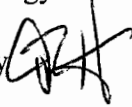


MEMORANDUM

July 18, 2017

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: Josh Hamlin, Legislative Attorney 

SUBJECT: **Worksession:** Expedited Bill 20-17, Taxicabs – Licenses

Expedited Bill 20-17, Taxicabs - Licenses, sponsored by Lead Sponsor Council President Berliner, was introduced on June 13, 2017. A public hearing was held on June 27.

Background

On July 21, 2015, the Council enacted Expedited Bill 53-14, Taxicabs – Licenses – Vehicle Requirements – Driver Identification Cards. The Executive signed the Act on July 31, 2015, and it became Chapter 39 of the Laws of Montgomery County 2015. The law substantially revised the County’s regulation of the taxicab industry. One of the objectives of the law was to increase the number of accessible taxicabs serving County residents by specifically providing for the issuance of additional licenses for accessible taxicabs, and requiring a plan to increase the number of accessible taxicabs Countywide.¹

In addition to requiring a plan to increase the number of accessible taxicabs in the County, Section 3 of the law required the issuance of 100 new taxicab licenses, as follows:

- (a) 25 to individuals who do not hold a license under this Chapter, and of these, eight must be for accessible vehicles;
- (b) 25 to fleets that hold fewer than 100 licenses, and of these, eight must be for accessible vehicles; and
- (c) 50 accessible vehicle licenses to a driver-owned cooperative fleet that the Director determines is a qualified applicant under Chapter 53.

¹ The law added a new subsection (e) to § 55-306, “Number of Accessible Taxicabs” to require the Director of DOT to develop a plan for increasing the number of accessible taxicabs, with a goal of having 100% accessible taxicabs in the County by 2025 unless the Director determines that goal to be impracticable.

Of these licenses, many were approved for issuance but never issued because taxicab vehicles were not placed in service as required by Section 53-227(b).² As a result, the number of accessible taxicabs operating in the County has not increased since the enactment of the 2015 law.

Expedited Bill 20-17 would provide that any applicant approved for issuance of a taxicab license under Section 3 of Chapter 39 of the Laws of Montgomery County 2015 must be issued the license if the applicant:

- (1) notifies the Department of its intention to place a vehicle in service under this Section;
- (2) is a qualified applicant under Chapter 53; and
- (3) places a taxicab in service not later than January 31, 2019.

Public Hearing

There were six speakers at the public hearing on June 27. Fred Lees, Chief of Management Services for the Department of Transportation, mentioned the Executive's full support of the goal of the Bill, suggested that the 18 months allowed to put a vehicle in service was more than necessary (©10). Dr. Seth Morgan, Chair of the Commission on People with Disabilities, expressed the Commission's support for the Bill, as it addresses the ongoing problem of inadequate availability of accessible taxicabs (©11). Becaye Traore (©12), Peter Ibik, and Nelson Biama, all of MontCo Union Taxi, LLC all spoke in support of the Bill. They spoke of the challenges in launching the drivers' cooperative and mentioned a National Capital Region Transportation Planning Board grant that would allow them to purchase, in partnership with Regency Taxi, 12 accessible taxicabs. Christian Sweeney of the AFL-CIO also spoke in support of the Bill and reiterated that the cooperative had faced unexpected challenges, including difficulty financing vehicles. He added that the cooperative had secured grants to assist its operation.

Issues for Committee Discussion

1. *Should the Council extend the time for approved applicants to put taxicab vehicles on the road?*

As noted above, the issue of accessible transportation was discussed during the consideration of Expedited Bill 53-14. The fact that TNCs are taking a growing share of the on-demand transportation market from taxicabs and are not subject to the same requirements for providing accessible transportation was a factor in the Council deciding to mandate the issuance of a substantial number of new licenses for accessible taxicabs as part of that law. If the County is going to achieve the goal, embodied in §53-506(e), of having 100% accessible taxicabs in the County by 2025, it is going to have to play an active role in expanding the number of accessible

² Subsection (b) of § 53-227 provides that "each licensee must place a taxicab in service within 90 days after a license is approved for issuance. Issuance of the license take effect when the vehicle is placed in service; if the vehicle is not actually placed in service, the license has not been issued. The Director may extend the time to place a taxicab in service for no more than 90 additional days:(1) to allow a vehicle to be retrofitted for use as an accessible taxicab; or (2) in the case of a fleet, to allow the fleet to buy the taxicab and prepare it to be placed in service. The Director must not otherwise waive or extend this requirement."

taxicabs in service. Both this Bill and the implementation of Executive Regulation 1-17 (also on the agenda for this worksession) should have the that effect.

MontCo Union Taxi, the drivers' cooperative approved for the issuance of the licenses under Section 3(c) of Chapter 39 of the Laws of Montgomery County 2015 (the "2015 law"), has secured grant funding that will allow it to put 12 accessible taxicabs in service in the near term. The funding has been secured through the National Capital Region Transportation Planning Board's "Enhanced Mobility of Seniors and Individuals with Disabilities Program" (see ©14) The cooperative partnered with Regency Taxi to secure the grant, which is made to Regency and conditioned upon an MOU between Regency and MontCo Union Taxi. Under this agreement, Regency will provide the necessary matching funding to purchase the vehicles, and the drivers will repay Regency for its initial outlay, plus 5% interest, over a two-year term. Once Regency has recovered its costs, and the lien securing the grant funding has been removed, it will immediately transfer ownership of the vehicles to MontCo Union Taxi.

With the addition of the taxicabs under the MontCo Union Taxi/Regency partnership, extending the time as provided in the Bill will likely have the immediate impact of providing for the licensing of 12 accessible taxicabs that are not currently serving passengers in the County. Representatives of MontCo Union Taxi have also described plans to acquire additional accessible taxicabs in coming months. Because of the near-certain positive impact of increasing the accessible taxicab stock in the County by 12, along with the potential for additional taxicabs under the cooperative's plans, Council Staff recommends extending the time to put vehicles in service for applicants approved under the issuance mandated by the 2015 law.

2. *Is January 31, 2019 the appropriate cut-off date for placing a taxicab vehicle in service?*

In his public hearing testimony, Fred Lees expressed support for the Bill's goal of getting more accessible taxicabs on the road, but shared the Executive's view that extending the time for individuals approved for these licenses to January 31, 2019 is "more than is necessary to accomplish the goal." He referenced the provisions of §53-227(b), which allows a licensee 90 days after a license is approved for issuance to place a taxicab vehicle in service. Under §53-227(b) the Director may extend the time to place a taxicab in service up to an additional 90 days "to allow a vehicle to be retrofitted for use as an accessible taxicab." This Bill will not modify that generally applicable provision, but will only apply to the issuance provided for in the 2015 law. The limited departure from the general rule in this instance represents an attempt to give full effect to the decision made by the Council to issue these licenses in 2015.

At the public hearing, the Council heard from representatives of MontCo Union Taxi of the challenges of establishing the new cooperative that was approved for the issuance of half of the licenses in question. The cooperative's representatives also mentioned that they had recently secured grant funding to enable the enterprise to begin operation, including a \$70,000 grant from the Catholic Campaign for Human Development, as well as two grants from the Metropolitan Washington Council of Governments' National Capital Region Transportation Planning Board. In addition to funding the purchase of 12 accessible taxicabs as discussed above, these grants would provide about \$150,000 for operating expenses (see ©15). With these additional resources, MontCo Union Taxi expects to be fully operational very soon.

The Bill's requirement that a taxicab vehicle be placed in service by January 31, 2019 takes into account the cooperative's past struggles to launch, while still providing a definite end-date for the validity of the approvals. Selecting the end-date with precision is impossible, and 18 months is admittedly a significant departure from the up-to-180 days provided in the Code. Council staff does not see any downside risk to this date, and allowing the extra time increases the likelihood that more accessible taxicabs will be put into use. Given the increasing importance of expanding the pool of transportation options for persons with disabilities, the extended period is warranted.

Staff recommendation: Enact Bill 20-17 as introduced.

This packet contains:	<u>Circle #</u>
Expedited Bill 20-17	1
Legislative Request Report	4
Fiscal and Economic Impact statement	5
Public hearing testimony	
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Expedited Bill No. 20-17
Concerning: Taxicabs -- Licenses
Revised: 06/05/2017 Draft No. 2
Introduced: _____
Enacted: _____
Executive: _____
Effective: _____
Sunset Date: None
Ch. _____, Laws of Mont. Co. _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: Council President Berliner

AN EXPEDITED ACT to:

- (1) provide for an extension of time to place a vehicle in taxi service for applicants for certain taxicab licenses that were approved for issuance, but not issued; and
- (2) generally amend the laws governing the licensing and regulation of taxicabs.

By amending

Laws of Montgomery County 2015
Chapter 39
Section 3

Boldface	<i>Heading or defined term.</i>
<u>Underlining</u>	<i>Added to existing law by original bill.</i>
[Single boldface brackets]	<i>Deleted from existing law by original bill.</i>
<u>Double underlining</u>	<i>Added by amendment.</i>
[[Double boldface brackets]]	<i>Deleted from existing law or the bill by amendment.</i>
* * *	<i>Existing law unaffected by bill.</i>

The County Council for Montgomery County, Maryland approves the following Act:

28 The Council declares that this legislation is necessary for the immediate
29 protection of the public interest. This Act takes effect on the date it becomes law.

30

31 *Approved:*

32

Roger Berliner, President, County Council

Date

33 *Approved:*

34

Isiah Leggett, County Executive

Date

35 *This is a correct copy of Council action.*

36

Linda M. Lauer, Clerk of the Council

Date

37

LEGISLATIVE REQUEST REPORT

Expedited Bill 20-17

Taxicabs – Licenses

DESCRIPTION:	Require the issuance of a taxicab license approved for issuance, but not issued, under Section 3 of Chapter 39 of the Laws of Montgomery County 2015, if the applicant: (1) notifies the Department of its intention to place a vehicle in service under this Section; (2) is a qualified applicant under Chapter 53; and (3) places a taxicab in service not later than January 31, 2019.
PROBLEM:	The Council acted in 2015 to increase the number of accessible taxicabs serving County residents, but that number has not increased.
GOALS AND OBJECTIVES:	Provide for the issuance of taxicab licenses approved for issuance, but never issued, under Section 3 of Chapter 39 of the Laws of Montgomery County 2015.
COORDINATION:	Department of Transportation
FISCAL IMPACT:	To be requested.
ECONOMIC IMPACT:	To be requested.
EVALUATION:	To be requested.
EXPERIENCE ELSEWHERE:	N/A
SOURCE OF INFORMATION:	Josh Hamlin, Legislative Attorney
APPLICATION WITHIN MUNICIPALITIES:	To be researched.
PENALTIES:	N/A



ROCKVILLE, MARYLAND

MEMORANDUM

June 27, 2017

TO: Roger Berliner, President, County Council

FROM: Jennifer A. Hughes, Director, Office of Management and Budget
Alexandre A. Espinosa, Director, Department of Finance

SUBJECT: FEIS for Expedited Bill 20-17, Taxicabs - Licenses

Please find attached the fiscal and economic impact statements for the above-referenced legislations.

JAH:fz

cc: Bonnie Kirkland, Assistant Chief Administrative Officer
Lisa Austin, Offices of the County Executive
Joy Nurmi, Special Assistant to the County Executive
Patrick Lacefield, Director, Public Information Office
David Platt, Department of Finance
Dennis Hetman, Department of Finance
Brady Goldsmith, Office of Management and Budget

Fiscal Impact Statement
Expedited Bill 20-17 Taxicabs

1. Legislative Summary :

This legislation would provide for an extension of time to place a vehicle in taxi service for applicants for certain taxicab licenses (license) that were approved for issuance but not issued. On July 15, 2015, the County Council enacted Expedited Bill 53-14 and the County Executive signed the act on July 31, 2015. One of the goals of the law was to increase the number of accessible taxicabs serving Montgomery County (County) residents by issuing additional licenses for accessible taxicabs. The law required the issuance of 100 new licenses:

- 25 to individuals who do not hold a license under this Chapter, and of these, eight must be for accessible vehicles;
- 25 to fleets that hold fewer than 100 licenses, and of these, eight must be for accessible vehicles; and
- 50 accessible vehicle licenses to a driver-owned cooperative fleet that the Director of the Montgomery County Department of Transportation (DOT) determines is a qualified applicant under Chapter 53 of the County Code.

Of the licenses that were approved for issuance, many were not issued because the vehicles were not placed into service as required by Section 53-227(b).

Bill 20-17 would provide that any applicant approved for an issuance of a license must be issued the license if the applicant:

- Notifies DOT that he or she intends to place a vehicle in service under Section 3 of Chapter 39, Laws of Montgomery County;
- Is a qualified applicant under Chapter 53; and
- Places a taxicab in service no later than January 31, 2019.

2. An estimate of changes in County revenues and expenditures regardless of whether the revenues or expenditures are assumed in the recommended or approved budget. Includes source of information, assumptions, and methodologies used.

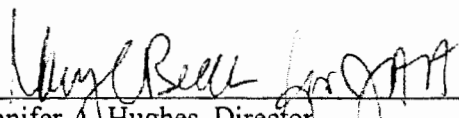
It is unknown how many additional licenses will be issued under this bill. Therefore, additional revenues and expenditures are uncertain. Any additional revenue is expected to be offset by additional expenditures to process the licenses.

3. Revenue and expenditure estimates covering at least the next 6 fiscal years.

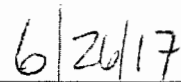
Additional revenue and expenditures are uncertain.

4. An actuarial analysis through the entire amortization period for each bill that would affect retiree pension or group insurance costs. N/A

5. An estimate of expenditures related to County's information technology (IT) systems, including Enterprise Resource Planning (ERP) systems. N/A
6. Later actions that may affect future revenue and expenditures if the bill authorizes future spending. N/A
7. An estimate of the staff time needed to implement the bill. N/A
8. An explanation of how the addition of new staff responsibilities would affect other duties. N/A
9. An estimate of costs when an additional appropriation is needed. N/A
10. A description of any variable that could affect revenue and cost estimates. N/A
11. Ranges of revenue or expenditures that are uncertain or difficult to project. N/A
12. If a bill is likely to have no fiscal impact, why that is the case.
The Taxicab Section processes the issuance and transfers of PVLs on a daily basis. The potential issuance of the limited number of additional PVLs can be handled by existing staff during normal hours. Fees Charged for issuing PVLs cover associated expenses.
13. Other fiscal impacts or comments. None
14. The following contributed to and concurred with this analysis: Fred Lees, Department of Transportation and Brady Goldsmith, Office of Management and Budget



Jennifer A. Hughes, Director
Office of Management and Budget



Date

Economic Impact Statement
Bill 20-17, Taxicabs – Licenses

Background:

This legislation would provide for an extension of time to place a vehicle in taxi service for applicants for certain taxicab licenses (license) that were approved for issuance but not issued. On July 15, 2015, the County Council enacted Expedited Bill 53-14 and the County Executive signed the Bill on July 31, 2015. One of the goals of the law was to increase the number of accessible taxicabs serving Montgomery County (County) residents by issuing additional licenses for accessible taxicabs. The law authorized the issuance of 100 new licenses:

- 25 to individuals who do not hold a license under this Chapter, and of these, eight must be for accessible vehicles;
- 25 to fleets that hold fewer than 100 licenses, and of these, eight must be for accessible vehicles; and
- 50 accessible vehicle licenses to a driver-owned cooperative fleet that the Director of the Montgomery County Department of Transportation (DOT) determines is a qualified applicant under Chapter 53 of the County Code.

Of the licenses that were approved for issuance, many were not issued because the vehicles were not placed into service as required by Section 53-227(b).

Bill 20-17 would provide that any applicant approved for an issuance of a license must be issued the license if the applicant:

- Notifies DOT that he or she intends to place a vehicle in service under Section 3 of Chapter 39, Laws of Montgomery County;
- Is a qualified applicant under Chapter 53; and
- Places a taxicab in service no later than January 31, 2019.

1. The sources of information, assumptions, and methodologies used.

The source of information is DOT. The Department of Finance (Finance) assumes that for the number of licenses approved for issuance and issued, there is the same number of taxicabs in service in the County. Finance also assumes that by increasing the supply of drivers and the supply of vehicles, those increases will create a more competitive market for the delivery of taxicab service in the County. Finally, Finance did not make use of methodologies in the preparation of the economic impact statement. The impact on the County's economy is based on data and information provided by DOT.

According to DOT:

- For the driver-owned cooperative fleet, 50 licenses were awarded but there are no (zero) taxicabs in service;
- For fleets, 25 licenses were awarded and issued, 18 taxicabs are in service; and
- For private individuals, 24 licenses were awarded and issued, 17 taxicabs are in service.

Therefore, of the 100 authorized licenses, only 35 of the 99 taxicabs are in service.

Economic Impact Statement
Bill 20-17, Taxicabs – Licenses

2. A description of any variable that could affect the economic impact estimates.

The variable that could affect the economic impact estimates is the number of licenses issued and vehicles in service by January 31, 2019.

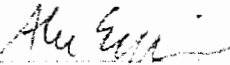
3. The Bill's positive or negative effect, if any on employment, spending, savings, investment, incomes, and property values in the County.

It is uncertain with any specificity to determine the economic impact on employment, spending, saving, investment, incomes, and property values in the County. Since the objective of Bill 20-17 is to increase the number of accessible taxicabs in service by increasing the number of licenses issued, it could have a positive impact on employment, personal and business incomes, and investment.

4. If a Bill is likely to have no economic impact, why is that the case?

Bill 20-17 could have a positive impact on employment and personal income but without specific data, it is difficult to precisely measure those positive impacts on employment, personal and business incomes, and investment.

5. The following contributed to or concurred with this analysis: David Platt and Dennis Hetman, Finance; Fred Lees, DOT.



Alexandre A. Espinosa, Director
Department of Finance



Date

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**TESTIMONY ON BEHALF OF COUNTY EXECUTIVE ISIAH LEGGETT
ON EXPEDITED BILL 20-17, TAXICABS - LICENSES**

June 27, 2017

Good afternoon, Council President Berliner and members of the Council. I am Fred Lees, Chief of Management Services for the Department of Transportation. I am here today to testify on behalf of County Executive Isiah Leggett on Expedited Bill 20-17, Taxicabs – Licenses.

The County Executive fully supports the goal of this bill to get more wheelchair accessible taxicabs on the road in Montgomery County in order to provide improved and reliable transportation options for our disabled residents. He believes, however, that over 18 months for the Passenger Vehicle License (PVL) awardees to put the vehicles on the road is more than is necessary to accomplish the goal. The standard time period for a PVL awardee to put a vehicle on the road is 90 days. This may be extended in the case of wheelchair accessible taxicabs, but typically no more than an additional 90 days. We would like to work with you to find a more reasonable period of time.

Thank you for the opportunity to provide feedback on this bill, and we look forward to working with the Council to finalize this bill.



COMMISSION ON PEOPLE WITH DISABILITIES

Testimony Before the County Council
Expedited Bill 20-17, Taxicabs – Licenses
June 27, 2017

My name is Seth Morgan and I am Chairman of the County Commission on People with Disabilities.

The Commission supports Expedited Bill 20-17 which extends the window of opportunity to apply for one of the new taxicab licenses called for under the previously enacted Expedited Bill 53-14, Taxicabs-Licenses-Vehicle Requirements-Driver Identification Cards.

Bill 53-14 addresses the ongoing problem of inadequate availability of accessible taxis in the County by creating availability of new licenses specifically for accessible taxis.

The Commission on People with Disabilities is aware that efforts to increase the number of accessible vehicles is ongoing and supports the extension of such an effort with the goal of inclusive access to taxi services for all regardless of special circumstances.

On behalf of the Commission on People with Disabilities, I urge the passage of Expedited Bill 20-17, Taxicabs – Licenses.
Thank you.

Department of Health and Human Services

401 Hungerford Drive • Rockville, Maryland 20850 • 240-777-1246 • 240-777-1288 FAX
www.montgomerycountymd.gov/hhs

June 27th, 2017

13

Montgomery County Department of Transportation
100 Maryland Avenue, 5th floor, Rockville, MD 20850

Mr. /Mrs. Chair of Transportation Committee, Council Members of the committee once again on behalf of the union we thank you for giving us the opportunity to testify before you on the Expedited Bill 20-17, taxicabs- Licenses.

My name is Becaye Traore, Chair of Montgomery County professional drivers' union of 200 plus members where we provide protection for drivers from unfair termination, treatment, harassment, and disputes with fleets.

We support this bill because it is the first step of the innovation and modernization of the taxi industry in the county and the right move to remediate the unfair discrimination of disabled people as far as taxi services. Different accessibility considerations apply between regular taxi and wheel chair accessible van users. This Bill would improve availability of accessible taxicab to residents who need it.

Regular Taxis sedan can be hired on the spot, in the street or at a rank. But on the other hand a wheel chair accessible van for a disabled person in order to secure a ride for their journeys , have to order 24 to 48 hours in advance to avoid disappointment, or 1 to 2 months during the holidays.

It is important that a disabled person should be able to hire a taxi on the spot with the minimum delay or inconvenience, and having accessible taxis available whenever needed.

This bill will make it possible for professional trained drivers from the COOP to provide door-to-door transport for disabled and older people who have mobility impairments and difficulty in using public transportation. The re-authorization and extension of these PVLS would considerably increase the number of wheel chair accessible van and ensure that disabled people are not discriminated against or treated less favorably.

This bill along with the incentives on transportation enhancement funds would be a great motivation for taxi drivers who were reluctant either to drive or pick up disabled people, to do so by offering disabled riders dedicated and better services.

Thank you and I look forward to your approval of Expedited Bill 20-17, taxicabs- Licenses

Sincerely,

Becaye Traore

Chair Montgomery County Professional Drivers Union

240-481-2602

2. **Capitol Hill Village – Get Smart about Transportation:** Enhance and improve volunteer transportation services for Capitol Hill Village and other villages in D.C. “Villages” provide support to older adults that allow them to stay in their homes as they age. The project would outreach to public housing facilities and faith-based groups to enhance the volunteer driver portion of the project, and also train seniors about available transportation options.

Geographic Focus: District of Columbia

Requested		Recommended	
Federal Funds	\$403,729	Federal Funds	\$322,983
Required Match	\$100,932	Required Match	\$80,746
Total Project	\$504,661	Total Project	\$403,729

3. **Jewish Council for the Aging - Volunteer Driver Resource Center of the Washington Metropolitan Region:** Regional volunteer driver resource center that will provide a limited number of community-based organizations, such as Villages, with technical assistance (program development, marketing, volunteer management and driver recruitment) and resources (shared ride scheduling software, bulk background checks and liability insurance) to start or enhance volunteer driver programs.

Geographic Focus: Suburban Maryland and Northern Virginia

Requested		Recommended	
Federal Funds	\$639,578	Federal Funds	\$250,000
Required Match	\$159,894	Required Match	\$62,500
Total Project	\$799,472	Total Project	\$312,500

4. **Montgomery County Professional Drivers Union – MontCo Union Taxi Co-operative:** Support for operating costs, dispatch, training and marketing of the new MontCo Union Taxi Co-op which has been allocated fifty passenger vehicle licenses to operate wheelchair-accessible taxi vehicles. This project is a companion to Regency Taxi (# 17) which would receive approximately 12 wheelchair accessible taxis that would be operated and ultimately owned by the MontCo Co-op.

Geographic Focus: Montgomery County, Maryland

Requested		Recommended	
Federal Funds	\$159,790	Federal Funds	\$159,790
Required Match	\$124,960	Required Match	\$124,960
Total Project	\$284,750	Total Project	\$284,750

5. **Columbia Lighthouse for the Blind (CLB)– Orientation & Mobility for All (OMA):** Continuation of CLB’s regional Travel Training program supported in part by prior New Freedom grants which teaches people who are blind, visually impaired and deaf-blind to use public transportation independently. The Orientation & Mobility (O&M) internship program

- 15. Community Support Services – Expansion of transportation options for individuals supported by CSS:** Twelve minivans to expand existing fleet transporting people with disabilities, including children with severe developmental disabilities. Vehicles will be used to transport clients to therapeutic programs community based activities, and evening and weekend residential support activities. A component of travel training will be included if clients are able to use bus or rail. CSS completed a successful pilot program with WMATA and the MD Department of Transportation (MDOT) in which clients were transported on CSS purchased transportation rather than using MetroAccess. This is a further effort to reduce CSS client reliance on MetroAccess.

Geographic Focus: Montgomery County, Maryland

Requested		Recommended	
Federal Funds	\$362,728	Federal Funds	\$362,728
Required Match	\$90,682	Required Match	\$90,682
Total Project	\$453,410	Total Project	\$453,410

- 16. University of Maryland College Park – Enhanced Mobility for the University of Maryland Community:** Expansion of UMD paratransit service; scheduled, fare-free, curb-to-curb service for students and employees with temporary and permanent disabilities to serve the University of Maryland Campus in College Park through the purchase of 15-passenger vans for system expansion, radios, GPS systems, and operating costs.

Geographic Focus: College Park, Maryland campus

Requested		Recommended	
Federal Funds	\$383,847	Federal Funds	\$383,847
Required Match	\$225,346	Required Match	\$225,346
Total Project	\$609,193	Total Project	\$609,193

- 17. Regency Taxi – Enhanced Mobility through Accessible Vehicles:** Approximately 12 wheelchair accessible minivans to be used for general public taxi service by the MontCo Professional Drivers Union. Regency Taxi would be providing the funding and oversight of the vehicles, based on a draft MOU between the MontCo Professional Drivers Union and Regency Taxi. At the end of the project, the vehicle ownership would transfer from Regency to the drivers. The award is contingent upon a signed MOU and lease agreements agreeable to both parties. This is a companion to recommendation #4,

Geographic Focus: Montgomery County, Maryland

Requested		Recommended	
Federal Funds	\$1,484,788	Federal Funds	\$375,000
Required Match	\$371,197	Required Match	\$93,750
Total Project	\$1,855,985	Total Project	\$468,750

Memorandum

TO: Montgomery County Council

FROM: Christian Sweeney, on behalf of the Montgomery County Professional Drivers Union, NTWA, AFL-CIO

DATE: July 17, 2017

RE: MontCo Union Taxi Cooperative Status

The MontCo Union Taxi Cooperative will soon begin operations. The restoration of the PVLs assigned to the Coop by the County are a key component to launching the service. We strongly support action by the Council and the Executive to restore and issue the PVLs.

The Coop, despite taking more time than anyone had hoped, is still a viable business model for providing critical services to Montgomery County residents and meaningful work for taxi drivers. Here is a quick status report on the Coop.

Grants

The Union has secured three grants to get the Coop started. The Catholic Campaign for Human Development has provided a grant for \$70,000 to help defray startup costs. The Metropolitan Council of Governments has provided two grants. One for 12 accessible vehicles – which will be delivered in a matter of weeks. And, second, a \$150,000 grant for operating expenses.

Operations

The Coop has been busy researching, planning, and executing its startup activities. Office space has been secured on Gude Drive. Dispatch systems and marketing help have been researched and, in part, selected. Drivers continue to meet weekly and have several function work groups to carry out these important tasks.

Support

In addition to the Montgomery County taxi and Uber drivers who are working to start the Coop, the Union and the Coop still enjoy support from the AFL-CIO and the National Taxi Workers Alliance. Also, Keystone development Center, a cooperative developer, continues to provide important business, logistical, and governance support.

In addition to these backers, the disability community continues to support the Coop.