

Advisory Committee Recommendations



Bureau Responses



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Amend Disqualifying Factors for Drivers

Recommendation

- Amend 16.40 to allow drivers to maintain eligibility unless they have three or more traffic infractions, as opposed to the current standard of two or more infractions.

Response

- This recommendation will not advance.
- Our permitted PFHT drivers and other professional drivers are held to a higher standard in order to ensure safety for all travelers.

Require Pre-Permit Drug Screening

Recommendation

- To address passenger safety concerns regarding illegal drug use by drivers, the PFHT Advisory Committee recommends adding a drug screening to the required steps for a driver to obtain a Permit.

Response

- Needs additional research.
- In order to determine whether or how to move forward with this recommendation, PBOT first needs to conduct additional research and engagement on this topic.

Simplified Driver Permitting Process

Recommendation

- Amend the City Code so that a Driver permit is valid for 1 year from the date of issue, regardless of the date of the application for a permit or permit renewal or the date of any document underlying the permit.

Response

- Recommend to City Council.

Lower Age Requirements to Wheelchair Van Drivers

Recommendation

- Amend the City Code Chapter 16.40 to reduce the age minimum for drivers to 18.

Response

- Recommend to City Council.

Align Background Check and MVR with Driver's Permit

Recommendation

- Amend the City Code Chapter 16.40 to require the driver's background check and motor vehicle record history to be conducted within one month of the company certification of the driver.

Response

- Recommend to City Council.

Minimum Pay and Deactivation Protection

Recommendation

- Establish a guaranteed minimum earnings standard, paid on every trip.
- Strengthen driver deactivation appeals protections by providing the right to just cause and due process, with support for a worker led body to represent drivers in appeals.

Response

- Needs additional research. ORS 221.495 provides cities and counties the authority to regulate private for-hire transportation services, in order to ensure safe and reliable services to the traveling public. Over the years, our City's private for-hire regulations and enforcement have effectively ensured this consumer protection through stringent regulations encompassing background checks, vehicle safety measures, and, until 2015, consumer rate regulation (the maximum rate a company may charge the consumer).
- Recently, the US Department of Labor finalized a rule to delineate the classification of TNC drivers as independent contractors or employees. It's premature to gauge its impact on driver classification and the implications for minimum wage discussions. Given this, the City Attorney has advised PBOT to not take any action on this topic at this time.

Allow proof of Insurance with a Paper or Electronic Copy

Recommendation

- Amend the City Code Chapter 16.40 to accept a driver's proof of insurance in a digital format in addition to paper documentation.

Response

- Recommend to City Council.

Require Drivers to Provide Company Insurance at an Accident

Recommendation

- Amend the City Code Chapter 16.40 to state that in the event a driver is involved in an accident while providing private for hire service, the driver is required to exchange drivers license information and the private for hire company insurance policy information, at the time of the accident, to all parties involved.

Response

- Recommend to City Council.

Limit Driver Deductibles Across the Industry to \$1,000 or Less

Recommendation

- Amend the City Code Chapter 16.40 to reduce the total amount of a driver's required Insurance Deductibles to be \$1,000 or less.

Response

- This recommendation will not advance. The City refrains from regulating premium costs, including deductibles within the private for-hire industry, and only focuses on the liability coverage required.

Define Digital Taxi Meters in City Code

Recommendation

- Amend the City Code Chapter 16.40 to expand the definitions of a Taxi Meter to include modern technology in the form of Digital Taxi Meters.

Response

- Recommend to City Council.

Require Consistent use of Company Issued Taxi Meters

Recommendation

- Amend the City Code Chapter 16.40 to require all drivers to consistently use company installed or issued systems to accurately record all trips applicable to Portland City Code.

Response

- Recommend to City Council.

Prohibit the Display of Taxi Plates, Permits, or Decals on unpermitted vehicles

Recommendation

- Amend the City Code Chapter 16.40 to make it a requirement of a vehicle's registered owner to properly remove any City issued permits, decals, or plates when a vehicle is unpermitted to operate as a Private for-Hire vehicle.

Response

- Recommend to City Council.

Allow the City to Issue Permit Decals in place of Taxi Plates

Recommendation

- Amend the City Code Chapter 16.40 to include "or permit decal" wherever the "taxi plate" is mentioned.

Response

- Recommend to City Council.

Require Exclusive Paint Schemes on Taxis

Recommendation

- Amend the City Code Chapter 16.40 to require taxicabs to be painted in the exclusive color and pattern scheme associated with the permitted taxi company.

Response

- Recommend to City Council.

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Response

- Recommend to City Council.
- If this code change is adopted, companies will have 12 months to meet this new requirement.

Self-Certify New Vehicles

Recommendation

- Amend the City Code Chapter 16.40 to allow companies to self-certify new vehicles by submitting a DMV 226 form, a PBOT inspection form, and an updated insurance certificate, so that companies may put their vehicles into service as soon as their applications are submitted.

Response

- Recommend to City Council.

Prohibit WAV Referrals without Authorization

Recommendation

- Amend the City Code Chapter 16.40 to prohibit taxi companies from referring or transferring requests for WAV service without prior consent from both the customer and the receiving taxi company.

Response

- Recommend to City Council.

Allocate Money from the General Fund to increase WAV Access

Recommendation

- PFHT Advisory Committee recommends allocating \$250,000 of the General Transportation Fund to provide increased subsidies to WAV drivers and companies offering WAV services.

Response

- This recommendation will not advance. Historically, the City has not provided PBOT with General Funds to support the Private For-Hire Program. Given current PBOT and City budget constraints, the WAV fund should continue to be funded through the Private-for-Hire fees.
- PBOT is proposing an increase in Private For-Hire surcharges and permit fees that could provide possible funding for these purposes.

Per-trip Reimbursement for WAV Trips

Recommendation

- The PFHT Advisory Committee recommends an increase in the subsidy provided for WAV trips with intent to increase accessible vehicle services.

Response

- Recommend to City Council.

Adjust TRN-14.35: Digital Records Requirements

Recommendation

- The PFHT Advisory Committee recommends amending TRN 14.35 to clarify that memory cards must be stored away from the camera in a location not visible to the passenger.

Response

- Recommend to City Council.

Allow PBOT to Tow Unpermitted Vehicles

Recommendation

- The PFHT Advisory Committee recommends empowering the Regulatory Program with the ability to tow vehicles that are illegally providing Private for-Hire services without a Permit.

Response

- Needs additional research. Portland City Code 16.40.950 (D) Cleary states:
 - “Vehicles in violation to this code are subject to towing and impoundment”
- However, Regulatory Staff do not have the legal authority to tow and impound a vehicle. This recommendation will require additional research and guidance from the City Attorney and other city partners, such as the Portland Police Bureau.