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STATE REPRESENTATIVE

AB 143 vs. City of Madison Ordinance as Amended (Key provisions – may not be all-inclusive)

Topic	Proposed Madison Ordinance	Proposed State Bill
Licensing of Drivers	Requires permit through the city, including standards to protect public safety. City performs screening, ensuring it is done appropriately.	Drivers are not licensed but requirements are set to include standards protecting public safety but gives responsibility for screening to the TNC. No routine oversight by outside agency.
Hours of Operation	Requires TNCs to provide 24/7 service.	No requirement for hours of service, allowing TNCs to provide service only at peak and most profitable hours.
Vehicle Safety Inspection	Requires a one-time 19 point safety inspection by an approved mechanic.	No inspection required. Vehicles only need to adhere to private vehicle safety standards, despite commercial use for transporting passengers.
Operations	Required to maintain a local office open during day-time hours. Have a toll free contact number. Have both a local mailing address as well as an email address.	No requirements for local office, phone number, mailing or email address, leaving only the online application available for consumer contact.
Payment	Requires TNCs accept only electronic payment on their network for both fare and tip from their network.	Requires TNCs to accept only electronic payment for fares from their network. Does not address whether drivers may accept cash for tips.
Insurance	Requires the TNC to maintain insurance when drivers are logged into the system, whether carrying a passenger or not: Requires that when there a passenger on board there be	Allows either the drivers or the TNC, or a combination of the two , to provide required insurance: Requires that when there a passenger on board there be

	<p>insurance of \$1 Million per passenger.</p> <p>Requires that when there is no passenger there be insurance of \$100,000 per individual and \$300,000 per incident</p>	<p>insurance of \$1 Million per passenger.</p> <p>Requires that when there is no passenger there be insurance of \$50,000 per individual, \$100,000 per incident, and \$25,000 for property damages</p>
Non- Discrimination	<p>Required to meet all guidelines set forth by the city's Equal Opportunities ordinance and state statute.</p> <p>Can only refuse service if: -Passenger is abusive -Passenger has a history of not paying fare -Passenger is overly intoxicated</p>	<p>Required to have a non-discrimination policy covering protected classes as well as the passenger's destination.</p> <p>(No mention of place of passenger's origin, implying service may be refused based on neighborhood)</p>
Vehicle Markings	<p>Requires a license plate number to appear in app.</p> <p>Requires fare calculation method to be disclosed on app.</p> <p>Requires fare calculation method to be displayed in the vehicle.</p>	<p>Requires a license plate number to appear in app.</p> <p>Requires fare calculation method to be disclosed on app.</p> <p>Does not require fare calculation method to be displayed in the vehicle.</p>
Pricing	<p>Would not permit surge pricing.</p>	<p>Allows surge pricing, a predatory practice by which passengers may be charged exorbitant fees at times of high demand.</p>
Licensing Fee	<p>\$1,200 - 1 year initial license fee \$2,075 - 2 year initial license fee</p> <p>\$1,750 - 2 Year Renewal Fee</p> <p>Plus annual \$65 per vehicle fee</p>	<p>\$5,000 - Initial license fee</p> <p>\$5,000 - 2 year renewal fee</p>
City Wide Service	<p>Requires TNC's to provide service to the entire city.</p>	<p>Preempts local ability to require service to the entire city or other geographic area, leaving low-income neighborhoods vulnerable to lack of transportation options.</p>