



City of Chicago Office of the City Clerk

City Hall
121 North LaSalle Street
Room 107
Chicago, IL 60602
www.chicityclerk.com

Legislation Referred to Committees at the Chicago City Council Meeting 12/11/2013 Section 2a - City Clerk Introductions

File #	Title	Sponsor(s)	Committee Referral	
Journal Correction(s)				
1	O2013-9412	Correction of City Council Journal of Proceedings of September 11, 2013	City Clerk (transmitted by) (Clerk)	Rules
Municipal Code Amendment(s)				
2	O2013-9409	Amendment of Municipal Code Chapter 9-112-600 to increase taxicab fare rates (submitted by Haben Ghebregergish and Dean Zitzewitz)	City Clerk (transmitted by) (Clerk)	Transportation



City of Chicago



O2013-9412

Office of the City Clerk

Document Tracking Sheet

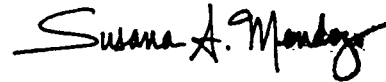
Meeting Date:	12/11/2013
Sponsor(s):	City Clerk (transmitted by) (Clerk)
Type:	Ordinance
Title:	Correction of City Council Journal of Proceedings of September 11, 2013
Committee(s) Assignment:	Committee on Committees, Rules and Ethics

December 9, 2013.

Be It Ordained by the City Council of the City of Chicago:

SECTION 1. That the resolution (R2013-759) presented at the September 11, 2013 City Council meeting by Aldermen Arena and others certifying to the Chicago Board of Election Commissioners of an advisory referendum to be submitted to all Chicago voters regarding whether each member of the Board of School District 299 be elected by said voters is hereby corrected by deleting the words: "which was Referred to the Committee on Education and Child Development" and inserting in lieu thereof the words: "Two committees being called, the Committee on Education and Child Development and the the Committee on Finance, said proposed resolution was *Referred to the Committee on Committees, Rules and Ethics*".

SECTION 2. This ordinance shall take effect after its passage.

A handwritten signature in black ink, appearing to read "Susana A. Mendoza". The signature is fluid and cursive, with a horizontal line drawn underneath it.

SUSANA A. MENDOZA,
City Clerk.

Agoda.com



City of Chicago



O2013-9409

Office of the City Clerk

Document Tracking Sheet

Meeting Date:	12/11/2013
Sponsor(s):	City Clerk (transmitted by) (Clerk)
Type:	Ordinance
Title:	Ordinance regarding Taxicab fare increase (submitted by Haben Ghebregergish and Dean Zitzewitz)
Committee(s) Assignment:	Committee on Transportation and Public Way

December 3, 2013

Susana Mendoza, City Clerk
121 North LaSalle Street
Room 107
Chicago, Illinois 60602

City Clerk Susana Mendoza:

Please introduce on our behalf, the enclosed citizen's ordinance regarding a taxicab fare increase to the City Council meeting on December 11, 2013 and please have this proposed ordinance referred to the Committee on Transportation and Public Way for their consideration.



Haben Ghebregergish
(617) 263-6058



Dean Zitzewitz
(773) 425-7085

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Be it ordained by the City Council of the City of Chicago the following ordinance is to be amended:

9-112-600 Taxicab rates of fare – Revision

Portions omitted do not affect remainder of ordinance. Strikeouts reflect current ordinance. Underscored text is proposed ordinance.

(a) Commencing with the effective date of this Chapter, the rates of Fare for taxicabs shall be as set forth in this section:

For the first ~~1/9~~ 1/8 mile or fraction thereof: \$3.25

Forty-five cents of this initial mileage rate for the first ten taxicab fares which a driver transports per day is hereby designated for payment of workers' compensation insurance.

For each additional ~~1/9~~ 1/8 mile or fraction thereof: ~~\$-.020~~ \$0.30

For each ~~36~~ 43 seconds of time elapsed: ~~\$ 0.20~~ \$0.25

~~For the first additional passenger over the age 12~~ \$1.00

~~years and under the age of 65 years:~~

For each additional passenger, ~~after the first~~ \$-0.50 \$1.00

~~additional passenger, over the age of 12 and under the age of 65 years:~~

Vomit clean-up fee: \$50.00

the first part of the paper, we consider the case where the system is in a steady state. In this case, the system is in a steady state, and the system is in a steady state.

In the second part of the paper, we consider the case where the system is in a transient state. In this case, the system is in a transient state, and the system is in a transient state.

In the third part of the paper, we consider the case where the system is in a steady state. In this case, the system is in a steady state, and the system is in a steady state.

In the fourth part of the paper, we consider the case where the system is in a transient state. In this case, the system is in a transient state, and the system is in a transient state.

In the fifth part of the paper, we consider the case where the system is in a steady state. In this case, the system is in a steady state, and the system is in a steady state.

In the sixth part of the paper, we consider the case where the system is in a transient state. In this case, the system is in a transient state, and the system is in a transient state.

References

1 fares?

2 COMMISSIONER KRIMBEL: Well,
3 currently, we have a commission put together.
4 As I said earlier, it is with our Department,
5 Department of Transportation, the Mayor's Office
6 of People with Disabilities, as well as the
7 Mayor's office. And we have been benchmarking
8 12 different cities.

9 I can tell you right now that
10 we -- not counting tips. If you just count the
11 meter rate, our meter rate is second from the
12 bottom. It is the lowest. The only one lower
13 is Washington, D.C. If you add in the surcharge
14 for gasoline, which is the 50 cents and the
15 dollar, it brings it up to fourth from the
16 bottom out of the twelve cities that we looked
17 at.

18 Also, in that same data set,
19 the cost of gasoline, we are No. 1 across the
20 country. So as you can see, the economics of
21 this industry needs to be looked at and we need
22 to do it right.

