

# AMC Title 11 Revisions

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February 2026



# Transportation Inspection Division

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## **Mission**

- To ensure regulated vehicle service to the public is safe, reliable, clean, and service-oriented by administering and enforcing Title 11 of the Anchorage Municipal Code.

## **Core Services**

- Issue, oversee, and revoke chauffeur licenses, permits for regulated vehicles, and dispatch companies.
- Inspect regulated vehicles and chauffeurs for ordinance compliance and safety.
- Investigate complaints and allegations of wrongdoing.
- Provide support to the Transportation Commission. As well as provide support to the Anchorage Assembly in Title 11 affairs.

# TI Division

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- Vehicle for Hire (VFH) permits are for tourism, non-emergency medical transports, elderly and adult care transports, luxury, and direct transport.
  - Six months/Seasonal permits or renewed annually
- Taxicabs and Taxicab Dispatches
  - Renewed annually
- Chauffeur licenses
  - Renewed every two years
- Transportation Commission support

# The Process

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- Over the past year the TI division and Transportation Commission (TC) had six public meetings regarding the industry and the Title 11 edits.
  - Stakeholders: TC, TI division, VFH permit owners, taxicab permit owners and operators, chauffeurs, taxicab dispatches, and MOA legal.
  - An extensive amount of research, discussion, and input
  - The TC adopted many suggestions from these meetings

# Key Changes Include

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- Updating and clarifying code language
- Removing obsolete requirements
- Conforming to practice
- Removing code that was preempted by state law
- Transitioning to smart taximeters
- Strengthening security measures
- Increasing the taxicab maximum fare rate cap

# Smart Taximeter

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- More cost and data effective.
- Requires taxicab dispatch systems to use a smart taximeter. Currently all dispatches except Alaska Yellow Cab are using a smart taximeter.
- More efficient and predicted improvements for the chauffeurs, vehicle owners, dispatches, and TI office.
- National movement to switch to these smart taximeters.

# Strengthening Security Measures

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- AMC 11.10.055A.6 – pg. 4 – Creates a swifter violation review process, provides notice to the Commission and permittee before a scheduled commission meeting. Allows process to take place as needed and not just annually which allows the Commission to act sooner.
- AMC 11.10.110B.2.c and B.2.d – pg. 7 – Adds two instances where the TI may take enforcement to encourage compliance – failing to report to the TI office and where the chauffeur is operating the vehicle under credentials that are false or belong to another.
  - AMC 11.10.110B – pg. 6-9 – Reorganization to clarify there are discretionary and mandatory enforcement actions (grouped like items together within the two different categories).
- AMC 11.10.150 – pg. 10 – Requires permittees and dispatches to ensure chauffeurs have proper licenses and follow code. Prohibits chauffeurs from operating regulated vehicles under credentials that are false or belong to another.

# Strengthening Security Measures Continued

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- AMC 11.10.185 – pg. 11 - The audio and video footage collected in the vehicles is valuable for ensuring passenger and driver safety. Extending video retention from 72 hours (3 days) to 120 hours (5 days).
  - Allows more time for customers to report complaints and TI staff to retrieve video, especially important on weekends and holiday weeks.
  - Clarifying both audio and video are required and not just one or the other.
- AMC 11.30.065 – pg. 21 – Adds new duty to report, allowing TI to take swifter action in specific situations where a chauffeur avoids reporting for enforcement reasons.
- AMC 11.40.060 – pg. 26 – Adds record keeping requirement for licenses, requiring dispatches to ensure all drivers have a valid and current chauffeur and driver's license.
- AMCR 11.10.008 – pg. 29 – Clarifies the rules of conduct at taxicab stands.

# Repealing AMC 11.45 Transportation Network Companies (TNC)

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- This chapter was preempted by state law, which prohibits oversight and regulation of TNCs (such as Uber and Lyft). This includes the TNC chauffeurs.
- AMC 11.45 is no longer necessary or enforced.
- AMC 14.60.030 – pg. 27 – Removes fines that correspond with AMC 11.45

# Increasing The Maximum Taxicab Fare Rate

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- AMCR 11.10.009 – pg. 30 – Increases the maximum taxicab mileage fare rate cap from \$3.00 to \$6.00 per mile. It took Yellow Dispatch over 15 years to reach the last fare rate cap. The fare rate has only increased \$0.75 (a total of three times) in over 15 years and now sits at \$3.00. It is up to the dispatch to set fare rate prices under the cap.

# Smaller Changes

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- Removes obsolete requirements, out of date references, clarifies and updates language
- Conforms to current practice.
- Extends the appeal time from 15 to 30 days.
- Changes the taxicab market conciliation hearings from yearly to once every three years, to conform to market need.

# Not Recommended Changes

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- The TC wanted to focus on policy and safety and did not make recommendations regarding fee amounts. In addition, it became complicated to reduce fees for one subgroup when all groups require the same amount of MOA supervision and duties.
- The TC did not support removing the VFH tourism subgroup from AMC Title 11 to transfer supervision to US DOT. After multiple meetings, to include with SOA/US DOT, it was not advisable for multiple reasons.
  - Per SOA/US DOT their focus is on much larger vehicles - these Title 11 vehicles (15 passenger or less) would fall through the cracks.
  - They could go years before US DOT does a driver background check or a vehicle inspection, the vehicle inspections focus on different vehicle items, no accident tracking, and more.
  - While SOA/US DOT does a good job in their duties, these AMC Title 11 vehicles are not their focus.
- AMC Title 11 vehicle for hire subgroup was enacted after US DOT because the Municipality saw a gap in safety for these companies, vehicles, and the public.