

**PRIVATE FOR-HIRE TRANSPORTATION BOARD OF REVIEW
MEETING MINUTES FOR JANUARY 14, 2009**

A. Call to Order: 1:35 p.m. by Sue Klobertanz

B. Roll Call / Sign-In

1. Roll Call:

Abma (P) Bauhs (A) Corona (P) Rauen (P) Blosser (A)
Miller (P) Ochoza (P) Putnam (P) Huddleston (P) Dufay (P) Klobertanz (A)

2. Others / Audience: The list of other attendees is available from the Revenue Bureau.

C. Approval of Agenda

1. Additions to Agenda-None

**Motion to approve Agenda by Butch
Seconded by Ramon
Agenda was unanimously approved**

D. Approval of Previous Minutes

**Motion to approve previous minutes: Ramon
Seconded: Butch
Minutes were unanimously approved.**

E. Supervisor's Report: Frank Dufay

1. Guest: Sorin Garber, consultant for Private for Hire Demand Study. Sorin is a Sole proprietor of consulting firm with focus on transportation planning. He has worked with the City in the past and also many major engineering firms. His past work includes completing demand studies and complete analysis. This is the first of two meetings. There have not been many findings at this point since we are in the beginning stages of the study but will come back with findings in mid February. Study includes Taxis, Executive Sedans, Shuttles, Medical Transportation, Limos and other Livery services. Task 2 recently has been completed. Work is currently being done on researching transportation demographic patterns. A model will follow along with training of City staff on how to use it. The majority of cities do regulate the supply of taxis in some way. Most approach it the same way as the City of Portland. City Code, meeting minutes, and past studies done by the City have been reviewed. Frank's equivalents from the following cities have been interviewed: Arlington, VA, Austin, TX, Sacramento, CA and Seattle, WA. Neither Seattle nor Sacramento has a cap on the number of permits issued. However, when they got rid of their cap, Seattle asked the industry how many permits were needed. The number they gave was lower than the cap they had. The City of Sacramento has authority over the safety of cabs. A Taxi Association, approved by the city, oversees the quality of service and number of cabs. Seattle works closely with King

County. Only one cab company is allowed to service the airport. Each Seattle cab has a chip that gives information on mileage, revenue miles vs. non revenue miles, and trips a day. The second task is research into transportation patterns and demographics. He plans to complete a draft by Friday. He is updating the information used in the study, such as changes in number of airport passengers, population changes, mass transit ridership, changes to services for the elderly and handicapped, conventions, the number of cabs and transportation patterns at the airport. A complete market study of transportation patterns are being analyzed from six different districts throughout the city and four area counties. An analysis is also being done of the demand elderly and disabled transportation services such as the Lift program and other programs. It was suggested that others in addition to Tri Met be interviewed. The model will be very transparent and easy to use. The model will be tested to ensure we see appropriate results. Staff will be trained to use it.

Kat added that she feels that the interviews include all of the providers, especially the people who do the work. Make sure to include Limos, shuttles and SAT providers.

Chris had a concern is that just looking at the city of Portland and not the entire metro area will not give a complete picture of PFH demand in Portland. Sorin added that the data collected includes the four surrounding counties and that Metro was the sub consultant who provided the travel demand data.

Raye asked how they are getting the trip demographics and was any of the data specifically from private for hire transportation. Sorin stated that Metro has a travel demand forecast model that consists of travel diaries of 17,000 people and demographic profiles. It is considered one of the best in the country but is still not an exact science. He also said that none of the data is specifically for private for hire but that this is just a piece of the puzzle. That's why we want to interview you and get data on your trips.

There was a question from the audience: Are you also looking at trips transporting seniors and the disabled from hospitals by taxi. Sorin said the study is interested in projecting the needs for those services in the future and if companies are currently having issues meeting the demand.

2. Enforcement Report. There has been less enforcement due to the fact that much of our time is taken up by all the renewal paperwork and inspections. We are in the process of finishing our last appeal. We hope that once the code revisions take effect there will be more time for enforcement.

F. Unfinished Business

1. Rate signs on public right of way. The city engineer is not opposed to the idea. We will bring in a prototype to the next meeting. The sign will have blue lettering on a white background.

G. Standing Committee Reports

1. Company Standing Committee by Doug Rauen.
 - a. New Decal Permits. They confirmed that all the meters have been adjusted to reflect the deletion of the fuel surcharge. They also confirmed that shuttle companies had received notice of the repeal of the fuel surcharge.
 - b. Change in PDX moratorium

2. Driver Standing Committee by Butch Miller
 - a. Code rewrite. Consensus was that the draft as it is written would undo what we have tried to accomplish in regards to illegal equality for the cab drivers in eliminating the illegal taxis downtown. Mr. Bishop from Pacific Cascade also feels that the illegal town cars are affecting business. At the next meeting there will be more specific issues outlined.

 - b. Metro West is still operating unlicensed vehicles up at OHSU. Frank said that the issue with Metro West is that some of their vehicles operate in Portland very seldom. The City will be contacting Metro West to make sure that their vehicles that pick up in Portland are properly permitted. This is a requirement of TriMet as well.

Question from audience on whether we have considered Transit Police for PFH enforcement. This would help on giving the company a quicker response to issues with their drivers. The concern is that the Transit Police have more pressing issues to deal with or the authority to enforce PFH regulations.

H. New Business

1. None.

I. Announcements

1. Code rewrite work sessions. A reminder will be sent out. There will be one tomorrow and another a week from Friday.
2. PACA Schedule. Broadway from Dec 20, 2008 to May 4, 2009
3. Article in a LCT magazine regarding the City and Portland Town car and Limousine Association. Chris felt a response from the City would be appropriate since it discredits the City.
4. Dawn thanked the PFH industry for the great job they did servicing the Airport during the snow storm.

J. Adjourn

Motion to adjourn by Butch
Seconded by Ramon
Unanimously approved

Next meeting will be February 11, 2009. The meeting was adjourned at approximately 2:30pm

Minutes submitted by:

Patrick Kramer, Regulatory Program Specialist