

STITA Testimony/Questions for December 8, 2015 Port of Seattle Commission hearing

Testimony

Good afternoon, I'm Patty Stevens with STITA taxi. We've been working with port and staff on ground transportation in anticipation of RFP for taxi services. Through this process we've submitted testimony on our positions and participated in the stakeholder process. The airport is growing and needs more service. There are capable and experienced drivers ready to serve the growing demands at the airport in the taxi industry and STITA is willing and able to provide this service. We want the ability to provide regular service on demand at the airport. We think the need for multiple operators is apparent and the best means to support small and minority owned business is for equal access for the taxi industry.

We have concerns about today's ground transportation presentation, focusing on TNC negotiations and integration and less on a holistic approach to ground transportation management. We were hoping to learn more about the holistic approach the commission described in September - looking at how services and management can best operate. Instead we see a renewed push for the inclusion of TNC and another study. We thought the holistic system would include TNC inclusion. We have concerns and questions on the next steps and would like to share our view on the system as a whole.

We want to see strong regulatory expectations and the means to measure them through clear contracts for operators as part of the ground transportation system. Through the stakeholder process and past experience, we know that an exclusive contract with clear expectations and cap on taxis and TNCs will be best for the airport. We hope to work with the airport staff and commission to have input into the facility analysis to influence the RFP for ground transportation services. We have a number of questions we think you should consider as you continue this process.

Questions regarding TNCs: How will negotiations with TNCs affect the RFP for taxi on-demand services? How will negotiations impact services currently provided at the airport? Why are negotiations occurring without an RFP for TNC? Will TNCs meet flat rate expectations to downtown as other operators must? Will they meet all regulations and requirements for an even playing field? Will limo be included as well?

Regarding the facility study: What are the overall goals of the facility study? It is unclear if the study is intended as holistic ground transportation system to avoid severely impact existing companies that have been conducting business with the airport.

Regarding the RFP: When will ground transportation RFP be issued? What holistic approach to management of the ground transportation will influence the RFP and contract opportunities with the Port? What's timing on access for other operators? How can we get negotiated access like the TNCs? Will there be an on-demand RFP or can we negotiate for space?

We hope the coming facility study and continued collaboration will see these questions answered and give small, minority owned businesses like STITA opportunity to meet the growing demand at the airport. Thank you.