



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

February 14, 2018

**12:00 p.m. CITY COUNCIL WORK SESSION and
MEETING OF THE EUGENE URBAN RENEWAL AGENCY
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**Meeting of February 14, 2018;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Mike Clark, President

Greg Evans

Emily Semple

Jennifer Yeh

Betty Taylor, Vice President

Chris Pryor

Claire Syrett

Alan Zelenka

**12:00 p.m. CITY COUNCIL WORK SESSION AND
MEETING OF THE URBAN RENEWAL AGENCY
Harris Hall, 125 East 8th Avenue**

A. Executive Session: Pursuant to ORS 192.660(2)(e) and ORS 192.660(2)(h)

Mayor: *The Eugene City Council will now meet in Executive Session held pursuant to ORS 192.660(2)(e) and ORS 192.660(2)(h) to discuss the negotiation of a real property transaction and to consult with legal counsel regarding current litigation or litigation likely to be filed.*

Representatives of the news media and designated staff shall be allowed to attend the executive session. All other members of the audience are asked to leave the room. Representatives of the news media are specifically directed not to report on any of the deliberations during the executive session, except to state the general subject of the session as previously announced. No decision may be made in executive session. At the end of the executive session, we may return to open session and welcome the audience back into the room.

B. POTENTIAL DIRECTION: Property Acquisition

The Mayor adjourns the meeting of the Eugene City Council and convenes a meeting of the Eugene Urban Renewal Agency.

**C. MEETING OF THE EUGENE URBAN RENEWAL AGENCY
POTENTIAL DIRECTION: Property Acquisition**

The Mayor adjourns the meeting of the Eugene Urban Renewal Agency and reconvenes a meeting of the Eugene City Council.

D. WORK SESSION: Public Passenger Vehicles and Transportation Network Companies

City Council President: Move to approve the proposed approach for City licensing of Transportation Network Companies and certification of TNC drivers, which will include administrative changes to insurance and vehicle inspection requirements, and to direct the City Manager to schedule a public hearing on an ordinance that will amend EC 3.345 to allow implementation of the proposed approach.

Call for vote.

Adjourn.

The Eugene City Council welcomes your interest in these agenda items. This meeting location is wheelchair-accessible. For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

For more information, contact the Council Coordinator at 541-682-5010,
or visit us online at www.eugene-or.gov.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Public Passenger Vehicles and Transportation Network Companies

Meeting Date: February 14, 2018
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: D
Staff Contact: Rachelle Nicholas
Contact Telephone Number: 541-682-5495

ISSUE STATEMENT

This work session provides an opportunity for City Council to further discuss and provide feedback on potential proposed approach for Transportation Network Companies operating in the City of Eugene.

BACKGROUND

In 2015, City Council unanimously approved updates to Eugene's Public Passenger Vehicle (PPV) code to acknowledge the emergence of new technologies and business models while also ensuring all Public Passenger Vehicles operating in Eugene meet community safety standards.

Eugene City Code 3.345 provides licensing regulations for PPV Services. The code provides a definition of PPVs, establishes the licensing requirement, screening requirements, fare charging requirements and requires adoption of Administrative rules by the City Manager. Most of the details of the City's PPV regulations are found in the Administrative rules. The rules describe the driver application process, insurance requirements, and vehicle requirements. Through an intergovernmental agreement, the City of Eugene also administers PPV regulations for the City of Springfield which adopted the same code and rules as Eugene.

After approving code updates related to PPVs in 2015, Council supported updating the administrative rules to accommodate new transportation models, like Transportation Network Companies (TNCs), while maintaining community safety standards such as driver background checks and insurance requirements. More information on the rules and update process are available on the City's website at www.eugene-or.gov/PPV.

The updated rules adopted in 2016, were intended to make it possible for companies like Uber and/or Lyft to operate in Eugene but the current rules do not meet the TNCs needs. Since the last time the Council discussed and gave feedback on PPV regulations, there have been some changes and new information related to the operation of TNCs, including insurance coverage options, vehicle inspection options, and driver background checks. Additionally, these other Oregon jurisdictions have allowed TNC operation since 2016; Corvallis, Salem, Bend and most recently Medford.

1) Insurance Coverage

Since the adoption of Eugene's Administrative rules there have been changes to the industry standard for insurance coverage policies largely due to concerns from communities as TNCs emerged across the country and internationally. Some personal policies now allow drivers to purchase additional coverage that can be applied when they are driving for a TNC. In addition to the new insurance policy options, which provide for a three-tier insurance model, TNCs have also made changes to their business practice by expanding liability insurance during what is referred to as period 1. For the purposes of these regulations a "period" is defined as follows;

- Period 1: The driver has logged into the App or is connected to the digital network, but has not yet accepted a request for a ride from the passenger.
- Period 2: A passenger match has been accepted, but the passenger is not yet picked up.
- Period 3: The passenger is in the vehicle.

This change in policy means that drivers are covered by the TNC's insurance even when they are in between rides for passengers. This change is in response to the issue of the driver's personal insurance not providing coverage in some cases when a driver is looking for a passenger but doesn't have anyone else in the car. Examples of coverage offered during these periods in other jurisdictions are included in Attachment A.

2) Vehicle Inspections

As part of the current PPV licensing process City staff perform a visual check of the vehicle for emergency equipment like seat belts and fire extinguishers, tests taxi-meters for proper operation and ensures that rate standards, and other required notices like the City's complaint number are posted on the vehicle. In addition, the driver must provide verification that a mechanical inspection was conducted by a certified mechanic.

Since TNCs do not require meters or posted rate standards, rules similar to other jurisdictions that require mechanical inspections conducted by approved mechanics may be adequate to meet vehicle inspection purposes.

3) Background Checks & Driver Identity

A key difference between the City's current rules and other jurisdictions is the requirement that driver criminal background checks and driving histories are run through the Eugene Police Department's (EPD) records check system which includes access to our law enforcement databases. Most TNCs conduct driver criminal background checks and driving histories through third party databases and many cities accept these background checks as sufficient.

Another important aspect of the City running our own background check process is the ability to have an up-to-date list of active drivers. This allows the city to be notified quickly by the DMV or EPD if an active driver has a serious violation which would constitute the need to revoke their certification. While TNCs typically allow municipalities to audit driver records, they do not generally provide a list of all drivers to a city.

Medford, Oregon currently requires all TNC drivers to get a business license independent of their application to the TNC (see Attachment B) – since they are considered independent contractors by

TNCs. This licensure requirement is one way to help ensure the city has a list of active drivers and some method of ensuring compliance with local safety standards.

RELATED CITY POLICIES

Eugene Code Chapter 3, Section 3.345 –Licensing Regulations Public Passenger Vehicle Services
Vision Zero Resolution No. 5143 – Transportation Safety

COUNCIL OPTIONS

1. Maintain the current rules.
2. Approve the proposed approach for City licensing of TNCs and certification of TNC drivers, which will include administrative changes to insurance and vehicle inspection requirements, and to direct the City Manager to schedule a public hearing on an ordinance that will amend EC 3.345 to allow implementation of the proposed approach.

CITY MANAGER'S RECOMMENDATION

Approve the proposed approach for City licensing of TNCs and certification of TNC drivers, which will include administrative changes to insurance and vehicle inspection requirements, and to direct the City Manager to schedule a public hearing on an ordinance that will amend EC 3.345 to allow implementation of the proposed approach.

SUGGESTED MOTION

Move to approve the proposed approach for City licensing of TNCs and certification of TNC drivers, which will include administrative changes to insurance and vehicle inspection requirements, and to direct the City Manager to schedule a public hearing on an ordinance that will amend EC 3.345 to allow implementation of the proposed approach.

ATTACHMENTS

- A. Comparison of TNC insurance regulations-Eugene and Corvallis
- B. Medford PPV Driver Requirements
- C. Vision Zero Resolution No. 5143
- D. Proposed Approach for TNC Operations within the City of Eugene

FOR MORE INFORMATION

Staff Contact: Rachelle Nicholas
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Staff E-Mail: Rachelle.d.nicholas@ci.eugene.or.us

	Corvallis	Eugene
Insurance	<ul style="list-style-type: none"> Commercial General Liability insurance with limits of not less than \$1 million per occurrence and \$2 million aggregate Period 1 - minimum liability limits of \$50,000 per person for death and injury, \$100,000 per incident for death and injury, and \$25,000 for property damage Periods 2 and 3- minimum liability limits of \$1 million in combined single limit coverage for death, personal injury and property damage per incident; and \$1 million in combined single limit under/uninsured motorist 	<ul style="list-style-type: none"> Commercial General Liability insurance for no less than \$2,000,000 per occurrence Commercial Automobile Liability Insurance for no less than \$1,000,000 per occurrence when vehicle is being used as a for-hire transportation vehicle

8 Vehicle for Hire (8.320 to 8.380)

8.320 Title, Intent, and Purposes of Sections 8.325 to 8.380

This ordinance shall be known and may be cited as the "Vehicle for Hire Ordinance of the City of Medford." The City Council of the City of Medford finds and declares that the purpose of this ordinance is to promote the safety and welfare of the general public by regulating vehicle for hire operators and their drivers within the City of Medford, as authorized by ORS 221.485 and 221.495. Nothing contained in this ordinance is intended or shall be construed to create any liability on the part of the City, its officers or employees for any injury or damage related to any provision of this ordinance, or by reason or in consequence of any act or omission in connection with the implementation or enforcement of this ordinance on the part of the City, its officers, or employees.

[Added Sec. 18, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.325 Definitions

Words and phrases used in this ordinance shall have the following meanings ascribed to them:

- (1) "Digital dispatch system" means an internet-based software application, website, platform, or interface that allows for the solicitation, arrangement, or provision of vehicle for hire services and the display of rates, calculation of fares, or acceptance of payment for vehicle for hire services.
- (2) "Driver" means any individual person who operates a vehicle for hire within the City.
- (3) "Limousine" means a luxury motor vehicle for hire whose chassis and wheelbase have been lengthened beyond the original manufacturer's specifications, whether at the time of production or after.
- (4) "Limousine Company" means any person operating one or more limousines for hire, other than as a driver, regardless of the legal form of the entity and regardless of whether the limousines so operated are owned by the company, leased, or owned by individual members of an entity.
- (5) "Operator" means a person engaged in the business of furnishing or operating a business defined by this ordinance, whether upon contract or by offering such service to the public generally.
- (6) "Taxi" means a motor vehicle for hire, other than a limousine or transportation network vehicle.
- (7) "Taxi Company" means any person operating one or more vehicles for

hire, other than as a driver, regardless of the legal form of the entity and regardless of whether the taxis so operated are owned by the company, leased, or owned by individual members of an entity. Taxi Companies do not include Transportation Network Companies.

(8) "Transportation Network" means one or more drivers working as independent contractors and utilizing a digital dispatch system, and using personal motor vehicles in the provision of transportation services.

(9) "Transportation Network Company or TNC" means a person that operates or facilitates a transportation network.

(10) "Transportation Network Vehicle or TNV" means a personal motor vehicle which is used as a vehicle for hire and is part of a transportation network.

(11) "Vehicle for Hire" means a motor vehicle used for the ground transportation of passengers for compensation within the City, including taxis, limousines and transportation network vehicles. The following vehicles shall not be considered vehicles for hire for the purposes of this ordinance, and are forbidden from operating as a taxi, limousine, or transportation network vehicle: (a) Ambulances equipped and staffed so as to be capable of providing emergency medical services in conjunction with passenger transportation; (b) Courtesy vehicles used by a hotel, motel, car rental company, residential home, parking facility, or other business to transport that business' clients when transportation is secondary to the business' primary purpose and the transportation is free or contained in the general overhead of the business; (c) Non-motorized vehicles such as horse-drawn vehicles; (d) Property delivery vehicles used for delivering property exclusive of passenger transportation; (e) Shuttle vehicles and buses used for providing passenger transportation over a fixed route and time schedule; and (f) Volunteer-driven vehicles operated by a driver who is reimbursed for basic mileage expenses and who does not receive wages, salary, or other compensation.

(12) "Vehicle for hire agency" means a business engaged in furnishing or providing one or more vehicles for hire through a digital dispatch system or by any other means, regardless of whether such business has employees or delivers its services through independent contractors, including a transportation network company.

(13) "Vehicle for hire driver" means a person who carries on the vocation of driving a vehicle for hire.

[Added Sec. 19, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.330 Business License Required for Operators and Drivers; Regulatory License Fees

(1) No Operator shall conduct business in the City without obtaining the

applicable regulatory license set out in subsection (2).

(2) The City may issue a License to an Operator if the company certifies on a form acceptable to the City that it is in compliance with all requirements of this chapter, including but not limited to driver and insurance requirements, operating standards, and any other code requirements, and actually meets all applicable standards and requirements.

(3) The City may include conditions, restrictions, or special provisions in the License, including but not limited to conditions related to routes, times of operation, lighting, alternative requirements or means of meeting requirements, or other conditions, if, in the sole discretion of the City, the applicant's vehicles or operations warrant conditions, restrictions, or special provisions.

(4) The License issued under this chapter is valid for one year. Any renewal must be

approved by the City prior to the expiration date in order for the Operator to continue providing vehicle for hire services within the City.

(5) The application fee shall be based on the number of drivers operating for the Operator at the time of the application, and shall be intended to account for the City's costs in administering this code and for the City's costs in operating and maintaining streets within the City. The fee shall be \$1,000 for Transportation Network Companies, \$100 for Taxi Companies, and \$60 for Drivers.

(6) The application fee shall be paid to the City at the time of submitting both initial and renewal License applications.

(7) No Operator or Driver shall conduct business in the City without a valid business license.

[Added Sec. 20, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.335 Driver Requirements

(1) Drivers shall be at least 21 years of age and shall possess a valid driver license, proof of motor vehicle registration, and proof of current automobile liability insurance that meets the requirements of this chapter and state law.

(2) Every Operator shall maintain accurate, current records for all drivers employed by, contracting with, or otherwise affiliated with the company, including all drivers accessing the company's digital network to operate in the City. The records shall include the driver's name, date of birth, address, social security number, criminal background check results, driver's license information, motor vehicle registration, and automobile insurance. Operators shall provide a person in compliance with this section written notice of compliance, who shall then submit the notice to the City as part of the business license application required by section 8.330(3).

(3) Prior to permitting a person to operate as a Driver, and annually thereafter, the Operator shall conduct, or have a qualified third party conduct, a criminal background check. The criminal background check shall include a search of no less than seven years of history, unless prohibited by law, in which case the duration of the search shall be the maximum number of years permitted by law. The criminal background check shall include local, state, and national criminal history databases and all accessible sex offender registries. Any person who is on a sex offender registry; or any person that has a record of a felony conviction within the previous seven years may not act as a driver. A record of a conviction of any of the following within the previous seven years will also disqualify a person from acting as a driver: crimes involving driving under the influence of alcohol or controlled substances, sexual offenses, or crimes involving physical harm or attempted physical harm to a person. The company or its agent shall maintain records of a criminal background checks for a period of at least two years. For purposes of this section, the term "conviction" includes convictions, bail forfeitures, and other final adverse findings.

(4) An Operator must revoke a driver's authority to operate as a driver for their company and inform the City if it finds at any time that the standards set forth in this section are no longer being met by the driver. The Operator shall only reinstate a driver upon a finding by the company that all standards are again being met by the driver.

[Added Sec. 21, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.340 Insurance Requirements

(1) For all required insurance, Operators shall provide certificates of insurance naming the City, its officers, agents, and employees as additional insured parties and give at least 30 calendar days' notice to the City before a policy is canceled, expires, or has any reduction in coverage.

(2) Insurance requirements of this section shall be satisfied by insurance issued by a licensed insurer or an eligible surplus lines insurer in the State of Oregon.

(3) The insurance limits for Operators are subject to statutory changes as to maximum limits of liability imposed on municipalities of the State of Oregon during the permit's term, or other statutory changes.

(4) The adequacy of insurance coverage is subject to the review and approval of the City.

(5) Every Operator shall maintain continuous, uninterrupted coverage for the duration of the License and any operations in the City. Any lapse in insurance coverage, even if it is later backdated by the insurance company, is a violation of this chapter.

(6) Operators shall secure and maintain commercial general liability insurance with limits of not less than \$1 million per occurrence and \$2 million aggregate for claims arising out of, but not limited to, bodily injury and property damage incurred in the course of operating in the City.

(7) Taxi Companies operating any motor vehicles shall secure and maintain commercial automobile liability insurance covering those vehicles, with a combined single limit of not less than \$1 million per occurrence for claims arising out of, but not limited to, bodily injury and property damage incurred in the course of operating in the City.

(8) TNC Service Periods Defined:

(a) Period 1: The TNC Driver has logged into the App or is otherwise connected to the TNC's digital network, but has not yet accepted a request for a ride from a passenger. For example, the App is open and the driver is waiting for a match.

(b) Period 2: A passenger match has been accepted, but the passenger is not yet picked up (for example, the driver is on the way to pick up the passenger).

(c) Period 3: The passenger is in the vehicle.

(9) Upon City request or as part of an application, TNCs shall provide proof of current valid insurance for City approval covering all affiliated TNC Drivers and vehicles for hire operating for such company and satisfying the minimum requirements of Periods 1, 2, and 3.

(10) All TNCs shall maintain and provide the City with proof of the following automobile liability coverages:

(a) Primary insurance coverage during Period 1 with minimum liability limits of \$50,000 per person for death and injury, \$100,000 per incident for death and injury, and \$25,000 for property damage, plus any other state compulsory coverage.

(b) Primary insurance coverage during Periods 2 and 3 with minimum liability limits of \$1 million in combined single limit coverage for death, personal injury and property damage per incident; and \$1 million in combined single limit under/uninsured motorist coverage for death, personal injury and property damage per incident.

(c) The required automobile liability insurance shall specifically recognize the driver's provision of TNC and vehicle for hire services and shall comply with the laws of the State of Oregon and/or other applicable governing bodies.

(11) TNC drivers shall be responsible for maintaining all personal automobile liability insurance required by State law.

[Added Sec. 22, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.345 Operational Requirements

(1) TNCs shall maintain records of all trips made by all drivers for at least one year from the date of the trip. The data may be aggregated and/or anonymized, and shall include, at minimum, the locations by ZIP code of trip origination and destination, vehicle miles traveled, trip origination and completion times, trip duration, and passenger wait times from a driver's acceptance of a request to passenger pick-up. The City may require a TNC to enter a data sharing agreement in order to receive a License.

(2) All vehicles operating for a TNC or Taxi Company shall be clearly marked with the company name or logo. Vehicles operating for a Taxi Company shall include the company name or logo, phone number, and a vehicle identification number in plain sight. Vehicles operated solely for TNC services shall be clearly marked as operating for the TNC, although any vehicle marking requirements imposed by a TNC may apply. The TNC's software application or website shall display for the passenger the make, model, and license plate number of the TNC vehicle.

(3) TNC drivers may not accept street hails, and may only accept rides arranged through a TNC's digital network.

(4) Operators shall implement and maintain at all times a zero tolerance policy on the use of drugs or alcohol applicable to all drivers employed by or affiliated with the company while providing vehicle for hire services. Companies shall provide notice of the zero tolerance policy on their website and/or have it clearly displayed in each vehicle. The notice must include contact information to report a complaint about a driver for possible violation of policy. A company shall immediately suspend a driver upon receipt of a passenger complaint alleging a violation of the zero tolerance policy, for at least the duration of the investigation of the complaint.

(5) Operators must provide reasonable accommodations to passengers with

disabilities, including passengers accompanied by a service animal, passengers with hearing and visual impairments, and passengers with mobility devices, and must comply with all applicable requirements of the Americans with Disabilities Act.

[Added Sec. 23, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.350 Audit

The City may audit Operators up to twice per calendar year to review compliance with this ordinance. Upon request, an Operator shall provide the City a sample of records for up to thirty (30) drivers affiliated with the Operator that have operated in the thirty (30) days preceding the audit. An audit shall occur at a time and location designated by the City. In addition to an audit, the City may require an Operator to produce records related to an investigation of a specific allegation of a violation of this ordinance or other applicable law, or to evaluate a complaint. Production of records for an investigation or to evaluate a complaint does not count toward the twice-per-year auditing limit.

[Added Sec. 24, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.355 Revocation, Suspension

In addition to the remedies provided for in section 8.900 and ORS 30.315, the City may suspend, revoke, or refuse to issue a license if an Operator or Driver has violated or not met any of the provisions of sections 8.330 through 8.380. A violation includes any failure to meet or maintain any of the requirements or qualifications set forth in sections 8.330 through 8.380, including the procedures and requirements for obtaining and maintaining a business license, the making of any material misrepresentation, or if an Operator or Driver is otherwise engaged in unlawful activity.

[Added Sec. 25, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.360 License Effective Date

Any Vehicle for Hire Agency License that is current as of the effective date of this ordinance, shall remain valid, until June 30, 2018, unless the License holder wishes to apply for a new license under this chapter.

[Added. Sec. 26, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.365 Charges for Vehicle for Hire Services

(1) Calculation and Display of Charges. All charges for vehicle for hire services shall be calculated and displayed by a taximeter or digital dispatch system. When charges are to be displayed by a taximeter, the taximeter shall be placed in the vehicle for hire so that the reading dial showing the amount to be charged is illuminated and readily discernible to passengers.

(2) Charges to be Registered Only When Vehicle for Hire is Engaged. No taximeter or digital dispatch system shall be operated in any manner so as to cause any charge to be registered thereon except during the time while the vehicle for hire is engaged by a passenger.

(3) Taximeter or Digital Dispatch System to be in Continuous Operation. No passenger shall be carried in any vehicle for hire unless the taximeter or digital dispatch system is in operation, whether or not the trip is entirely within or partially within and partially without the boundaries of the City. The taximeter or digital dispatch system shall be in continuous operation during the entire time that a passenger is being transported for compensation.

(4) Specialized charges. A vehicle for hire agency may impose a specialized charge to carry extra passengers or to deliver goods or other items so long as such specialized charge is clearly calculated and displayed before any service is provided.

[Added Sec. 27, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.370 Use of Direct Route Required

A vehicle for hire driver employed to carry a passenger to a definite point shall take the most direct route possible that will carry the passenger safely and expeditiously to his destination.

[Added Sec. 28, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.375 Smoking Prohibited

(1) It shall be unlawful for any vehicle for hire driver to smoke in the presence of any passenger without the consent of such passenger.

(2) Notwithstanding subsection (1) of this section, it shall be unlawful for any person to smoke in a vehicle for hire if oxygen tanks or other devices containing inflammable materials are present in the vehicle.

(3) A violation of this section constitutes a violation.

[Added Sec. 28, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

8.380 Taximeter Inspection

Every taximeter shall be inspected and tested for accuracy by the vehicle for hire agency at least once every six months.

[Added Sec. 30, Ord. No. 2017-96, Oct. 19, 2017, effective Dec. 1, 2017.]

RESOLUTION NO. 5143

A RESOLUTION SETTING AS OFFICIAL POLICY THE VISION ZERO GOAL THAT NO LOSS OF LIFE OR SERIOUS INJURY ON OUR TRANSPORTATION SYSTEM IS ACCEPTABLE.

The City Council of the City of Eugene finds that:

- A.** The life and health of the City of Eugene's residents are our utmost priority.
- B.** No one should die or be seriously injured on our transportation system.
- C.** Step It Up! is the U.S. Surgeon General's call to action to reduce the risk of chronic diseases through increased physical activity by improving access to safe and convenient places to walk and wheelchair roll and by creating a culture that supports these activities for people of all ages and abilities.
- D.** Children, seniors, people of color, people with disabilities, and people in low-income communities face a disproportionate risk of traffic injuries and fatalities.
- E.** Between 2003 and 2012, an average of almost 6 people per year died in crashes on our transportation system.
- F.** During this same period, an average of nearly 3 people per year died in crashes on our transportation system while walking or bicycling.
- G.** Based upon the ratio of people driving to people walking or bicycling, people walking or bicycling represent a disproportionate share of the fatalities on our transportation system.
- H.** The City of Eugene's Climate Recovery Ordinance calls for reducing community-wide fossil fuel consumption by 50 percent by 2030.
- I.** Increasing walking, bicycling, and bus trips is a key strategy in reducing fossil fuel consumption.
- J.** Increasing real and perceived safety for people walking, bicycling, and riding a bus is a key step in enabling more people to do so, as called for in city plans and policies.
- K.** Local school districts strive to provide Safe Routes to Schools to thousands of school children every year.
- L.** The U.S. Department of Transportation's Mayors' Challenge for Safer People, Safer Streets is consistent with the City of Eugene's goals to enhance the safety of our transportation system and encourage people to walk, bicycle, and ride a bus for a greater number of trips.
- M.** The City of Eugene and our regional partners are taking steps to enhance safety for people walking or bicycling within the following seven categories of the Mayors'

Challenge: Complete Streets, Fix Barriers, Gather Data, Design Right, Create Networks, Improve Law, and Educate, and Enforce.

N. Vision Zero is an approach to transportation safety that accepts no loss of life or serious injuries on the transportation system.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The Eugene City Council supports the city's participation in the Mayors' Challenge for Safer People, Safer Streets.

Section 2. The Eugene City Council supports efforts by the City of Eugene and our regional partner agencies to prioritize safety improvements for people walking, bicycling, and using mobility devices.

Section 3. The Eugene City Council supports efforts by the City of Eugene and our regional partners to eliminate deaths and serious injuries on our transportation system, with an emphasis on the most vulnerable users.

Section 4. The Eugene City Council sets as official policy Vision Zero's goal of zero fatalities or serious injuries on our transportation system.

Section 5. This Resolution is effective immediately upon its passage by the City Council.

Section 6. The Eugene City Council directs the City Manager to initiate the formation of a Vision Zero Task Force that includes community stakeholders and staff to develop a Vision Action Plan.

The foregoing Resolution adopted the 18th day of November, 2015.



City Recorder

Attachment D

Proposed Approach for Transportation Network Companies within the City of Eugene

Preserve community safety while re-opening the possibility for Transportation Network Companies (TNCs) to operate in Eugene.

1) Insurance Coverage

Insurance requirements will reflect our community safety needs and new industry standards.

- a. TNC drivers covered at all times, may include a tiered approach.

2) Vehicle Inspections

TNC vehicles will be in good working order and meet required safety standards.

- a. Proof of current vehicle inspection by a certified or approved mechanic for each vehicle used for transportation of passengers must be provided to City

3) Driver Certification and Criminal Background Checks

TNC drivers will meet City's community safety standards.

- a. Community safety will be maintained by verification of TNC driver identity and maintenance of an up-to-date list of active drivers, which could be accomplished through a business license program administered by the City.
- b. Independent criminal background checks *may* be performed on TNC drivers in addition to the criminal background check the TNC company performs. This additional criminal background check will be done by the City/Eugene Police Department or to the same standard. The City will maintain the right to audit the TNC driver system at appropriate intervals.