

Ground Transportation Regulatory Reform: Taxicab Operating Authority Model

Presented to the Urban Transportation Commission on 02.13.18

By: Jacob Culberson, Acting Mobility Services Division Manager



Austin Transportation Department

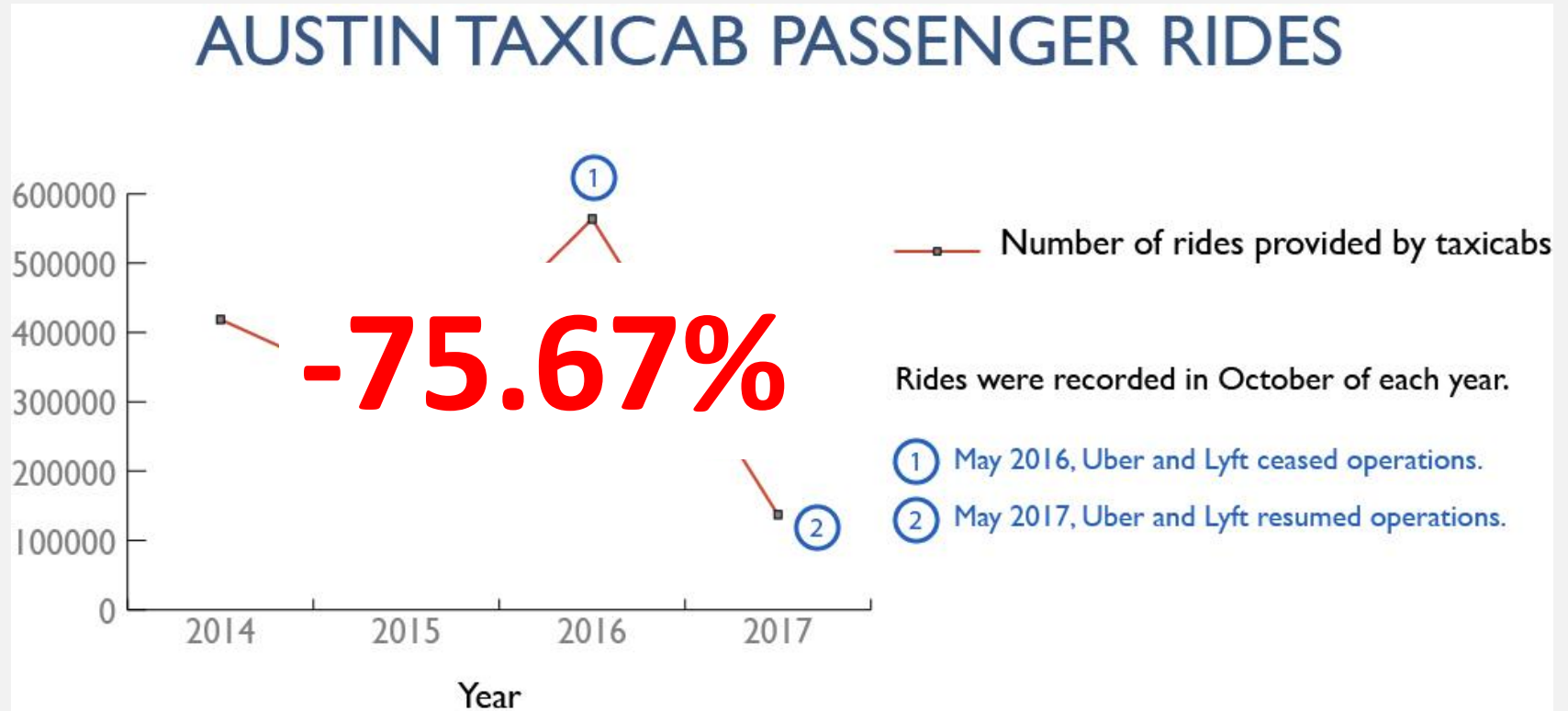


Taxicab Franchise

- Only 5 companies allowed
- Can't increase vehicles
- No rate flexibility
- No innovation
- Limited dispatch options
- State + Third-party inspections
- Mandatory taxicab colors and top lights
- Mandate Outdated communications
- Outdated reporting requirements



Austin Taxicab Numbers of Passengers Timeline



Stakeholder Engagement

2017

2018



UTC



National



Scan

Franchise
Outreach



Memo



Interim



DM



Draft



Driver
Workshops



2nd Draft



UTC



Future Stakeholder Engagement

UTC

UTC



General
Public



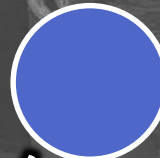
Franchises



Drivers



ADAPT



DAA



ABIA



City of Austin Responsibilities

- Ridership Safety
- Service to Persons with Disabilities
- Consumer Protections

Taxicab Industry Priorities

- Modernization
- Streamlining
- Competitive Enhancements



Taxicab Franchise

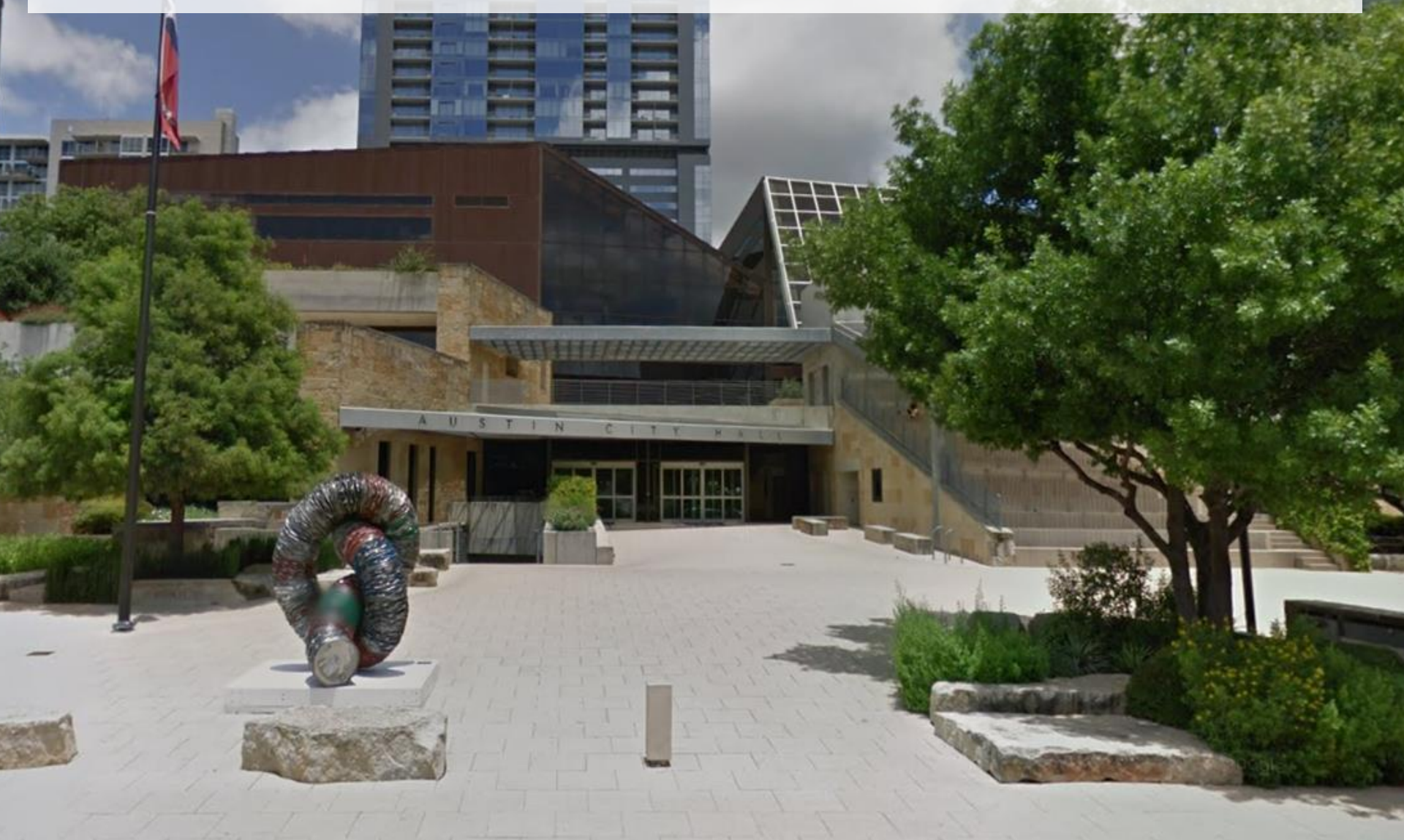
- Only 5 companies allowed
- Can't increase vehicle fees
- No rate flexibility
- No innovation
- Limited dispatch options
- Safety + Third-party inspections
- Mandatory taxicab colors and top lights
- Mandatory Outdated communications
- Outdated reporting requirements

Taxicab Operating Authority

- Virtual Meters
- Simplified Renewals
- 25 Minimum
- 6% ADA
- ADA Incentives
- EV Incentives
- Taxi Zone Enhancements
- Taxi Hailing Continues



ATD values the insight of the Urban Transportation Commission and respectfully requests your feedback and suggestions related to the draft ordinance, engagement strategy, and timeline of this important reform initiative.





Questions & Answers