



City Code Amendment:

Modernizing Taxi Administration & Requirements

April 2021

City Council



Background

Longstanding City regulation of Taxis

Ride-hail (e.g. Uber, Lyft) enter in 2015 and regulated by the State

OPA Taxi Regulation Efficiency Analysis Report













- Mirror VA ride-hail requirements
- Reduce scope of regulation
- Reduce fees

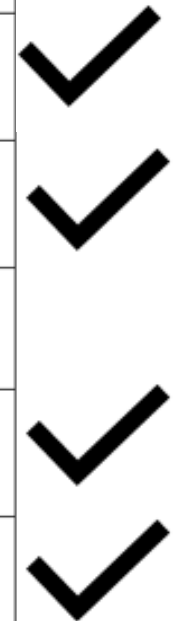
Goals

- Reduce regulatory burden
- Reduce costs and fees
- Recognize COVID-19 impact to taxi industry

OPA Recommendations and Proposed Code Amendment

 City
  Taxi companies
  Further examination required

Activity	Current	Proposed
Vehicle inspections		
Background checks		
Investigate resident complaints and issue taxi permits		
Taxi aesthetics and company location		
Fares, fees, and company size		
Paratransit and Senior Taxi programs*		
Cost to the taxi industry	\$278,000	\$20,000
City regulatory costs	\$278,000	\$5,500





Proposed Code Changes

Eliminate:

- Requirements for driver dress, office location, market share, and redundant vehicle requirements

Restructure Requirements:

- Require taxi companies to conduct background screenings; subject to inspection and verification
- Verify state safety inspections rather than conduct inspections
- Appointment of Hack Inspector by City Manager

UM/UIIM Coverage Requirement

Recommendation:

- Uninsured and Underinsured Motorist Insurance – 9-12-6 (a)(1)
 - Add requirement to carry minimum of \$100,000 coverage

Discussion:

- Companies are opposed, cite extra cost
- Proponents cite cost of ~\$20/year
- Industry comparison:
 - Required of TNCs in VA
 - Under consideration in Arlington and Fairfax

Recommendation

- Consider the ordinance on first reading
- Docket the ordinance for second reading and approval on April 17, 2021