

PRIVATE-FOR-HIRE TRANSPORTATION ADVISORY COMMITTEE

FINAL DRAFT MEETING SUMMARY v2

June 29, 2020 • 1:00 PM – 2:30 PM

Via GoToMeeting

Advisory Committee Members	Organization	Present
Mark Williams	PFHT Program Manager, PBOT (non-voting member)	Yes
Mike Greenfield	Chair (non-voting member)	Yes
Vacant	Travel Portland	
Nickole Cheron	Portland Commission on Disabilities	Yes
Idris Khoshnaw	Shuttle Driver	No
Steve Hext, Vice Chair	Broadway Cab	Yes
Caleb Weaver	Uber	Yes
Vacant	TNC driver	
Vacant	LPT Driver	
Vacant	Limousine or Party Bus Company	
Jeff Pietka	Evergreen Escapes	No
Vacant	Shuttle Company	
Vacant	Pedi-Cab Company	
Kirk Foster	Wapato Shores	Yes
Debbie Brooks	Port of Portland	Yes
Sirous Tanzadeh	Radio Cab, Driver Rep.	Yes
Margo Moore	TriMet-Accessible Transportation	Yes
Dave Benson	PBOT	Yes
Erika Nebel	City Policy Advisor	No
Matt Grumm	Commissioner's Office	No
Ken McGair	City Attorney's Office	No
Mary Everson	PBOT PFHT Regulatory Program	No
Kimberely Patterson	Sr. Administrative Specialist	No
Matthew Erickson	PFHT Program Manager	No

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Tracy M. Smith, Facilitator	Inhance LLC	Yes
Jamie Lynne K. Souza, Recorder	Inhance LLC	Yes

Other Attendees: Karen Christensen, Port of Portland; Darin Campbell, Radio Cab; Steve Entler, Radio Cab; Caller 03 (unidentified); April Murchinson, Port of Portland; Kim Myers; Vyacheslav Karkhu, New Green Cab.

ANNOUNCEMENTS FROM COMMITTEE MEMBERS: COMMITTEE MEMBERS

- No announcements from Committee.

APPROVAL of 02/25/2020 MEETING SUMMARIES: MIKE GREENFIELD, CHAIR

- Approval of February 25, 2020, Meeting Summary has been finalized, but a vote wasn't taken due to Kirk Foster requesting to add ORS 656.027 (28) definition to the final Meeting Summary. If the verbiage is approved, then the final Meeting Summary version will be revised.

VOTE: No vote taken.

ACTION: No action taken.

PFHT PROGRAM STAFF REPORT: MARK WILLIAMS, PBOT

- Customer Service during COVID
 - The Portland Building is still not open. However, FastTrack is available online and has been successful for those who need to apply for permits.
- Driver Permits and Temporary Permit Extensions
 - Once a driver is approved, a temporary permit is emailed promptly and it will expire in 30 days. However, drivers can call in or email for extensions, and PBOT will extend it longer than 30 days. This can help NEMT drivers who have to constantly present credentials.
 - PBOT will be getting photo backdrops to larger companies to take photos of their drivers and send them in via FastTrack. PBOT will then print and send the permits to the drivers. More information will be shared with the Committee soon.
- Payment Deferral Program
 - PBOT is hoping to provide some relief during this COVID crisis. Companies can have their background check fees, permit fees, vehicle permit fees, or company permit fees deferred until the end of October 2020. They can call PBOT's customer service line or email at Regulatory@portlandoregon.gov for assistance with the application.

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- Kirk Foster: Do you know when the pictures will be available or when the Portland Building will open?
- Mark Williams: Right now, staff may not go in until after Labor Day, but I'll update if there are any changes. Kirk, based on your company's size, we will send you a photo backdrop for you to take and submit your drivers' pictures.

PUBLIC COMMENT-NON-AGENDA: MIKE GREENFIELD, CHAIR

- Mark Williams: I encourage the public to use this time to discuss any comments about the Topic Submission, Minimum Fleet Requirements.
- Darin Campbell: We have concerns if we do away with vehicle fleets. First, it's impossible to cover the City 24/7 and be able to provide City-wide coverage with only one or two vehicles. Most importantly, you lose standards when you don't have multiple levels of identifying issues in place. We would identify as a City with substandard fleets because it'd just be independent vehicles surviving. We are not in favor of this change.
 - Steve Entler: What good would it do for Portland to drop down to one-cab companies? How does it better serve the City of Portland? The bottom line is it doesn't and only serves the individuals who want to do their own thing. We've had to hold up to a higher standard for many years and now you're taking the bar and dropping it on the ground.
 - Vyacheslav Karkhu: I believe this is a very positive thing for individuals who want their own thing and to maybe drive for multiple platforms. For starting entrepreneurs, it's impossible to come up with 15 vehicles at once.
 - Sirous Tanzadeh: If we reduce the number of cabs, how are you going to keep track of all these cabs with no insurance?
 - Mark Williams: That's what we're in the process of right now. There are two things we're looking at, which is, if they have 15 vehicles minimum in their fleet officially and is their insurance currently valid regardless if we received something in the mail or not. We're double-checking that.
- April Murchinson: How soon are the temporary permits showing extensions in the FastTrack system?
 - Mark Williams: Once we receive an email or phone call PBOT will submit a temporary permit and that should show instantly in FastTrack.
- April Murchinson: Concerning the 15 minimum vehicles, does the City have a list of everyone that does not have the minimum, and are they expired in the system?
 - Mark Williams: Currently we know of one company that we've officially suspended from service. We are reviewing and confirming fleet minimums on one or two more companies.
 - April Murchinson: Can you background that information to me in an email?
 - Mark Williams: Yes.

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AGENDA ITEM:

COMMITTEE CONSIDERATION: TOPIC SUBMISSIONS: MARK WILLIAMS, PBOT

- Four Topic Submissions were submitted on the same topic regarding the 15-vehicle fleet minimum, which is why the Chair allowed the public comment to include any questions or concerns on this topic. Normally we don't accept public comment on a topic unless the Committee wants to consider for a future meeting. It seemed like an important topic, so I wanted to make sure those that wanted to say anything were able to.
- Steve Hext: There was a rewrite of the code 10 or 12 years ago, and then another rewrite five or six years ago. Both times there was an ample amount of testimony that going down to a 15-vehicle minimum was too low of a number. Referring back to the code, one requirement is having dispatch available 24-hours, seven days a week as well as provide a 24-hour service in the City. I'm unsure how that can be done with a one cab model. Under Taxi Company Insurance requirements, it discusses protection to the public which is not necessarily a direct result of a one-car company. My understanding is an insurance company insuring a cab company with a contract to provide the City and other entities must give 30 days' notice before the cessation of coverage, yet they failed in that duty. I don't see how the City allows that. However, there's nothing in City code that penalizes that insurance company. It's a loophole in the code where the insurer gets away with it. The code needs to be improved so that insurance companies can no longer insure in the City of Portland for a year or six months and it shouldn't fall on the company that just ran out of business. Hence, Atlas insurance, who was the B rated provider, went bankrupt. When Atlas was providing B coverage there was ample testimony that we should not allow B coverage. Now looking at the proposal before us, to allow companies that purchased A insurance cannot compete with companies that are allowed to buy B insurance. The rates are substantially different and the playing field isn't level. At a minimum, they need to go back to the standard of A-minus insurance. The ADA requirements state you have to provide service to people with disabilities and wheelchairs. Therefore, if the City went to a one cab model, I'd suggest the first car be a wheelchair accessible van or you'd have to discard that part of the City code that says you have to provide wheelchair-accessible service. Now lastly, Broadway Cab finds the reporting requirement to the City to be very expensive and in conversations with other companies, they also find it expensive. Companies would love to be relieved of these costs and burdens. If they go to a one cab model then I propose a tag on the rule to do away with reporting to the City. Otherwise, I'm not sure how companies will afford it. We talk about providing stable service to the City and citizens, but you've got to have a certain mass to serve this large of an area over that large of time. I don't think it can be done with one car.
- Mike Greenfield: We're here to take motion on whether or not we want to discuss this topic in detail at a future meeting.
 - VOTE: No motion to move forward.

DISCUSSION: ADMINISTRATIVE RULE TRN-14.37 – APPLYING PERMITS AND DECALS: MARK WILLIAMS, PBOT

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- This is an Administrative Rule that provides more detail to several sections in the code related to where to apply the decals on your vehicle. This does not apply to taxi cabs, but it does apply to the rest of the industry. This is the first appearance and I encourage the Committee to take action and accept this Administrative Rule to discuss.
- Kirk Foster: An absence of permits has become a serious problem with a lot of companies running vehicles without permits. It needs to be made clear that there is no exception to not have permits. This is very necessary.
 - Motion to move forward. No discussion or objections. APPROVED.

CHAIR ADJOURNED THE BUSINESS MEETING AT 1:42 pm.

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

Submitted by, Jamie Lynne K. Souza, Recorder