

PCMC Licensing vs UBER/LYFT Company/State Driver Requirements

<u>PCMC</u>	<u>UBER</u>	<u>LYFT</u>
Must be 18	Must be 21	Must be 18
UTAH Driver's License	UTAH Driver's license	UTAH Driver's license
Current vehicle registration	Proof of Vehicle Registration- UTAH	Registration not required
*Certificate of Insurance \$1M/\$5M	Proof of Vehicle Insurance	Personal Vehicle Insurance
No minimum amount of doors in vehicle	Vehicle must have 4 doors	Vehicle must have 4 doors
No minimum amount of seats in vehicle	No minimum amount of seats in vehicle	Vehicle must have 5-8 seats including the driver's
**BCI Background check/Airport Badge	Criminal History Screening	Online Background Check (National/County → 7years)
DMV Driver History Report/Airport Badge	Driving Record Review	DMV Driver History Report
***All registered cars eligible	Must have model year 2002 or newer	Must have model year 2005 or newer
No Inspection Required	Vehicle inspection "encouraged"	Inspection Required

In reaction to the State pre-emption clause that went into effect in May 2015, PCMC:

***Lowered the insurance requirement from \$1.5M to \$1M.**

****Changed the requirement from FBI background check to BCI background check to come into alignment with State statues and TNC regulations.**

*****Removed the age requirement for vehicles to help small business owners continue to offer service in safe, registered vehicles, no matter the age.**

Trolley Turnaround (6)

East Heber (11)

Swede Alley (9)



- *Business License Renewals due October 15, 2017; is a temporary extension possible given impact of TNC's and possible changes pending? (Dias)*
 - Dias emailed on 10/19/17 – purchase license and, if any changes are made, refunds will be issued.

- *Existing PCMC business license for a taxi/for-hire has little benefit and creates an additional burden; also, little to no enforcement. (Dias)*
 - Further exploration of potential deregulation?
 - After considerable discussion, staff presented 4 alternatives to the Stakeholder Group for consideration.
 - See attached for Alternatives

- *Could we charge more for those with base operations outside of PCMC or Summit County, or those who attempt to get licenses right before Sundance? (Samuels)*
 - Commerce clause prohibits cities/town from charging different amounts to different applicants (local versus not local).
 - Staff determined that PCMC could change its rates/costs to better reflect workload and demand – charge more at busy times and less when not busy. This could be an effective Sundance strategy to effectively capture the additional workload and better reflect periods of lesser workloads for staff – relieving some of the financial burden on local operators, while increasing the burden on those seeking temporary benefits of driving in Park City yet not servicing the public year round.

- *Could the PCMC license be used to utilize transit fast lanes during special events and other peak periods (Sundance, Kimball Arts Fest, 4th of July, etc., etc.)? (Hartnet)*
 - Transportation Planning update
 - Transportation Planning staff and Transit are opposed to this recommendation. UDOT has not responded
 - Matthew Hartnett provided background

- *Could PCMC license grant access to Transit Center? Or could lodging shuttles utilize Transit Center? (Hartnet)*
 - Transportation Planning update
 - Transportation Planning staff and Transit are opposed to this recommendation. UDOT has not responded
 - Matthew Hartnett provided background

- *Could PCMC license grant access to designated pickup/drop-off locations on Main Street with restricted access? What about lodging industry? (Dias)*
 - Staff presented several location on Main Street and Swede Alley for consideration
 - After lengthy discussion, the location in front of the Post Office was determined to be the most beneficial and practical (local sticker holder only – no TNC). Other locations were deemed too far away, not enough activity, etc.,
 - Considerable discussion was had surrounding the lodging industry vans/shuttles – not regulated as for-hire.
 - Group interested in more organization of this service
 - Staff has reached out to the Lodging Industry Board to discuss some of the issues raised and will report back

- *Enhance enforcement – yet difficult due to proliferation of TNC’s – yet still more might be done. (Dias)*
 - *Clint Parker (PD) is working on a resources proposal for more enforcement*

- *Assessment of Hillside Avenue – utilization, by whom, and potentially change street use/*
 - *This has been included the BrewPub Plaza traffic study - forthcoming*

- *Create a “ride local” campaign*
 - *Ryan Cray – Chamber*

Trends: over the past three years, PCMC has seen a downward trend for number of for-hire vehicles stickered:

- 2015 – 720 vehicles
- 2016 – 600 vehicles
- 2017 – 450 vehicles
- 2018 - 191 vehicles

Deregulation Scenario –

- Pros
 - Reduced regulatory burden for local and out-of-town for-hire business owners
 - Decreases in staff time and resources required to administer regulatory program
 - Reduced enforcement resources
 - More equity with TNCs
- Cons
 - Increased safety and quality of service concerns
 - Decreases accountability for some operators
 - Possibly decreases distinction between local for-hire providers and other players (e.g., TNCs) from customer perspective

Status Quo Scenario –

- Pros
 - Maintains minimal thresholds of safety and quality of service (local)
 - Maintains local accountability for some operators
- Cons
 - TNCs were provided with State exemption – inequity, despite City amending its ordinance to level the playing field, remains a concern among many
 - No benefits for local service providers

Current Model with Possible Minor Changes (increased licensing cost around Sundance, availability of staging areas with a PC sticker, etc.) –

- Pros
 - Allows for seasonality increase in the cost of a permit – no cost for most of the year, with an increased cost during Sundance
 - Maintains minimal thresholds of safety and quality of service
 - Maintains local accountability for some operators
 - Opportunities to continue to incentivize licensed, local providers
- Cons
 - Costs fluctuate – could punish those that are late
 - TNC inequities remain a concern
 - PCMC staff unlikely to allow complimentary Transit-like benefits/incentives (use of transit lanes and special staging during special events due to system-wide concerns)

More Stringent Regulation –

- Pros
 - Higher standards of safety and quality (4-wheel drive, car seats, etc.)
 - Some may prefer local for-hire versus TNC b/c of increased safety and quality
- Cons
 - May result in lower enrollment of locals who don't meet new thresholds
 - Likely to require additional staff time and enforcement to maintain establish standards (increased costs)

- Require information campaign to inform public of the differences between local versus TNC service providers (very difficult to achieve)

For-Hire Licensing in Park City

New applications: A Two-step Process

Step 1: Complete For-hire application and submit payment:

Business license: \$71.83 + \$84.83/car (minimum/1-car = \$156.66)

**allow 5-10 business days for application review and issuance of license

Step 2: Once business license has been approved, drivers may come to get their vehicle stickered Tuesdays **OR** Thursdays between 9am-4pm.

Drivers must bring the following documents to receive a sticker:

- Certificate of Insurance (\$1,000,000)
- Current Registration for vehicle
- UTAH Driver's license
- DMV Driver history report **OR** Airport Badge
- BCI Background check **OR** Airport Badge

Who is required to obtain a license?

4-15-2: Requirements for For-Hire Vehicle Operation

F. For the purpose of this section, the term 'operate for hire upon the streets of Park City' shall not include the transporting, by a for-hire vehicle properly licensed in a jurisdiction outside the corporate limits of the City, of a passenger or passengers for hire where a trip shall originate with the passenger or passengers being picked up outside the corporate limits of the City and where the destination is either within or beyond the City corporate limits. The term 'operate for hire upon the streets of Park City' means and shall include the soliciting or picking up of a passenger or passengers within the corporate limits of the City, whether the destination is within or outside of the corporate limits of the City.

Who is exempt from licensure?

4-15-1-K TRANSPORTATION NETWORK COMPANY (TNC). The Transportation Network Company Registration Act defines a TNC as an entity that:

1. uses a software application to connect a passenger to a transportation network driver providing transportation network services; is not: a For-Hire Vehicle and
2. does not own, control, operate, or manage the vehicle used to provide the transportation network services.

Vehicular Circulation on Main Street: Overview of Existing Conditions

For-Hire/Taxi Stakeholder Group Meeting

October 13, 2017

Overview

- Total traffic volumes are highest in the evening
- General purpose traffic volumes peak early in the evening
- For-hire/taxi volumes are highest later in the evening (8 PM -)
- Hotel shuttle volumes are relatively consistent throughout the night starting ~ 5 PM

Peak Hour Analysis

- Weekend nights: higher volumes and peak hour occurs later in the evening
- Upper Main Street experiences greater levels of for-hire/taxi activity
- During peak hours, for-hire/taxi vehicles are shown to account for anywhere from 10 – 55% of total vehicular traffic on Main Street

Main at 9th

Date	Peak Hour	Peak Hour Volume (Passing Vehicles, Both Directions)	Peak Hour % Taxi / % Hotel Shuttle Traffic
FRI, Dec 30, 2011	6:15 – 7:15 PM	443	12% / 3%
WED, Dec 8, 2012	6:00 – 7:00 PM	272	10% / 3%
FRI, Jan 16, 2015	5:45 – 6:45 PM	353	16% / 3%
WED, Feb 10, 2016	6:15 – 7:15 PM	262	22% / 8%
THU, Feb 9, 2017	6:15 – 7:15 PM	290	15% / 7%
SAT, Feb 11, 2017	6:45 – 7:45 PM	376	18% / 6%

Main at Swede

Date	Peak Hour	Peak Hour Volume (Passing Vehicles, Both Directions)	Peak Hour % Taxi / % Hotel Shuttle Traffic
FRI, Dec 30, 2011	6:15 – 7:15 PM	421	10% / 9%
WED, Dec 8, 2012	6:00 – 7:00 PM	228	16% / 9%
FRI, Jan 16, 2015	8:45 – 9:45 PM	337	55% / 3%
WED, Feb 10, 2016	6:30 – 7:30 PM	255	24% / 6%
THU, Feb 9, 2017	6:45 – 7:45 PM	310	20% / 15%
SAT, Feb 11, 2017	7:45 – 8:45 PM	387	29% / 7%

Main between 4th and 5th

Date	Peak Hour	Peak Hour Volume (Passing Vehicles, Both Directions)	Peak Hour % Taxi / % Hotel Shuttle Traffic
THU, Feb 9, 2017	6:30 – 7:30 PM	347	11% / 10%
SAT, Feb 11, 2017	7:45 – 8:45 PM	432	22% / 11%

Next Steps

- Additional observational study
 - Improve understanding of instances of various driving behaviors (e.g., circling, idling) and their impacts
 - Quantify travel time and delay impacts
 - Broaden study area to capture surrounding right-of-way including Swede Alley
 - Better gauge the impacts of TNC vehicles (challenging to measure)
- Better relate study findings to parking data
 - New parking infrastructure/systems will dramatically improve insights on utilization



PCMC FOR-HIRE/TAXI STAKEHOLDER GROUP

October 13, 2017 – Library Room 201

AGENDA

- Committee Overview and Process
- Introductions
- Existing Conditions Summary
 - PCMC Municipal Code
 - Licensing summary
 - Other jurisdictions
 - Transportation Network Company (TNC)
 - Traffic, Parking, and Circulation
- Goals and Ideas
 - Identify Feasibility, Follow-up Responsibility
- Set Next Meeting Date

Matthew Dias – Park City matt.dias@parkcity.org or 435.565.0617



PCMC FOR-HIRE/TAXI STAKEHOLDER GROUP

October 13, 2017 – Library Room 201

AGENDA

- Committee Overview and Process
 - *Reviewed page 1 of the packet (Dias)*
- Introductions
 - *Nann Worel, Jon Burnz, Michael Falk, Michael Barille, Sam Rubin, Ryan Cray, Rob O'Brien, Anthony Bartholomew, Katie Brackeen, Clive Bush, Beth Bynan, Polly Samuels, Matthew Hartnet, Jon Weidenhamer, Matthew Dias*
- Existing Conditions Summary
 - PCMC Municipal Code
 - *Licensing summary*
 - *Summary/review of information in packet (Bynan)*
 - Other jurisdictions
 - *Verbal summary/Review (Samuels) – three (3) methodologies:*
 - 1) Franchise (no guarantee local company wins, and does not negate existing TNC deregulation)*
 - 2) Medallion (requires costly enforcement resources and does not negate existing TNC deregulation)*
 - 3) No regulation*
 - 4) Licensing – PCMC model*
- Transportation Network Company (TNC)
 - *Summary/review of information in packet (Dias, Samuels)*
 - *Lengthy discussion regarding City efforts during the 2015 Utah Legislative Session to deregulate both TNC and nightly rentals*
 - *Lengthy discussion to compare and contrast what the City requires for a license versus what the TNC's are required to hold (insurance coverage, license fee, security checks, etc.)*

- Discussion regarding sales/use taxes versus fee charged to TNC's – TNC pay a licensing fee to the State and \$.10 per transaction
 - Discussion regarding the pros and cons of safety and security and guest experiences
 - Traffic, Parking, and Circulation
 - Summary/review of existing conditions of Main Street (total volumes, peak times of day, utilization of different Old Town areas, etc.)
 - Discussion regarding the ability to differentiate between types of traffic (hotel shuttle, taxi, TNC, all other – very difficult)
 - The new parking system (Dec implementation) will change the existing conditions considerably – City staff will be gathering data
 - City may have additional data from the Blynscy system worth sharing.
- Goals and Ideas
 - Identify Feasibility, Follow-up, and Responsibility
 - Existing PCMC business license for a taxi/for-hire has little benefit and creates an additional burden; also, little to no enforcement
 - Renewals due on October 15, 2017; is a temporary extension possible given impact of TNC's and possible changes pending? (Short term priority for the group)
 - Could we charge more for those with base operations outside of PCMC or Summit County or those who attempt to get licenses right before Sundance?
 - Could the PCMC license be used to utilize transit fast lanes during special events and other peak periods (Sundance, Kimball Arts Fest, 4th of July, etc., etc.)
 - Could PCMC license grant access to Transit Center?
 - Could PCMC license grant access to designated pickup/drop-off locations on Main Street with restricted access?
 - Could lodging shuttles utilize Transit Center?
 - Enhance enforcement – yet difficult due to proliferation of TNC's – yet still more might be done
 - Assessment of Hillside Avenue – utilization, by whom, and potentially change street use
- Set Next Meeting Date
 - October 27 @ 11am (Library)

- November 10 @ 11am (Library)

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PCMC FOR-HIRE/TAXI STAKEHOLDER GROUP

November 10, 2017 – Executive Conference Room

AGENDA

- Review and discuss list of Goals and Ideas
 - Attachment
 - Review Alternatives

- Compile a list of potential future recommendations

- Parking Q&A

- Next Meeting Date
 - TBD

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PCMC FOR-HIRE/TAXI STAKEHOLDER GROUP

December 1, 2017 – Executive Conference Room

AGENDA

- Sundance Transportation Plan Update
 - Jenny Diersen and Jon Weidenhamer
- Draft list of Recommendations
 - Review (Dias)
- Final Report & Next Steps
- Next Meeting Date
 - TBD

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