

	<b>AUSTIN</b> (July 9, 2010)	<b>MIAMI-DADE</b> (July 14, 2007)	<b>COACHELLA VALLEY</b> (April 20, 2007)	<b>SAN ANTONIO</b> (Nov. 3, 2010)	<b>SALT LAKE CITY</b> (July 31, 2005)
<b>City info</b>	3 cab companies 669 permits	36 cab companies 2,105 medallions	22 cab companies 244 permits	25 cab companies (4 dispatch companies) 878 permits	3 cab companies 268 permits
<b>Medallions</b>	<p><b>Anti-mobile medallions</b> - no greater job security (not a “nest egg”) - not necessarily beneficial</p> <p><b>Anti-individual driver medallions</b> - doesn’t lead to pride in ownership (which would result in better service and better car condition) - no retirement income (from selling a medallion)</p> <p>Argues: Granting individual medallions leads to multiple taxi companies and a vast variety of taxi vehicle types and colors</p> <p>Argues: Medallions work best in larger cities w/greater demand for street hail and stand business (not Austin)</p> <p>“Offering individual driver owner medallions within a franchise taxi company system is not practiced in any other U.S. city.”</p>	<p>Argues: Multiple medallion holders will sell their medallions one at a time →fractures the control &amp; management of a taxi co. →drivers will pick and choose to serve only certain markets →undesirable markets will be abandoned</p> <p>Argues: Cost is too high for drivers who do desire their own medallion →loans</p> <p>Argues: Driver may fear being personally liable</p> <p>Suggests: To ensure that taxis are serving their assigned underserved areas, designate a special license for taxis that are radio dispatch only - not tied to a medallion! So cost to driver would be lower to make up for short trips taken</p> <p>Suggests: Change city code to allow for a reduction in the number of taxicab medallions</p>	Not mentioned	<p>States: Independent (medallion type) taxicab permits are usually the result of “pressure that a city council faces from irate taxi drivers who feel they need their own permit in order to make a decent living.”</p>	<p>Medallion system is not recommended for SLC - would require significantly more oversight by the city</p> <p>Argues: Reiterates Austin argument of “doesn’t lead to retirement income” (calls it a “nest egg”)</p> <p>Argues: Individual medallions would be an insurance disaster for the city (would have too many companies to keep track of when checking if insured)</p>
<b>Dispatch</b>	<p>States: Dispatch service is necessary for call-ins and prearranged pick-ups, which is greatest need in Austin</p> <p>Argues: Few big companies are better than many small companies – the larger the cab company, the easier it is to provide better dispatch service</p>	<p>Argues: Need central radio dispatching service offering GPS radio – this would help provide service in underserved areas and better serve ADA customers</p> <p>Suggests: Eliminating cell phones not associated with a dispatching system</p> <p>Suggests: Requiring a minimum percentage of taxi companies’ business be responses to dispatch</p> <p>Suggests: Requiring taxi</p>	<p>Suggests: Strengthen the requirement for a business address by also requiring 24/7 dispatching from a facility</p>	<p>States: The two companies that have full-service dispatch are the highest priced leases, but they offer the most economic opportunity</p> <p>Suggests: Using a computerized dispatching system, on that would call the closest driver– (Mandate the installation by ordinance)</p> <p>States: There needs to be a mindset change of taxi drivers from that of being</p>	<p>Suggests: Requiring (by ordinance) a minimum of 50 cabs per franchise to encourage investment in dispatch service and other technologies</p>

