

**PRIVATE FOR-HIRE TRANSPORTATION BOARD OF REVIEW
MEETING MINUTES FOR APRIL 8, 2009**

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

B. Roll Call / Sign-In

1. Roll Call:

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

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

C. Approval of Agenda

Motion to approve previous minutes as amended: Gail

Seconded: Ramon

Minutes were unanimously approved.

D. Approval of Previous Minutes

Motion to approve previous minutes as amended: Doug

Seconded: Butch

Minutes were unanimously approved.

E. Supervisor's Report: Frank Dufay

1. An appeal is to be heard today immediately following this meeting. Please take off the old metal permit plates they are no longer valid.
2. Guest: Sorin Garber with updates on the PFHT Demand Study. There was a handout entitled "Presentation of Findings to PFT Board April 8, 2009". Sorin reviewed the Preliminary three-step demand forecast method discussed at the previous meeting on March 11, 2009. He then outlined revisions to that method. In the revised model, he proposed using 2006 as a baseline. Changes in economic activity in six employment sectors (Manufacturing, trade, information, finance, professional services, and leisure) and changes in PDX passenger volume would be the factors used to determine PFHT demand. Sorin then stated that ground transportation data at PDX would be used in determining a specific number of permits for each mode (Taxi, Town Car and Shuttle). He then outlined the correlation in trends between the six employment sectors, PDX passenger volumes and Radio Cab passenger trips. When discussing the PDX ground transportation split, it was noted that the data for shuttles includes courtesy shuttles which make up a large percentage of the Shuttle category. Also the Taxicab/Limousine category includes taxis, town cars and limousines. When distinguishing taxis from town cars in the PDX ground transportation volumes by mode there are two assumptions: Each permitted taxi averages 6.25 trips to or from PDX/day and each permitted town car averages 4.2 trips to or from PDX/day. The 6.25 number was derived from assuming that

every taxi is operating every day. The 4.2 number is used under the assumption that town cars often do not make a return trip back to the airport with a passenger. The time frame being used for town car trips is 4am-8pm. This leads to the conclusion that the split of taxis and town cars in the PDX ground transportation data is approximately 82% are taxi trips and 18% town car trips. This does not take into account a town car company that would exclusively do wine tours which would not be included in the PDX data. Concerns were raised by the Board that PDX data combining door to door shuttles and courtesy shuttles should not be used when determining demand for only door to door shuttles. Sorin said that it does not affect the demand forecast. Conclusions reached: PFH demand increases with increased region's employment in six sectors and PDX passenger volumes, PFH demand will exceed capacity of current number of PFH permits when employment and PDX passenger volumes exceed 2006 levels, and with declines in the above criteria new PFH permits are not recommended for the 2009-2010 period. An appeals process would also be put in place to consider the issuance of permits in excess of the moratorium. Raye Miles raised concerns that the data used to determine an 82%/18% taxi/town car split did not take into account the large amount of trips that taxis perform to and from grocery stores and similar trips which she estimates as 80% of their business. She felt that a 95%/5% split would be closer. Sorin noted that if that data became available he could include that, but currently no one has submitted that type of data. Sue also mentioned that a large segment of town cars trips (wine tours and similar trips) are also omitted from the data used. A representative from Apex limousine said many trips are done after 8pm. Casey Martel from Portland Rose Pedal Pedicab suggested Pedicabs be included into the study. Brandon Sofge from Around the Town Car Service asked that data be requested of everyone on the PFHT email distribution list. Chris Whelan from Entourage mentioned that the wine tour trips are a big part of town car and limousine business has is concerned about those trips being left out of this demand study.

F. Standing Committee Reports

1. Company Standing Committee by Doug Rauen.
 - a. Code Revision Discussion-to be combined with Old Business
2. Driver Standing Committee by Butch Miller
 - a. Code Revision Discussion-to be combined with Old Business

G. Old Business

1. Request for Board to forward proposed Code Revisions to Council. Major changes from the last draft were highlighted. Changes highlighted by Shane Abma are as follows:
 - going back to annual permit renewal
 - Limousine definition changed
 - Drivers License no longer required for Pedicab drivers
 - 6 month grace period given for successful completion of the Customer service training
 - 6 month grace period given for successful completion of CPR training for SAT drivers
 - Driver permits will come in two different sizes, simply needs to be in vehicle for Executive Sedan and Limousine drivers
 - If required classes not completed in 6 months then permit must be returned

- Vehicle aging requirements removed for Limousine, other industries required to comply by September 31, 2011.
- Vehicle aging exception: if the vehicle is in excellent condition a variance to the aging requirement is allowed.
- If there is a moratorium on vehicle permits, an application for more vehicle permits despite the cap is allowed twice a year.
- Taxi companies may impose a minimum Taxi fare of \$6 if customers are using a credit/debit card.
- All taxi meters must conform to industry standards
- Pedicabs can't be on sidewalks unless allowed by local or State law.
- Pedicab insurance still being researched, it may change in the future.
- Taxi/LPT driver permits reduced to \$100. The application fees will not change. The rest will be cut in half to reflect annual renewals.

Comments from the Board

Gail Bauhs: 16.40.400: There are 10 companies currently contracted with Tri Met that would not be able to meet these regulations.

Jon Putman: Somehow, we need more wheelchairs available for the public.

Comments from the audience

Steve Entler: He would like to put off the decision until we all get a better chance to review the material.

Shane Abma: He apologized for not getting this draft to everyone sooner; there are very few changes from the previous draft. Also, the changes are primarily in response to input from stakeholders.

Jon Putman: Thinks meetings should be every month.

Sue: Reminded everyone that the question to the Board is do we move these code revisions forward to Portland City Council for consideration with a few exceptions. If passed it would go before Council on May 6th. If we do move this forward, we are still not done with revisions. We have a list of outstanding issues which need resolutions. The Demand Study and Rate and Fee Study will come back to this Board this summer. This is one step of many that we need to take. If we do not vote to take this to council, the earliest this code would be implemented would be September 1, 2009.

Butch Miller: Suggested another work session before we move this to Council.

Ryan Hashagan: This current revision will eliminate Pedicabs in Portland. Feels the process has not been transparent. He suggested more discussion, remove Pedicabs from the code, assemble a task force of stakeholders and develop a Pedicab specific code.

Sue: The last speaker was invited to attend about 8 weeks ago.

Eric Benson: Suggested Limousines should not be put into a number with Town Cars. He is concerned about the possibility of a cap on limousines.

Craig from Super Stretch Limousine: Discussion of the regional issue involving out of area limos coming to Portland. Many operate on an hourly basis. He feels limos should be regulated by the State.

Brandon Sofge: Suggested to look at Federal Ride Act. 16.40.240A: Feels the term "lease" needs to be clarified.

Jonathan Magnus: He agrees with Ryan and would like more input safety factors to be considered. He is in favor of Pedicab regulation.

Tomas-Pedicab driver: Doesn't feel he falls into PFHT category because he only operates on tips. He also feels the fees are burdensome.

Dan from Cascadia Pedicab: Works for tips, can't afford to pay the fees. Take Pedicabs out of this code.

Kat Wilkes: Question on vehicle aging, 10 years? She feels SAT signage size is fine, but signs should be on the windows instead of the doors.

Leah Littlee: Where are the fees going? Fees go into PFHT program for safety and enforcement.

Jacob Douglas Slaughter: Questioned requirement of insurance on Pedicab itself. Suggested a Pedicab representative be on the Board. He asked when the first draft was distributed. Shane said that we are still looking into Pedicab insurance requirements and that and it could change. The drafts have been available on the website for months; as we've been contacted we have added stakeholders to the list. We met with Ryan and Casey from the Pedicab industry and have met with the limousine industry as well. We have got representative feedback the best we could.

Brando: Feels that all drivers should have customer service and drug testing.

Kaylee Snyder: She does the training of Pedicab drivers and it is very extensive.

Raye: Wants to delay a decision to look at the Administrative Rules but does feel the process has been good. She feels we may want to separate the code out and do these changes separately because of the issues between the industries.

Gregg-American Limo: He feels the permit fees should give allowance for parking spaces designated for limos or lenience from parking patrol

Eric Benson: Limo permit may be capped. Shane said it says MAY be capped. It does not mean it will happen.

Casey Portland Rose Pedals: Casey said he's been talking with Frank since last year. He doesn't see anything that will shut down Pedicab businesses except double insurance required which will be worked out. Drivers having to carry their own insurance could be an issue.

Motion to submit proposed code changes to City Council on May 6, 2009 with the following conditions done prior: 1)Have a final work session. 2) Send a final draft of the proposed changes to the email distribution list and 3) Post the final draft of the proposed changes on the Revenue Bureau website: Ramon Corona

Seconded by Doug Rauen

Unanimously approved

H. Announcements

1. From floor: None.
2. PACA Schedule: Broadway Cab

J. Adjourn

Motion to adjourn: Butch

Seconded: Ramon

Unanimously approved

Next meeting will be May 13, 2009. The meeting was adjourned at approximately 3:45pm

Minutes submitted by:

Patrick Kramer, Regulatory Program Specialist