

Transportation Network Company **DRAFT** Task Force UTC August Update

Background

- Work group set up per City Council resolution 20140515-024
- Objective – Advise City Staff on issues related to implementing a pilot program for Transportation Network Companies (TNC)
- Work group members include Uber, Lyft, taxi companies, taxi driver association, other vehicle for hire companies, disability rights organization, Insurance industry, Vehicle Loan industry, University Student representatives, University faculty, Rideshare company, Downtown Austin Alliance, ELSV company, and Airport



Meetings to date

- June 11, 2014 – General meeting and solicitation of participants for working group
- July 14 – Driver and Passenger Safety
- August 1 – Data reporting
- August 11 - Insurance

UTC Sub-committee Recommendations

- Insurance – same as Taxi
- Vehicle – same as taxi, require fire extinguisher, spare tire, and jack
- Vehicles allowed – include 2 door and pick up
- TNC fleet size – limits for pilot
- Cost of permits – to cover administrative costs
- Service – TNC drivers not allowed to drive away
- TNC's provide accessibility plan
- Rating systems – review to insure non-discrimination
- Accessible vehicles – look at requiring percentage of fleet to be accessible



Driver and Passenger Safety

Passengers need assurances that vehicle and drivers are safe

– Vehicles

- State mandated safety inspection
- Show that vehicles have fire extinguisher, spare tire, and jack

– Driver

- Criminal Background, Driving Record, and Active Insurance Check
- Training Program
- TNC Drug and Alcohol Policy

– City open to TNC checks with City Random Audit

- If drivers or vehicles are found to be deficient, penalize company and driver, possible termination of pilot



Data Requirements

Data is required to judge the effectiveness of the new mode, and help understand the current state of transportation needs and how they change over time.

- TNC's to provide data comparable to the data collected today from taxi franchises including by 4 hour blocks: requests for service, requests not served, vehicles active, pick up and drop off by zip code, accessible rides served and not served, and response times.
- TNC's to ensure that drivers are not working more than 12 hours per day, and report on activity
- On a monthly basis, provide number of trips provided, estimated number of passengers, and gross revenue.

Insurance Requirements

- Across country some cities have insurance requirements based on activity level
 - Application on, no trip or passenger
 - Driver accepted trip and is proceeding to pick up
 - Passenger in vehicle
 - City Risk Management to determine appropriate levels of coverage
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- Insurance Industry representative says TNC's have been improving their coverages to address previous gaps
 - TNC drivers not allowed to answer hails, not covered by insurance

Future Topics

- Company Requirements including
 - Fleet size
 - Vehicle markings
 - Complaint system
 - Lost and found
 - Service area and conditions under which rider could be excluded from service
- Company financial requirements including
 - Rate structure
 - City administrative costs
 - Fine structure
- Pilot Structure including
 - Period of Pilot
 - Limitations

