PRIVATE FOR-HIRE TRANSPORTATION BOARD OF REVIEW
MEETING MINUTES FOR SEPTEMBER 9, 2009

1. Call to Order: 1:45 p.m. by Kathleen Butler

2. Agenda
No Changes to the Agenda were proposed

3. Director Appointments to the PFHT Board
The following are temporarily appointed to the Board pending approval by City Council by way of Resolution:

Director's Designee	Kathleen Butler	Indefinite
PBOT Rep	Ramon Corona	12/31/09
Tourism Industry Rep	Jeff Blosser	12/31/10
Persons w/ Disabilities	Jon Putnam	12/31/09
Riding Public Rep	Al Ochosa	12/31/10
Port of Portland Rep	Michael Huggins	12/31/09
Tri Met Rep	Gail Bauhs	12/31/10

The following have been elected to serve on the Board for the terms below (no other action required):

Taxicab Company Rep	Raye Miles	12/31/09
LPT Company Rep (non-limo)	Chris Whalen	12/31/10
SAT Company Rep	Kat Wilkes	12/31/09
Limousine Company Rep	John Case	12/31/10
Pedicab Company Rep	Ryan Hashagan	12/31/09
Taxicab Driver Rep	Aryn Seiler	12/31/10
LPT Driver Rep	Jacob Slaughter	12/31/09

4. Sign In and Roll Call

Present: Abma, Bauhs, Corona, Whalen, Slaughter, Case, Wilkes, Miles, Seiler, Hashagan, Huggins*, Dufay, and Butler
Absent: Blosser, Ochosa, Putnam
* Alternate: April Murchinson

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

5. Approval of Minutes

Motion to approve previous meeting minutes: Corona
Seconded: Bauhs
Motion passed unanimously

6. Presentation: Sorin Garber, re: Final Report, PFHT Demand Study

Consultant Sorin Garber discussed the Final Report of the PFHT Demand Study. During the process interviews were held with those from the private for hire transportation industry, hotels, and the Port of Portland. Data was collected and analyzed from companies who submitted data for the study. The Port of Portland also supplied data. Economic data correlating to the use of for hire transportation was also utilized. The permit share percentage between taxis and town cars should be 95% Taxi/5% Town Car. The suggested method for a demand estimate is a three step process. 1) Does economic data warrant permit increases? If yes, 2) Percentage of increase in permits should mirror rise in employment. 3) Determine demand for shuttles. Ground Transportation Survey at PDX showed 12% of all visitors were using shuttles to get to the airport. If the data shows an increase in passengers at PDX, shuttle companies can make a case before the board for more permits. It was recommended that the demand model used to issue SAT permits remain the same. Tri Met has a good system in place and there is no need to make adjustments. One of the considerations in creating a demand model was that using 1 permit for every 1,400 residents is flawed and does not accurately reflect the Portland market. Adjustments were made to the demand model to more accurately reflect the demand in the Portland market. Increasing the number of permits available is not recommended at this time. Appeals process recommended, which is already in place at the Revenue Bureau. Ways show need for more permits include: to productivity per permit, driver log data (able to independently verify), and new contracts. Enforcement, issuing permits on an incremental basis, productivity should be considered when considering issuing additional permits.

7. During the question and answer session following the presentation, those in attendance raised some concerns. Those concerns included looking at Portland data is not enough since many providers service the entire metro area, it doesn't take into consideration companies whose business may be growing despite low economic growth in the area, and not taking into account illegal operators. Concerns were raised about SAT vehicles taking away taxi fares and how that affects demand. It was asked if the study took into consideration the newly permitted vehicles. It was acknowledged that the final product with revisions is much improved over the previous version.

It was brought out that the concerns regarding a company not being able to obtain more permits to adjust to their needs may be addressed when the Board votes on the moratorium as part of the Administrative Rules. In addition, there is currently an appeals process to obtain additional permits in addition to the moratorium. New SAT companies are now required to show a contract in order to obtain a permit. Due to the economic climate, new hires for enforcement will be a challenge. However, the Revenue Bureau is planning to utilize existing staff from other departments and increase enforcement on nights and weekends.

Motion to accept the Demand Study and place in file: Case
Seconded by: Bauhs
Motion passed unanimously

****Quorum lost. Putnam was present via cell phone, but connection was lost and never restored****

8. Administrative Rules.

It was decided that although a quorum was lost it was agreed that the Administrative Rules would be discussed to identify which were considered to be non controversial. The Administrative Rules deemed non controversial during this discussion were: 16.40.040-02, 16.40.040-03, 16.040.070-01D (strike second "for a period of 60 days"), 16.40.080-01, 16.40.090-01, 16.40.220-01, 16.40.380-01 ("if applicable" to be added to address some requirements not relevant to Pedicabs), 16.40.380-02, and 16.40.470-01 (per person" added).

9. New Business

1. None

10. Announcements

A special PFHT Board meeting will be necessary to vote on the Interim Administrative Rules due to lack of a quorum. Chairwoman Butler proposed Wednesday October 14, 2009 at 1:30pm or Thursday October 8, 2009 at 1:30pm as an alternate day.

11. Adjourn

The meeting was adjourned when the quorum was lost.

Next meeting will be October 14, 2009, meeting was adjourned at approximately 3:45pm

Minutes submitted by:

Patrick Kramer, Regulatory Program Specialist