



Legislation Details (With Text)

File #: 34016 **Version:** 4 **Name:** Transportation Network Companies

Type: Ordinance **Status:** Passed

File created: 5/6/2014 **In control:** TRANSIT AND PARKING COMMISSION (ended 06/2018)

On agenda: 3/31/2015 **Final action:** 3/31/2015

Enactment date: 4/9/2015 **Enactment #:** ORD-15-00041

Title: 2nd ALTERNATE Amending Sections 11.06(2)(a)2., 11.06(3), 11.06(4)(a), 11.06(5)(a), 11.06(7)(a); creating Secs. 11.06(7)(b); renumbering Secs. 11.06(7)(b)-(n) to (c)-(o); amending Secs. 11.06(7)(e) and (f) and (8)(a); creating Sec. 11.06(8)(b); renumbering Secs. 11.06(8)(b) and (c) to (c) and (d); amending Sec. 11.06(9)(a); creating Sec. 11.06(9)(f); renumbering Secs. 11.06(9)(f)-(o) to (g)-(p); amending Secs. 11.06(10); and creating and amending Section 1.08(3)(a) of the Madison General Ordinances to permit the business and outline the licensing requirements for Transportation Network Companies operating in the City of Madison and to create and amend the bail deposit schedule.

Sponsors: Chris Schmidt, Paul R. Soglin

Indexes:

Code sections:

Attachments: 1. 2nd Alternate Body-Version 4, 2. Substitute Body-Version 3, 3. Alternate Body-Version 2, 4. Version 1, 5. LYFT letter dated 9/22/14, 6. Major taxicab requirements-current MGO, 7. TPC Taxi Subcommittee Final Recommendations Nov 2014, 8. Adam Chern email dated 8/5/14, 9. Fred Schepartz email dated 2/10/15, 10. Victoria Krzykowski email dated 2/11/15, 11. Report of Metro Paratransit Interests in TNC's dated 2.11.15, 12. Tom Melms Statement 2/11/15, 13. Marc Mouchon Statement 2/11/15, 14. Jason Glomp Statement 2/11/15, 15. Larry Sharp Statement 2/11/15, 16. Adam Chern statement 2/11/15, 17. Registration Slips TPC meeting 2/11/15, 18. Uber Handout-Understanding Periods.3.11.15, 19. Registration Slip TPC meeting 3/11/15, 20. Comparison.Chart 3/31/15, 21. UBER Materials.pdf

Date	Ver.	Action By	Action	Result
3/31/2015	4	COMMON COUNCIL	Adopt the Following Amendment(s)	Fail
3/31/2015	4	COMMON COUNCIL	Adopt	Pass
3/31/2015	4	COMMON COUNCIL		
3/11/2015	3	TRANSIT AND PARKING COMMISSION (ended 06/2018)	RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER	Pass
2/11/2015	3	TRANSIT AND PARKING COMMISSION (ended 06/2018)		
1/15/2015	3	EQUAL OPPORTUNITIES COMMISSION	Return to Lead with the Following Recommendation(s)	Pass
1/13/2015	3	PUBLIC SAFETY REVIEW COMMITTEE	Return to Lead with the Following Recommendation(s)	Fail
9/9/2014	2	PUBLIC SAFETY REVIEW COMMITTEE	Return to Lead with the Following Recommendation(s)	Pass
7/8/2014	1	PUBLIC SAFETY REVIEW COMMITTEE	Re-refer	
7/1/2014	1	PUBLIC SAFETY REVIEW COMMITTEE	Re-refer	

6/12/2014	1	EQUAL OPPORTUNITIES COMMISSION	Referred
6/10/2014	1	PUBLIC SAFETY REVIEW COMMITTEE	Return to Lead with the Recommendation Pass to Place on File
5/7/2014	1	TRANSIT AND PARKING COMMISSION (ended 06/2018)	Refer
5/7/2014	1	TRANSIT AND PARKING COMMISSION (ended 06/2018)	Refer
5/7/2014	1	TRANSIT AND PARKING COMMISSION (ended 06/2018)	Refer
5/6/2014	1	COMMON COUNCIL	Referred
5/6/2014	1	Attorney's Office/Approval Group	Referred for Introduction

Fiscal Note

This resolution would amend MGO 11.06 (Licensing and Regulating Public Passenger Vehicles, For Hire) to add a category of "Transportation Network Companies" (TNC). From a fiscal perspective, TNC's would be subject to the same license and permit fees as taxicab service. In 2014, the City collected \$16,745 in revenues related to taxicab operator and driver permits, with approximately \$16,560 related to taxicab licenses. It is uncertain how many additional licenses and permits may be issued as a result of this ordinance change.

Title

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Body

DRAFTER'S ANALYSIS: This 2nd Alternate/fourth version of the TNC ordinance is at the recommendation of the Traffic and Parking Commission and their subcommittee meetings. This version requires TNC's to provide 24/7 service throughout the City beginning in the first year of licensure and does not allow TNC's to refuse service or decline rides unless the passenger is abusive, etc. This ordinance allows TNC vehicle inspections to be done by a mechanic approved by Traffic Engineering (no on-site mechanic required). In addition this ordinance enables TNC's to use GPS to calculate rates. No surge ("dynamic") pricing would be allowed. Insurance requirements would be one million dollars when a ride has been accepted. Prior to a ride being accepted the requirements would be \$100,000/person up to a maximum of \$300,000/accident, and \$25,000 for property damage. Permitting fees would be the same as taxicabs. Lastly, this ordinance would allow TNC's to not have uniform color schemes on their vehicles, but a decal approved by the City.

The Common Council of the City of Madison do hereby ordain as follows:
Please see "2nd Alternate Body" in Attachments.