



Effective January 1, 2021, the Oakland International Airport has issued a revised and restated version of the Rules and Regulations for Oakland International Airport (“Rules and Regulations”). The Rules and Regulations govern the use and operation of the Oakland International Airport, including ground transportation activities. The Aviation Division (Landside Operations) of the Port administers and enforces the Rules and Regulations applicable to the privilege of providing Ground Transportation Services, Taxicab Services, and TNC Services at the Airport.

The revised and restated Rules and Regulations are available on the Airport’s website at <https://www.oaklandairport.com/airport-rules-regulations/>. For a copy of the revisions that were made to the prior version of the Rules and Regulations, please refer to the Agenda Report and attachment for Item 5.1 for the November 19, 2020 meeting of the Board of Port Commissioners available here: <https://www.portofoakland.com/port/board-of-commissioners/board-meetings/>.

As a courtesy, the Airport’s Landside Operations Office provides the summary below of some of the changes made to the Rules and Regulations. This summary may not fully or accurately reflect the changes, however. For the official rules that apply to Airport operations, including ground transportation, please refer to the official version of the Rules and Regulations on the Airport’s website at <https://www.oaklandairport.com/airport-rules-regulations/>. The Airport will be enforcing the provisions in the official version of the Rules and Regulations, and not those in the summary provided below.

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

Summarized hereby is a list of the approved revisions applicable to the Rules and Regulations **ARTICLE 1, DEFINITIONS and ARTICLE 8, COMMERCIAL GROUND TRANSPORTATION, TAXICAB, AND TNC REQUIREMENTS.**

SECTION 1.1, DEFINITIONS

Unless specifically defined otherwise herein, or unless a different meaning is apparent from the context, the following terms used in these Rules and Regulations shall have the following definitions, whether or not such terms are capitalized:

“Business Day” or “business day” shall mean any day that is neither a Saturday, a Sunday, nor a day observed as a holiday, non-operating day, or non-working day by the Port.

“Designated Ground Transportation Area” shall mean the area or areas of the Airport designated by the Landside Operations Manager for the loading and unloading of passengers from Ground Transportation Vehicles, as such area or areas may be separately designated among the Ground Transportation Services.

“Designated Taxicab Pick Up Area” shall mean the area or areas of the Airport designated by the Landside Operations Manager for the pickup of Taxicab customers.

“Exempt Qualified Operator” shall mean a Qualified Operator that is not the operator of a Courtesy Vehicle, that does not operate any Vehicle over 30 feet long on the roadways of the Airport, and that makes no more than 120 trips to or from the Airport in any calendar year (based on a trip as set forth in Section 8.7(a)). If an Exempt Qualified Operator makes more than 120 such trips in any calendar year, then on the date of the 121st of such trips the Qualified Operator will cease to be an Exempt Qualified Operator, will be treated as a Qualified Operator, and will become obligated to pay all additional fees owed by Qualified Operators, including the Airport Permit Application Fee, security deposit, and trip fees.

“Holding Lot” shall mean one or more areas designated by the Landside Operations Manager from time to time where Ground Transportation Vehicles or Taxicabs may stage prior to moving to the Designated Ground Transportation Area or the Designated Taxicab Pick Up Area, respectively.

“Limousine” shall mean a sedan or sport utility vehicle, of either standard or extended length, with a seating capacity of not more than ten (10) passengers, including the driver, used in the transportation of passengers for hire on a prearranged basis at or to and from the Airport, as defined in CPUC General Order 157 E, Section 2.05 (as the applicable CPUC General Order and associated definition may be amended or superseded from time to time).

“Partially Exempt Qualified Operator” shall mean a Qualified Operator that is not the operator of a Courtesy Vehicle, that does not operate any Vehicle over 30 feet long on the roadways of the Airport, and that makes no more than 60 trips to or from the Airport in any calendar year (based on a trip as set forth in Section 8.7(a)). If a Partially Exempt Qualified Operator makes more than 60 such trips in any calendar year, then on the date of the 61st of such trips the Qualified Operator will cease to be a Partially Exempt Qualified Operator and will be treated as an Exempt Qualified Operator and shall comply with all obligations of an Exempt Qualified Operator, including paying

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

the full application fee for the Exempt Qualified Operator.

“Permit Period” shall mean the effective period of the Airport Permit, Airport Taxi Permit, and TNC Permit, respectively, as such periods are established in the sole discretion of the Landside Operations Manager for each type of permit. The Landside Operations Manager, in his or her sole discretion, may amend the effective periods of Airport Permits, Airport Taxi Permits, and/or TNC Permits to be issued in the future provided that any then-existing Permit Holders or TNC Permit Holders, as applicable, shall be notified in writing at least ninety (90) days prior to the date such amendments take effect. For Exempt Qualified Operators and Partially Exempt Qualified Operators, **“Permit Period”** shall be the calendar year.

“Starter” shall mean the Person, **process, technology, or alternative means that is** employed by or is at the direction of the **Landside Operations Manager** to: direct any Ground Transportation Vehicle or Taxicab to exit a Holding Lot and proceed to the Designated **Ground Transportation Area** or the **Designated Taxicab Pick Up Area, respectively**; direct the loading and unloading of passengers; proceed to the **Starter Location**; collect Vouchers; and/or direct passengers to Taxicabs.

“Starter Location” shall mean the location or locations at the Airport designated **by the Landside Operations Manager from time to time** for the loading and departure of Taxicabs serving the Terminal Complex.

“TNC Driver” shall mean an individual operating a privately-owned vehicle on TNC Airport Property to perform TNC Services. **Any Driver operating under an Airport Permit or an Airport Taxi Permit shall not be allowed to operate at the Airport as a TNC Driver.**

SECTION 1.2, RULES OF INTERPRETATION AND CONSTRUCTION

The revised Rules and Regulations allow for Electronic Signatures **where the Rules and Regulations refer to a signed or executed document, agreement, or other written instrument, an electronic signature shall be deemed as effective as an original unless specified otherwise, provided, however, that such electronic signature complies with and is permitted by applicable law.**

ARTICLE 8, COMMERCIAL GROUND TRANSPORTATION, TAXICAB, AND TNC REQUIREMENTS

Under the City Charter, the Board has the complete and exclusive power to provide for and regulate the privilege of conducting commerce at the Airport. The Board may institute, or cause to be instituted, any actions or proceedings as may be necessary to enforce the provisions of any such privileged granted or to revoke, cancel, or annul such a privilege. This Article 8, in addition to all other applicable regulations, establishes the rules and regulations applicable to the privilege of providing Ground Transportation Services, Taxicab Services, and TNC Services at the Airport. The provision of Ground Transportation Services, Taxicab Services, and TNC Services is a privilege, not a right, and may be revoked by the Port in accordance with these Rules and Regulations. The Landside Operations Manager shall be the Port representative authorized to implement and enforce this Article 8.

No Person may operate or cause to be operated any Vehicle to provide commercial ground transportation services to transport, pick up, or drop off passengers at the Airport unless such Person is authorized to operate under one of the following categories:

8.1 - GROUND TRANSPORTATION PERMITTING

The Airport Permit shall at all times remain the property of the Port and is subject to suspension, cancellation, termination, expiration, or renewal by the Port in accordance with these Rules and Regulations. No Airport Permit shall be required for Vehicles operated by the Port at the Airport in furtherance of Airport operations, or vehicles used to offer Taxicab Services or TNC Services.

Types of Ground Transportation Permits

Therefore, Qualified Operators (a Passenger Stage Carrier, Passenger Stage Sub Carrier, operator of a Courtesy Vehicle or a Limousine) may apply for one or more of the following categories of Airport Permits to provide Ground Transportation Services at or to and from the Airport.

- | | |
|---|---|
| Limousine Permit | Parking Courtesy Vehicle Permit |
| Door-to-Door Reservation Shuttle Permit | Rental Car Courtesy Vehicle Permit |
| Door-to-Door On-Demand Shuttle Permit | Scheduled Charter Operator Vehicle Permit |
| Hotel Courtesy Vehicle Permit | Temporary Operating Permit |

Airport Ground Transportation Permits are mutually exclusive thus, Operators cannot concurrently operate under permits issued for different modes.

Drivers who operate under a TNC Permit or Airport Taxi Permit will not be granted or be permitted to maintain a separate Airport Permit as the authorizations are mutually exclusive.

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

Drivers who operate under more than one permit shall constitute a violation of these Rules and Regulations enforceable under Appendix K (Ground Transportation Violation Tables) in addition to being obligated to pay all per trip fees for all operations under such permits, even if such operations constituted a violation.

Temporary Operating Permit (TOP)

The revised Rules and Regulations establishes a **Temporary Airport Operating Permit** to be issued for infrequent GT operators (without requiring a full permit application process) to a **Vehicle to provide one or more types of Ground Transportation Services as outlined in Section 8.1(b) on a temporary basis according to the application procedure described in Section 8.1(c).**

Each **Qualified Operator** desiring to obtain a **Temporary Operating Permit** shall, at least three (3) business days prior to the date of desired operation submit an **Application for Temporary Operating Permits** (reference the application procedure described in Section 8.1(c)(2)).

Temporary Operating Permit shall be valid only for the term specified in the **Temporary Operating Permit**, not to exceed one (1) day, unless a longer term (not to exceed seven (7) days) is otherwise approved by the **Landside Operations Manager**.

A **Qualified Operator** may only obtain up to three (3) **Temporary Operating Permits** per calendar year. Each **Temporary Operating Permit** may apply to no more than three (3) **Vehicles**.

Additionally, with each application for the **Temporary Operating Permit**, each **Qualified Operator, Partially Exempt Qualified Operator, and Exempt Qualified Operator** shall pay to the Port a non-refundable **Airport Permit Application Fee** of \$25 as set forth in **Appendix A (Airport Master Fee Schedule)**.

Application For Permits And Renewals

Each **Qualified Operator** desiring to provide one or more types of **Ground Transportation Services** as outlined in Section 8.1(b) shall obtain an **Airport Permit** for each **Ground Transportation Vehicle** and each type of service the **Qualified Operator** desires to provide.

Each such **Qualified Operator** shall for each **Airport Permit (not including Temporary Operating Permits)** the **Qualified Operator** desires to obtain or renew:

- **Submit a completed** application form provided by the **Landside Operations Office**;
- Pay the application fees set forth in Sections 8.1(d) and 8.1(e); and
- Provide such information and certifications deemed necessary by the Port, including, but not limited to, the information set forth in Sections 8.1(f) through 8.1(k); **provided, however, that the Landside Operations Manager, upon receipt of adequate evidence of current and valid certification, license, or approval by another applicable**

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

regulatory agency, such as the CPUC or the City, may deem such evidence as compliance with any submissions or other information required under this Section 8.1.

If the Qualified Operator is applying to be an Exempt Qualified Operator or Partially Exempt Qualified Operator, then the information that it provides with its completed application form shall include the Qualified Operator's estimate of its annual trips to or from the Airport (based on a trip as set forth in Section 8.7(a)) for all Vehicles that the Qualified Operator will operate at the Airport, and its explanation, in reasonable detail, as to why such annual trips for all of such Vehicles will not exceed 120 or 60, respectively. **As part of the application, the Landside Operations Manager may also require an Exempt Qualified Operator and/or Partially Exempt Qualified Operator to maintain valid credit card information on file with the Landside Operations Office for payment of all sums owed under these Rules and Regulations, including payment of additional applicable fees and/or provision of a security deposit for when a Partially Exempt Qualified Operator or Exempt Qualified Operator exceed their respective allotted trips and is treated as an Exempt Qualified Operator or Qualified Operator, respectively.**

Applications for Temporary Operating Permits

Notwithstanding any other provision of this Section 8.1, each Qualified Operator desiring to obtain a Temporary Operating Permit shall, at least three (3) business days prior to the date of desired operation:

- **Submit a completed application form provided by the Landside Operations Office;**
- **Pay the application fees set forth in Section 8.1(d); and**
- **Provide the information set forth in Sections 8.1(f), 8.1(g), 8.1(j), and 8.1(k) only, unless the Landside Operations Office determines it necessary for additional information and certifications to be submitted; provided, however, that the Landside Operations Manager, upon receipt of adequate evidence of current and valid certification, license, or approval by another applicable regulatory agency, such as the CPUC or the City, may deem such evidence as compliance with any submissions or other information required under this Section 8.1.**

Driver Identity

Each Qualified Operator shall file and maintain at the Landside Operations Office, and shall update pursuant to Section 8.1(q), a current roster of Drivers who will operate the Vehicles permitted under the Airport Permit applied for. For each Driver on such roster, the Qualified Operator shall submit to the Landside Operations Office:

- The full name, address, and telephone number of the Driver;
- A copy of the Driver's license of the appropriate class issued by the State of California, which must not be suspended or revoked, together with any information required under Section 3(g);

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

- For each Sub Carrier, (i) the PSC shall submit **an executed** copy of the contract between the PSC and the Sub Carrier pursuant to which the Sub Carrier shall operate under the control of the PSC, (ii) the Sub Carrier shall submit **an executed** release from any other PSC with whom that Sub Carrier had an agreement to own and operate a Ground Transportation Vehicle, and (iii) the Sub Carrier shall submit any required TCP number issued by the Commission to the Passenger Stage Sub Carrier; and
- A copy of the Driver Identification Badge to be issued by the Qualified Operator to the Driver.

Permit Holder or Driver shall provide prompt notice to Port of any suspension or cancellation of a Driver's License.

Issuance of Airport Permits: Renewal

Upon the submission of a completed application, the Port shall:

For Airport Permits (not including Temporary Operating Permits), review and process, subject to the limitations set forth in Section 8.1(o), (i) an application for a Limousine, Courtesy Vehicle, Door-to-Door Reservation Shuttle, Door-to-Door On-Demand Shuttle, or Scheduled or Charter Operator Permit within fourteen (14) business days from the date that a completed application is submitted, except for (ii) an application submitted by a Sub-Carrier, which shall be reviewed and processed within twenty-one (21) business days from the date a completed application is submitted.

For Airport Permits that are Temporary Operating Permits, review and process the application within three (3) business days from receipt of the completed application.

For purposes of this Section 8.1(m), an application shall be considered complete only if the Landside Operations Manager determines that (i) the applicant is a Qualified Operator, (ii) the Ground Transportation Vehicles to be operated pursuant to the permit meet the requirements of these Rules and Regulations; (iii) all Drivers named in the application hold valid California driver's licenses of the appropriate classes; (iv) the Qualified Operator has otherwise met all of the requirements of these Rules and Regulations, has not had the Airport Permit that the Qualified Operator is applying to renew cancelled, does not owe any money to the Port, and is in good standing under any rules and regulations of the Commission; and (v) that the application contains no omissions, untrue statements or fraudulent documentation.

Airport Permits (**not including Temporary Operating Permits**) shall be renewed after the end of each Permit Period for Permit Holders according to the renewal procedures established by the Landside Operations Manager and subject to the Airport Permit Renewal Fees in the amounts set forth in Appendix A (Airport Master Fee Schedule). **Temporary Operating Permits shall not be renewable.**

Term

An Airport Permit (**except a Temporary Operating Permit**) shall be valid upon issuance by the Port and shall expire at the end of the Permit Period for Permit Holders; provided, however,

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

that the Port and the Permit Holder shall each have the right to terminate the Airport Permit prior to the date on which it would otherwise expire by giving the other party at least thirty (30) days prior written notice of such termination.

An Airport Permit that is a Temporary Operating Permit shall be valid only for the term specified in the Temporary Operating Permit, not to exceed one (1) day, unless a longer term (not to exceed seven (7) days) is otherwise approved by the Landside Operations Manager.

No Automatic Renewal of Permits

Airport Permits will not be automatically renewed. The Permit Holder must apply **at the end of each Permit Period** to renew an Airport Permit (**excluding Temporary Operating Permits**) pursuant to Section 8.1(m)(3). Airport Permits cannot be renewed after thirty (30) days following the end of each Permit Period for Airport Permit Holders. **In no event may a Temporary Operating Permit be renewed.**

8.2 TAXICAB PERMITTING

Only Taxicab Drivers employed by a Qualified Taxicab Operator operating a Taxicab with an Airport Taxi Permit issued by the Port in accordance with these Rules and Regulations may pick up on-demand passenger(s) within the Airport for transportation in a Taxicab in accordance with these Rules and Regulations. The Airport Taxi Permit shall at all times remain the property of the Port and is subject to suspension, cancellation, termination, expiration, or renewal by the Port in accordance with these Rules and Regulations. Registered Taxicabs and Unregistered Taxicabs may operate at the Airport in a limited manner without an Airport Taxi Permit as defined under 8.4(c), 8.4(j) and Table 8.4.1 of these Rules and Regulations.

Applications for Permits and Renewals

Each Qualified Taxicab Operator desiring to operate one or more Taxicabs at the Airport shall apply for the issuance of an Airport Taxi Permit for each Taxicab the Qualified Taxicab Operator desires to operate at the Airport. Each such Qualified Taxicab Operator shall, during a period designated by the Landside Operations Manager, and with respect to each Airport Taxi Permit the Qualified Taxicab Operator desires to obtain or renew, complete an application form provided by the Port's Landside Operations Office, pay the application fee set forth in Section 8.2(b)(1) and provide the information and certifications deemed necessary by the Port including but not limited to the information set forth in Sections 8.2(b)(2) through 8.2(b)(6); **provided, however, that the Landside Operations Manager, upon receipt of adequate evidence of current and valid certification, license, or approval by another applicable regulatory agency, such as the CPUC or the City, may deem such evidence as compliance with any submissions or other information required under this Section 8.2.**

Issuance of Airport Taxi Permit

Airport Taxi Permits shall be renewed after the end of each **Permit Period** for Taxicab

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

Permit Holders according to the renewal procedures established by the Landside Operations Manager and subject to the Taxi Permit Renewal Fee in the amount set forth in Appendix A (Airport Master Fee Schedule).

Term

An Airport Taxi Permit shall be valid upon issuance by the Port and shall expire at the end of the **Permit Period** for Taxicab Permit Holders, subject to cancellation or early termination, as provided in these Rules and Regulations.

No Automatic Renewal of Permit

Airport Taxi Permits will not be automatically renewed. The holder of an Airport Taxi Permit must complete and submit a Renewal Application **at the end of each Permit Period** for each Airport Taxi Permit pursuant to Section 8.2(c), the approval of which is in the sole discretion of the Port. Airport Taxi Permits cannot be renewed after thirty (30) days following the end of each Permit Period for Airport Taxi Permit Holders.

8.3 TNC PERMITTING

Compliance with Laws

The TNC Permit Holder shall comply (and ensure that all of its TNC Drivers comply) with all applicable federal, state, and local laws ordinances, rules, regulations, and directives, as they may be amended from time to time (collectively, “Laws”), including (without limitation): these Rules and Regulations; Airport Operating Directives from the Director, Assistant Director, or Landside Operations Manager; all oral and/or written instructions applicable to TNC Services given by the Landside Operations Manager or a designated Port representative; Laws relating to public safety, safe driving practices, seat belts, child seats, and drug testing; the Americans with Disabilities Act (42 USC § 12101, et seq.), **Section 504 of the Rehabilitation Act of 1973 (29 USC § 701, et seq.)**, and Title 24 of the California Code of Regulations, to the fullest extent applicable; Laws relating to hazardous materials; Laws relating to transportation; and any applicable CPUC decisions, as they may be amended or superseded from time to time, or court decision relating to TNC requirements. Each TNC Permit Holder shall Indemnify the Port. The TNC Permit Holder and each Driver shall observe any and all orders, directives, or conditions issued, given, or imposed by the Director with respect to the use of roadways, driveways, curbs, sidewalks, parking areas, TNC holding lots, and the Terminal Complex in the Airport. The TNC Permit Holder and each TNC Driver shall also obey all traffic directions given by Airport personnel during times of construction.

TNC Permit Application and Renewals

Term and Renewal

TNC Permits shall be valid upon issuance by the Port and shall expire at the end of the **Permit Period** for TNCs, unless terminated earlier under these Rules and Regulations. TNC

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

Permits cannot be automatically renewed. TNC Permits shall be renewed according to the renewal procedures established by the Landside Operations Manager.

Designated Operating Areas

All TNC Permit Holders shall strictly comply with, and shall ensure that all of its TNC Drivers strictly comply with, the following requirements, which are in addition to all other applicable requirements under these Rules and Regulations.

TNC Drivers shall perform TNC Services only on the roadways, curbs, and other areas specifically designated by the Assistant Director from time to time. **With the permission of a traffic control officer, TNC Vehicles may load or unload at the Terminal Complex first curb when loading or unloading disabled passengers (including disabled persons and disabled veterans as defined in the California Vehicle Code).**

Geo-Fence

The TNC Permit Holder shall demonstrate to the Port that the TNC Permit Holder has incorporated a virtual perimeter of the TNC Airport Property (the “Geo-Fence”), as approved by the Port, into the TNC Mobile App to be used to track and report the monthly activity of TNC Drivers at the Airport.

Upon the Port’s request, the TNC Permit Holder shall also create one or more additional virtual perimeters within the Geo-Fence for the purpose of allowing the Port to obtain and analyze a subset of data relating to TNC Services. The TNC Permit Holder, at no expense to the Port, shall provide access to such data to the Port.

Excluded TNC Drivers

Upon notification from the Port, the TNC Permit Holder shall immediately ensure that any Excluded TNC Drivers (i.e., individuals identified by the Port for exclusion from providing TNC Services on TNC Airport Property because of prior violations of these Rules and Regulations) do not have the ability to use the TNC Mobile App to provide TNC Services on TNC Airport Property. **Drivers operating under an Airport Permit or Airport Taxi Permit are not authorized to operate under a TNC Permit at the Airport.**

8.4 GENERAL PROVISIONS GOVERNING GROUND TRANSPORTATION OPERATIONS AND TAXICABS

Federal, State and Local Laws

The Permit Holder and each Driver shall observe all applicable laws, ordinances, statutes, rules, regulations, or orders of any governmental authority (whether federal, state, or local), including (without limitation, as applicable, and as may be amended): **the Americans with Disabilities Act (42 USC § 12101, et seq.), Section 504 of the Rehabilitation Act of 1973 (29 USC § 701, et seq.),** the California Vehicle Code, Title 13 of the California Code of Regulations,

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

and Chapter 10.56 of the City Municipal Code (“Airport Ground Traffic Regulations”), and the City’s requirements for holding Fleet Management Permits and Operating Permits (as such terms are defined in the City Municipal Code).Loading/Unloading of Passengers

Loading/Unloading of Passengers

No Ground Transportation Driver may pick up or discharge passengers or their luggage at any location other than the **Designated Ground Transportation Area**. No Taxicab Driver may pick up or discharge passengers or their luggage at any location other than those designated by the Landside Operations Manager for such purpose.

Major Refusal to Convey Fares

Driver refuses to convey a short fare or any other fare by leaving the Designated Taxicab Pick Up Area and returning to work **within forty-eight hours**.

8.5 GROUND TRANSPORTATION AND TAXICAB VEHICLE REQUIREMENTS

Vehicle Inspection

The Landside Operations Manager shall have the right (but not the obligation) to inspect any Ground Transportation Vehicle or Taxicab at any time to determine if they comply with the requirements contained in these Rules and Regulations. A Permit Holder must correct any deficiency noted in the Vehicle inspection checklist issued by the Landside Operations Manager by the date specified in the checklist. No Ground Transportation Vehicle or Taxicab will be considered to have “passed” any inspection until all deficiencies have been corrected and the Ground Transportation Vehicle or Taxicab has been satisfactorily re-inspected by the Landside Operations Manager. If the Landside Operations Manager determines that a Ground Transportation Vehicle or Taxicab is in an unsafe or unsanitary condition or does not otherwise comply with these Rules and Regulations, the Permit Holder shall not operate such Ground Transportation Vehicle or Taxicab at the Airport until the Permit Holder has corrected the unsafe or unsanitary condition and is otherwise in compliance with these Rules and Regulations.

Off-Site GT Vehicle Inspections

The revised Rules and Regulations allows for optional Off-site GT vehicle inspections. Accordingly, the Landside Operations Manager shall have the sole discretion to allow Ground Transportation Vehicles or Taxicabs to be inspected at a location outside the Airport, provided, however, that such inspections shall require prepayment of applicable fees in the amounts set forth in Appendix A (Airport Master Fee Schedule).

Starters for Taxicabs

The Landside Operations Manager shall determine the number of Starters necessary to provide sufficient services to passengers at all times when there is any flight activity at the Terminal Complex.

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

8.6 GROUND TRANSPORTATION AND TAXICAB DRIVER REQUIREMENTS

Professional Standards

All Drivers (Ground Transportation Vehicle and Taxicab) shall, at all times while on duty, **perform operations in a courteous, sanitary, and helpful manner while** dealing with passengers and the public.

“Professional Standards” substitutes GT and Taxi operator “General Appearance” and “Hygiene” requirements.

8.7 GROUND TRANSPORTATION, TNC, AND TAXICAB FEES; SECURITY DEPOSITS; INSURANCE

Annual Fees Payable by Partially Exempt Qualified Operator and Exempt Qualified Operator

The revised Rules and Regulations establishes the following transitional steps from Partially Exempt Qualified Operators (those making 60 or fewer trips/year) to Exempt Qualified Operators (those making 120 or fewer trips/year) to a Qualified Operator.

Each Partially Exempt Qualified Operator and Exempt Qualified Operator shall pay the Airport a Partially Exempt Qualified Operator Annual Fee and Exempt Qualified Operator Annual Fee in the amounts set forth in Appendix A (Airport Master Fee Schedule). These fees shall be deemed paid on the Airport’s receipt of the Airport Permit Application Fee payable by the Partially Exempt Qualified Operator or Exempt Qualified Operator, respectively, pursuant to Section 8.1(d). **Each Partially Exempt Qualified Operator that makes more than 60 trips shall be treated as an Exempt Qualified Operator and be obligated to pay all fees (including the full application fee) required of an Exempt Qualified Operator. Each Exempt Qualified Operator that makes more than 120 trips shall be treated as a Qualified Operator and be obligated to pay all fees (including the full application fee) and security deposit required of a Qualified Operator. In addition, the Landside Operations Manager may require that Partially Exempt Operators and/or Exempt Qualified Operators provide valid credit card information with the application required in Section 8.1 and maintain such credit card information so that such credit cards may be used by the Airport to pay for all amounts owed under these Rules and Regulations, including payment of application fees, security deposits, and/or trip fees.**

Payment of Ground Transportation Fees

The revised Rules and Regulations includes modifications to the methods for payment of Ground Transportation fees to include online automated payments using the Port’s GTMS (GateKeeper/Adcomp).

Each Door-to-Door Reservation Shuttle, Scheduled or Charter Shuttle Operator, Door-to-Door On-Demand Shuttle, Limousine, and Courtesy Vehicle Permit Holder (other than any

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

Partially Exempt Qualified Operator or Exempt Qualified Operator) **shall timely pay the Port** for the total aggregate per trip fees, use fees, and dwell time fees **according to the methods determined by the Landside Operations Manager consistent with these Rules and Regulations.** Fees on Ground Transportation Vehicles owned and operated by Sub Carriers shall be payable by the holder of the PSC Permit with whom the Sub Carrier has a contract to operate under the Commission certificate of that PSC Permit.

The methods for payment of fees may include, without limitation, monthly billing that is owed within ten (10) days of receipt of invoice, pre-payment of fees from which amounts are deducted, and/or the creation and maintenance of an account and payment method with a designated online payment or other system as approved by the Landside Operations Manager. Failure to comply with any such methods for payment of fees determined by the Landside Operations Manager shall constitute a violation of these Rules and Regulations enforceable under Appendix K (Ground Transportation Violation Tables).

Vouchers

Each Taxicab Driver wishing to pick up a fare at the Airport shall purchase Vouchers for the payment of per trip fees from the Landside Operations Office. Vouchers shall be paid for in cash, by credit card, or by utilizing an electronic debit card. Each time a Taxicab Driver picks up a passenger at a **Starter Location**, the Taxicab Driver will present a Voucher in the amount of the trip fee to the Starter. A Starter may not accept cash in payment of a trip fee, and a Taxicab Driver's attempt to pay a Starter in cash will constitute a violation of these Rules and Regulations and may result in the Port's immediate cancellation of the Airport Taxi Permit for the Taxicab the Taxicab Driver was operating at the time of the incident. The Port reserves the right to require the Taxicab Driver to pay per trip fees by utilizing an **alternative system to Vouchers, including, without limitation, an electronic debit card system or similar system through which fees are pre-paid and amounts are deducted and/or the creation and maintenance of an account and payment method with a designated online payment or system. Failure to comply with any such methods for payment of fees determined by the Landside Operations Manager shall constitute a violation of these Rules and Regulations enforceable under Appendix K (Ground Transportation Violation Tables).**

UPDATES TO APPENDIX A - AIRPORT MASTER FEE SCHEDULE

8.1(d) Airport Permit Application Fee

- Qualified Operator Applying for Temporary Operating Permit: \$25

8.5(d) Off-Site Vehicle Inspection Fee

- Inspection Fee for Site 30 Miles or Less: \$805
- Inspection Fee for Site Over 30 Miles: \$1,525
- Fee for Inspections Cancelled Without At Least Two (2) Business Days' Written Notice: \$100

Summary of Changes to OAK Rules and Regulations

Please see official version at <https://www.oaklandairport.com/airport-rules-regulations/>

UPDATES TO APPENDIX K - GROUND TRANSPORTATION VIOLATION TABLES

TABLE 1 - MINOR GROUND TRANSPORTATION VIOLATIONS

- (GT.1) Violation of Sections 8.6 (a) – (c), regarding Professional Standards, English language, and driver identification.

TABLE 2 – LEVEL ONE VIOLATIONS

- (GT.19) Operating under more than one permit (Section 8.1(b)).
- (GT.20) Failure to provide or maintain required methods of payment (Section 8.7(b)-(c)).
- (GT.2119) Any other failure to adhere to Article 8 (low level of severity).