

For-Hire Vehicle Advisory Council (FHVAC)

September 25, 2025



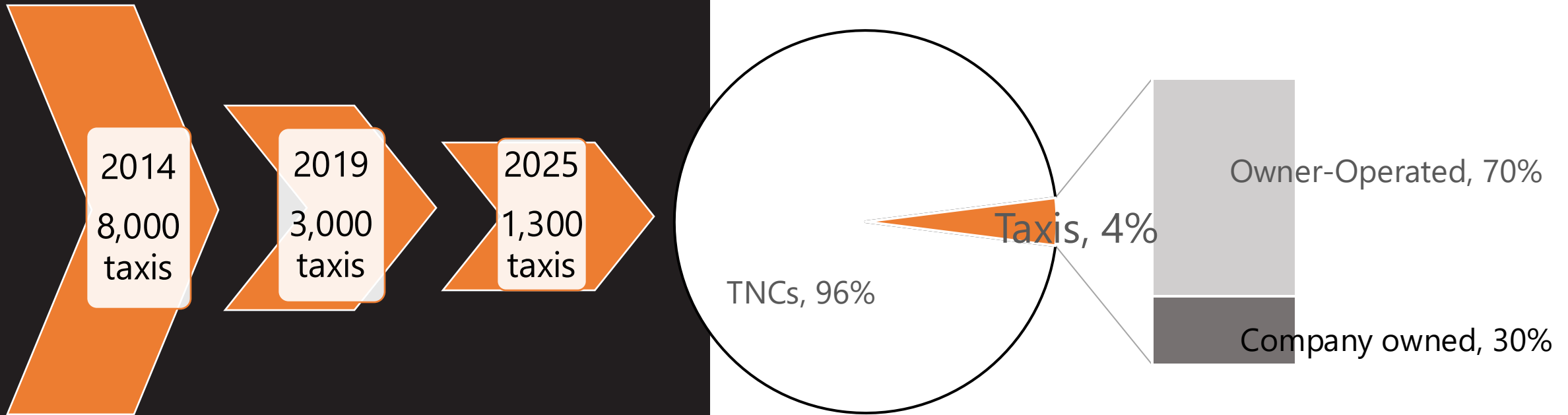
Government of the District of Columbia
Department of For-Hire Vehicles

Market Transformation & Fair Competition



- The industry has transformed dramatically over the past decade
- Regulations have not kept up
- DFHV is committed to creating a fair and competitive environment for all for-hire operators, companies and associations

- 2014 (\approx 8000 taxis) **vs.** 2025 (\approx 1300 taxis)
- TODAY Taxis account for ONLY **4%** of the For-Hire Market
- \approx 70% of the taxi fleet belong to owner-operators



Barriers to Entry & Recruitment Challenges

1. FacelD and One Stop Process

- Companies report recruitment challenges compared to TNCs
- Main reasons: lengthy registration process & fees

- ✓ ***Lower FacelD fees and streamline the process***
- ✓ ***Make required inspection every two (2) years***
- ✓ ***Streamline the FacelD and One Stop Process***

Barriers to Entry & Recruitment Challenges

2. Eliminate Color Scheme

- Adopted in 2014 to provide a consistent and easily identifiable look for 8000 taxis in DC
- Realities of the market & recruitment challenges
- Cities without color scheme recently: LA, San Diego, Chicago
- Taxis to display a DFHV-issued sticker
- Potential Challenges



Preserve the Remaining Taxi Market Share & Support Small Businesses

11 Companies

Min. 20 Fleet: As of 2025, eight (8) companies don't meet the minimum fleet requirements

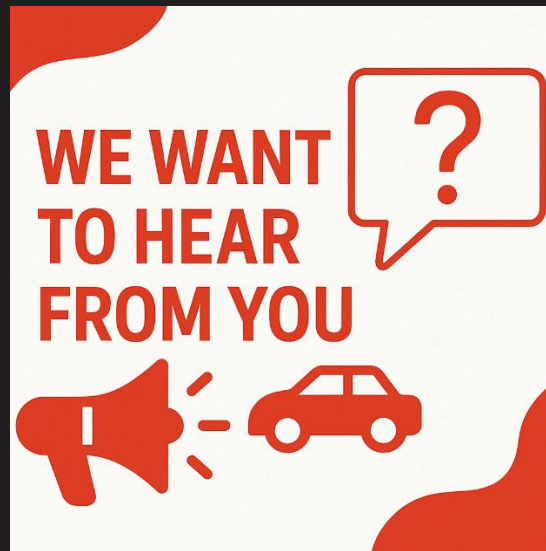
20% WAV requirement

Eligible to receive grants

12 Associations

Min. 20 Fleet: As of 2025, four (4) associations don't meet the minimum fleet requirements

Open Floor Discussion



- Companies vs. Associations
(differences, benefits, and challenges)
- What if DFHV eliminates the minimum
fleet requirements and requires
associations to register as a company?

Support Small Companies & Associations

Fleet Size

- Outdated Regulatory Framework
- Preserving the industry
- Support Small Businesses & Job Creation

✓ ***Eliminate minimum fleet requirements for companies and associations***

Protecting Rider Rights: No Refusals

- Regulations were originally designed for an era when street hails were the predominant form of taxi service.
- Dispatched trips are becoming increasingly more popular

✓ refusal to haul must apply to all requests: street hail, digital hail (e-hail), and phone dispatch

EV Adoption Requirements

Existing Law:

- **50% by 2030** | 75% by 2035
- 90% by 2040 | **100% by 2045**

✓ *Delay EV requirements for taxis
AND make the requirements the
same across the board for both taxis
& TNCs*



Existing Law : 20% of fleet must be Wheelchair Accessible



- ✓ *Require all companies, **regardless of fleet size**, to maintain a min. number of WAVs.*
- ✓ *Companies with seven (7) or fewer vehicles must have at least one (1) WAV*
- ✓ *Companies with > 7 vehicles must meet 20% WAV requirements*

Level the Playing

Field: Taxis & TNCs



✓ *Standardize background check requirements for both taxi and TNC drivers*

✓ *Require all DTS companies to offer upfront pricing by 2028 and drivers to use the feature.*

Wheelchair Accessible Vehicle Requirements

Currently, of the 77 registered WAVs, 42 are registered with grant recipient companies and complete WAV trips on dispatch

✓ ***Require all companies (not just grant recipients) to share WAV trip data***

Wheelchair Accessible Vehicle Requirements

- ✓ ***Create performance-based WAV target: dispatched wait times \leq 1.5 \times non-WAV trips***
- ✓ ***Create WAV Fund***
- ✓ ***Create a WAV Centralized Dispatch System***

Discussion

