



**CITY COUNCIL
ATLANTA, GEORGIA**

23-O-1235

AN ORDINANCE BY COUNCILMEMBER BYRON D. AMOS AS SUBSTITUTED (#2) BY TRANSPORTATION COMMITTEE TO AMEND CHAPTER 162, ARTICLE II, DIVISION 5, SECTION 162-118, (SCHEDULE OF FARES) OF THE CITY OF ATLANTA CODE OF ORDINANCES TO INCREASE THE TAXICAB FARES; AND FOR OTHER PURPOSES.

WHEREAS, effective July 1, 2015, the Official Code of Georgia was amended to provide for the regulation of ride share services, (also known as transportation network services, or TNCs), throughout the State of Georgia (See OCGA § 40-1-191); and

WHEREAS, pursuant to OCGA § 40-1-191, it is established that it is in the public interest to provide uniform administration and parity among taxi services and ride share services, for the safety and protection of the public; and

WHEREAS, during the 2016 Session, the Georgia General Assembly approved SB 320, effective January 1, 2017, in which the Official Code of Georgia was amended to add a new section OCGA § 40-1-193.1, which requires taxi services doing business or operating in the state of Georgia to register with the Georgia Department of Public Safety; and

WHEREAS, a taxi service is defined in OCGA § 40-1-190(5) as a “taxicab company or provider which utilizes a motor vehicle or similar vehicle, device, machine, or conveyance to transport passengers; uses a taximeter; and is authorized to provide taxicab services pursuant to an ordinance of a local government in this state”; and

WHEREAS, OCGA § 48-13-18 generally prohibits the municipal licensing or taxation of businesses, trades, or occupations operating motor vehicles required to be registered with the Georgia Department of Public Safety; and

WHEREAS, in accordance with OCGA § 40-1-193.1, on January 1, 2017, the City of Atlanta (City) lost its ability to enforce regulations against taxi companies or providers within the City of Atlanta and lost its ability to inspect taxicabs within the City of Atlanta, generally; and

WHEREAS, OCGA § 40-1-191 also generally preempts the City’s ability to administer and regulate rideshare services; and

WHEREAS, OCGA § 40-1-191 contains an exemption to both the preemptions against the City’s administration and regulation of taxi services, as well as the City’s administration and regulation of rideshare services, as it specifically authorizes the governing authority of any municipal airport to regulate any taxi, rideshare and limo services doing business at any such airport, and to establish fees as a part of the regulation process; and

WHEREAS, the City is owner and operator of Hartsfield-Jackson Atlanta International Airport (Airport); and

WHEREAS, in response to both changes to state law and public demand, in 2016, pursuant to 16-O-1468, the City amended its Code of Ordinances in order to deliver a consistent, modern and secure regulatory regime permitting taxi and rideshare services to operate at the Airport; and

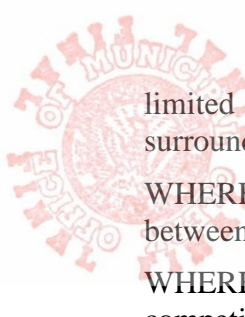
WHEREAS, pursuant to 16-O-1468 the City ensured that a level playing field is maintained by establishing certain minimal regulations for taxi and rideshare services operating at the Airport, the City exercised its regulatory authority to achieve the City’s accessibility goals, ensure best in class customer service through the utilization of modern vehicles and widely available consumer technology, and

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limited any negative effects such vehicle for hire activity may have on traffic at the Airport and the surrounding area; and

WHEREAS, it is the desire of the City to continue to ensure that a level playing field is maintained between vehicle for hire services operating at the Airport; and

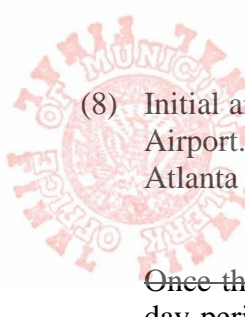
WHEREAS, members of the taxicab industry are requesting to increase the taxi fares in order to have competitive rates compared to other ridesharing companies.

WHEREAS, at the request of members of the taxicab industry which state that to do so would be a benefit thereto and would ease burdens thereon, it is the desire of the Atlanta City Council to amend the City of Atlanta Code of Ordinances to increase the taxi fares.

THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA HEREBY ORDAINS as follows:

SECTION 1: That Chapter 162, Article II, Division 5, Section 162-118 (Schedule of fares) of the City of Atlanta Code of Ordinances shall be amended such that it shall thereafter read as follows (with permanent additions in underlined font and permanent deletions in strikethrough font):

- (a) All CPNC holders shall require all taxicab companies and drivers to charge up to the following schedule of maximum fares, except as otherwise provided in this section:
 - (1) The first one-eighth mile, ~~\$2.50~~ \$3.50.
 - (2) Each additional one-eighth mile, ~~\$0.25~~ \$0.30.
 - (3) Waiting time, ~~\$21.00 per hour~~ \$24.00 per hour.
 - (4) For each additional passenger in excess of one riding in the vehicle on the same trip, \$2.00 per person. Only one child in the company of an adult will be charged the additional passenger fee; any additional children will not be charged any additional passenger fee. Children under six will not be charged.
 - (5) There shall be no charge for use of additional space for luggage, trunks or cargo for which the trunk space in a four-door sedan would not be adequate.
 - (6) A 20 percent discount on a metered fare be given to a disabled person or person age 65 or older.
 - (7) Fuel surcharge. Once the gasoline price for regular unleaded fuel has averaged between \$2.90 and \$4.39 over a 14 consecutive day period according to the AAA published data, there shall be imposed a fuel surcharge of \$2.00 per trip.

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- (8) Initial airport fare. A charge of \$1.50 shall be applied to all taxicab services originating from the Atlanta Airport. No mileage, waiting time, or other charges are included in the initial airport fare. Additional Atlanta Airport flat rate zone fares shall apply in the manner set forth in this section.

~~Once the gasoline price for regular unleaded fuel has averaged more than \$4.40 over a 14 consecutive day period according to the AAA published data, there shall be imposed a fuel surcharge of \$3.00 per trip.~~

- (9) There shall be an initial money drop of \$10.00 for each trip.


- (b) For taxicab trips between (to and from) the Atlanta airport and destinations within the Downtown Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare of ~~\$360.00~~, with an additional \$2.00 charge for each passenger. In addition to such flat rate fares, a charge of \$21.00 per hour of waiting time shall be imposed. If passengers on the same trip desire different destinations within the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be assessed to each passenger discharged.

For taxicab trips between (to and from) the Atlanta Airport and to a destination within the Buckhead Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare of ~~\$480.00~~, with an additional \$2.00 charge for each passenger. In addition to such flat rate fares, a charge of \$21.00 per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be assessed to each passenger discharged.

For taxicab trips between (to and from) the Atlanta Airport and to a destination within the Midtown Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare of ~~\$382.00~~, with an additional \$2.00 charge for each passenger. In addition to such flat rate fares, a charge of \$21.00 per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be assessed to each passenger discharged.

All fares listed in this section shall include applicable sales tax.

- (c) If two or more passengers enter the same taxicab at the airport and the destinations of such passengers are not all within the downtown zone, the passenger going to the downtown zone shall pay the flat rate as set out in subsection (b) of this section, and the remaining passenger shall pay the same fare as the first passenger plus the fare computed on the meter as set out in subsection (a) of this section for the remaining segment of the trip. If passengers on the same trip desire different locations within the same flat fare zone, after the first stop, a \$1.00 charge or \$0.50 for senior and disabled citizens, in addition to the per-passenger fare, will be addressed to each passenger discharged.
- (d) The legal description of the Downtown Flat Rate Zone shall be as follows: Starting at the intersection of Ashby Street and North Avenue, then proceeding east on North Avenue to the intersection of North



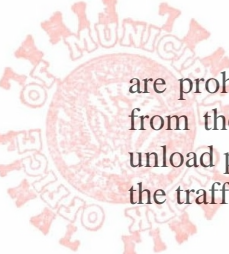
Avenue and Boulevard. Then proceeding south on Boulevard to the intersection of Boulevard and Atlanta Avenue. Then proceeding west on Atlanta Avenue to the intersection of Atlanta Avenue and Interstate 75/85. Then proceeding north on Interstate 75/85 to the intersection of Interstate 75/85 and Georgia Avenue. Then proceeding west on Georgia Avenue to the intersection of Georgia Avenue and Glenn Street. Then proceeding west on Glenn Street to Ralph David Abernathy Boulevard continuing west on to the intersection of Ralph David Abernathy Boulevard and Ashby Street. Then proceeding north on Ashby Street to the intersection of Ashby Street and North Avenue and the starting point.

The legal description of the Midtown Flat Rate Zone shall be as follows:

Starting at the intersection of North Avenue and Interstate 75/85, then proceeding east on North Avenue to the intersection of North Avenue and Boulevard. Then proceeding north on Boulevard to Monroe Drive continuing to the intersection of Monroe Drive and Piedmont Avenue. Then proceeding north on Piedmont Avenue to the intersection of Piedmont Avenue and Interstate 85. Then proceeding south on Interstate 85 to the intersection of Interstate 85 and Interstate 75. Then proceeding north on Interstate 75 to the intersection of Interstate 75 and Northside Drive. Then proceeding south on Northside Drive to the intersection of Northside Drive and North Avenue. Then proceeding east on North Avenue to the intersection of North Avenue and Interstate 75/85 and the starting point.

The legal description of the Buckhead Flat Rate Zone shall be as follows: Starting at the intersection of Peachtree Road and Wieuca Road and proceeding east on Peachtree Road to Roxboro Road. Then proceeding south on Roxboro Road to West Roxboro Road continuing south of West Roxboro Road to the intersection of West Roxboro Road and Shady Valley Road. Then proceeding south on Shady Valley Road to Buford Highway continuing south to the intersection of Buford Highway. Then proceed south on Buford Highway to the intersection of Buford Road and Sidney Marcus Boulevard. Then proceed west on Sidney Marcus Boulevard to the intersection of Sidney Marcus Boulevard and Piedmont Road. Then proceed north on Piedmont Road to the intersection of Piedmont Road and East Wesley Road. Then proceed west on East Wesley Road, continuing to West Wesley Road to the intersection of West Wesley Road and Northside Drive. Then proceed north on Northside Drive to the intersection of Northside Drive and Hillside Drive. Then proceeding east on Hillside Drive to the intersection of Hillside Drive and Powers Ferry Road. Then proceeding north on Powers Ferry Road to the intersection of Powers Ferry Road and Wieuca Road. Then proceeding east on Wieuca Road to the intersection of Wieuca Road and Peachtree Road and the starting point.

- (e) For taxicab trips originating from a business (e.g. hotel, restaurant, mall, or other commercial enterprise) and concluding at another business within the Buckhead Flat Rate Zone described in subsection (d) above, a single passenger shall be charged \$8.00. Each additional passenger on the same trip shall be charged \$2.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged.
- (f) For taxicab trips originating from a business (e.g. hotel, restaurant, mall, or other commercial enterprise) and concluding at business within the Downtown Flat Rate Zone described in subsection (d) above, a single passenger shall be charged \$8.00. Each additional passenger on the same trip shall be charged \$2.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers



are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged. Drivers will be permitted to load and unload passengers at any location within the Downtown Zone unless such loading or unloading impedes the traffic flow or is unsafe for any other reason.

For taxicab trips originating from a business (e.g. hotel, restaurant, mall, or other commercial enterprise) and concluding at business within the Midtown Flat Rate Zone described in subsection (d) above, a single passenger shall be charged \$8.00. Each additional passenger on the same trip shall be charged \$2.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged.

(g) The schedule of fares established in this section shall constitute the maximum fare which may be charged, unless the mayor and council shall provide a different maximum fare by ordinance. Any fares provided in this section or otherwise by ordinance do not prohibit taxicab operators or companies from charging lower fares.

SECTION 2: All ordinances or parts of ordinances in conflict with the term of this ordinance are hereby waived to the extent of the conflict, only.

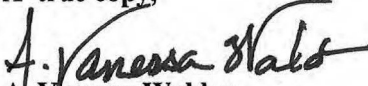
SECTION 3: This ordinance shall become effective immediately upon approval.

SECTION 4: That the Municipal Clerk is instructed to retain all legislative history references in the codified versions of Chapter 162, including Editor's notes, and shall not delete any such references, but shall amend them to include this ordinance.

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A true copy,



A. Vanessa Waldon

Municipal Clerk

ADOPTED by the Atlanta City Council
APPROVED per City Charter Section 2-403

JUN 05, 2023
JUN 14, 2023