

**COMPANY STANDING SUB-COMMITTEE**  
**PRIVATE FOR HIRE TRANSPORTATION**  
**BOARD OF REVIEW**  
**MINUTES – July 10, 2007**

**A. Attendance**

Bilic – A	Wilkes - P
Miles - P	Aleme - P
Entler – P	Rauen – A

**Guests**

Elliot	Putman
--------	--------

**B. Approval of Previous** – The Committee unanimously approved the minutes from the previous months meeting.

**C. Use of Truck Loading Zone for SAT Vehicles** – Ramon Carona was invited to discuss with the committee the possibility of allowing SAT vehicles to use truck loading zones when providing service to passengers (as taxicabs are already allowed). Ramon had completed research prior to the meeting and indicated the change could be accomplished by changing code from “taxicabs” to “taxicabs and SAT-permitted vehicles”. Ramon indicated it would take a year or more to get this change finalized as parking revisions are made in batches every few years. In the meantime, the City has put in place informal procedures to allow SAT vehicles to use these spaces.

**D. Limousine Regulations** – The committee discussed the need for regulations for limousines. The first step in outlining these regulation should be a discussion of the issues and development of a list of items that need to be addressed. We will invite members of the limousine industry to the September meeting to discuss issues. Two specific names that were suggested were John Case and Roy Jay.

**E. Discussion of Taximeter Rate Index** – The Committee reviewed the language that was developed in November 2004:

*“The adjustment to taxicab meter rates should be based on the increase to the CPI for Portland plus an additional adjustment for any specific cost factor(s) that increased at a rate of more than double the CPI increase and are unique to the industry (not accounted for in the CPI). Each year, City Staff will distribute a proposal to adjust meter rates based on the change to the CPI. The Company Standing Committee will then, as appropriate, submit a request to modify the CPI increase for “extra-ordinary” cost increases. City Staff will compile that information and work with the Company Standing Committee to develop a recommendation to the PFHTBR.”*

The committee also identified two additional items that require research:

1. When was the date of the last meter increase?
2. What has the CPI done since that time?

The Chair will research these items and bring the information back to the September Meeting.

**F. Topics from the Driver Standing Committee** – The Driver Standing Committee referred two items to the PFHTBR which were in turn referred to the CSC. The two items were driving record and history and English skills.

At its April 19, 2005 meeting, the CSC made recommendations on this topic as follows:

*Driving skills need to be considered “on-balance”. For instance, the experience requirement should contemplate a variety of suitable alternatives, such as:*

*3 years driving in the US*

*- or -*

*1 year driving in the US plus demonstrated skill such as*

*1 year commercial driving*

*- or -*

*1 year taxicab or similar experience*

*- or -*

*3 year DMV from the US or other certified record*

The committee also noted that it had previously adopted a recommendation that drivers may be required to pass a BEST with a minimum score of 75%.

**G. Short Taxi Fares** – The CSC discussed this topic and did not see an appropriate city-wide solution. This issue is primarily an airport issue. Committee members expressed a willingness to participate in discussions with the airport to discuss solutions to the problems specific to PDX service.

**H. Child Safety Seats** – All companies are struggling with the issue of child safety seats. A couple of companies have already compiled information and/or developed draft policies. The Chair promised to compile this information and send it out with the July minutes. This topic will be discussed again in September.

**I. August Meeting** – Several members indicated they would be unable to make the August meeting. The Committee decided to cancel the August meeting and meet again On September 11<sup>th</sup>. (The normally scheduled meeting on September 4<sup>th</sup> will be postponed one week due to the Labor Day Holiday.)

**J. Adjourn**

## New child car seat rules start Sunday

Oregon's child safety-seat law will tighten starting Sunday. Legislators shed the old requirements of 6 years old or 60 pounds in favor of new restrictions.

Car-safety advocates, armed with traffic fatality statistics, successfully pushed Senate Bill 480 through to mandate that children younger than 8 or shorter than 4-foot-9 must sit in a booster seat while in the car. Once children either turn 8 or grow taller than 4-foot-9, they are allowed to ride with only a seat belt.

The bill also requires that infants must ride in rear-facing seats until they reach both 1 year old and 20 pounds.

"The reason that we were pushing for the law to be changed is because 4-foot-9 is really the best practice," said Sandy Holt, technician instructor of the Alliance for Community Traffic Safety in Oregon. "That's where really the seat belts are designed to be at a minimum."

"Children prematurely moved to seat belts are four times more likely to suffer serious head injuries during a collision than children in child safety or booster seats," according to the Ad Council's Web site.

— Ryan Knutson

This law took  
effect on Sunday  
July 1, 2007

Limit	Oregon	Washington
<1 y/o <u>or</u> <20 lbs		Child must be in rear facing infant seat
<4 y/o <u>or</u> <40 lbs	Child must be restrained in approved child safety seat	Child must be restrained in forward facing safety seat
<6 y/o <u>and</u> <60 lbs	Child must be restrained in a booster seat	
<8 y/o <u>or</u> <4 ft 9 in		Child must be restrained in a booster seat with a lap and shoulder belt
<13 y/o	Strongly recommend to ride in rear seating position	Child transported in back seat (where practical)

## Staff Meeting

Below is the first draft of a proposed new decal to be placed in cabs. The wording below is meant to concisely convey the following 3 points:

- 1) The cab company is not legally required to provide child safety equipment.
- 2) That we care about the children's safety.
- 3) That the driver has the right to refuse to transport someone in an unsafe manner.

### **Proposed Child Safety Policy Decal for all Broadway Cabs**

---

**Taxicabs are exempt from laws regarding Child Safety Restraints in both Oregon and Washington. In both states, taxicabs are not required by law to provide such devices. However, we strongly recommend that anyone traveling with a child provide proper safety restraints for the child to use during taxicab transportation. The operator of this taxicab has the right to refuse to transport anyone in an unsafe manner.**

One of the unanswered questions is how do you get a policy for the drivers to follow that is the same for everyone. The guidelines from the States are "Less than 8 yrs old or 4ft 9in. or 62 pounds." All of these can be very difficult to discern in the field.

4ft 9in is just about even with the top of the window of a sedan.

All the other requirements are either age or weight.