

SB2398 - An Act relative to the ride for hire industry

Sponsor:

Senate Bills in Third Reading

<p>Summary:</p>	<p>The Senate rewrite of the Governor's "ride for hire" legislation, this bill is intended to empower the Department of Public Utilities to provide comprehensive regulation of Transportation Network Companies, such as Uber, Lyft and Sidecar. Initially the bill defines a "transportation network company" as one that uses a digital network to connect riders to drivers for the purposes of pre-arranging and providing transportation, and establishes that a new Ride for Hire Division within the Department of Public Utilities, which is to have the general supervision of these companies. The companies must receive a permit from DPU, as well as the drivers, and between them the company and driver must have adequate insurance. Drivers must be subject to background checks, including being CORI-cleared; drivers must be in compliance with DPU and RMV regulations; any driver violating these provisions may be subject to a fine of \$500.</p> <p>In addition, the bill creates a separate Ride for Hire Division with the Department of Public Utilities; gives the DPU the authority to make an annual assessment against the Ride Sharing companies; eliminates the provisions relative to a five-member Transportation Network Company Local Advisory Commission included in the Governor's bill; establishes a Task Force to review the current laws, regulations, and local ordinances governing licensed hackneys, taxis, livery, and transportation network companies in the Commonwealth; and grandfathers in the use of ride sharing vehicles between 10 and 15 years until January 1, 2017.</p> <p>("Printed as amended" Senate-engrossed text of SB2371. The Senate-engrossed text makes largely grammatical and technical changes to the previous text reported out of Senate Ways &amp; Means. That bill, SB2371, was itself a new draft of HB4064, the House engrossed bill, and aside from making a large number of technical and grammatical changes the new draft also struck out provisions that would have required MassPort to create special rules relative to drivers picking up passengers at Logan Airport and the Boston Convention Center, and that would specifically have prohibited transportation network vehicles that are not licensed as liveries from accepting prearranged rides at Logan and the BCEC; it struck out provisions that authorized the Massachusetts Growth Capital Corporation provide financial assistance to "small" taxi companies, including loan guarantees and medallion refinancing; it struck out provisions that requires the establishment of a statewide roster of all livery and taxicab drivers; it struck out provisions that complaints made by passengers be reported up to the Attorney General; it struck out provisions that would have allowed municipal licensing authorities to get CORI information; and it added provisions relative to a new Municipal Transportation Infrastructure Trust Fund.</p>
<p>Status:</p>	<p>Filed in the Senate (FILE/S)</p>

Complete History:

06/29/16 - S - Printed-as-amended version of SB2371 (View comparison to prior version)