



# AUSTIN MOBILITY

## Charter Vehicle Code Amendments

3.12.13

Urban Transportation Commission



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# CURRENT CODE – LACKS CLARIFICATION

- Subpart D. Charter Service.

## 13-2-251 CHARTER SERVICE DESCRIBED.

Charter service consists of prearranged service on irregular routes and schedules with a rate of fare based either on a flat rate for each passenger or on an hourly rate.

Source: 1992 Code Section 8-13-251; Ord. 031106-13; Ord. 031211-11.

## 13-2-252 CHARTER SERVICE REQUIREMENTS.

(A) A holder of a charter service operating authority shall comply with Article 2 (Ground Transportation Services Other Than Taxicabs), Division 1 (Operating Authority).

(B) A holder must:

- (1) use vans, minibuses, or buses that have an occupancy capacity of more than six, including the driver, to provide the service.
- (2) provide the department with a current list of drivers licensed in the manner described in Section 13-2-121 (Exemption from Chauffeur's Permit Requirement), the driver's license number of each driver, and a photocopy of each driver's license.

Source: 1992 Code Section 8-13-252; Ord. 031106-13; Ord. 031211-11.



# WHAT'S HAPPENING

## Lack of Clarification Leads To Some Charters:

- Displaying taxicab features
- Competing for on-demand fares
- Acting as shuttle vehicles, picking up from multiple locations and delivering to multiple locations
- Going completely unregulated in cases of vehicles with a capacity of 16 or more
- Lacking documentation regarding trip service



# RECOMMENDED CHANGES

## **Charter Service Defined:**

Charter service shall consist of prearranged service on irregular routes and schedules with a rate of fare based either on a flat rate for each passenger or on an hourly rate, that uses vans, minibuses, buses or motor coaches to transport persons belonging to a specified group and that is:

- Offered only upon a prearranged basis, the prearrangement being made at least one hour in advance of the time the transportation is to begin and on a pre-sold basis to a group representative;
- Operated from locations within the city to locations inside the city (point-to-point and continuous trips);
- Used to transport a specified group or person from a same point of origin or from various points of origin to a same point of destination.



# RECOMMENDED CHANGES

## Prohibited from Representing a Taxi Service

- No top light (electric identification sign)
- No taximeter allowed
- No “checkered” pattern or logo

## Trip Tickets Required

- Company Name
- Main Contact Information (Name and Phone Number)
- Pick-up Time
- Pick-up and Drop-Off Location
- Rate of Fare
- Electronic Trip Tickets Acceptable

# RECOMMENDED CHANGES

## Fleet Markings

- Each company must have identical markings on all vehicles that are unique to that company.

## Exclusions

- Owned, Contracted, Sub-contracted by government
- Operated by an Independent or Consolidated School District
- Providing interstate ground transportation services
- Providing intrastate ground transportation services
- Provides a terminal facility





# RECOMMENDED CHANGES

## Inspection Requirements

- All Charter vehicles with a passenger capacity of 16 or greater must secure an annual successful inspection from DOT
- Waive ATD annual inspection requirement for all vehicles required to register with DOT

## Permit Fees

- Charter Vehicles >15 but <34 passengers (including driver)
  - Currently \$400 per vehicle, per year
  - Recommended \$350 per vehicle, per year
- Charter Vehicles >33 passengers (including driver)
  - Currently \$450 per vehicle, per year
  - Recommended \$400 per vehicle, per year



# ON-DEMAND vs. PREARRANGED

## Prearranged/Prearrangement Defined

- Prearranged service means ground transportation service that is scheduled one hour in advance of the trip.

## Stakeholders Vote

- |  |    |
|--|----|
| • No time associated with prearrangement | 2  |
| • 15-minute advance requirement          | 8  |
| • 30-minute advance requirement          | 1  |
| • 1-hour advance requirement             | 4* |
- \*Staff recommends 1-hour requirement







# FINAL STEPS

Staff will make a recommendation to the Austin City Council for approval of these recommended code amendments on the April 25<sup>th</sup> Council agenda and requests a recommendation from the Urban Transportation Commission.

