

# Taxicab License Application

Pursuant to Madison General Ordinance 11.06

Fee: \$2,200/two years (\$1,200/initial year) + \$60/vehicle

Renewal Fee: \$2,200/two years + \$60/vehicle

1. **Applicant Name:** Union Cab **Home Phone #:** 608-242-2010

**Home Address:** 2458 Pennsylvania Ave. Madison, WI 53704

2. **Company Name** Same as above

**Business Address** Same as above

**Business Telephone Number** Same as above

3. **Indicate method of operation and type of fare collection:**

**Flat Rate** - \$60/hour includes Out of town and hourly charters **Number of Vehicles** 61

**Zone** N/A **Number of Vehicles** N/A

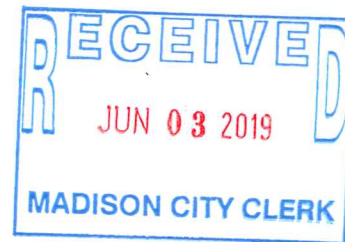
**Meter** \$4.00 drop, \$3.00/mile, \$0.375/ 1/8 mile **Number of Vehicles** 61

Wait time \$0.375 / 35 seconds

**Airport Shuttle**

**Number of Vehicles** 61

1	\$8.00
2	\$13.00
3	\$16.00
4	\$18.00
5	\$20.00
6	\$23.00
7	\$25.00
8	\$29.00
9	\$33.00



Total number of vehicles proposed to be operated 61

4. **Describe detailed color scheme to be used: main body, roof, trim, lettering, etc.**

Taxicab yellow paint with black lettering and numbers. Union Cab top light. Union Cab logos on front doors, Union Cab rate decals on rear doors. Black and yellow checkered reflective tape along sides (some. We had trouble with the tape and are in process of removing the side tape) and rear of vehicle.



5. List your schedule of rates to be charged and the method of charging, in detail:

See itemized list for Question Special rates may be negotiated by accounts. Union Cab accepts cash, credit cards, and payment by monthly invoicing.

6. Name of Insurance Company:	Integrity (standard cabs)	Secura (wheelchair accessible)
Business Address:	2121 E. Capitol Dr. Appleton, WI 54911	2401 S. Memorial Drive Appleton, WI 54912
Business Telephone Number:	(920) 734-4511	(800) 558-3405

7. Name of Insurance Agent: Jeff Ascher, Coverra  
Business Address: 3803 Creekside Lane Holmen, WI 54636  
Business Telephone Number: (608) 526-2127

8. Is applicant a corporation?  Yes  No

If yes, give names and addresses of board of directors, and address of corporation:

Union Cab of Madison is a worker-owned cooperative governed by a board of directors:

Connie Murphy	603 Jacobson Ave.	Madison, WI 53714
Martha Kemble	4211 School Rd.	Madison, WI 53704
CJ Terrell (Vice President)	828 E. Dayton St.	Madison, WI 53703
Haven McClure	1239 Spaight	Madison WI 53703
Max Esser	315 N. Franklin	Madison, WI 53703
Ramy Renor	2601 N Sherman Ave.	Madison, WI 53704
Jason Glomp (President)	2601 N Sherman Ave.	Madison, WI 53704
Steve Blaskowski	702 Cherrywood Ct. #8	Madison, WI 53714
Amy Bua	3506 Sargent St	Madison, WI 53714

9. Is applicant a partnership?  Yes  No If yes, give names and address of all partners:

10. If any vehicles licensed are mortgaged, give name and address of mortgagee, vehicle serial number, amount of mortgage and fulfillment date: (See attached spreadsheet)



Does the applicant agree that he/she has read and is thoroughly familiar with the ordinances of the City of Madison pertaining to the licensing and regulating of taxicabs in the City of Madison, and agrees to abide by these and all other ordinances of the City and laws of the State of Wisconsin?

X Yes      \_\_\_\_\_ No

Subscribed and sworn before me

this 3 day of June, 2019.

[Signature]

Notary Public

My Commission Expires 5/17/20.

[Signature]  
Applicant's Signature

JAMES VERBICK  
NOTARY PUBLIC  
STATE OF WISCONSIN



# City of Madison Taxicab Rate Schedule

Flat Rate \$60 / hour includes Out-Of-Town and Hourly Charters.

Zone N/A

Meter \$4.00 drop, includes 1/8 mile  
\$3.00/mile, \$0.375 / 1/8 mile  
Wait time \$0.35 / 35 seconds  
Includes all package deliveries.

Airport Shuttle City Zone	Rate
/ Limousine 1	\$8.00
2	\$13.00
3	\$16.00
4	\$18.00
5	\$20.00
6	\$23.00
7	\$25.00
8	\$29.00
9	\$33.00

## RATES FOR OTHER SERVICES

Union Cab does not charge for offering assistance to people with disabilities or for assistance animals.

Personal Baggage: First two articles are FREE. Each additional article \$1.00

Trunks and Footlockers: \$4.00 each

Groceries Carried to Door: First two bags are FREE. Each additional bag driver may charge \$0.25

Animals not in a carrier Driver may charge \$2.00 each animal

Skis Driver may charge \$2.00 each pair

Bikes Driver may charge \$2.00 each bike

Biohazard cleanup Driver may charge \$50 each instance

## AIRPORT FEE

\$1.00 per vehicle (may not exceed the fee imposed by Dane County)

Company: Union Cab of Madison Cooperative

Proposed Effective Date: May 1, 2017





Submitted By

William Carter

(signature)

William Carter

(print name)

**Office Use Only:**

Rate allowed by operating license: Meter Zone Flat Limousine

Submission Date: \_\_\_\_\_ Last Rate Change Submitted: \_\_\_\_\_

Distribution:

- City Department of Transportation
- City Weights and Measures (Meter Cabs only)
- Dane County Regional Airport
- City Police Department

License # \_\_\_\_\_

- 403 Para-Transit Operating
- 405 Public Passenger Vehicle/Pedal Cab
- 406 Horse-Drawn Vehicle
- 408 Pedal Cab Service



# Taxicab Filing Affidavit

State of Wisconsin )

County of Dane )

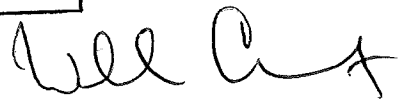
William Carter, being first duly sworn on oath, deposes and says:

1. That the affiant owns \_\_\_\_\_, operates \_\_\_\_\_, or manages X a taxicab business in the City of Madison, doing business as Union Cab of Madison Cooperative
2. That as of the date of this Affidavit, (Company Name) Union Cab of Madison Cooperative (Address) 2458 Pennsylvania Ave, Madison, Wisconsin, doing business as Union Cab of Madison Cooperative, was the owner of the vehicles listed on Schedule A shown on the reverse side of this Affidavit and incorporated herein.
3. That the schedule of fares to be charged in the operation of each of the vehicles listed on Schedule A as taxicab is: (check boxes to indicate which taxicab rates are applicable)
  - X The Meter Taxicab Rates authorized pursuant to Section 11.06(9)(a) of the Madison General Ordinances.
  - \_\_\_\_\_ The Zone Taxicab Rates authorized pursuant to Section 11.06(9)(b) of the Madison General Ordinances.
  - X The Airport Shuttle Rates authorized pursuant to Section 11.06(9)(c) of the Madison General Ordinances.
  - X The Flat Rate authorized pursuant to Section 11.06(9)(d) of the Madison General Ordinances.
4. a) That attached to this Affidavit for deposit with the City Clerk is a Policy or Certificate of Liability Insurance specifying insurance coverage of the types and amounts required by Section 11.06(8) of the Madison General Ordinances, and specifically indicating that said insurance coverage is applicable to the vehicle identified on the said Schedule A; and
  - b) That also attached to said Policy or Certificate of Liability Insurance is a Certificate of Compliance from the State of Wisconsin Insurance Commissioner showing the insurance company is licensed and authorized to transact automobile insurance business in the State of Wisconsin; and
  - c) That said insurance policy contains a provision that the same may not be cancelled before the expiration of its term except upon thirty days' written notice to the City of Madison.
5. That this Filing Affidavit is made to comply with the provisions of Section 11.06 of the Madison General Ordinances described herein.

JAMES VERBICK  
NOTARY PUBLIC  
STATE OF WISCONSIN

Subscribed and sworn before me

this 3 day of June, 2019.



Signature of person signing Affidavit under oath

Notary Public

My Commission Expires 5/17/21



## 2017-2019 TAXICAB RENEWAL LICENSE QUESTIONS

### QUESTIONS FOR METERED, ZONED AND SPECIALIZED TAXICABS

#### **1. Discuss your vehicle maintenance program, including safety inspections. Did you have any maintenance-related accidents in 2017 and 2018? If so please relate the details.**

Union Cab experienced no maintenance-related accidents in 2017 or 2018.

As of April 2018, Union Cab operates 65 taxicabs. In 2017 and into 2018 we were operating 62 taxicabs. We also maintain a pickup truck for roadside assistance.

Our vehicle maintenance program quite successfully maintains our taxicabs in a safe and reliable condition. In over 39 years of continuous operation we have never had an accident related to poor maintenance.

In order to service and maintain our vehicles we employ three full-time mechanics and one full-time assistant. Of these, two are Class A mechanics and one a Class B mechanic. Our Maintenance Manager, Brandon Hooker, has many years of automotive experience.

We send members of our maintenance staff to courses and seminars for additional training on a variety of topics ranging from air conditioning to brake and front-end maintenance. Mechanics are licensed to perform maintenance on our vehicles' air conditioning (a requirement of the Wisconsin Department of Agriculture, Trade and Consumer Protection). We have at least one mechanic on duty 12 hours a day for 5 days each week; weekends are staffed as needed. Two mechanics are on call when the garage is not staffed.

Our maintenance facility has four lifts and five bays and features all the specialty equipment necessary to do everything in-house short of major bodywork. Local shops care for our bodywork. We have been innovative by installing such equipment as the four parabolic mirrors at our gasoline island. These mirrors allow a driver to check all of her or his vehicle's lights at the start of a shift.

Our cooperative's emphasis is on preventive maintenance. The safety equipment attached to each vehicle is checked out each shift by each assigned driver. Deficiencies are corrected, and the vehicle is certified as roadworthy before leaving our parking lot. Our drivers provide our principal feedback loop on the condition of our vehicles; they have the absolute right to remove from service any vehicle at any time.

Additionally our mechanics observe a strict preventative maintenance schedule. That maintenance schedule

includes:

- Fluid levels and belts checked two times weekly
- General appearance inspection each shift (up to thrice daily)
- Tire inspection each shift (up to thrice daily)
- Seat belt check each shift (up to thrice daily)

- Air-conditioning system check annually
- Thorough seat belt inspection monthly
- General safety inspection every 3,500 miles
- Oil change every 3,500 miles
- Front-end lubrication and inspection every 3,500 miles
- Tune up every 80,000 miles
- Thorough brake inspection every 20,000 miles
- Transmission tune up every 80,000 miles

A computerized maintenance report listing all vehicles is generated every week to assure that we are within these parameters.

Regardless of the seriousness of the deficiency that causes a driver to bring a cab into the shop, the mechanics also perform a basic visual and hands-on inspection of the vehicle concentrating on points of heavy wear.

**2. How do you ensure your drivers are taking adequate rest periods and are adhering to the hours of service requirements as defined in the Madison General Ordinances? How would you handle a complaint from a driver that claimed you were not allowing adequate rest periods? How would you verify to the MDOT how long a driver had been on duty during a specific shift? What procedures do you have in place to assure that your current drivers are aware of these driving restrictions?**

All drivers are taught the law requires and for safety reasons that they must have an eight-hour rest period within any 24-hour period, and that if they have a taxi for more than 12 hours they must have at least one full hour away from the taxi during that shift. These instructions are taught during the first day classroom training. These instructions are repeated in the following settings: 1) during on-the-road training; 2) during defensive driving training; and 3) periodically through newsletter articles in our monthly newsletter and with a statement printed on the driver's waybill.

Management instructs dispatchers to allow break periods liberally and to help drivers plan for long nights. We reinforce the "12-hour rule" and the need for adequate rest periods by requiring each driver to declare in writing how many "working hours" and how many hours of "rest periods" that driver experienced during that shift. A summary of MGO's 12-hour rule is printed on the waybill on which our drivers make their declaration.

Drivers are required to record their start times and their end times as well as break times on this form and sign it.

All dispatchers have been similarly trained and are required as part of their normal duties to monitor each driver's rest periods. Our scheduling software alerts our schedulers if they have erroneously scheduled a driver to work longer than 12 hours in a 24-hour period.

Drivers, dispatchers and schedulers are all informed that these requirements are legal regulations specific to the taxicab industry and the under our disciplinary systems they may receive discipline up to and including termination for violating these ordinances.

If a driver were to complain that they were being required to work excessive hours, an investigation would ensue to determine the reason for this violation. Appropriate disciplinary action would be taken. Internally we verify hours worked by reviewing each driver's waybill. Calls are also written on this waybill, and time stamped by our dispatching software.

Request from MDOT for verification of a driver's hours can be accommodated with the dispatch software's generated timestamps and GPS records compared with the driver's submitted waybill.

**3. What are your procedures for handling customer complaints, including complaints concerning the driving habits of one of your drivers? Please summarize the number of complaints you received in 2017 and 2018 including, but not limited to, the following categories: overcharging, late pick-up, illegal split loading, driver conduct and refusal of service. How would you verify to the MDOT what a customer was charged for a specific ride?**

As a worker-owned cooperative, we believe that we should all be engaged as owners. We have democratized our internal processing of all customer complaints by empowering a management team to review all customer complaints and administer action as needed.

When a customer complaint to Union Cab, the Complaint Administrator using Service Trac, a CRM database, opens a file and assigns a ticket number. The complaint is then forwarded to the management team, composed of the Business Manager, the Operations Manager, both Taxi Supervisors, and the Complaint Administrator, for review. The complaint is presented along with any previous complaints and their dispositions made against that worker in the previous 12 months. The worker is also notified of the current complaint and provided up a week to provide a response. The Team embraces the concept of progressive discipline and sees its role as using complaints as a means of training workers and improving operations. However, it is also the initial stage of the disciplinary process. The Team considers the complaint, the response, the worker's 12-month complaint history, and any other pertinent data to reach one of five conclusions:

1. Not verifiable, not valid (the name of the worker is removed);
2. Verifiable and valid, but first complaint (no action, but name is left on complaint);
3. Verifiable, valid and repetitive: a supervisor is assigned to speak with the worker;
4. Letter of Direction from a manager; or
5. Creation of a Worker Complaint and forwarded to the Behavior Review Council (BRC).

The BRC consists of six workers selected by the Human Resources Council in staggered terms and approved by the Board of Directors. The BRC hears all worker complaints. Customer complaints may be used as evidence in worker complaints. The BRC hears from the person filing the complaint, the subject of the complaint and any witnesses. The BRC may dismiss the complaint or impose a decision ranging from training the worker to termination of the worker from employment.

Serious complaints that risk the health and safety of the membership or the general public will still go through the same process. However, the Business Manager or Operations Manager may place the worker on an administrative leave with pay for up to six weeks while the process works itself out. A dispatcher may also remove a driver from the road at any time. However, they must then file a Worker Complaint with the BBC.

Complaints	2017	2018
Overcharging		0
Late pick-up		1
Illegal split load		0
Driver conduct		41
Refusal of service		2
Reckless driving		25
Smoky cab		2
Total		5

Union Cab’s software system allows us to record the amount that a passenger was charged. Further, each taxi is equipped with GPS and creates a cookie-crum trail of the route taken by the driver. The database stores a complete history of rides and we can compare similar trips. Most issues about fares result from the confusion caused by the City allowing multiple rates and service models (shared ride vs meter), which is unique in large markets such as Madison.

**4. What actions have you taken to improve driver and passenger safety? Are there other actions that could be initiated by taxicab companies or the City? Have you had any crashes in 2017 and 2018 where the drivers were found to be impaired by drugs or alcohol? If so, please give us the details.**

Union Cab has not had any incident or crash in which the driver was found to be impaired by drugs or alcohol.

Union Cab’s mission includes creating a safe work environment and this means a safe environment for our customers as well. Union Cab has an extensive safety program. At the beginning of a driver’s career, they experience three days of on-the-road training. During the probationary period of a driver’s first six months, all drivers must complete a defensive driving course, both classroom and on the road. Each collision or incident on the road receives a review by the Accident Review Council (ARC). This body consists of seven workers with exceptional driving records, selected by the Human Resources Council in staggered terms and approved by the Board of Directors. The ARC interviews the driver and determines fault of the accident. The ARC may issue a Training Decision or discipline up to and including termination of the worker from the Cooperative.

Union Cab requires that drivers and all front-seat passengers wear a safety belt. We urge all passengers to use a safety belt. Union Cab does not allow children under the age of 13 to sit in the front passenger seat.

Union Cab participates in the Employer Notification Program (and it was our lobbying efforts that allowed taxicab operations to be included in this program). This WISDOT program automatically informs us of any change in a driver’s license for a nominal fee-per-occurrence.



In terms of driver safety from assault, we encourage drivers to maintain close radio contact with the dispatch office. For several years we have recorded phone calls to our call center.

**6. Have any of your rates changed during 2015 and 2016? If so describe the change(s). What does the change mean to your average rider? How do your rates compare to your competitors in the City of Madison and in other cities for the same type of service?**

None of Union Cab's rates have changed since August 2017. Our initial mile is the lowest of the meter companies; however, our mileage rate remains the highest. In general, for a single person, Union Cab maintains the highest rate after three miles, but is second highest within three miles. As the number of individuals in the party increases, the value changes. Madison operates a very complicated system, which makes it difficult for passengers to have the knowledge needed between price and service to make educated decisions as a consumer.

In terms of other cities, our rate (on a five mile trip) compares to Milwaukee, Seattle, Portland and Minneapolis (source: <http://www.washingtonpost.com/wp-srv/special/business/taxi-fares-compared/>).

**7. Refusal of service is prohibited in MGO 11.06 (7)(e) with certain minor exceptions. Describe your company's plan to abide by this section. Describe the action you would take if a dispatcher or driver refused service.**

Any complaint for refusal of service will be handled in the appropriate manner described in Question 2. Dispatchers and/or drivers refusing service would be brought before the BRC for violating laws specific to the taxicab industry. The BRC would investigate and make a determination that could range (based on a policy of progressive discipline) from a training decision to termination.

**8. Please review your 2017 and 2018 financial figures (include 2016 data with your response to these questions) and correct any numbers that may not have been finalized. If they were all correct, please state no changes necessary.**

No changes necessary (see attached spreadsheet).

**9. FOR METER AND ZONE SERVICES ONLY: Union Cab is the only cab company offering accessible taxicab service. If Union should reduce or eliminate this service, how would your company provide this service to disabled passengers?**

Union Cab continues to provide on-demand accessible taxi services to the benefit of the citizens of the greater Madison metropolitan area and to the benefit of the other taxi providers operating in the city. Due to the implementation of Family Care In 2018, Union Cab experienced growth in the demand for these vehicles from the public placing greater strain on our accessible fleet. Federal Grant programs that Union Cab had taken advantage of through 2013 to finance 80% of the purchase and operating cost of accessible vehicles are no longer available to Union Cab. Vehicle purchase price, fuel economy, maintenance, training and a wage differential (paid to the driver) have caused the program to operate at a net loss for the last several years. Union Cab, its Board of Directors and Senior Management staff continue to have discussions on how to continue and expand these services. Union Cab took advantage of a new Cooperative loan (MDC) to purchase more accessible vehicles. Otherwise we use loans or funds on hand to purchase new accessible vehicles.

**10. FOR METER AND SHARED-RIDE SERVICES ONLY: Considering the changes to the transportation industry in the City and State, would you suggest any changes to City ordinances related to Taxicab regulation? Please discuss how TNC services affect your company in the short and long terms.**

Since the addition of TNCs to the Madison Metro transportation market Union Cab has experienced a decline in call counts particularly during night and weekend hours. The State of Wisconsin's decision to preempt local control over the TNCs has resulted in an unlevel playing field for traditional taxi companies. TNCs have caused Union Cab to make significant investments into its technological and accessible infrastructure to remain competitive in a quickly changing industry. These changes have increased Union Cab's efficiency and improved the product for the end user.

Union Cab would suggest State regulations of TNCs match the consumer protections required by the City of Madison. Union Cab suggests that the State require independent, fingerprint background checks of all potential drivers of all for hire public transit drivers. Additionally, Union Cab would recommend that the DSPS require submission of commercial auto insurance documentation by all TNC drivers or verification of a commercial auto policy from the driver's parent company.

Union Cab would request that MGO 11.06 be amended to allow licensees the option to use GPS coordinates to calculate and set fares in advance of the ride. This could apply to all licensees but would particularly advantageous to those companies who are licensed under the metered taxi rates as described in 9(c) of the ordinance. A definition of GPS coordinates already appears in the "definitions" section of the ordinance. Additionally, 11.06 already details the use of GPS coordinates in the charging of passengers in the section 9(f) entitled "GPS Calculated Rates." Use of GPS Calculated rates is currently limited to Transportation Network Companies. Union Cab would suggest that at minimum these rules be considered an option for Metered Taxi Companies. This change in the ordinance would benefit the consumer as well. Currently, a metered cab is required by the ordinance to take the shortest possible route regardless of traffic conditions. Changing the ordinance to allow for GPS pricing would allow meter taxis the option to set a predetermined rate at the beginning of the ride based on the shortest route while allowing the customer and the driver the benefit of taking the fastest possible route which often vary. All Union Cabs are equipped wireless serviced tablets that would make this possible.

Union Cab would also request that the City of Madison review section 9(b) of MGO 11.06. This section describes a surcharge that companies can invoke to assist in the extra expenditure of required for Accessible Taxi Service. Union would request that the city require the charging of this surcharge by all taxi companies not participating in accessible transportation. Funds collected under this section by the City could be used to help assist those companies who are participating in accessible transportation service. This surcharge, already described in the ordinance, could be used to offset the costs of maintaining an accessible taxi fleet as described in question #8 of this survey.

## Vehicle Listing (In-Service)

Veh	Vin Number	Make/Model	Year	InService	City Permit	License
0	2GCEK19T211127146	CHEVY SILVERADO	2001	04/01/2019	8846	PC8846
1	JTDKN3DU8C1554264	TOYOTA PRIUS	2012	05/24/2016	7331-1995	900-YVP
2	JTDKN3DU4A0058719	TOYOTA PRIUS	2010	06/15/2016	7331-1995	755-YXH
3	JTDKB20U177666965	TOYOTA PRIUS	2007	09/23/2016	7331-1995	781-KBL
4	JTDKN3DU3A0089962	TOYOTA PRIUS	2010	05/05/2017	7331-1995	617-YXM
5	JTDKB20U693463029	TOYOTA PRIUS	2009	07/26/2018	7331-1995	300-ZBS
6	JTDKB20U767542312	TOYOTA PRIUS	2006	09/25/2018	7331-1995	981-JVX
7	JTDKB20U587720589	TOYOTA PRIUS	2008	12/27/2017	7331-1995	AAB-5949
8	JTDZN3EU5C3128291	TOYOTA PRIUS V	2012	11/06/2017	7331-1995	384-ZZA
9	JTDKB20U863134991	TOYOTA PRIUS	2006	01/09/2019	7331-1995	643-VBW
10	JTDKB22U840008514	TOYOTA PRIUS	2004	01/17/2019	7331-195	730-UZD
11	JTDKB20U383432755	TOYOTA PRIUS	2008	03/30/2015	7311-1995	371-ZZA
12	JTDKB20U667501590	TOYOTA PRIUS	2006	03/08/2019	7331-1994	AEX-4379
13	JTDKB20U953126848	TOYOTA PRIUS	2005	07/26/2018	7331-1995	406-ZZA
14	JTDKB20U753029261	TOYOTA PRIUS	2005	11/06/2017	7331-1995	267-JRX
15	JTDKB20U087721231	TOYOTA PRIUS	2008	08/12/2016	7331-1995	344-LFP
16	JTDKB20U287770897	TOYOTA PRIUS	2008	09/28/2018	7331-1995	ADW-2216
17	JTDKB20U077582930	TOYOTA PRIUS	2007	06/13/2018	7331-1995	372-ZZA
18	JTDKB20U587789105	TOYOTA PRIUS	2008	06/13/2013	7331-1995	553-VAC
19	JTDKB20U973268961	TOYOTA PRIUS	2007	04/28/2016	7331-1995	644-VBW
20	JTDKB22U940067930	TOYOTA PRIUS	2004	02/08/2018	7331-1995	268-JRX
21	JTDKB20UX77671856	TOYOTA PRIUS	2007	02/15/2012	7331-1995	365-ZZA
22	JTDKB20U353060443	TOYOTA PRIUS	2005	04/16/2019	7331-1995	364-ZZA
23	JTDKB20U053043163	TOYTOA SIENNA	2005	N/A	7331-1995	838-YYX
24	JTDKB20U863134604	TOYOTA PRIUS	2006	02/26/2019	7331-1994	AEX-4380
25	JTDKB20U783333940	TOYOTA PRIUS	2008	09/09/2016	7331-1995	379-ZZA
26	JTDKB20U977666440	TOYOTA PRIUS	2007	N/A	7331-1995	220-YTY
27	JTDKB20U183382728	TOYOTA PRIUS	2008	10/24/2017	7331-1995	402ZZA
28	JTDKB20U853046148	TOYOTA PRIUS	2005	04/16/2019	7331-1995	567-ZZA
29	JTDKB20U273274858	TOYOTA PRIUS	2007	08/12/2016	7331-1995	383-ZZA
30	JTDKB20U383446333	TOYOTA PRIUS	2008	06/25/2018	7331-1995	754-JAX
32	JTDKB20U983348889	TOYOTA PRIUS	2008	04/16/2019	7331-1995	367-ZZA
33	JTDKB20U773268635	TOYOTA PRIUS	2007	11/06/2017	7331-1995	266-JRK
34	JTDKB20U683454541	TOYOTA PRIUS	2008	01/19/2016	7331-1995	984-JVX
35	JTD2N3EU0C3155673	TOYOTA PRIUS V	2012	07/13/2018	7331-1995	403-ZZA
37	5TDZA22C25S370300	TOYOTA SIENNA	2005	09/20/2018	7331-1995	699-SME
38	JTDKB20U777642850	TOYOTA PRIUS	2007	09/01/2014	7331-1995	360-ZZA
39	5TDZK23C17S000499	TOYOTA SIENNA	2007	03/27/2019	7331-1994	AFC-7221
40	5TDZK23CX952373482	TOYOTA SIENNA	2009	N/A	7331-1995	225-YXM
41	5TDZK23C87S066242	TOYOTA SIENNA	2007	08/12/2014	7331-1995	568-ZZA
43	5TDZK23CX85110873	TOYOTA SIENNA	2008	05/16/2019	7331-1995	198-YYY
44	3N8CM0JT2FK716544	NISSAN/NV200 TAXI ATS	2015	03/29/2018	7331-1995	ACL-3578
45	3N8CM0JT3EK702036	NISSAN NV200 TAXI ATS	2014	08/10/2018	7331-1995	698-SME
46	5TDZK23C97S080358	TOYOTA SIENNA	2007	11/06/2017	7331-1995	892-XBC
47	5TDKK4CC6AS342180	TOYOTA SIENNA	2010	06/18/2018	7331-1995	380-ZZA
48	5TDZK23CX75029337	TOYOTA SIENNA	2007	11/20/2018	7331-1995	434-JNZ



Veh	Vin Number	Make/Model	Year	InService	City Permit	License
49	5TDZA23CX45073997	TOYOTA SIENNA	2004	03/06/2014	7331-1995	226-YXM
51	5TDZKK3C583169183	TOYOTA SIENNA	2008	11/27/2014	7331-1995	744-XCD
53	5TDBK22C59S024827	TOYOTA SIENNA	2009	11/01/2017	7331-1995	397-ZZA
54	5TDBK22CO8S009084	TOYOTA SIENNA	2008	N/A	7331-195	382-ZZA
57	5TDZA23C86S487167	TOYOTA SIENNA	2006	10/11/2014	7331-1995	192-YYY
60	2C4RDGBG9ER161927	DODGE CARAVAN ATS	2014	11/20/2013	7331-1995	632-ZZA
61	2C4RDGBG9ER161928	DODGE CARAVAN ATS	2014	12/20/2013	7331-1995	376-ZZA
63	2D8HN44E59R516845	DODGE CARAVAN ATS	2009	12/23/2015	7331-1995	701-YGM
64	5TDZK23CX7S015941	TOYOTA SIENNA	2007	02/07/2019	7331-1995	AEC-7642
65	5TDZK3DC3DS293595	TOYOTA SIENNA	2013	05/22/2018	7331-1995	ACW-8734
66	5TDYK4CCXAS328731	TOYOTA SIENNA ATS	2010	12/11/2017	7331-1995	756-JAX
67	2C4RDGBG2CR374117	DODGE CARAVAN ATS	2012	08/01/2012	7331-1995	410-ZZA
69	5TDZK23CX7S062936	TOYOTA SIENNA	2007	09/15/2014	7331-1995	369-ZZA
70	5TDZK23C79S272431	TOYOTA SIENNA	2009	10/20/2014	7331-1995	607-YXM
72	5TDZA23C66S470318	TOYOTA SIENNA	2006	10/11/2014	7331-1995	224-YXM
73	5JTDKN3DU3A0140151	TOYOTA PRIUS	2010	N/A	7331-1995	556-VAC
74	JTDKN3DU6A0063582	TOYOTA PRIUS	2010	07/19/2013	7331-1995	554-VAC
75	JTDKB2OU463180768	TOYOTA PRIUS	2006	12/27/2017	7331-1995	362-VBW
76	5TDKK3DC1ES451581	TOYOTA SIENNA ATS	2014	10/17/2018	7331-1995	370-ZZA
77	5TDZK3DC2ES440930	TOYOTA SIENNA ATS	2014	02/08/2019	7331-1994	ADL-9187
79	JTDKB20U463137211	TOYOTA PRIUS	2006	07/19/2013	7331-1995	555-VAC
79	JTDKN3DU7E1742972	TOYOTA PRIUS	2017	N/A	7331-1995	N/A

