



WISCONSIN LEGISLATIVE COUNCIL AMENDMENT MEMO

2011 Assembly Bill 529

Assembly Amendment 1

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Under *current law*, the council of a city or village or a town board may regulate and license the taxicab business by licensing each taxicab used for hire. Additionally, the council or board has the authority to revoke a taxicab license when in its judgment public safety requires.

2011 Assembly Bill 529 provides that a first class city may regulate and license taxicabs through a medallion license system. If a first class city enacts an ordinance to create a medallion license system, the ordinance must require the city to do the following:

- Within one year after the enactment of the ordinance, issue to any person holding an unexpired taxicab license a taxicab medallion license upon payment of a fee not to exceed \$500.
- Commission an *annual* study, followed by a hearing on that study, to determine whether there is new demand for additional taxicab medallion licenses.
- Issue taxicab licenses through a public auction, if it is determined that there is new demand for additional licenses.
- During the first five years after the enactment of the ordinance, limit the amount of additional licenses issued to not more than 2% of the initial licenses issued.
- Each year thereafter, limit the amount of additional licenses issued to not more than 1% of the number of taxicab medallion licenses existing at the end of the previous year.
- Allow taxicab medallion licenses to be transferrable. The city may require the transferee to pay a transfer fee of not more than 10% of the highest price paid for a new taxicab medallion license at the most recent public auction.

- Allow a taxicab medallion licensee to enter into an agreement with another person to operate a taxicab under the licensee's medallion license.
- Issue a taxicab medallion plate to the licensee, who must then affix the plate to the outside of his or her taxicab.

Under the bill, any fee imposed or price charged by the city is not required to bear a reasonable relationship to the cost of regulating taxicabs.

Assembly Amendment 1 provides that the study commissioned to determine whether there is new demand for taxicab medallions must be completed *before each auction*, rather than annually.

Legislative History

Assembly Amendment 1 was offered by Representative Farrow. On February 14, 2012, the Assembly Committee on Transportation recommended adoption of Assembly Amendment 1, on a vote of Ayes, 13; Noes, 0. The committee then recommended passage of Assembly Bill 529, as amended, on a vote of Ayes, 13; Noes, 0.

MQ:jal