

Private for-Hire Transportation Regulations Chapter 16.40

November 5, 2015

WE KEEP PORTLAND *MOVING*



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Private for-Hire Program Purpose

Changes guided by:

- Private for-Hire Innovation Task Force
- Over a million rides since the inception of the Pilot Program
- Program data
- Council input
- Evolving market
- Providing a safe service for the consumer
- Fair and equitable approach



Citywide Service

Citywide service requires:

- Service 24 hours per day, 7 days per week
- Taxi and TNC operators must accommodate all requests for service for wheelchair accessible vehicles (WAV)



Permit Caps

Pre Pilot

The PFHT Board has the ability to cap the number PFHT vehicles

Proposed Changes

No caps on the number of vehicles a company can permit



Fares

Pre Pilot

- City mandated fare rates

Proposed Changes

- No mandated fare rates
- Base fare rates shall be established by companies and approved by the Director prior to implementation
- All fare rates shall be made available to the consumer in a clear and transparent way
- Dynamic pricing allowed except during emergencies; and never allowed for WAV services



Accessible Service

Pre Pilot

- 20% of the vehicle fleet must be wheelchair accessible

Proposed Changes

- Companies are required to reasonably accommodate persons with disabilities, including individuals with mobility devices and those accompanied by service animals
- Provides 24/7 Service
- Service performance standards based on wait times



Accessible Transportation Fund

- An Accessible Transportation Fund may be established by the Director for the purposes of providing an incentive for private for-hire WAV service
- Mitigate the higher costs of providing WAV service
- PFHT Advisory Committee will recommend a fee rate to the Director



Driver Background Checks

Pre Pilot

- City conducted background checks
- City conducted driving records checks

Proposed Changes

- Background checks shall be performed by third-party accredited by the National Association of Professional Background Screeners
- Companies can opt to go through the City to conduct background checks
- Require companies to maintain records; City will audit records



Disqualifying Factors

- A felony conviction of any kind in the preceding 10 years
- Greater than 5 traffic infractions in preceding 3 years
 - No more than 2 in the preceding year
- Within preceding 3 years driving privileges were revoked by any governing jurisdiction
- In preceding 3 years the driver's PFHT permit was revoked by the Director
- Driver is a match on the National Sex Offender Public Registry
- The driver is under 21 years of age



Driver Training

Within 30 days of certification complete a Director approved training course:

- Relevant City Code provisions and Administrative Rules
- Vision Zero principles of traffic safety
- Portland-area attractions
- Customer Service



Vehicle Inspections

Pre Pilot

- Annual ASE inspection by Approved Master Mechanic

Proposed Changes

- Annual ASE inspection by Approved Mechanic **OR** Approved Blue Seal Shop
- All vehicles required to have:
 - Fire extinguisher
 - First-aid kit
 - Hands-free device



Vehicle Identification

Taxi

Every taxicab must prominently display on both sides of the vehicle the following information:

- Every taxicab must be painted in the colors of its company
- Name of the taxicab company
- The company-assigned taxi number
- The telephone number of that company where service can be requested
- The word "taxi", "cab" or "taxicab"

TNC

Every TNC vehicle in operation must have:

- Trade Dress Signage shall be clearly visible from the front and rear of the vehicle from a distance of 20 feet and shall be placed on the interior or exterior of vehicle



Hails

- Taxis have the exclusive right to queue in designated taxi stands and may accept street-hails to include from hotel zones.
- TNCs may not accept street-hails and may only accept rides booked through an affiliated TNC app.



Insurance

Taxi

- General commercial liability insurance with limits of at least \$1M per occurrence and \$2M in aggregate
- Auto Insurance with limits of at least \$500K per occurrence

TNC

- \$1M general commercial liability; \$2M in aggregate
- Period 1 - \$50K death/injury per person, \$100K per incident, \$25K property damage
- Periods 2 & 3 - \$1M death, personal injury and property damage per incident, \$1M under/uninsured motorist coverage for death, personal injury and property damage per incident



Advisory Committee

Pre Pilot

The Board adopted rules for the for-hire Transportation Industry operating within the jurisdiction of the City of Portland

Proposed Changes

The PFHT Advisory Committee is a community advisory body, representing those with interests in private for-hire transportation in the City of Portland



Data Reporting

Pre Pilot

Prior to April, 2015 taxi drivers were required to keep a log

Proposed Changes

Examples of relevant data may include, but not be limited to, the following:

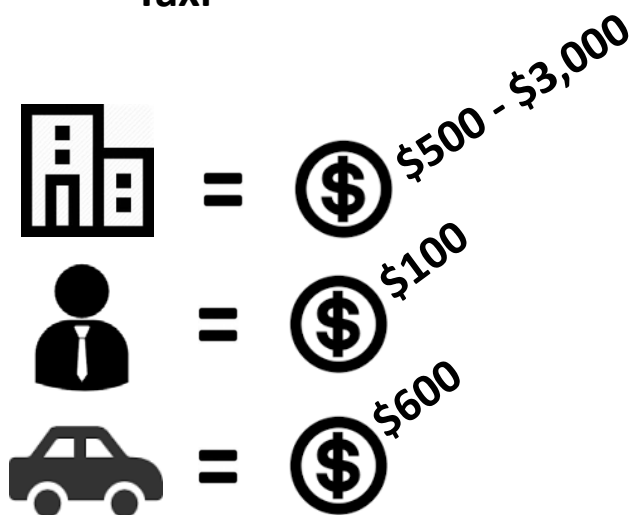
- Number, date and time of trips
- Number, date and time of **unfulfilled** requests;
- Trip origin zip code;
- Trip destination zip code;
- Trip wait time, and;
- Trip duration



Fees/Program Cost Recovery

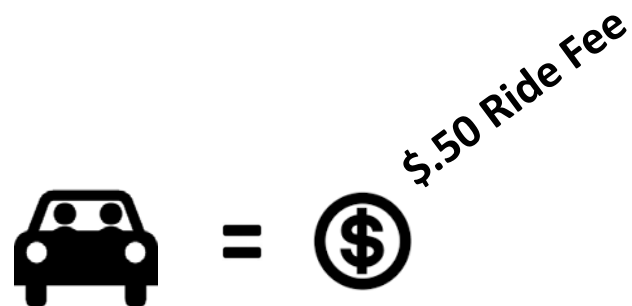
Pre Pilot

Taxi



Proposed Changes

Taxi & TNCs



Audits & Enforcement

Compliance Audits

- Review driver background information
- Review vehicle information

Field Audits

- Random field audits
- Audits will be strategic and targeted; driven by:
 - Consumer complaints
 - Accessible service data
 - Unreliable/below standard service (determined by service data)



Future Developments

- Establish PFHT Advisory Committee
- Closely monitor data and cost recovery models
- Annual reports to Council
- Assess environmental and traffic congestion impacts
- Improved WAV Service
- Labor Market Study



Portland Bureau of Transportation

END of Presentation

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