

Comparison Between Current Law, Alder Resnick’s Substitute and Mayor Soglin’s Alternative

Current Law: Major Requirements for Taxicabs	Alder Resnick’s Substitute	Mayor’s Alternative
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.	Creates a new type of public passenger service category for TNC companies, drivers and vehicles in MGO- each requires a City license.
HOURS OF OPERATION: Metered and zoned cabs must provide service 24 hours-a-day, 7 days a week (24 x 7).	Each Public passenger operator would be required to provide service 24 x 7 in its second year of being licensed by the City.	No change to current law.
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.
GEOGRAPHIC COVERAGE: All licensed taxicab companies must provide service to the entire City.	Each TNC or Taxicab vehicle would be required to furnish service to the entire City. Each service would be required to have a 6 vehicle fleet; Vehicles without an exterior color scheme would not be allowed to serve State Street or stop at taxicab stands.	Would require taxicab and TNC vehicles to operate throughout the City.
SPECIAL TNC REQUIREMENTS-- NOT IN CURRENT LAW	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;	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

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	<p>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>driver acknowledgements that indicate that drivers of vehicles using TNC apps: must upon sale of said vehicle 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>INSURANCE COVERAGE: Coverage for taxicabs must be for in 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 insureds.</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 to the time a</p>	<p>Requires TNCs are required to maintain the same \$1 million per accident insurance currently required by taxis under current law.</p>

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	passenger depart the vehicle \$1 million per accident coverage is required.	
REFUSAL OF SERVICE: No licensed taxicab company may refuse service unless passenger is abusive, has been known not to pay fares, is overly intoxicated.	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.	No change to current law.
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. Each taxicab licensee is required to have a designate color scheme	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. Vehicles without an exterior color scheme would not be allowed to serve State Street or stop at taxicab stands	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. The color scheme requirement is repealed for public passenger vehicles
DAILY LOGS: Driver are required to maintain daily logs of each shift worked to be available to MPD or TE.	Specifies that logs may be maintained electronically.	Specifies that logs may be maintained electronically.
TAXIMETER: Every taximeter being operated in a taxicab in the City of Madison shall be inspected by the City Sealer or	Would allow TNC drivers to use GPS devices as meter. Drivers would not be able to accept cash for payment or gratuity.	Would allow TNC drivers to use GPS devices as meter.

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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.		
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.	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.	No change to current law.
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	No change to current law.	No change to current law.