

**TPC Taxi Subcommittee Final Recommendations
November 2014**

| Current Law: Major Requirements for Taxicabs | Alder Resnick's Substitute | Mayor Soglin's Alternate | TPC Subcommittee Recommendations |
|---|--|--|--|
| DEFINITIONS: MGO 11.06(3) | Defines GPS and TNC and adds transportation network vehicle as type of public passenger vehicle. | Defines GPS and TNC and adds transportation network vehicle as type of public passenger vehicle. | Amend Substitute/Alternate definition to state that drivers may be using their personal vehicles and TNCs are defined as only using online enabled platforms. |
| LICENSURE: Companies, Drivers and Vehicles providing public passenger service, for hire, must be licensed by the City of Madison. | Creates a new type of public passenger service category for TNC companies, drivers and vehicles in MGO- each requires a City license. Clarifies that "for hire" includes services taking a donation for payment. These services shall be licensed by the City. | Creates a new type of public passenger service category for TNC companies, drivers and vehicles in MGO- each requires a City license. Clarifies that "for hire" includes services taking a donation for payment. These services shall be licensed by the City. | Clarifies that "for hire" includes services taking a donation for payment. These services shall be licensed by the City. |
| HOURS OF OPERATION: Metered and zoned cabs must provide service 24 hours-a-day, 7 days a week (24 x 7). | Each taxicab or TNC licensee would be required to provide service 24 x 7 in its second year of being licensed by the City. | No change to current law. | Adopt Substitute provision that 24/7 not required until second year for taxicab or TNCs. |
| VEHICLE INSPECTION: Taxicab licensees are required to have vehicles inspected each 5,000 miles driver and make inspection records available to TE. | TNC vehicles would be exempt from current law, but would be required to pass a 19-point inspection by mechanic approved by TE. | No change to current law. | Adopt Substitute provision related to required inspection. No change to current law for taxicabs. |

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| <p>GEOGRAPHIC COVERAGE: All licensed taxicab companies must provide service to the entire City.</p> | <p>Each TNC or Taxicab vehicle would be required to furnish service to the entire City. Each service would be required to have a six-vehicle fleet. Vehicles without an exterior color scheme would not be allowed to serve State Street or stop at taxicab stands.</p> | <p>Would require taxicab and TNC vehicles to operate throughout the City.</p> | <p>No change to current law.</p> |
| <p>SPECIAL TNC REQUIREMENTS – NOT IN CURRENT LAW</p> | <p>Special TNC requirements: -Maintain TNC office staffed from 9 am to 5 pm. -Maintain toll free phone number and US and electronic mail address. -Maintain all required records. - -Submit plan to help customers recover lost items. -TNC driver may only accept electronic payments and ride dispatches via app. -TNC customers must be able to see picture of driver and license plate on app before trip. -No vehicle advertisements or lighting unless approved by TE. -Shall provide list of best practices to be approved by TE.</p> | <p>Special TNC requirements: -Maintain TNC office staffed from 8 am to 5 pm. -Maintain toll free phone number -TNC app must show all available cars within city limits. -TNC must provide signed driver acknowledgements that indicate that drivers of vehicles using TNC apps. -Upon sale of said vehicle, must disclose that it was used as public passenger vehicle; must make any lien holder or insurer of the vehicle aware it is be used as public passenger vehicle; must be aware of all tax liability.</p> | <p>Amend Substitute provision relating to best practices. Require TE to provide list of potential risks to TNC drivers.</p> |

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| <p>INSURANCE COVERAGE: Coverage for taxicabs must be for the minimum amount of one million dollars (\$1,000,000) per accident, shall be primary and non-contributory, and shall list the City of Madison, its officers, officials, and employees as additional insured's.</p> | <p>Requires when a TNC driver is logged into the TNC app but is not engaged in a transporting a passenger; the company shall maintain minimal coverage of fifty thousand dollars (\$50,000) to any one (1) person in any one (1) accident, one hundred thousand (\$100,000) dollars to all persons in any one (1) accident, and for property damage arising out of the use of the motor vehicle to a limit, exclusive of interest and costs, of thirty thousand (\$30,000) dollars in any one (1) accident.</p> <p>Once a driver accepts a ride via the TNC app until the time a passenger departs the vehicle, \$1 million per accident coverage is required.</p> | <p>Requires TNCs are required to maintain the same \$1 million per accident insurance currently required by taxis under current law.</p> | <p>Specify that TNC vehicles are required to be insured by \$1 million upon the driver logging onto the TNC app.</p> |
| <p>REFUSAL OF SERVICE: No licensed taxicab company may refuse service unless passenger is abusive, has been known not to pay fares, is overly intoxicated.</p> | <p>Would exempt TNC drivers of this requirement. However, TNCs would be required to provide a report to the City documenting rides declined and declined person's address.</p> | <p>No change to current law.</p> | <p>No change to current law.</p> |

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| <p>VEHICLE MARKINGS/ COLOR SCHEME: Each meter or zone taxicab shall be conspicuously and permanently marked on the right and left exterior sides with the owner's name, vehicle permit number, type of vehicle permit issued, and current rates of fare.</p> <p>Each taxicab licensee is required to have a designated color scheme</p> | <p>Would exempt TNC vehicles from color scheme and permanent markings requirements but each vehicle would need to have decal with rate info as approved by the City Clerk.</p> <p>Vehicles without an exterior color scheme would not be allowed to serve State Street or stop at taxicab stands</p> | <p>Would remove requirement that Taxicabs (or TNC vehicles) are required to have permanent marking. Temporary or permanent marking would be required at time a licensed driver is intending to operate a vehicle to transport public passengers.</p> <p>The color scheme requirement would be repealed for public passenger vehicles</p> | <p>Adopt Substitute amendment which includes provision that requires TNC customers to have access to the license plate number (on the app) of the vehicle they will ride in.</p> |
| <p>DAILY LOGS: Driver are required to maintain daily logs of each shift worked to be available to MPD or TE.</p> | <p>Specifies that logs may be maintained electronically.</p> | <p>Specifies that logs may be maintained electronically. Requires that no driver (including TNCs) shall transport a passenger without recording the transaction.</p> | <p>Adopt Alternate regarding daily logs.</p> |
| <p>TAXIMETER: Every taximeter being operated in a taxicab in the City of Madison shall be inspected by the City Sealer or Weights and Measures Inspectors within 10 days after any new rate goes into effect and at such other times as the Inspectors or Director of Transportation may require.</p> | <p>Would allow TNC drivers to use GPS devices as meter. Drivers would not be able to accept cash for payment or gratuity.</p> | <p>Would allow TNC drivers to use GPS devices as meter.</p> | <p>Would allow TNC and taxicab licensees to use GPS devices as meter.</p> |

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| <p>RATE CHANGES ALLOWED: Metered taxicab companies must file rate change with the City Clerk at least 28 days before the new rate takes effect. A company may only change rate once every six months.</p> | <p>Taxicabs and TNCs would be required to submit a request to TE by Oct 1 of the preceding year for 45 days in which they would like to charge special fares. The customer may be made aware and accept in advance of a ride.</p> | <p>No change to current law. Surge pricing would be prohibited.</p> | <p>No change to current law. Surge pricing would be prohibited.</p> |
| <p>DRIVER REQUIREMENTS: Driver has to be 18-years old and may be denied a permit for charges or convictions related to a crime substantially related to driving a taxicab. If a driver is denied a permit, he or she may appeal to a TPC subcommittee</p> | <p>No change to current law.</p> | <p>No change to current law.</p> | <p>No change to current law.</p> |
| <p>PUBLIC PASSENGER LICENSING RATES: Provides for meter or zone taxicab type of service, with the following rates: -Initial one-year, \$1,200. -Initial two-year, \$2,075 and two-year renewal, \$1,750 -Annual vehicle permit, \$65.</p> | <p>Adds TNC type of service, with the following rates: -Initial one-year, \$1,200. -Initial two-year, \$2,075 and two-year renewal, \$1,755. - Annual vehicle permit, \$60.</p> | <p>Adds TNC type of service, with the following rates: -Initial one-year, \$1,200. -Initial two-year, \$2,075 and two-year renewal, \$1,750. -Annual vehicle permit, \$60.</p> | <p>Adds TNC type of service with the same rates as meter and zone taxicabs: -Initial one-year, \$1,200. -Initial two-year, \$2,075 and two-year renewal, \$1,750. -Annual vehicle permit, \$65.</p> |