOSED REGIONAL SENIOR VOUCHER PROGRAM**

The Technical Advisory Committee discussed the voucher program. They discussed complications and the fact that the \$12 voucher reimbursement would not cover the maximum possible fares as the boundaries are suggested. The following recommendations were made:

1. Simplify the language of the program and include exclusion of use to prevent abuse.
2. Rework the boundaries of zones to ensure that maximum possible fares are reimbursed with the voucher.
3. Design the program as a pilot program, to be re-evaluated in three (3) to six (6) months after initiated.