



Taxi Workers Alliance of Pennsylvania

Philadelphia, Pa. 19104

(215) 279-0472

www.twapa.org

September 7, 2012

4233 Chestnut St.

twapa1@yahoo.com

Philadelphia Parking Authority
Taxi and Limousine Division
c/o Mr Charles Milstein esq. (asst. to the Director)
2415 S. Swanson Street Phila. Pa. 19148

RE: ACT 119

Greetings Mr. Milstein;

On behalf of the 1,200 driver-members of the Taxi Workers Alliance of Pennsylvania, we would like to submit comments on behalf of the taxicab drivers. We deeply appreciate the Authority's interests of the opinion of the taxi industry. Our comments are as follow:

It would be in the public's best interests if all of the wheelchair accessible taxicabs were under the roof of only a couple of radio dispatch companies at the most. People with disabilities would know which companies would better service their needs. If the WAV were spread out among the current 14 players, it would create chaos and delays regarding service to these valued customers. Freedom Taxi would be an idea candidate as they have already prioritized this market. If the Authority felt it was needed, then another dispatch company at most should be selected.

As far as how to bring these medallions to market, we feel that an open competitive auction would work best. If one medallion purchaser is more committed than the others, then that committed medallion purchaser should become the owner. This should not be an opportunity for some profiteer to buy medallions on the cheap. Furthermore, the more committed the purchaser is, the better service they are likely to provide, which is the bottom line of ACT 119. The auction should be an open process in order to guarantee transparency, fairness, and equal access to all concern parties.

What fascinates us most with ACT 119, is the provision highlighting taxicab drivers training. It would be idea if the training session lasted at least one week. While most companies offer a 2-3 day course, we feel that the taxicab industry should seek a higher standard. This classification of driver will need to exhibit an extraordinary amount of patience, tolerance, and selflessness. ACT 119 also calls for the compensation of taxicab drivers during the training session. This is a tricky area, as most drivers will be required to pay a lease on the current medallion cab that they are leasing while they attend the training. Either the driver should be relieved of this leasing

arrangement while they are attending the training session, or the PPA-TLD must compensate the driver plus lost earnings. If however, there is no current leasing requirement of the driver, then the PPA-TLD should compensate the drivers for a shift of earnings. It has been our experience that the average driver earns about \$18.00 per hour. Again, we would like to commend the Authority for having an open door policy regarding ACT 119.

Respectfully submitted;

Ronald Blount - president