

Late Backup

#24, TNCs - Riley amendment

WHEREAS, a variety of transportation options are vital to creating a vibrant transportation network and reducing Austinites' dependence on personal automobile travel; and

WHEREAS, staff from the Federal Trade Commission Office of Policy Planning, Bureau of Competition, and Bureau of Economics, recently commented that applications for arranging transportation using personal vehicles may expand transportation options, better satisfy consumer demand, increase competition, and promote a more economically efficient use of personal vehicles; and

WHEREAS, for the past several years, cities across the country have struggled with how to regulate companies like Lyft, Sidecar, and Uber, which provide a platform for drivers and passengers to connect to provide rides, but do not meet the federal definition of ridesharing because compensation is exchanged; and

WHEREAS, the California Public Utilities Commission has defined Transportation Network Companies (TNCs) as companies that use online-enabled platforms to connect passengers with drivers using their personal, non-commercial vehicles; and

WHEREAS, the State of California has recently implemented new regulations allowing TNCs that comply with criminal history background checks and zero-tolerance drug policies for drivers, minimum liability insurance requirements for the companies, and vehicle safety inspections to operate; and

WHEREAS, the City of Seattle has recently implemented regulations allowing a limited number of TNC vehicles to operate at any time, but there is a citizen-led movement to repeal the regulation limiting the number of vehicles; and

WHEREAS, the City of Chicago is currently proposing an ordinance that would allow TNCs to operate within safety, licensure, and insurance requirements, as well as regulations on fares that prohibit demand pricing; and

WHEREAS, the City of Austin has issued cease and desist orders against companies advertising a mobile phone application to connect passengers with drivers of unpermitted vehicles for hire; and

WHEREAS, the City Council received a report from staff, per resolution 20130307-067, exploring ridesharing regulations in peer cities at that time and distinguishing between true ridesharing and the services that TNCs are enabling; and

WHEREAS, a variety of issues will need to be addressed in order for TNCs to operate safely and equitably within Austin's transportation network, including but not limited to insurance requirements, ADA accessibility, driver qualification, and vehicle inspections; NOW THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager is directed to convene a stakeholder working group, including but not limited to representatives from the Urban Transportation Commission's TNC subcommittee, TNCs, potential

customers of TNCs, taxi companies, and taxi drivers, to make recommendations on a pilot program. These recommendations should be reported back to Council within 90 days.