

Taxi-Transit Integration in the Atlanta Region

Taxi Industry Participation in the
Transportation Planning Process
in Major Metropolitan Areas

June 2001

Prepared Under Contract for
Georgia Regional Transportation Authority

Randall Guensler
Trans/AQ, Inc.
Atlanta, GA

INTRODUCTION

The size and extent, extent, and overall regional activity of the taxicab fleet in the Atlanta region are unknown. There is no comprehensive database of taxicabs operating in the Atlanta metropolitan region. The Georgia vehicle registration database does not even contain this information. Taxicabs operating in the City of Atlanta must purchase (or lease from an owner) one of 1582 Certificates of Public Necessity and Convenience (or CPNC). The Atlanta Bureau of Taxicabs and Vehicles for Hire, indicates that 1560 vehicles are currently in operation within the city under these permits. In July 2000, 81 regulatory agencies (including the Atlanta Bureau of Taxicabs and Vehicles for Hire, the Atlanta Airport Authority, 13 counties, and 66 cities) were asked to provide a list of taxicab companies that had been issued business licenses. Multiple follow-up calls were required to obtain the information from many of these agencies. The final database contains 258 taxicab companies in the region. However, the number of taxicabs that these companies operate remains unknown. Similarly, without a direct linkage in the registration database, there is no way to quantify the number of miles driven and passengers served by this industry on an annual basis.

The Atlanta taxicab industry is severely fragmented. There are currently no taxicab owners associations or drivers unions operating as effective lobbying groups within the region. A small number of company owners does participate in review of Atlanta ordinances and participated in the debate over the new Atlanta requirement that vehicles be no older than 8 years of age. However, as with most regions, taxicab companies are generally small businesses that operate barely above the margin of profitability. Drivers usually lease their vehicles from a taxicab company and have little time or interest in participating in the development of local regulations, let alone in regional planning activities. The lack of participation is somewhat surprising, given that many planners believe that taxis can (and often do) serve as a vital link in the regional transportation system. Taxi companies provide on-demand service for business travelers, tourists, and a small percentage of transit riders. Furthermore, the health and welfare of the taxi industry is a function of demand for service, which could be significantly enhanced through progressive transportation planning efforts. For example, many commuters require a guarantee that a reliable, on-demand, after-hours transportation service must be available before they will commit to commuting by transit or carpool. Guaranteed ride home programs implemented through taxi company participation can help the region reduce congestion and improve air quality while financially benefiting the taxi industry. In some other regions, taxicab companies are also playing a critical role in the implementation of other social programs involving transportation services, such as welfare to work programs and regional paratransit operations.

Despite the fact that taxicabs have the potential to serve major regional needs, the participation of the industry in planning processes is nearly non-existent. The Atlanta Regional Commission and Georgia Department of Transportation planning processes do not specifically include the participation of the Atlanta taxicab industry. Stakeholder forums do not currently include taxi industry participation, nor do the planning agencies specifically target taxicab companies for participation. Yet, 40 of the 80 cities and counties in the Atlanta region have adopted regulations that specifically govern the operation of taxicabs (5 counties and 35 cities). Hence, companies that choose to operate in the Atlanta region must be familiar with the requirements of any

regulations that apply in the 40 areas where they may choose to operate. Participating in the planning processes could significantly benefit the taxi industry.

To examine whether the taxi industry is more actively involved in the transportation planning process in other regions, Trans/AQ, Inc. conducted interviews with 21 metropolitan planning organizations (MPOs) across the United States. This report summarizes the findings from these interviews. Based upon the interview findings, and recounting of metropolitan planning MPO efforts to involve the taxi industry in their planning processes, the final report section proposes a number of policy initiatives designed to increase industry participation in the Atlanta region.

INTERVIEWS

Between July 2000 and October 2000, Trans/AQ performed a review of available MPO planning documents on the Internet. Between May and July of 2001, Dr. Randall Guensler contacted various regional metropolitan planning organizations to assess the level of taxi industry involvement in regional transportation planning. The national review included interviews of staff in 21 regions across 15 states (see Table 1). Interviews completed both over the telephone and by e-mail. Most interviews required follow-up calls.

**Table 1
Major Urban Area Interviews**

1	Albany, NY
2	Austin, TX
3	Boston, MA
4	Columbus, OH
5	Denver, CO
6	Detroit, MI
7	El Paso, TX
8	Houston, TX
9	Indianapolis, IN
10	Jacksonville, FL
11	Las Vegas, NV
12	Los Angeles, CA
13	Memphis, TN
14	New Orleans, LA
15	New York, NY
16	Phoenix, AZ
17	Portland, OR
18	Sacramento, CA
19	San Diego, CA
20	San Francisco Bay Area, CA
21	Seattle, WA

Metropolitan transportation planning staff in Dallas, TX, Baltimore, MD, Milwaukee, WI, Philadelphia, PA, Chicago, IL, Washington, DC, and San Antonio, TX were also contacted. Planners in these areas were unavailable for interviews or did not respond to the survey before the results were tabulated.

The Georgia Regional Transportation Authority Taxi Forum (July 2000), and previous interviews of Atlanta transportation planning agencies, indicated that the taxi industry in Atlanta, GA was not involved in the transportation planning process. The basic goal of the survey conducted for this report was to identify the level of participation of the taxi industry in other metropolitan areas and to identify whether such participation in various programs could benefit regional mobility. A basic set of questions started the interview discussions (Appendix A). The questions attempt to determine whether taxi companies formally participate in the planning processes, whether the region has implemented any special taxi-related programs, and whether uniform taxi regulations apply throughout the region. The answers to the survey questions also reveal the general level of understanding of MPO planning staff regarding taxi operations and whether the region believes that taxi companies serve (or have the potential to serve) regional transportation needs. The next section of this report summarizes the general findings from the interviews. Appendix B summarizes each MPO interview.

SUMMARY OF TAXICAB INDUSTRY PARTICIPATION ACROSS MPOs

The following subsections provide findings on formal taxi industry participation in the planning process, taxicab regulatory structures, and MPO implementation of: guaranteed ride home, welfare to work, and transit infill/station-clearing programs.

Formal Participation in the Planning Process

The vast majority of MPOs interviewed do not include the taxicab industry as members of stakeholders committees or advisory panels (see Table 2) for the regional transportation plan. However, the MPOs for Columbus, OH, Detroit, MI, Las Vegas, NV, New York, NY, and San Diego, CA do incorporate formal participation from the taxi industry. The large presence of taxicabs and high levels of congestion in New York City would naturally seem to lead to taxi industry concern over the transportation plan. Las Vegas tourism would also seem to lead to taxi industry involvement in planning for improved regional mobility. The surprising findings are in Columbus, Detroit, and San Diego. Columbus and Detroit MPOs both indicated that taxicabs serve regional needs. Whereas, the Boston MPO does not consider such services "regional in nature" and argue that the operation of these private entities is outside of the public planning process. The most progressive use of taxicabs appears to be occurring in Detroit, MI, where taxicabs are formally included in transit, guaranteed ride home, and welfare to work programs. The Metropolitan Transit Development Board (MTDB), which oversees taxi operations in San Diego and National City, serves on San Diego MPO transportation planning committees. Participation of the regulatory body with taxicab oversight authority may provide a wider base of support than occurs with a single company representative (but may not provide street-level operator experience). The Indianapolis transit agency (INDYGO) has a stakeholder from the taxi industry serving on a committee that evaluates and prioritizes transit projects for federal funding. Both Memphis and Phoenix indicated that they are likely to include taxi company stakeholders on their planning committees for the next planning round, indicating that MPOs are increasingly finding that taxis can help support regional mobility.

**Table 2
Participation of Taxi Companies in the Planning Process**

Region	MPO	Taxi Stakeholders	Targeted Mailings
Albany, NY	Capitol District Transportation Committee	None	No
Austin, TX	Capitol Area Metropolitan Planning Organization	None	No
Boston, MA	Boston Metropolitan Planning Organization	None	No
Columbus, OH	Mid-Ohio Regional Planing Commission	Yes	Yes
Denver, CO	Denver Council of Go vernments	None	No
Detroit, MI	Southeast Michigan Council of Governments	Yes	Yes
El Paso, TX	El Paso MPO	None	No
Houston, TX	Houston-Galveston Area Council	None	Yes
Indianapolis, IN	Indianapolis Metropolitan Planning Organization	None (Yes on Transit)	No
Jacksonville, FL	First Coast Metropolitan Planning Organization	None	No
Los Angeles, CA	Southern California Association of Governments	None	Yes
Las Vegas, NV	Regional Transportation Commission	Yes	Yes
Memphis, TN	Memphis and Shelby County Department of Regional Services	None Likely in 2002	No
New Orleans, LA	Regional Planning Commission	None	No
New York, NY	New York Metropolitan Transportation Council	Yes	Yes
Phoenix, AZ	Maricopa Association of Governments	None Likely in 2002	No
Portland, OR	Portland Metro	None	No
Sacramento, CA	Sacramento Council of Governments	None	No
San Diego, CA	San Diego Association of Governments	Yes	No
San Francisco, CA	Metropolitan Transportation Commission	None	No
Seattle, WA	Puget Sound Regional Council	None	No

All of the MPOs that currently include the participation of the taxi industry in their planning process also formally invite the participation of the entire industry. Each of these regions includes all of the taxi companies and organizations in their public information mailing databases, inviting these recipients to participate in discussions on special topics. In addition to the five MPOs mentioned earlier, the Los Angeles and Houston regions also specifically include taxicab companies and organizations in their mailing databases.

Taxicab Regulatory Structure

Not surprisingly, most of the MPO staff interviewed was unfamiliar with the taxicab regulatory structure in their region. Many did not know whether a uniform set of regional regulations was in place, or if regulations apply on a city-by-city and county-by-county basis. In these cases, supplemental interviews of the main city regulatory body were performed. As is the case in Atlanta, GA, the vast majority of the regions have implemented taxi regulations that apply within the city limits (plus, often the airport), leaving the remaining areas covered by outlying city and county regulations. Only three of the MPOs interviewed have uniform taxicab regulations that apply throughout the metropolitan planning region. Columbus, OH, Las Vegas, NV, and Phoenix, AZ all have uniform taxicab regulations because their State Legislatures have taken responsibility for implementing these taxicab regulations. It is interesting to note that both Columbus, OH and Las Vegas, NV heavily involve their taxicab industry in the planning process. The New York PMO also heavily involves the taxicab companies in transportation planning, and has implemented uniform taxi regulation throughout the majority of taxi service area (although there are other regulations in outlying areas). It may be coincidence, but it seems on the surface that uniform regional regulations may correlate with a higher degree of taxi industry participation in the planning process. Additional research may reveal whether the implementation of uniform regulations helps lead to increased participation, or if uniform regulations may have resulted from increased participation in the planning processes. Additional interviews with officials in each area, as well as Detroit where uniform regulations do not exist and yet taxi industry participation is currently very high, may provide additional insight into this issue.

Guaranteed Ride Home Programs

The Atlanta Regional Commission's Commute Connection Program manages Atlanta's guaranteed ride home program. This program allows users of alternative transportation modes (carpool, vanpool, transit, walking, or bicycling) to obtain a taxicab or rental car in the case of a transportation emergency. Qualifying conditions to obtain a guaranteed ride home include: illness during work hours, emergency involving a family member, a serious problem at school or daycare, home burglary or other emergency, premature departure of carpool driver, or an unforeseen requirement to work overtime. The goal of the program is to provide a safety net for employers that use alternative modes, thereby increasing the likelihood that commuters will be willing to take alternative modes.

Atlanta's guaranteed ride home program appears to be running effectively. More than 166 companies and 6955 employees are currently participating in the program. Employees register with the ARC (through the employer's management representative) to participate in the program. When the employee needs to leave early (or late) they contact their employer representative in advance to obtain an Emergency Ride Voucher. The supervisor and taxi driver both sign off on

the voucher and the Commute Connection program pays the taxi (or rental car) company directly. In 2000, the program provided guaranteed rides only 35 times per month, on the average (at an average cost of \$42.00/trip). The net cost of this program is very low for the regional benefits that it provides in encouraging the formation of carpools and use of alternative modes. Because each employee is limited to a maximum of five trips per year, there is little potential for abuse of the program. The potential for program expansion are significant, both by bringing additional employers/employees into the program and expanding the number of cab companies providing rides (only seven taxi companies were participating in 2000).

Other regions across the United States have implemented guaranteed ride home programs. However, the nature of the programs appear to differ across these jurisdictions significantly. For example, the Jacksonville Transit Authority "Choice Ride" program offers one free voucher per transit pass to those purchased by employers, providing one guaranteed ride home per month to transit. Whereas, the Albany NY MPO expanded their regional transit operator program (which limits ride-home vouchers to monthly transit pass holders) to apply to carpool users. Denver's Ride-Arrangers program provides a guaranteed ride home element with taxi participation. Although Detroit operates a program, commuters never use the program. In the Sacramento, CA region, several local transit operators use, or have used, local taxi companies to provide guaranteed ride home programs (and to provide senior and disabled services). Local taxi companies participate in San Diego's limited guaranteed ride home program. The MTC in the San Francisco region has participated in county-level planning efforts that led to recommendations involving taxi voucher programs for guaranteed ride home programs. In these cases, the county transit agencies and/or human services agencies have engaged the cab companies in negotiations to establish the programs. Similarly, major corporations and some local governments do offer guaranteed ride home programs in Seattle, but a regional program is not in place.

Although this study did not set out to examine guaranteed ride home programs directly, such programs do involve the taxi industry and appear to have widespread support. Based upon the apparent variability noted in guaranteed ride home programs across the urban areas examined, additional research on how these programs are managed and implemented seems warranted. Recommendations arising from such a review may benefit Atlanta's program.

Welfare to Work Programs

In the Detroit regional TIP, a welfare to work transportation program provides transportation services for reverse-commute work trips. Vans provide transportation for trips originating in the central city and arriving at suburban jobs at times and along routes that traditional transit does not serve. The program also employs taxicabs for the low volume routes by issuing taxi vouchers to participants. The program is run by the Transportation to Work Coalition for Southeast Michigan. To accommodate the welfare to work program, all local jurisdictions allow cabs to pick up and drop off passengers anywhere in the region when the "mobility manager" of the program has defined/approved the trip under the program.

The City of Baytown, near Houston, has also operated a cab voucher program for low-income and elderly citizens using Community Development Block Grant (CDBG) funds. However,

these projects are not identified explicitly in the long-range transportation plan primarily because the stakeholder agencies have not requested federal funding through the MPO process.

Jacksonville, Florida's "Choice Ride" also provides a welfare-to-work reverse commute program that is in its second year. The program has modified more than a dozen bus lines for reverse commute and extended four lines. The transit agency also partners with outlying counties to provide van feeders to park and ride lots (two are in operation now and a third will operate by August). However, taxicabs are not employed in the Jacksonville welfare to work program.

The San Francisco Bay Area welfare to work programs includes taxi participation. The welfare to work programs in the Bay Area are predominantly organized by committees that consist of transit agencies, county human services agencies, community based organizations that provide services to low-income individuals, workforce investment boards, etc. In many cases, the county-level planning efforts led to recommendations involving taxi voucher programs for guaranteed ride home programs or as other back-up transportation services for low-income persons. In these cases, the county transit agencies and/or human services agencies have engaged the cab companies in negotiations to establish the programs.

The potential improvement in mobility of low-income individuals afforded by welfare to work programs may make these programs worthy of consideration in the Atlanta region. Other areas, such as Seattle, WA, and Denver, CO are currently determining if, when, and how they will implement such programs.

Transit Infill and Station Clearing Services

Detroit is the only region specifically mentioning that their local transit agency employs taxi services for both transit infill and station clearing activities. Transit infill provides taxi service along low demand routes where operating a bus would be far from economical. Station clearing involves the use of taxicabs (usually a voucher system) to make sure that passengers never become stranded at a bus or transit stop at the end of the service day. The Detroit region is using cabs to address some transit line-haul problems and has been actively improving taxi waiting stations. The program employs taxicabs for the low volume routes by issuing taxi vouchers to participants. Transit/taxi service is "incredible" now that they have been involved in the planning process. The Jacksonville Transit Authority "Choice Ride" program offers one free voucher per transit pass to those purchased by employers. The program provides peace of mind to passengers and is believed to increase transit mode share. Because only two vouchers have been used from January to July, this program is probably very cost-effective (program cost/additional rider choosing to use transit given the presence of the program). The transit agency in Albany, NY also guarantees a ride home to any monthly pass holder.

POLICY RECOMMENDATIONS

- Add a specific vehicles for hire element to the regional transportation plan
- Conduct further research in Columbus, OH, Detroit, MI, Las Vegas, NV, New York, NY, and San Diego, CA to determine the factors that led to high levels of formal participation of the taxi industry in the transportation planning process
- Urge the Atlanta Regional Commission and other planning organizations in the Atlanta region to include taxi industry representatives in their stakeholder working groups
- Consider adding taxi companies and owner/operator associations to the transportation planning agency mailing lists used to invite public comment and participation
- Conduct further research to determine whether uniform regional taxicab regulations may increase taxi industry participation in the planning process
- Investigate the inclusion of a welfare to work program in the regional transportation plan
- If Portland Oregon chooses to consolidate their taxicab regulations under a single jurisdiction (probably under Metro) this year, determine what we can learn from their experiences if a similar decision were to be made in Atlanta
- Examine the Indianapolis transit agency (INDYGO) taxi driver and passenger-assistance training program to see if the work is applicable in Atlanta and whether it is likely to improve transit/taxi services
- Undertake a detailed review of guaranteed ride home programs implemented across the largest MPOs to determine whether Atlanta's program could be improved from management or implementation perspectives
- Determine whether MARTA includes any taxi representatives on their Section 5310 Advisory Board (as is done in Indianapolis) since these funds might be used to improve transit/taxi services
- Work with MARTA to investigate the use of taxi services for transit infill, station clearing service, and potential paratransit service contracts
- Examine the use of taxicabs in San Francisco Bay Area paratransit operations to determine if similar structures make sense for Atlanta

**APPENDIX A
GUIDELINE QUESTIONS**

Dear Sir/Madam:

We are working on a national review of taxi industry involvement in regional transportation planning and were hoping you could take a couple of minutes to answer these quick questions:

1. Do you have a specific taxi or vehicles for hire element in your regional transportation plan?
Could you please send us an electronic copy of this element?
2. Do you know of any taxi owner and/or driver associations in the planning region? Are they active in lobbying and do they provide input into the plan?
3. What is the website for transportation planning for your area?
4. Are the taxi companies specifically targeted by the public information office to receive mailers regarding the plan, public meetings, etc. (i.e. to keep them informed as to when items of specific interest may be heard)?
5. Do you specifically involve taxi companies on the advisory boards, stakeholder groups, etc. in developing the RTP? What about the body that regulates the taxi companies...does the agency sit on the advisory board(s) or stakeholder groups?
6. What kind of input does the taxi industry provide if they are involved?
7. What agency is responsible for implementing regulations for the taxi industry in your area?
8. Are there uniform taxi regulations that apply throughout the planning region, or do they vary across county and city jurisdictions? For example, we have 40 different sets of regulations in the Atlanta 13-county planning region.
9. Do you have any information on how we can obtain a copy of the uniform regulation (if one exists)? If not, how can we obtain a copy of the regulation for the city/airport (agency, contact name, telephone number, and/or web address)?

Please include your name, title, and contact information on any e-mail response. Thanks for helping out on this.

APPENDIX B INTERVIEW NOTES

ALBANY, NY

John Portman
Capitol District Transportation Committee
518-458-2161

There is no taxi element in the regional transportation plan, which serves a population of approximately 800,000. A guaranteed ride home program is included as an action item. The transit agency guarantees a ride home to any monthly pass holder. The MPO extends this program to carpoolers. A stakeholder committee member does not represent the taxi industry, nor is the industry explicitly invited to participate in the planning process. They provide no input to the planning process. A transportation brokerage agency takes responsibility for all Medicaid transportation. The transportation plan can be found at: <http://www.cdtcmpto.org>. The City of Albany has implemented a taxicab regulation, but there is no regional regulation. Each municipality implements their own regulations. The MPO had no information on any potential organizations or associations of taxicab owners or operators.

AUSTIN, TX

Allison Schultz and Mike Aulick
Capitol Area Metropolitan Planning Organization (CAMPO)
512-499-2275

There is no taxi element in general plan. Taxi companies do not participate in planning process or sit on any advisory boards. MPO staff could not even remember seeing them in any public hearings. There are no regional taxicab regulations; regulations are handled by cities and counties. The MPO had no information on whether there are any taxicab owners or operators associations.

BOSTON, MA

Arnold Soolman, Director
Boston Metropolitan Planning Organization
Central Transportation Planning Staff (CTPS)
<http://www.ctps.org/bostonmpo/mpo/ctpsn.htm>
Pam Wolf, Planning Staff (617-973-7100)
John DeChurch (617-973-7097)

There is no livery or taxicab element in the regional transportation plan. The Hackney Unit of the Boston Police Department (617-343-4475) regulates cab operations. The taxi industry does not participate in the transportation planning process at all. No special effort is undertaken to get the taxi operators into the process. The MPO does not consider such services "regional in nature" and the fact that the companies are private entities puts their operation outside of the public planning process. The plan can be found online at: <http://www.ctps.org/BostonMPO>. The planning staff had no information on the taxi regulation process and they suggested contacting the city police department. The MPO staff also had no information on whether there are taxi owners or operators associations.

Trans/AQ, Inc.

COLUMBUS, OH

Mid-Ohio Regional Planing Commission
614-228-2663
Mohammed Ismail (614-233-4150)

There is a planning stakeholder committee member from the taxicab association. The companies are specifically targeted with mailings to get them to participate in the planning process. The companies mainly contribute with respect to transportation to and from the airport, civic centers, hotels, etc. The transportation planning websites of interest are online:

<<http://www.morpc.org/trans/morpcmpo/morpcmpo.htm>> and

<[http://www.morpc.org/trans/services/transportation/transportation plan](http://www.morpc.org/trans/services/transportation/transportation%20plan)>. The MPO staff indicated that the State Legislature is responsible for implementing taxicab regulations in the region (the text should be available online at the state law link). Consequently, there are uniform taxicab regulations that apply across the entire region. Associations of both owners and operators are active in the Columbus region (can find them in the yellow pages).

DENVER, CO

Steve Cook
Denver Council of Governments
2480 West 26th Ave, Suite 200B, Denver, CO, 80211-5580
303-455-1000

There is no specific element in the transportation plan that addresses taxi operations. Taxicabs in general are mentioned here and there in the plan. There is very little involvement of taxicab companies in the planning process. They are invited to participate in discussions since they are included in the MPO mass-mailing database (postcards). However, specific targeting of companies for participation does not occur. There is a guaranteed ride home program operating in the region (Ride-Arrangers) and this program does include taxi participation. Joe Mouton is the director of that program (303-480-6757). The region has just completed an Access to Jobs study (reverse commute) and a representative of Metro Taxi served on this task force. The report recommends new bus routes and may have included some taxi elements (not sure). The MPO is not aware of any information on taxicab regulatory bodies or regulation content.

DETROIT, MI

Southeast Michigan Council of Governments
535 Griswold Street, Suite 300, Detroit, MI, 48226
Lorraine Corradino (corradino@semcog.org)

Taxicabs are included as a significant element in the in the regional transportation plan. One TIP program is the welfare to work transportation program that provides transportation services for work trips originating in the central city and arriving at suburban jobs. Van routes provided transportation from downtown Detroit to suburb jobs at times, and along routes, that traditional transit does not serve. The program employs taxicabs for the low volume routes by issuing taxi vouchers to participants. The program is run by the Transportation to Work Coalition for Southeast Michigan. The region also has implemented a guaranteed ride home program. However, commuters never use the program. Taxi companies are involved in the planning process. The president of the largest company (Paul Majka of Checker Cab, 313-963-5005) is always involved in the planning meetings. He is very vocal and provides useful input. He is going to be asked to join the Transportation Advisory Council this year (he will likely accept and

Trans/AQ, Inc.

be approved). There is an owners association in the region, but they are not active as a lobbying group. Taxicab regulations are implemented city-by-city and county-by-county, so there are no uniform regulations throughout the region. However, to accommodate the welfare to work program, all jurisdictions allow cabs to pick up and drop off passengers anywhere in the region when the "mobility manager" of the program has defined/approved the trip under the program. They have had no problems with this yet. The region is using cabs to address some transit line-haul problems and has been improve taxi waiting stations. Service is incredible now that they have been involved in the planning process. The transportation website and 2025 RTP are online at <<http://www.semcog.org>>. Additional information may be available from Gregg Cook, the Executive Director of the Ann Arbor Transportation Authority, and Chris White who develops new AATT services (734-973-1617). In addition, John Heed, the owner of Yellow Cab in Ann Arbor/Ypsilanti is very active in transit/taxi planning out there (734-663-3355).

EL PASO, TX

El Paso MPO

10767 Gateway Boulevard West, Suite 605, El Paso, TX, 79935

Chuck Cushion

915-591-9735

The RTP does not contain a specific taxi element. Interestingly, the transportation model does contain a freight-taxi module. So taxi trips are included in the modeling work. There is no participation from the industry on any advisory committees. The MPO does not target the taxi industry for participation in the regional planning process (no special mailers). Companies do not really provide very helpful input when they do comment. The MPO website is: <<http://www.elpasompo.org>>. The MPO is not sure if there are uniform regulations that apply to taxicab operations throughout the region. In any case, 85% of the 750,000 regional population resides in the City of El Paso, which does regulate taxi operations. The only other regulations that would apply are perhaps in the unincorporated portion of the county and the adjoining county. The City of Juarez, Mexico is located nearby (population 1.5 million) and you can take a taxi across the border and back in both directions. A copy of city regulations may be available online. The MPO only supports a guaranteed ride home only on certain holidays and for special events (such as New Year's day). There is no welfare to work program in El Paso, although there have been recent discussions about doing so.

HOUSTON, TX

Houston-Galveston Area Council (H-GAC)

3555 Timmons Lane, Suite 500, Post Office Box 22777, Houston, Texas 77227-2777

713-627-3200

Carolyn Anderson (canderson@hgac.cog.tx.us), Senior Transportation Planner

The Houston-Galveston Area Council is the voluntary association of counties, cities, independent school districts, and soil and water conservation districts in the Gulf Coast State Planning Region of Texas. H-GAC serves almost 150 local governments (see <http://www.hgac.cog.tx.us/government/index.html>), and the region includes about 4 million people in an area of about 12,500 sq. miles. The transportation plan is online at: <<http://www.hgac.cog.tx.us/intro/introwelcome.html>>. The MPO does coordinate with the taxi companies in the planning process by inviting them to various meetings etc. They have had representatives on the Gulf Coast and Harris County Transportation Coordination councils. The

Trans/AQ, Inc.

MPO does not have specific information about the taxicab operating regulations. Houston's METRO (the regional transit agency) has operated a MetroLift Subsidy Program (MSP) for several years involving several taxi companies and subsidized rides. They may be able to provide specific answers to some of the questions. The City of Baytown has also operated a cab voucher program for low-income and elderly citizens using Community Development Block Grant (CDBG) funds. The long-range transportation plan does not identify those projects explicitly because the stakeholder agencies have not requested federal funding through the MPO process.

INDIANAPOLIS, IN

Indianapolis Metropolitan Planning Organization
Division of Planning, Department of Metropolitan Development
200 East Washington Street, Suite 1841, Indianapolis, IN 46204
317-327-5151, 317-327-5103 (Fax)
<http://www.indygov.org/indympo/>

Mike Dearing (mdearing@indygov.org), Principal Planner
317-327-5139, 317-327-5103 (Fax)

There are 605 taxis operating in the Indianapolis region serving a regional population of approximately 1 million. The regional transportation plan contains no element associated with taxicab operations. In the past, taxicab companies did participate in the planning process and on one advisory board. However, taxi representatives did not regularly participate and were eventually removed from the advising capacity. Companies are not currently included on the planning mailing list (but the MPO will probably add them now that they have noted their absence). There is still a taxi representative serving on the INDYGO (the Indianapolis transit agency) Section 5310 Advisory Board. This Board helps identify and recommend projects for federal Section 5310 transit funds (some of which may involve a taxi/transit interface). INDYGO will soon kick-off a new taxi driver and passenger-assistance training program designed to improve transit/taxi services. The City/County regulates local taxi operations. Catherine Waterbury (317-327-4275) of the City of Indianapolis Comptroller's Office indicated that the City licenses the cabs but that there are also separate regulations at the airport and in surrounding cities. Regulations are not currently online. Additional information regarding taxi regulations can be obtained from Karen Horseman, the Indianapolis/Marion County City Council Member overseeing taxi regulation. The City Council is currently being considering revisions to the taxicab regulations.

JACKSONVILLE, FL

First Coast Metropolitan Planning Organization
128 East Forsyth Street, Suite 304, Jacksonville, FL 32202
Jeff Sheffield, Senior Planner
904-630-1903, 904-630-1911

The First Coast MPO has not included any specific taxicab elements in the regional transportation plan or TIP. Taxicab companies do not currently participate in the plan development process and do not serve in any advisory capacities. There are owner and driver associations, but they do not participate. Jacksonville City and County are consolidated governments and they do regulate local taxicab operations through the City Council. However, other counties and cities may regulate taxi operations separately. The MPO website is

Trans/AQ, Inc.

<<http://www.firstcoastmpo.com>>. The City/County website is <<http://www.coj.net>>. The MPO (Prentice Clayton, 904-630-1956) coordinates their Commuter Assistance carpool/vanpool guaranteed ride home program with that of the Jacksonville Transit Authority (Darrell Smith, 904-630-3135), known as "Choice Ride." The transit program offers one free voucher per transit pass to those purchased by employers. Only two vouchers have been used this year. Nobody appears to be using the vanpool/carpool program. The Choice Ride program also provides a welfare-to-work reverse commute program that is in its second year. The program has modified more than a dozen bus lines for reverse commute and extended four lines. The transit agency also partners with outlying counties to provide van feeders to park and ride lots (two in operation now and a third by August). However, taxicabs are not used in the welfare to work program.

LAS VEGAS, NV

Regional Transportation Commission of Clark County
600 Grand Central Parkway, Suite 350, Las Vegas, Nevada 89106
David Booher, 702-676-1500

The MPO serves a population of approximately 1.4 million, plus as many as 75,000 tourists in the off season and 125,000 tourists during the summer. The MPO specifically targets taxi companies to seek their participation in, and many are actively involved in, the transportation planning process. The Regional Transportation Commission has extensive participation by the taxi operators in MPO planning matters. This is due to the major role that taxis play in the Las Vegas tourist economy. Drivers do not really participate. There is no welfare to work program running in Las Vegas. Transportation planning information is online:

<<http://www.rtc.co.clark.nv.us/>>. There is a single set of regional taxicab regulations administered by the State of Nevada, Commission on Economic Development, Department of Business & Industry <<http://taxi.state.nv.us/>>. There are 1,587 medallion taxis authorized to operate within Clark County, Nevada. Medallion taxicabs vary in color by taxi company. Fares are established by regulation and vehicles inspected quarterly for worthiness to operate as a taxicab. The Transportation Services Authority regulates activities and rates for limousine and paratransit (ambulettes) operations that provide service through pre-arrangement and requires operators to obtain NVDOT Motor Vehicle Inspection certificates.

LOS ANGELES, CA

Southern California Association of Governments
818 West 7th Street, 12th Floor, Los Angeles, CA, 90017
Mark Pisano (213-236-1800)

There is no specific element in the regional transportation plan associated with taxicab operations. The taxi industry is not represented on any of the planning advisory committees. However, mailings that go out regarding the transportation plan to solicit public input do specifically target taxicab companies. The companies do not provide input on the plan as a group, but single companies or drivers may provide input if they come to the public meetings. There are taxicab owner and/or operators associations active in the region, but the MPO has no information on them. City transportation planning documents are online <<http://www.lacity.org>> and found by clicking on 'Boards' and then 'Department of Planning.' The Board of Taxi Commissioners implements taxicab regulations for the City of Los Angeles. Bob Camoo (213-580-1245), formerly of the LA Taxi Bureau, indicated that other regulations

Trans/AQ, Inc.

apply city-by-city and county-by-county. Additional information can be obtained from Tom Drischler, Director of the LA Taxi Bureau (213-580-1261).

MEMPHIS, TN

Memphis and Shelby County Tennessee
Department of Regional Services
1075 Mullins Station Rd, NW Wing, Memphis 38134
Carter Gray (cgray@co.shelby.tn.us), MPO Coordinator
901-379-7840

The Memphis ordinance regulating taxicab operations is currently being amended, so there is a lot is going on right now. A number of paratransit companies have formed that the Cab companies feel are not properly regulated. The ordinance is being updated to address these companies and to improve the existing regulation of cabs, limousines, horse drawn carriages, and "transportation companies" who operate vehicles "for compensation". The taxicab industry has not had direct representation in the MPO advisory committees in the past, but in re-forming these committees, the President of the largest taxicab company in Memphis has asked to join the citizens advisory committee. As experienced transportation service providers, their perspective on the needs of the mobility-challenged would be most helpful. The city of Memphis Police Department enforces the taxi ordinance and the Permit Section is responsible for the regulatory program to provide license, background checks etc. Because the regulations are being revised, they are in a bit of flux (no electronic copy). The permit section may be able to provide hard copies of the existing rules. MPO staff believe that only the City of Memphis has these rules. The MPO is not aware of any taxicab owner or driver associations. Cabs are an unappreciated and often neglected part of our overall transportation system.

NEW ORLEANS, LA

Regional Planning Commission
Amoco Building, 1340 Poydras Street, Suite 2100, New Orleans, LA, 70112-5276
Jeff Roesel (504-568-7665)

There is no specific taxi element in the regional transportation plan, nor does the MPO specifically target taxicab companies for participation in the planning process. The New Orleans Taxicab Bureau regulates the operations of taxis and hackneys in the city and at the airport. Other than the city, there are separate regulations that apply in different cities and counties throughout the region. There are no associations of taxicab owners or operators. The MPO does not track the number of taxis in the region.

NEW YORK, NY

New York Metropolitan Transportation Council
One World Trade Center, Suite 82 East, New York, NY, 10048
212-938-3319, 212-938-3295 (Fax)
Maggie Cusack (mcusack@gw.dot.state.ny.us)
Senior Transportation Analyst

A fleet of approximately 12,000 taxis operate in New York City (44,000 licensed drivers). The City of New York Taxi and Limousine Commission regulates taxi licensing and operations. Hundreds of private car-for-hire companies operate throughout the region. New York taxis routinely ignore regulations regarding street fares. Most local jurisdictions have implemented

regulations on stopping and tend to define desired locations as taxi stands. The NYC taxi regulations are online: <<http://www.nyc.gov/html/tlc/>>. Other online sites include: <<http://www.citidex.com/899.htm>> and <<http://www.schallerconsult.com/taxi/trb.htm>>. There is no specific taxi or for hire vehicle element of the Regional Transportation Plan (RTP). However, taxi and car-for-hire services do play a very important role in the diversity of New York's regional transportation mode choice. Industry involvement has been solicited via informational brochures on the RTP update process. The Taxi and Limousine Commission receives all of the MPO mailings. The MPO recently sent a flier (Appendix C) to the NY Taxi and Limousine Commission, and they will be contacted again directly when the MPO forms their focus groups this fall. The MPO will also reach out to other associations representing for hire and taxi operators in the region. The MPO is now in the process of updating the RTP, have been working on it for about one and a half years, and their first drafts will be produced in the Spring of 2002. Thus far, many groups and individuals have provided input on the plan update process. The MPO will continue to solicit input from specific interests, one of which will be the taxi and for hire fleets and other livery service providers through a series of focus groups they plan to hold this fall. The Port Authority is constructing an air train connecting JFK to the subway and to LIRR, which should help alleviate roadway congestion at the airport. This may also provide another option for NYC residents and visitors to access the airport.

PHOENIX, AZ

Maricopa Association of Governments
Roger Herzog, 602-254-6300
Regional Public Transit Authority
Stuart Boggs, 602-534-5474

The current regional transportation plan does not contain a specific taxi or vehicles for hire element. However, the next plan may. The Maricopa Association of Governments is currently in the planning stages and considering whether to include such an element. If they do, the taxi industry will be asked to participate in the development of this element. Roger Herzog was not sure if the agency's public information office specifically targets taxi companies yet. The transportation planning website is online: <<http://www.dot.state.az.us>>. The State Legislature is responsible for implementing regulations for the taxi industry in this area. Regulations may be available on the State of Arizona website under 'taxi legislation' or by calling the Secretary of State (602-542-4285, 1-800-458-5842). The MPO is not sure if there are any taxicab owners organizations or drivers associations in the area.

PORTLAND, OR

Portland Metro
503-797-1700
1900 SW 4th Avenue, Suite 3500, Portland, OR, 97201
Taxi companies are not directly involved in the regional transportation planning process. The RTP and TIP do not contain specific vehicles for hire elements. The City of Portland regulates the taxi industry to protect public safety, need, and convenience.
City of Portland, Bureau of Licenses
John Hamilton (jhamilton@ci.portland.or.us), 503-823-5283

Taxicab companies, vehicles, and drivers operating in the city of Portland must obtain permits. However, regulations apply only to City of Portland proper. The Portland Bureau of Taxis (and

staff) regulates the city taxi fleet. City Council members (all elected at large) head Portland's Bureaus. The 10-member Taxi Board includes the elected Council member that serves as the director and: the airport transportation office, Tri-Met (transit agency), the Portland visitors association, the local news media, persons with disabilities, city of Portland transportation department, one taxi driver, and two company owners. The taxicab Board of Review has rulemaking power over the taxi industry. Drivers and company owners actively participate in the Board's activities, especially with respect to rulemaking on such issues as rates and medallion supply. The Board regulations are approved by, and rulings can be appealed to, the City Council. There is some discussion about having Metro take over the regulatory responsibilities and to expand/unify the regulations across the region. John Hamilton indicated that it would be a difficult transition but that the Tri-Met transit agency (under Metro) should be able to handle it. He would like the Oregon League of Cities to be involved in the regulatory development process. There are six companies operating in Portland (approximately 384 cabs, with 272 in the two largest companies) serving a population of approximately 500,000 persons. There are no active owners or operators associations. The websites for transportation planning are: <<http://www.metro.dst.or.us>>, <<http://www.trans.ci.portland.or.us/TransServices.asp>>, and <<http://www.licenses.ci.portland.or.us/Regulatory/Taxi/taxi.htm>>. Local taxi regulations can be found online at: <<http://www.pdxbl.org>> under Title 16, Chapter 16.40.

SACRAMENTO, CA

Sacramento Council of Governments

Jim Brown (jbrown@sacog.org)

916-733-3221

Sacramento planning documents do not contain a taxi or vehicles for hire element. Most of the planning documents are available on their web site: <<http://www.sacog.org>>. SACOG does not make any specific attempt to add taxi companies to their advisory boards or while developing their planning documents. If any taxi companies provide input, they do so on an individual basis. Some taxi company representatives were active on one of their advisory committees several years ago, but the charge of that committee changed and they are no longer involved. SACOG's public information office does not specifically target taxi companies with mailers regarding the plan, public meetings, etc. It appears that there is no longer any active local group to work with. SACOG staff are not aware of any local or statewide taxi organizations. There are no such listings in the telephone book. There used to be a California Taxicab Owners Association many years ago (approximately 20 years +/-), but they could not find a reference. It seems that SACOG used to have more involvement by the taxi operators and staff are not sure if the low level of participation now is a result of any lack of outreach or just the change in personalities. SACOG believes that all regulation of taxicabs is held at the local level (i.e. the city or county level) and there is no uniform taxi ordinance, either throughout the region, or even within the counties and their incorporated cities. Several local transit operators use, or have used, local taxi companies to provide some part of their overall transportation program. Most of these programs are in the area of senior and disabled services or as part of guaranteed ride home programs. In SACOG staff's experience, most taxi operators are small businesses that operate close to the margin. Participating in recent planning processes may not have produced any real short-term results leading to contracts. Perhaps their participation in the process several years ago led to some contacts with the transit operators and set them up with some contracts, some of

Trans/AQ, Inc.

which are still in effect. Information on the Taxicab and Paratransit Association of California is online: <<http://www.tpac.net>>.

SAN DIEGO, CA

San Diego Association of Governments
Transportation Division
401 B Street, Suite 800, San Diego, 92101, 619-595-5300
Linda Colp
619-595-5357

The Metropolitan Transit Development Board (MTDB), which oversees taxi operations in San Diego and National City, serves on the transportation planning committees. The board member is a full participant. Hence, the regulatory body represents the taxi industry in the planning process. Taxicab companies are not specifically targeted for participation in the planning process, just standard public notice in newspapers. However, companies do participate in the San Diego guaranteed ride home program and planning documents associated with that program <http://www.sdcommute.com/index_frame.htm>. The regional transportation plan and other planning information are online: <<http://www.sandag.org>>.

Metropolitan Transit Development Board
Taxicab Administration Office, 1601 Newton Ave, San Diego, CA 92113
Jerry Reese, 619-338-1103

The Metropolitan Transit Development Board (MTDB) is under contract to the City of San Diego to manage the licensing of taxicabs and to develop and implement taxi regulations that cover San Diego, National City, Imperial Beach, El Cajon, Santee, Lakeside, Poway, and La Mesa. The San Diego regulations are not online. The MTDB manages approximately 1100 taxis and 230 permit holders, or about 85% of the regional fleet. One company controls about 40% of the fleet. Oceanside, Escondido, Coronado Island, and coastal cities from Chula Vista to Carlsbad have their own city and/or county regulations. Although there are organizations/associations of taxi cab owners and or operators in the San Diego area, they are not very active. The organizations formed because of the regulatory process, to provide comments on regulatory changes (and to lobby for changes). The industry is very 'fractured' and technologically backward. The market price for a medallion is approximately \$40k (they sell for approximately \$23k in Atlanta). Taxicab permits for the airport are valid for one day out of every three to minimize excess cabs at the airport. The County issues driver ID cards.

SAN FRANCISCO, CA

Metropolitan Transportation Commission
Chuck Purvis, Senior Transportation Planner/Analyst
Planning Section, 101 Eighth Street, Oakland, CA 94607
510-464-7731

Owners/operators do not currently participate in stakeholder groups and taxi companies are not directly involved in the planning process. Brenda Kahn of the MTC Public Information Office (510-464-7787) indicated that companies are not specifically targeted for participation (and do not receive targeted notices by mail), but they may participate through the general public process. The website for transportation planning is <<http://www.mtc.ca.gov>>. The SF Public Utilities Commission is responsible for implementing taxicab regulations in San Francisco.

Different regulations apply in other cities and counties. Julie Tunnell (MTC-ABAG Library, jtunnell@mtc.ca.gov, 510-464-7835) indicated that The San Francisco Taxi permit holders and Drivers Association, Inc. was listed in a paper citation, but is not listed in the telephone book and may no longer exist. The United Taxicab Workers union may or may not be active locally <<http://www.igc.org/utwcwa/index.html>>. The taxicab regulations appear to be implemented by each city and county.

The regional welfare to work programs also includes taxi participation. Connie Soper (510-817-3270) stated that the MTC has not, in most cases, involved taxi providers directly in the county-level welfare to work transportation planning efforts that they have sponsored. However, the MTC did assist in the formation of local advisory committees. The welfare to work programs in the Bay Area are predominantly organized by committees that consist of transit agencies, county human services agencies, community based organizations that provide services to low-income individuals, workforce investment boards, etc. In many cases, the county-level planning efforts led to recommendations involving taxi voucher programs for guaranteed ride home programs or as other back-up transportation services for low-income persons. In these cases, the county transit agencies and/or human services agencies have engaged the cab companies in negotiations to establish the programs.

Jacob Avidon (Metropolitan Transportation Commission, 510-817-3271, javidon@mtc.ca.gov) is the MTC liaison with these councils and he indicated that all nine Bay Area counties have some type of countywide paratransit advisory committee. In many cases, taxi providers participate on those committees, because many cities and/or transit agencies have established relationships with taxi companies wherein taxis augment the services provided by local ADA paratransit systems.

County Name	Contact Name	Agency Name	Telephone	e-mail
Alameda	Tom Brightbill		510-893-5949	tbrightbill@aol.com
Contra Costa	Bill Liskamm		925-939-9722	billiskamm@aol.com
Marin	Cynthia Petersen	Golden Gate Transit	415-257-4415	cpetersen@goldengate.org
Napa	Deborah Brunner	Napa County Transportation Planning Agency	707-259-8631	dbrunner@co.napa.ca.us
San Francisco	Kate Toran	San Francisco Muni	415-923-6142	kate_toran@ci.sf.ca.us
San Mateo		San Mateo County Paratransit Coordinating Council		sanmateopcc@aol.com
Santa Clara	David Ledwitz	Santa Clara Valley Transportation Authority	408-321-7034	david.ledwitz@vta.org
Solano	Pam Gillam	Vallejo Transit	707-553-7224	pgillam@ci.vallejo.ca.us
Sonoma	Janet Spilman	Sonoma County Transportation Authority	707-565-5373	jspilman@sonoma-county.org

Trans/AQ, Inc.

SEATTLE, WA

Puget Sound Regional Council

11011 Western Avenue, Suite 500 Seattle, WA 98104

206-464-7090

Ralph Cipriani (rcipriani@psrc.org)

Manager, Metropolitan Transportation Plan

The Puget Sound Regional Council services a population of approximately 3.4 million in the Seattle WA region. The MPO does not integrate taxi operations into the regional planning process or into the transportation plan. There are active cab associations in the area, but they do not comment on the plan. Taxi operations are under the exclusive purview of the Seattle City Council. The MPO does not know who oversees taxi operations beyond the city of Seattle in suburban areas. Because the Puget Sound MPO is not a transportation operator, they provide no programs out in the real world. Major corporations and some local governments do offer guaranteed ride home programs. Local transit operators and King County have been involved in welfare-to-work planning. However, MPO staff is not sure whether there are any operational programs yet. Ned Conroy (206-587-5670) of the Regional Council may know more. The MPO has no information on the number of taxicabs operating in the region.

APPENDIX C
NEW YORK METROPOLITAN TRANSPORTATION COUNCIL CIRCULAR
SENT TO THE NEW YORK TAXI AND LIMOUSINE COMMISSION

Public Planning Workshops

All Workshops will begin at
7:00 PM and end at 9:00 PM

Putnam County - May 21, 2001

County Courthouse in Carmel, 2nd Floor.

40 Gleneida Avenue, Carmel

84 to exit 19, right off ramp to Route 312. Route 312 to end, right onto Route 6, 3rd light right onto Route 52.

Right at first light into parking lot.

Westchester County - May 22, 2001

County Center in White Plains

Intersection of Central Avenue and Route 119 and the Bronx River Parkway. Transit: Metro North to White Plains, walk to the west side of the station.

Lower Manhattan - June 4, 2001

Museum of the American Indian (Customs House)

Auditorium - One Bowling Green

Enter on State Street. Subway: Take the 1 or 9 to South Ferry, or take the N or the R to Whitehall Street, or take the 4 or the 5 to Bowling Green.

Brooklyn - June 5, 2001

Brooklyn Borough President's Office

209 Jerolemon Street, 1st Floor

Subway: Take the N, R, 2, 3, 4, 5 trains to Borough Hall or the A, C or F trains to Jay Street.

Staten Island - June 12, 2001

Borough Hall - 2nd Floor Court Room.

10 Richmond Terrace, Staten Island

Entrance is on Stuyvesant Place. Transit: All Staten Island buses provide access to Borough Hall.

Rockland County - June 13, 2001

Palisades Center Mall in Clarkstown, Community Room.

Take 87 to Exit 12, the Mall is at that exit. Go through any of the main entrances to 4th floor, Community Room is by Ice Rink. Transit: Metro North to Tarrytown Bus to Mall.

Queens - June 14, 2001

LaGuardia Community College, Center III

Thompson Ave., Between 29th and 30th Street.

Take the 59th Street Bridge to Queens Blvd. or the Long Island Expressway west to Van Dam Street Exit, right at light to Thompson Ave., make a left. Subway: Take the E, F, R, or the D train to Queens Plaza. Cross the plaza to Skillman, go right on Thompson. Or take the 7 train to 33rd Street and go 5 blocks west to Thompson.

Upper Manhattan - June 25, 2001

A.C. Powell Jr. State Office Building, Conference Room on the 8th Floor at 163 West 125th Street

Subway: Take the A, C, B, or D to 125th Street Station, then go 2 blocks east to A.C. Powell Blvd. By bus, the M100, M101, M60 and BX15 to 125th Street.

Bronx - June 26, 2001

Supreme Court Building, Rotunda, 1st Floor.

851 Grand Concourse

Entrance is on 161st Street between 158th Street and 161st.

Subways: The 4, D, and B trains go to the 161st Street station.

Queens/Brooklyn Border - June 27, 2001

York College, Faculty Dinning Hall

94-20 Guy R. Brewer Blvd., Jamaica, Queens.

VanWyck Expressway to Liberty Ave., or GCP to Parson's Blvd. Subway: Take E, J and the Z train to Parsons and Archer Avenue.

The New York State Department of Transportation is engaged in the development of the **Long Island Transportation Plan (LITP) 2000**, for Nassau and Suffolk Counties. Because of an ambitious schedule of public meetings in Nassau and Suffolk counties related to the **LITP** effort, which will provide much of these counties' portions of the Regional Transportation Plan update, public workshops for the Plan update are **NOT** scheduled for these two counties.

Regional Transportation Plan Update for 2002

Public Planning Workshops

We're interested in

YOUR IDEAS about

TRANSPORTATION and

TRAFFIC CONGESTION

in YOUR area.

**Workshop dates & locations
inside.**



New York Metropolitan Transportation Council

One World Trade Center, Suite 82 East
New York, NY 10048-0043

(212)938-3388 Fax(212)938-3295

www.nymtc.org

Public Planning Workshops

**Workshop dates & locations
on back panel.**

**We're interested in YOUR IDEAS
about TRANSPORTATION and
TRAFFIC CONGESTION.**

The New York Metropolitan Transportation Council, also known by the acronym "NYMTC", is an association of governments and transportation providers which serves as the metropolitan planning organization for New York City, suburban Long Island and the lower Hudson Valley.

NYMTC's members include five suburban counties, the Departments of Transportation and City Planning in New York City, the New York State Department of Transportation, and the Metropolitan Transportation Authority. Advisory members include the Port Authority of New York and New Jersey, other State and Federal agencies, and agencies from New Jersey.

Under Federal regulations, NYMTC is charged with providing a collaborative planning process through which its members can plan for and make decisions on the use of Federal transportation funds.

As part of this process, NYMTC must update its' Regional Transportation Plan every three years so that our region can maintain its' eligibility for Federal transportation funding.

**We need your help in updating
the Plan!**

NYMTC is holding a series of public planning workshops throughout its region. We want our updated Plan to accurately reflect the transportation issues and problems that you face every day. We want your ideas on how we can use Federal dollars to address traffic congestion and other transportation issues in your area.

This Plan update is critical to putting those transportation dollars to work in our region. We hope you can take some time and join us at a public planning workshop in your area. A list of workshop dates, times and locations appears in this brochure, as well as some key facts about the Regional Transportation Plan.

If you can't join us at any of the workshops, you can provide your ideas through our website. Please see the section which follows explaining how to make your ideas known through our website.

Help us make the Regional Transportation Plan an effective tool for securing Federal transportation funding and putting it to good use!

**To access the RTP process on
the NYMTC Web Site:**

www.nymtc.org

1. Enter the web site, click on the "Projects" button which is near the bottom of the page.
2. Scroll down through the list to "Regional Transportation Plan (RTP)".
3. There is a summary of the plan and a section with the current plan that you can download.
4. Maps of congestion in your area will be posted to the site, beginning the week of May 21st, along with E-mail options for comments.
5. We will also accept comments by mail and fax. Our contact information is on the cover of this brochure. Please contact us if you have any questions.

Facts About NYMTC and the Public Planning Workshops

√ New York Metropolitan Transportation Council (NYMTC) is an association of governments and transportation providers.

√ The Council serves as the Federally mandated Metropolitan Planning Organization (MPO) for the New York City, sub-urban Long Island and the lower Hudson Valley.

√ The Regional Transportation Plan (RTP) update is required by the Federal government to maintain our region's eligibility for federal funding.

√ The RTP is updated once every three years, this update will be adopted in 2002 and will have a horizon year of 2025.