



February 11, 2020

**City of Chicago**  
**Department of Business Affairs and Consumer Protection**  
**Seeks comments on**

**PROPOSED AMENDMENTS TO THE  
CITY OF CHICAGO  
TRANSPORTATION NETWORK PROVIDER RULES**

Pursuant to Chapters 2-25 and 9-115 of the Municipal Code of Chicago, notice is hereby given of proposed amendments to the Transportation Network Provider (TNP) Rules. The proposed TNP Data Reporting Manual is posted at <https://chicago.github.io/tnp-reporting-manual-draft/>

**Comments must be submitted in writing via e-mail to**

**[BACPPV@cityofchicago.org](mailto:BACPPV@cityofchicago.org) before 6:00 PM (CT) on March 3, 2020.**

- In the e-mail subject line, write "Comments on Proposed TNP Rules."
- Please identify the TNP Rule number at issue in your comment(s).

The Department of Business Affairs and Consumer Protection proposes to amend the Transportation Network Providers Rules by deleting the language struck through and by inserting the language underscored, as follows:

## TRANSPORTATION NETWORK PROVIDERS RULES

### ARTICLE 1 - DEFINITIONS

The terms defined in Chapter 9-115 of the MCC shall have the same meaning in these Rules.

**“BACP”** or **“Department”** means the City of Chicago Department of Business Affairs and Consumer Protection.

**“Commercial Advertising”** means paid advertising which promotes a business, goods or services for the purpose of proposing a commercial transaction and creating a potential financial benefit as a result of the exposure of such business, goods or services.

**“McCormick Place”** means the complex known as McCormick Place Campus, which is under the jurisdiction of the MPEA. The term “McCormick Place” includes the Hyatt Regency McCormick Place Hotel, the McCormick Place Event Center (currently referred to as the Wintrust Arena), and the Marriott Marquis Chicago Hotel.

**“Navy Pier”** has the meaning ascribed to the term in 70 ILCS 210/2, located in the area bounded by the north side of (and including) Grand Avenue on the north, the shoreline of Lake Michigan on the east, the south side of (and including) Illinois Street on the south, and the east side of (and not including) Streeter Drive on the west.

**“Rideshare”** or **“ride hail”** or **“ride app”** means transportation network service as used in the attached exhibits maps, illustrations, notices, and documents posted at the City of Chicago websites and disseminated by the City.

**“Website”** means the Department of Business Affairs and Consumer Protection webpage chicago.gov/bacp ~~www.cityofchicago.org/bacp, which houses the on-line service for the issuance or renewal of a TNP chauffeur license.~~

## ARTICLE 2 – GENERAL RULES

### I. LICENSING & GENERAL OPERATIONAL REQUIREMENTS

#### RULE TNP1.03 Insurance Requirements

A TNP licensee must require its affiliated transportation network drivers to carry both their personal certificate of automobile insurance coverage and TNP-mandated certificate of automobile insurance coverage while operating a transportation network

vehicle and. Additionally, a TNP licensee must require affiliated drivers to produce both their personal certificate of automobile insurance coverage and the TNP-mandated certificate of automobile insurance coverage whenever the affiliated driver's vehicle is involved in a traffic incident while operating a transportation network vehicle ~~during such operation~~ or upon request of Authorized Personnel during such operation. A TNP licensee is responsible for providing training to its affiliated transportation network drivers to ensure compliance with this Rule.

#### **RULE TNP1.04 TNP Chauffeur Outstanding Debt Check Verification**

TNP Chauffeurs' debt checks shall be conducted ~~semi~~-annually, as follows:

- a. ~~On or about February 1 and on or about August 1 of each year,~~ DOF, in consultation with BACP, shall notify a licensed TNP of all TNP chauffeurs affiliated with the TNP that owe debt(s) to the City of Chicago.
- b. Outstanding Debt Check Notification:
  1. Upon receiving notification pursuant to subsection (a) of this rule, the licensed TNP shall require such drivers, within 90 days of the date on the notice, either to:
    - (i) pay the debt(s) or (ii) enter into a payment plan approved by DOF to pay the debt(s).
  2. After 90 days of the date on the notice provided pursuant to subsection (a) of this rule, DOF, in consultation with BACP, shall notify the licensed TNP of TNP chauffeurs affiliated with the TNP who have not cleared their debt(s) or entered into a payment plan approved by DOF.
- c. Within 10 days of the date of the notice issued pursuant to subsection (b)(2) of this rule, the licensed TNP shall certify to the City that TNP chauffeurs affiliated with the TNP who have not cleared their debts or entered into a payment plan approved by DOF, as provided in subsection (b)(1) of this rule, have been deactivated from the TNP's platform.
- d. If a TNP deactivates a TNP chauffeur due to failure to resolve debt(s) the TNP chauffeur owes to the City, such driver may at any time pay the debt or enter into a payment plan approved by DOF to pay the debt(s). Upon the TNP's receipt of a written debt clearance from BACP or DOF, the TNP may re-engage a TNP chauffeur who resolved his or her debt(s) as provided in this subsection.
- e. DOF, in consultation with BACP, shall notify a TNP of any driver affiliated with the TNP who did not comply with a payment plan. Upon receiving such notice, the TNP must: (i) require the driver to immediately pay the debt to the City or (ii) deactivate the driver until the driver pays the debt.
- f. TNP licensees shall notify and encourage their affiliated TNP chauffeurs to pay any debt such drivers owe to the City of Chicago.

## **RULE TNP1.06      TNP Chauffeur License**

- a. Pursuant to MCC § 9-115-150, a TNP licensee shall not engage a person as an affiliated transportation network driver unless the person possesses a valid transportation network chauffeur license, restricted public chauffeur license, or taxi chauffeur license. In addition, no driver shall operate a transportation network vehicle unless the driver possesses a valid transportation network chauffeur license, restricted chauffeur license or taxi chauffeur license.
- b. TNP licensees shall secure a new or renewed City of Chicago TNP chauffeur license for their affiliated transportation network drivers pursuant to the procedure set forth on the Website.
- c. TNP licensees shall collect from each transportation network driver applicant the following information and documentation:
  1. Color photo of the applicant that meets the specifications detailed in this rule; and
  2. Copy of valid driver's license issued by the State of Illinois, or another state, district or territory of the United States.
- d. TNP licensee shall submit, via the Website, a TNP chauffeur license applicant's photograph, name and other information requested on the Website.
- e. A TNP chauffeur license issuance or renewal applicant's photograph must comply with the following requirements:
  1. TNP licensee must verify the photo transmitted or uploaded for the issuance or renewal of the TNP chauffeur license is, in fact, a current photo of the affiliated transportation network driver.
  2. The photo must be in one of the following supported image file formats: jpg, png, gif, bmp or other format approved by the BACP Commissioner;
  3. The photo must be in the following size dimensions: 200px x 250px;
  4. The photo shall be a full-faced color photograph, including head, of the TNP chauffeur license applicant; and
  5. A full-faced photograph must be taken without any obstruction of the applicant's facial features or any items covering any portion of the face. Prescription glasses and religious head dressings not covering any areas of the open face may be allowed.
- f. Background checks and reports on TNP license applicants:
  1. TNP license applicants, new and renewal, must submit to the BACP Commissioner a detailed written description of the background check process

performed on affiliated transportation network driver applicants prior to on-boarding.

2. Unless time extension is requested by a TNP licensee and approved by the Commissioner, within 72 hours of a request by the BACP Commissioner, the TNP licensee shall transmit to the City of Chicago a background check report that the TNP licensee or a third-party vendor has performed on a specific transportation network chauffeur licensee or license applicant.
- g. A TNP licensee's affirmative act of applying for and securing a TNP chauffeur license for an affiliated transportation network driver applicant equates to attesting that the applicant meets all the requirements of a City of Chicago TNP chauffeur licensee. In addition, by applying for and securing a TNP chauffeur license for an affiliated transportation network driver, the TNP licensee attests that all information provided in the application along with the applicant's photograph is accurate and truthful.
- h. A TNP chauffeur license expires on the date listed as the "expiration date" on a TNP chauffeur license document.
- i. A TNP chauffeur licensee must maintain and produce upon request of Authorized Personnel his or her TNP chauffeur license document.
- j. A TNP chauffeur licensee must maintain current personal information on file with transportation network provider(s) with whom such licensee is affiliated. Current personal information that must be reported and maintained includes, but is not limited to, name, contact information, address, and state issued driver's license number. A TNP licensee must maintain current TNP chauffeur licensee's personal information on file with the City of Chicago, as provided to such TNP licensee by the affiliated TNP chauffeur.
- k. The term "moral turpitude" as used in Section 9-115-150(b)(v)(B) of the MCC means an offense or a crime that involves fraud or fraudulent conduct or that is contrary to justice, honesty, or morality. The term generally refers to crimes that shock the conscience, including, but not limited to:
  1. Crimes of a violent nature such as murder, attempted murder, manslaughter, kidnapping, assault, battery and domestic violence;
  2. Crimes involving the use of a weapon such as illegal use of or possession of a weapon or firearm;
  3. Crimes against children such as child abandonment, child abuse, child neglect, and failure to pay child support;
  4. Crimes involving threats or harassment such as criminal threats, hate crimes and stalking;

5. Crimes involving theft and fraud with a felony conviction such as identity theft, larceny, forgery, embezzlement, bribery/corruption, mail and wire fraud, counterfeiting, burglary, possession of stolen property, racketeering;
6. Crimes against property such as arson and malicious destruction of property; and
7. Crimes of a sexual nature such as sexual battery, sexual assault, rape, child molestation, prostitution, promoting prostitution, and child pornography possession/furnishing.

**RULE TNP1.07      ~~Advertising is Prohibited~~ Commercial Advertising Permits Must be Secured**

~~Transportation network vehicles shall not display any form of advertising, paid or unpaid, on the exterior or interior of the vehicle. Advertising includes, but is not limited to, display of the TNP licensee name or logo on the exterior or interior of the vehicle, unless authorized by the MCC, applicable Rules, or by the BACP Commissioner.~~

- a. Pursuant to MCC § 9-115-130, a transportation network vehicle may display commercial advertising after applicable City of Chicago public vehicle advertising permits are secured.
- b. A TNP licensee, transportation network vehicle owner, transportation network driver, or City of Chicago licensed advertising vendor may apply for and secure City of Chicago Public Vehicle Commercial Advertising Permits for specific TNP vehicles pursuant to the procedure set forth on the website.
- c. Exterior Advertising Display Equipment – Specifications
  1. Advertising equipment which alters the exterior factory manufactured body shape of the vehicle (such as roof-top advertising equipment) must be approved by BACP prior to installation on TNP vehicles.
  2. Advertising equipment which alters the exterior factory manufactured body shape of the vehicle must be certified to be in compliance with Department of Defense Test Standard MIL-STD 810G or comparable safety standard certified by a licensed professional engineer.
  3. After installation of the equipment, the vehicle must pass a BACP approved inspection prior to the vehicle operating as a TNP affiliated vehicle.
  4. TNP vehicles operating with equipment not approved and certified in compliance with subsections (c)(1) and (2) and not inspected in compliance with subsection (c)(3) ii of this Rule shall be deemed unsafe vehicles and prohibited from operating on a TNP platform until in compliance with this Rule and other applicable laws.

5. Roof-top advertising display equipment shall not be larger than 58 inches long, 20 inches wide and 26 inches high/tall.
- d. Interior Advertising/Video Display – Specifications
    1. The interior advertising/video display screen unit must be secured with mounting equipment that is not a potential projectile during an accident.
    2. The unit must be mounted as not to interfere with passenger’s safe entry or exit from the vehicle.
      - i. The unit must be mounted in the rear of the vehicle and not be a visual or audible distraction for the TNP driver.
      - ii. The unit must have the capability for a passenger to control the unit’s audio volume.
  - e. Advertising equipment and displays must be maintained in a safe, clean, and undamaged condition.
  - f. Commercial advertising displayed on a TNP vehicle is part of the regulated appearance of the vehicle and, as such, may not be inconsistent with or undermine the City’s existing regulatory interests in protecting and serving passengers and prospective passengers. The following is not allowed and may be grounds for suspension, revocation, rescission, or denial of an advertising display permit:
    1. Commercial advertising that is untruthful, fraudulent, involving illegal activity, or in violation of City, State, or Federal law.
    2. Commercial advertising that is sexually explicit, defined as depicting genitals, pubic hair, buttocks, perineum and anal region, pubic hair region, or any portion of the female breast at or below the areola, whether such body parts are depicted as uncovered or less than completely and opaquely covered.
    3. Commercial advertising that portrays graphic violence, such as through the depiction of human or animal bodies, body parts, or fetuses in states of mutilation, dismemberment, disfigurement or decomposition.
    4. Commercial advertising that contain profane words, obscenities, or racial, ethnic, or sexual slurs or abusive epithets.
  - g. The following are grounds for the immediate suspension of a public vehicle advertising permit:
    1. Material false or misleading information on an advertising permit application.
    2. An advertising display device that poses a risk to public safety.
    3. Non-compliance with Advertising Guidelines listed above.

**RULE TNP1.08      Affiliated Transportation Network Driver Training Standards**

- a. TNP license applicants, new and renewal, must submit to the BACP Commissioner a detailed written description of their affiliated TNP chauffeur training process for approval.
- b. At a minimum, the TNP chauffeur training must include the following:
  - 1. Guidelines on transporting passengers in a safe manner consistent with the City of Chicago's Vision Zero Initiatives to reduce traffic fatalities and crashes;
  - 2. Guidelines on driving in the City of Chicago – Rules of the Road specific to the City of Chicago;
  - 3. Zero-tolerance policy pursuant to RULE TNP1.09;
  - 4. Guidelines on providing service to people with disabilities;
  - 5. Guidelines on compliance with City of Chicago laws specific to the transportation network provider industry; and
  - 6. Guidelines and information on compliance with these rules.
- c. TNP licensee shall incorporate into its driver training program the Minimum Training Components for TNP Drivers posted on the Website.

**RULE TNP1.10      Notification of Deactivated Drivers**

- a. TNP licensee must have in place a process to notify and report to the Department the name, associated driver's license number, associated vehicle identification number, and vehicle license plate of an affiliated transportation network driver permanently deactivated from the TNP's platform for conduct that gave rise to a public safety concern, including any of the following reasons:
  - 1. Criminal complaint or arrest;
  - 2. Criminal investigation;
  - 3. Allegation or complaint of sexual misconduct;
  - 4. Allegation or complaint of traffic accident or incident that resulted in a police report or insurance claim being filed;
  - 5. Allegation or complaint of use or possession of an illegal drug or substance; ~~or~~
  - 6. Allegation or complaint of driving under the influence of intoxicating beverages, drugs, or substances;
  - 7. Allegation or complaint of assault or battery;:
  - 8. Unauthorized TNP driver account sharing;
  - 9. Use of fraudulent information or documents during TNP driver onboarding process; including, but not limited to, identify theft; or
  - 10. Conduct that gave rise to a public safety concern not itemized above in this section.



- b. TNP licensee must notify the Department within forty-eight (48) hours of deactivating a driver for the reasons specified in this Rule. Licensees must identify their notification method in the process plan that they submit to the Department.
- c. The Department will review a TNP's written plan during the license application process for issuance of a new or renewal TNP license.

**RULE TNP1.11      Duty to Monitor Driver and Vehicle Hours**

Pursuant to MCC § 9-115-190, a A TNP license applicant, new and renewal, must submit its written process to monitor compliance to ensure that its affiliated drivers and vehicles are not operating on the licensee's platform for more than ~~ten (10)~~ 12 hours within a 24-hour period.

**RULE TNP1.12      City of Chicago TNP Vehicle Emblems**

- a. Transportation network vehicles and TNP chauffeurs must display a TNP vehicle emblem on the passenger-side of the vehicle's dashboard. The emblem displayed must identify the TNP licensee affiliated with the vehicle, and must contain the vehicle identification number, license plate of the vehicle in which it is placed and the name and photo of the TNP chauffeur associated with the vehicle.
- b. A TNP licensee, at its own expense, is responsible for securing TNP vehicle emblems from the designated Website and distributing such TNP vehicle emblems to its affiliated vehicles and TNP chauffeurs.
- c. TNP vehicle emblems shall not be altered, edited, or tampered with after issuance. Any person displaying or using a fraudulent or falsified TNP vehicle emblem is subject to applicable penalties.
- d. A City of Chicago licensed taxi or livery chauffeur providing TNP services while operating an affiliated transportation network vehicle must display a TNP vehicle emblem as specified in subsection (a) of this rule.
- e. A TNP license may display an electronic version of the City of Chicago TNP Vehicle Emblem on its affiliated driver's mobile device. A TNP licensee must secure BACP's approval prior to initiating the electronic version of the required TNP Vehicle Emblem.

**RULE TNP1.14      ~~Fees, Costs, and Pricing~~Reserved**

~~Each TNP licensee must keep a record of all fees, costs, and pricing charged for its services. Unless a time extension is requested by a TNP and approved by the~~

~~Commissioner, within 72 hours upon request by the BACP Commissioner, a licensee must produce records related to fees, costs, and prices charged to passengers and/or to drivers, including a record of any flexible or dynamic pricing charged.~~

**RULE TNP 1.15 Per-Ride Administrative Fee Payment**

~~A TNP licensee shall pay to the City of Chicago the administrative fee specified in Section 9-115-040(e) of the MCC at the same time the licensee remits the ground transportation tax collected pursuant to Chapter 3-46 of the MCC. The administrative fee provided in Section 9-115-040(e) of the MCC shall be paid by a TNP licensee and shall not be included in fares charged to passengers.~~

**RULE TNP1.18 Communication to TNP Chauffeurs**

A TNP licensee shall have processes in place to send out communications, alerts and notices to its affiliated TNP chauffeurs as requested by Authorized Personnel. All TNP chauffeurs have an affirmative duty to be aware of and comply with all such communications, alerts and notices. Such communications may include public safety alerts; licensing information and updates; street closures or traffic management alerts; and specific pick up or drop off instructions for special events or large venues.

**II. RECORDS AND DATA REPORTING**

**~~RULE TNP2.01 Auditing of Data~~**

~~Pursuant to Section § 9-115-030(b), the BACP Commissioner may require a licensee or license applicant to submit data to the Department in order for the Department or its designee to audit compliance of a licensee or evaluate an application for a license. TNP licensee shall provide data in the manner, form, and format requested by the BACP Commissioner at the time the request is made. Unless otherwise specified by the BACP Commissioner, licensees shall have a maximum of three (3) business days to comply with the Department's request for data. The BACP Commissioner is authorized to grant an extension for compliance with this Rule upon request.~~

**RULE TNP2.021 Data Reporting pursuant to MCC § 9-115-210 after TNP License Issuance**

- a. ~~After issuance of a TNP license, new or renewal, each~~ A TNP licensee must submit to the City of Chicago ~~on a monthly basis~~ data specified by the BACP Commissioner and collected during a calendar month in a form and format manner prescribed by the BACP Commissioner.

~~b. Data shall be updated and sent by the 16<sup>th</sup> of the month after the month for which the data was collected during the license term. If this day falls on a weekend or company-recognized holiday, it must be submitted on the next business day. The BACP Commissioner is authorized to grant an extension for compliance with this Rule upon request.~~

~~be. Companies licensed under this section TNP licensee shall submit data necessary to enforce this ordinance. Data must be linked to enable cross-referencing of vehicles, drivers, trips, requests, accidents and incidents. Data required includes, but is not limited to:~~

- ~~1. Trip data, including start and end time with origin and destination of any trips that either began or terminated within the City of Chicago;~~
- ~~2. Vehicle information, including make/model of vehicle and registration details;~~
- ~~3. Driver details of authorized drivers and their period of eligibility;~~
- ~~4. Trip request data for requests within City of Chicago or requests that results in trips that terminate within City of Chicago;~~
- ~~5. Traffic accidents or incidents within the City of Chicago while a transportation network driver is operating a transportation network vehicle when such accidents or incidents resulting a police report or insurance claim being filed;~~
- ~~6. Sufficient common fields and data quality to link these data sources effectively; and~~
- ~~7. Any other information needed to enforce this ordinance and conduct studies on the equity of service and access including; but not limited to, the number of requests for wheelchair accessible vehicles and the number of requests referred to other persons that dispatch wheelchair accessible vehicles.~~
- ~~8. The data format, reporting procedure, and specific elements will be prescribed by the BACP Commissioner.~~

1. Trip Requests;

2. Trips;

3. Drivers;

4. Sessions;

5. Vehicles;

6. Locations;

7. Compensations; and

## 8. Communications.

cd. The data format, reporting procedure, reporting frequency, and specific elements will be prescribed by the BACP Commissioner and published at [chicago.github.io/tnp-reporting-manual-draft](http://chicago.github.io/tnp-reporting-manual-draft).

de. A TNP licensee shall submit latitude and longitude coordinates at a precision level of 4 decimal places or less; the required level of precision will be published in directives at [chicago.github.io/tnp-reporting-manual-draft](http://chicago.github.io/tnp-reporting-manual-draft).

The foregoing notwithstanding, the BACP Commissioner has the authority to request submission of latitude and longitude coordinates at a precision level greater than 4 decimal places, or require the submission of location data at a frequency greater than every 60 seconds to conduct studies or analysis of traffic flow and density; public safety and infrastructure initiatives; and plans to improve transportation access to underserved passengers and neighborhoods.

ef. A TNP licensee must submit responsive data and information within 21 days of BACP Commissioner's request for data requests not published in advance at [data.chicago.gov/reporting](http://data.chicago.gov/reporting). The BACP Commissioner is authorized to grant an extension for compliance with this Rule upon written request.

fg. Requests for information pursuant to MCC § 9-115-210(b)(9) shall be in compliance with Federal, State, and City laws including, but not limited to, the Freedom From Location Surveillance Act, codified at 725 ILCS 168/1 et seq.

## **RULE TNP2.032      Data Reporting and Auditing to ensure MCC 3-46 Compliance**

For the purposes of auditing TNP licensee data to ensure compliance with Chapter 3-46 of the MCC, the BACP Commissioner may request granular global positioning system (GPS) or geographic information systems (GIS) data on rides and trips performed on the network transportation platform. TNP licensee shall provide data in the manner, form, and format requested by the BACP Commissioner at the time the request is made.

## **RULE TNP2.03      Monthly Reports**

TNP Licensee shall submit the following monthly reports to BACP Commissioner:

a. Status report on TNP Licensee's Accessible/Wheelchair Accessible Vehicle Program. The information contained in the report shall include, but is not limited, to the following updates:

1. Marketing and outreach activities informing the public of WAV trip capability on the platform;

2. Number of eligible vehicles on the platform that can complete WAV trips;
  3. Day and times WAV vehicles are available on the platform to respond to WAV passenger requests (ex. Monday 9am to 6pm);
  4. Number of hours vehicles were on platform and able to accept WAV requests;
  5. Response time to servicing a WAV request on the platform;
  6. Average wait times for an ordered WAV ride on the platform;
  7. Number of WAV trips completed on the platform; and
  8. Average acceptance rates for WAV vehicles.
- b. As directed by DOF, a report itemizing trips based on applicable tax rates with payment submission of monthly City taxes and fees.
  - c. The BACP Commissioner may request additional monthly reports aligned with compliance with the Municipal Code of Chicago and applicable rules.

### III. VEHICLE INSPECTION STANDARDS

#### **RULE TNP3.01      Vehicle Inspection Standards**

- a. TNP license applicants, new and renewal, must submit to the BACP Commissioner a detailed written description of their affiliated transportation network vehicles inspection process for approval.
- ~~b. Pursuant to MCC 9-115-110, TNP vehicles with a vehicle age of 6 years or older must be inspected semi-annually according to standards approved by the Commissioner, and must pass such inspection. TNP vehicles with vehicle age of 5 years or newer must be inspected annually according to standards approved by the Commissioner, and must pass such inspection.~~
- c. At a minimum, ~~for all TNP licensees~~, the TNP vehicle inspection process must include the following:
  1. A vehicle inspection checklist demonstrating compliance with MCC § 9-115-110;
  2. List of designated licensed motor vehicle repair shops or motor vehicle repair technicians for the inspections;
  3. List of the time frame for the initial on-boarding vehicle inspection and any subsequent vehicle inspections ~~that shall take place on an annual basis in~~ compliance with MCC § 9-115-110; and

4. Include a process that would trigger a transportation network vehicle inspection based on passenger complaints or ratings.
- d. Licensees must ensure that a prospective transportation network vehicle completed and passed a required vehicle inspection prior to activating on its platform, ~~as follows:~~
  1. ~~Annually, if the vehicle has a vehicle age of 5 years or newer; or~~
  2. ~~Semi-annually, if the vehicle has a vehicle age of 6 years or older.~~
- e. Transportation network drivers must maintain a copy, in paper or electronic format, of the most recent vehicle inspection results. The results must be kept in the vehicle for review by Authorized Personnel.

**RULE TNP3.02      Vehicle Ownership Interest**

For purposes of MCC § 9-115-100(a), the term “beneficial interest” means deriving a financial gain from the provision of financing for the obtaining, leasing, or ownership of a transportation network vehicle.

**IV.      ACCESSIBILITY STANDARDS AND ACCESSIBILITY FUND**

**RULE TNP4.04      TNP Wheelchair-Accessible Vehicle Trip Incentives**

- a. A TNP licensee, in good standing pursuant to MCC Chapter 9-115, is eligible to participate in the following financial incentive program funded through the Accessibility Fund, as defined in MCC § 9-112-010.
- b. A TNP licensee may apply for a reimbursement subsidy of \$30.00 per wheelchair accessible vehicle trip requested and performed through its platform.
- c. BACP shall post Accessibility Fund incentive program requirements and subsidy request forms on the Website.
- d. The following criteria must be met for the TNP WAV trip to be eligible for the \$30.00 reimbursement subsidy:
  1. The TNP WAV trip must be requested through its affiliated TNP platform specifically for wheelchair accessible vehicle service;
  2. The TNP WAV trip must be performed by an affiliated transportation network driver licensed and qualified in compliance with Chapter 9-115 of the MCC;

3. The TNP WAV vehicle used to perform the trip must be in compliance with Chapter 9-115 of the MCC;
  4. If the TNP WAV trip is contracted through a contractor, the contractor must be in compliance and in good standing with applicable City of Chicago laws, including compliance with City of Chicago debt ordinance; and
  5. The passenger requesting WAV service must be picked up within 20 minutes of the request;
  6. Trip data of the TNP WAV trip must be submitted with the reimbursement request.
- e. The BACP Commissioner may launch additional, supplementary, or pilot accessible incentive programs through public vehicle notice and posting at the Website.

## **V. TNP CHAUFFEUR GENERAL OPERATING PROTOCOLS**

### **RULE TNP5.05      Traffic Protocols**

- a. TNP chauffeurs must observe and comply with posted signage prohibiting loading, stopping, or standing.
- b. TNP chauffeurs and their vehicles must be in compliance with all applicable City, State, and Federal laws at all times while operating within the City of Chicago.
- c. A TNP chauffeur may not transport or drop-off a passenger at any place other than the specific destination which the passenger has requested unless the passenger's request conflicts with posted signage, State or City law, or communications from the City of Chicago, including but not limited to traffic management alerts and specific pick up/drop off instructions for special events or large venues.
- d. A TNP chauffeur is not permitted to drive his or her vehicle in commercial lanes of traffic nor use commercial zones for stopping or standing.
- e. In the interest of public safety and managing traffic flow, Authorized Personnel may prescribe designated streets or areas for TNP chauffeurs to drop off and pick up passengers for special events or venues at any location in the City as determined and communicated by Authorized Personnel. Authorized Personnel may request TNP licensees to use geo-fencing technology and capability, if feasible, to implement and enforce such restrictions. It is the responsibility of a TNP licensee to inform its affiliated transportation network drivers regarding traffic routes and closures, drop off and pick up instructions prescribed by Authorized Personnel.
- f. A TNP chauffeur must follow instructions from designated Authorized Personnel or prescribed protocols or be subject to enforcement which may include, but is not limited to, citations, arrest, vehicle tow, or vehicle impoundment.
- g. A TNP chauffeur has an affirmative duty to comply with subsections (e) and (f) of this Rule and with all BACP industry notices. A TNP driver may not claim a passenger's

request for a specific pick-up or drop-off location, in conflict with an Authorized Personnel's directive, as a defense to non-compliance with this Rule.

**RULE TNP5.06      Operating as a TNP Chauffeur**

TNP chauffeur licensees while engaged in operating a transportation network vehicle must:

- a. Maintain a courteous demeanor and appropriate public appearance at all times.
- b. Not insult, use verbal or non-verbal profane language, or racial slurs around any person.
- c. Not assault, physically attack, or harm any person.
- d. Operate a transportation network vehicle in a safe and lawful manner at all times. Conduct constituting a violation of this rule includes, but is not limited to, operating a transportation network vehicle in such a manner as to constitute a violation of any provision of Articles 2 through 12 of the Rules of the Road of the Illinois Vehicle Code (625 ILCS 5/11-100 et seq.) or any other similar local and state laws. A TNP chauffeur pick up or drop of a passenger on Lake Shore Drive; in designated bus stops; zones marked with signs "no loading", "stopping", or "standing" zones; or delineated pedestrian cross-walks and bike lanes is considered unsafe operation of a TNP vehicle in violation of this subsection.
- e. Not operate a transportation network vehicle while under influence of alcohol, a controlled substance, cannabis, or any similar substance, or consume or possess any alcohol, controlled substance, cannabis, or any similar substance.

**RULE TNP5.10      Vehicle Unfit for Public Use**

- a. No TNP chauffeur shall engage in providing transportation network provider services in a vehicle that is unsafe or damaged in such a way as to affect the safe operation of the vehicle.
- b. TNP chauffeur licensees shall exercise due diligence ensuring that mandated vehicle lights (headlights, taillights, brake lights, etc.) are operational and lit as required while engaged in providing transportation network provider services.
- c. A TNP chauffeur has an affirmative duty to ensure installed vehicle roof-top advertising equipment is BACP inspected and approved before operating the TNP vehicle with the installed equipment as provided in RULE TNP1.07.

**ARTICLE 3 –OPERATIONAL REQUIREMENTS AT AIRPORTS**

**VI. TNP OPERATING PROTOCOL AT AIRPORTS**



**RULE TNP6.09 Implementation of TNP Technology and Tools at Chicago Airports**

Prior to implementing TNP technology or tools which impact traffic management and public safety at and around the airports, a TNP licensee must receive approval from both the BACP and CDA Commissioners. The Commissioners reserve the right to suspend or rescind approval of TNP technology or tools previously authorized.

**VIII. MIDWAY AIRPORT TNP OPERATING PROTOCOL**

**RULE TNP8.01 Midway International Airport (Midway) Boundary Geo-Fence Coordinates**

Midway Airport property boundaries are described below and illustrated on the attached "Exhibit 2: Midway International TNP Map" or comparable file name posted on the Website.

Northern Boundary:

Beginning at 54th 55th Street and Cicero Avenue, the northern boundary extends to 55th Street and Kilpatrick Avenue on the East and Laramie Avenue on the Northwest side of 55<sup>th</sup> Street and Long Avenue on the Southwest side of 55<sup>th</sup> Street.

Southern Boundary:

Beginning at 59th Street and Cicero Avenue, the southern boundary extends to 59th Street and Kilpatrick Avenue. Beginning at 63th Street and Laramie Avenue on the northwest side of 63<sup>rd</sup> Street and extends to 63<sup>rd</sup> and Long Avenue.

Eastern Boundary:

Beginning at Kilpatrick Avenue, the eastern boundary is between 54th 55th Street and 59th Street. The eastern boundary includes the Cell Phone lot beginning at 61<sup>st</sup> Street and Cicero Avenue and extends north of 63<sup>rd</sup> and Cicero Avenue.

Western Boundary:

Beginning at Cicero Avenue, the western boundary is between 55th Street and 59th Street. Beginning at the eastside of Central Avenue, the western boundary is between 57<sup>th</sup> Street at Central Avenue and extends to 60<sup>th</sup> Street at Central Avenue.

**RULE TNP8.02 Midway TNP Protocols**

- a. Transportation network drivers and vehicles arriving with passengers dropping off at Midway must comply with the following:

1. Transportation network drivers entering Midway with passengers for the terminal shall unload passengers on the Upper Level roadway only.
  2. Transportation network drivers shall not discharge passengers on the Lower Level roadway.
- b. ~~Transportation network drivers arriving without passengers at Midway shall proceed directly to the CDA-designated TNP staging area.~~ must comply with the following:
1. Authorized transportation network drivers entering Midway without passengers shall proceed to the CDA-designated TNP staging area.
  2. Transportation network drivers entering the designated TNP staging area shall occupy spaces as directed by Authorized Personnel.
  3. Transportation network drivers shall remain in the designated TNP staging area until dispatched via the TNP platform to the assigned terminal by request of their pre-arranged rider, or until exiting Midway altogether.
  4. No transportation network driver is permitted at a terminal unless the transportation network driver has received a passenger request for a pick-up via the TNP platform the driver is affiliated with.
- c. Transportation network vehicles unattended in the designated TNP staging or pick-up area or outside designated areas may be ticketed and towed.
- d. CDA Authorized TNP Vehicle Staging Area at Midway
1. ~~Authorized transportation network drivers and vehicles must stage at the Authorized Staging Area and within the CDA-designated spaces as illustrated on the “Midway International Airport TNP Map” or comparable file name posted on the Website. Exhibit 2 depicts the initial Authorized TNP Vehicle CDA-Designated Staging Area. CDA reserves the right to change, modify and relocate the staging area at any time.~~
  2. Authorized transportation network drivers and vehicles are restricted to staging in CDA-designated spaces.
- e. TNP Passenger Pick-up Rides at Midway
1. Authorized transportation network drivers and vehicles must pick-up TNP platform-assigned passengers at the Designated Loading Zones at the terminal within CDA-designated spaces as illustrated on the “Midway International Airport TNP Map” or comparable file name posted on the Website. Exhibit 2 depicts the initial Authorized TNP vehicle CDA-Designated Loading Zones. CDA reserves the right to change, modify and relocate the loading zones at any time.
  2. A transportation network driver must remain in his or her vehicle in the staging area until the TNP platform-assigned passenger is at the curb.