

PRIVATE-FOR-HIRE TRANSPORTATION ADVISORY COMMITTEE

FINAL MEETING SUMMARY

November 21, 2019 • 1:00 PM – 3:00 PM

Oregon Convention Center, Room F150, 777 NE MLK Jr. Blvd, Portland, OR 97232

Advisory Committee Members	Organization	Present
Mark Williams	PFHT Program Manager, PBOT (non-voting member)	Yes
Mike Greenfield	Chair (non-voting member)	Yes
Marlo Maroon	Travel Portland	Yes
Nickole Cheron	Portland Commission on Disabilities	Yes
Idris Khoshnaw	Shuttle Driver	No
Steve Hext, Vice Chair	Broadway Cab	Yes
Nathan Hambley	Uber	No
Ilene Brown	TNC driver	No
Vacant	LPT Driver	n/a
Vacant	LPT Company	n/a
Vacant	Limousine or Party Bus Company	n/a
Vacant	Tour Bus Company	n/a
Vacant	Shuttle Company	n/a
Andrea Lins	Brewcycle	No
Kirk Foster	Wapato Shores	No
Debbie Brooks	Port of Portland	Yes
Michael Huggins	Port of Portland	Yes
Sirous Tanzadeh	Radio Cab, Driver Rep.	Yes
Margo Moore	TriMet-Accessible Transportation	No
Dave Benson	PBOT	No
Erika Nebel	City Policy Advisor	Yes
Matt Grumm	Commissioner's Office	No
Ken McGair	City Attorney's Office	No
Mary Everson	PBOT PFHT Regulatory Program	No

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Kimberely Patterson	Sr. Administrative Specialist	No
Matthew Erickson	PFHT Program Manager	Yes
Tracy M. Smith, Facilitator	Inhance LLC	Yes
Jamie Lynne K. Souza, Recorder	Inhance LLC	Yes

Other Attendees: Darin Campbell, Radio Cab; Karen Christensen, Port of Portland; Efren Zamudo, Strategies 360 - Lyft; April Murchinson; Teal Abel, Rose City Cab; Kieron Weidner; First Nature.

INTRODUCTIONS AND REVIEW OF MEETING AGENDA: MIKE GREENFIELD, CHAIR

- Mike Greenfield called the meeting at 1:00 PM.

ANNOUNCEMENTS FROM COMMITTEE MEMBERS: COMMITTEE MEMBERS

- Steve Hext, Broadway Cab: Noticed this year a high percentage of accidents with uninsured motorists crashing into taxi cabs. Do police impound uninsured motorists? Are there statistics Committee can retrieve to see if police officers impound cars or is it just a warning? Overall, can Committee find out what is the Portland Police Bureau's policy and what is going on?
 - Mark Williams: This is not in the purview of this Committee. The Committee does not have the authority to know who gets told what and for what reason. However, PBOT can research statistics and contact the Portland Police Bureau to find out what their policy is with the uninsured. If there are any further questions or additional comments, please send an email.
 - Mike Greenfield: Suggested reaching out to the Department of Consumer Business Services which regulates insurance in Oregon. Also, when you renew your license plates you have to show proof of insurance. So that'd be interesting to know what the DMV could tell us with the number of insured or lack of insured.

APPROVAL of 10/10/19 MEETING SUMMARIES: MARK WILLIAMS, PBOT

- No revisions or objections made to October 10, 2019, Meeting Summary.

VOTE: Unanimous approval.

ACTION: No action is taken.

PFHT PROGRAM STAFF REPORT: MARK WILLIAMS, PBOT

- Fast Track Company Training
 - In the last meeting, it was requested to have training for the companies for Fast Track, which is the regulatory software for permitting vehicles. Training for the companies via webinar will be on December 9th, 2019, January 7th, 2020, and January 9th, 2020. The training will cover how the drivers

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access the portal and apply for permits, as well as how companies confirm a driver that works for them or no longer works for them.

- Fast Track Driver Video
 - A training video for drivers will be released on how to go online and access the portal. The webinar for the companies will also be recorded for company representatives for reference training.
- Fast Track Launch Date
 - On January 13, 2020, PBOT will implement phase two where drivers will go online, apply, and receive their permits.
- PBOT is working on expanding its accessible program with the visually impaired and filmed a training video for the drivers. PBOT wants drivers to understand how to interact with the visually impaired and their guide dogs. PBOT knows some drivers are sensitive to letting animals in their vehicles, but when it comes to providing transportation services, drivers have to allow it and the video does cover that.

PUBLIC COMMENT-NON-AGENDA: MIKE GREENFIELD, CHAIR

- Darin Campbell, Radio Cab: He has been preaching to bring more training to our drivers. Last Tuesday, they started filming a training video of the basic “Dos and Don’ts” when working with the visually impaired customers with either a cane or guide dog. They worked with the City who provided cabs and drivers with a production company and listened to the input from him and the drivers. They also utilized actors with visual impairments to hear their experience with what worked or did not work. It’ll be a great video and hope this will lead to more and maybe address service dogs in general in the future. There are so many things taxi drivers can benefit from and hopes to even send it over to the medical transportation groups as well. The reality of the videos is important and spot on.
- Mark Williams: The final product will be edited and then translated into 10 languages and distributed accordingly.

AGENDA ITEMS

REVIEW ITEM: TRANSPORTATION PERMIT FEE STUDY SUBCOMMITTEE: MARLO MAROON, COMMITTEE MEMBER

- Based on the research from comparable cities around the country, the Subcommittee is recommending to reduce the application fee from \$250 to \$100 and the annual company fee from \$500 to \$100.
- Sirious Tanzadeh: What about the driver’s fee?
- Mark Williams: We talked about the driver’s fee at the last meeting. However, looking at the research, the Subcommittee came up with adjusting the application fee and company permit fee. The Subcommittee did find that they weren’t too far off compared to other cities. However, the City was quite a bit off with the tourism industry. When making the decision, the Subcommittee needed to make a recommendation that would impact the entire industry, not just a selected group.
- Sirious Tanzadeh: How can we meet for further recommendations?

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- Mike Greenfield: We have to recommend the recommendations brought before us, but as a Committee member you can always suggest an action item such as driver fees for future review.
- Mark Williams: If the Subcommittee is in agreement they can continue to do further research on rates for driver fees. Today, the recommendation is to consider the adjustment to the application and company fees and the Subcommittee will continue to research and review permit fees for drivers.
- Mike Greenfield: At the next meeting the Subcommittee can decide to either combine the recommendations or keep separate.
 - Motion to consider the two reductions at a future meeting.
 - No objections. APPROVED.

ACTION ITEM: DIGITAL RECORDS REQUIREMENTS: TRACY M. SMITH, FACILITATOR

- In the last meeting, there was a discussion on the equipment, and it has been updated and back for Committee approval. This will be a final approval and open for public comment.
- Mark Williams: In the final approval with this Administrative Rule, PBOT would like the Committee to agree on how much time companies will have to comply with this new requirement. PBOT suggests six months for companies to be in compliance.
- Steve Hext: What is the process if other cameras meet the standard?
- Mark Williams: If someone comes across another product or idea that meets the standards, they can send the information to PBOT. PBOT would then do the research and if the camera meets the standards then it'll be brought back to the Committee for review.
 - Motion to make a final recommendation with an additional six-month implementation requirement for compliance.
 - No discussion or objections. APPROVED.

ACTION ITEM: EXECUTIVE SEDAN LIST: TRACY M. SMITH, FACILITATOR

- This was discussed at last meeting, specifically looking at Administrative Rule TRN 14.32, Definitions "Executive Town Car" includes, but is not limited to, Luxury Conversion Vans, four-door sedan vehicles, and sport utility vehicles. All vehicles must be approved by the Director to be permitted/certified as an Executive Town Car and Luxury Conversion Van. All vehicles are subject to the certification requirements pursuant to section 16.40.300 and 16.40.350.

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- Mark Williams: This was brought back due to substantial changes in which the original had List A and List B. It was recommended to no longer have a list. This will be a final approval and open for public comment.
 - Motion to make final approval to the Executive Sedan List.

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- No discussion or objections. APPROVED.

ACTION ITEM: ADMINISTRATIVE SUSPENSION LANGUAGE: MARK WILLIAMS, PBOT

- This would require a code change in front of the Council, so the Committee is making a recommendation as a revision in City code. The most recent example is a driver that got into an accident and both parties agreed to not report because per Oregon State Law it is only required to report an accident if any party is injured or the damage is over \$2,200. However, if one party decides to later go to the hospital and report the accident, then the other party wouldn't be aware that a report was made to DMV. That driver would then be suspended for not reporting an accident. Now, if the driver goes to the DMV and clears up the mishap, that driver would still not be able to work for PFHT because due to the suspension the driver cannot drive for the next three years.
- This new requirement, if recommended by the Committee and approved by the Council, would exempt any administrative suspension that's reinstated or resolved within 60 days.
- Steve Hext: Why are you doing it that way versus suspension?
- Mark Williams: Some of the suspensions show drivers are aware but they are choosing not to report or take care of them. We want responsible drivers on the road and want them to be responsible for this as well. The 60 days will help those who are responsible drivers to maintain their eligibility.
- Darin Campbell: He was concerned about some taxi drivers that are having severe money issues and needing extra time for money. If PBOT is worried about people not taking care of things quickly maybe take away the 60 days and put 30 days per incident.
- Mark Williams: We initially had 30 days and a Committee member suggested 60 days, but it's up to the Committee to decide.
- Sirious Tanzadeh: Sixty days is not enough time based on the experience he's seen with other drivers. Sometimes a driver doesn't know their license is suspended until six months later. Someone at PBOT should decide on the situation and not be set in stone where it cannot be changed. It should be a decision to look at every incident.
- Marlo Maroon: Did the Committee talk about the DMV process for letting drivers know and how soon they know if they have a suspension?
- Mark Williams: The suspensions have been due to drivers not submitting their address changes. DMV requirement by State law is that when you move you need to submit an address change within 30 days. PBOT encourages drivers to make sure their address is updated so they receive their mail and can take care of it on time.
- Mike Greenfield: Would PBOT have the administrative latitude to extend the time period for certain circumstances?
- Mark Williams: PBOT would not want its division to be the ones to decide that. PBOT wants to stick with what the code says; a driver can always appeal the decision. This Committee needs to decide whether 30, 60 or 90 days, but PBOT encourages the Committee to hold drivers responsible.

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- Matt Erickson, PBOT: PBOT finds that if a driver has one incident that it is likely they will be three to four weeks late and that the individual has suspensions on their record. These drivers end up being repeat offenders.
- Sirious Tanzadeh: Recommends changing to 90 days.
 - Motion for final approval with a change from the original 60 days to 90 days.
 - Four Committee members all in favor. APPROVED.

ACTION ITEM: Approval for Dan Lindsen to be the Subcommittee Chair for the Safe Ride Home Subcommittee.

- No objections or comments. APPROVED.

CHAIR ADJOURNED THE BUSINESS MEETING AT 1:40 PM.

NEXT MEETING: Mark Williams will let everyone know the date and location of the next meeting.

Submitted by, Jamie Lynne K. Souza, Recorder