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PRIVATE FOR-HIRE TRANSPORTATION ADVISORY COMMITTEE MEETING SUMMARY DRAFT FINAL

May 25, 2023 • 1:00 PM—2:30 PM

Zoom Call

Advisory Committee Members	Position	Affiliation	Present
Darin F. Campbell, Chair	Taxi Company	Radio Cab	Yes
Nickole Cheron	City of Portland, ADA Title II and Disability Equity Manager	Office of Equity and Human Rights	No
Dan Mark, Vice Chair	LPT Company	Mark Car Service LLC	Yes
Jen Armbruster	Representative of People with Disabilities	Member-at-Large	Yes
Jemal Abdi	NEMT Company	JB Medical Transport, LLC	No
David Duncan	Tour Bus Company	Grey Line of Portland	No
Eileen Collins	TriMet	TriMet—Accessible Transportation	Yes
April Murchinson	Ground Transportation Contracts Administrator	Port of Portland	Yes
Allison Ford	TNC Company	Uber	Yes
Dan Lenzen	Riding Public	Business Owner	Yes
Mark Williams	PBOT (non-voting member)	Interim Parking and Regulatory Services Director	No
Gabby Sanchez	PBOT	Regulatory Division, Office Support Specialist II	No
Matthew Erickson	PBOT	PFHT Program Manager	Yes
Camerina Galván	Notetaker	Galván Consulting LLC	Yes
Tracy M. Smith	Facilitator	Inhance LLC	Yes
Vacant	At-Large Community Member, Disability		N/A
Vacant	LPT Driver		N/A
Vacant	Shuttle Company		N/A
Vacant	NEMT Driver		N/A

Advisory Committee Members	Position	Affiliation	Present
Vacant	Limousine or Party Bus		N/A
Vacant	Shuttle Driver		N/A
Vacant	Tourism Industry		N/A
Vacant	Pedicab Company		N/A
Vacant	Taxi Driver Representative		N/A
Vacant	TNC Driver		N/A

Other Attendees: Steve Hext, Tehama Transportation, Karyssa Jackson, Erich England, Amy Ruiz, 360 Strategies.

OPENING: DARIN F. CAMPBELL, CHAIR

- Darin F. Campbell called the meeting to order at 1:04 pm.
- A quorum was met at 1:11 pm

COMMITTEE ANNOUNCEMENTS: DARIN F. CAMPBELL, CHAIR

- **Fees and Fares Subcommittee:** The Fees and Fares Subcommittee has not met.

APPROVAL OF 03/23/2023 AND 04/27/2023 MEETING SUMMARY: DARIN F. CAMPBELL, CHAIR

- Approved: Final draft March 23, 2023, Meeting Summary.
- Approved: Final draft April 27, 2023, Meeting Summary.

PBOT UPDATES: MATTHEW ERICKSON, PBOT

- **Safe Ride Home:** Safe Ride Home was available for Cinco de Mayo to provide discounted rides to ensure intoxicated, public members got home safely. The low participation can be attributed to it being the first Safe Ride Home program since the pandemic, and there needed to be more time for marketing. Safe Ride Home will be used for Brew Fest and the Rose Festival. PBOT's role is to distribute the coupons.
- **Enforcement Report:** PBOT is preparing for the tour season. There were seven citations in the last month and two suspensions from the towing industry regarding driver's licenses. One unpermitted company was closed. Enforcement will be looking for unregulated tourism companies during the summer.
 - **ACTION ITEM:** Matt Erickson will connect with Dan Mark offline regarding new business.

PUBLIC COMMENT: DARIN F. CAMPBELL, CHAIR

- No public comment.

ACTION ITEM: TOPIC SUBMISSION: EYECAM MD1000: MATTHEW ERICKSON, PBOT

- Matt Erickson is waiting for additional information from EYERIDE.
- The action item is postponed until the next meeting.

ACTION ITEM: TOPIC SUBMISSION: VEHICLE AGE LIMIT: MATTHEW ERICKSON, PBOT

- The recommendation is to extend the age limit of vehicles across the industry already in service and functional from 10 years to 15 years. This is urgent to present the recommendation to City Council because many vehicles are up against the 10-year timeline. PBOT will sideline vehicles no longer functional before the 15-year mark.
- Eileen Collins is in favor.
- Steve Hext recalls that the age limit of WAV vans was extended to 15 years as an incentive 3-4 years ago. He feels that the recommendation to extend the age limit for vehicles in the industry will disincentive drivers from becoming WAV drivers. Darin Campbell responded that the age limit of WAV vans is no longer an incentive, given the high cost of operating WAV vans. He is seeing drivers transitioning from WAV vans to Sedans.
- Karyssa Jackson asked in the chat: "Can you share the timeline for when this proposal might go into effect if acted on in this discussion?"
- If the recommendation is included in the PBOT package, it could go into effect between October and November 2023. However, due to the urgency, Darin Campbell will talk with Commissioner Mapps regarding getting the issue before the city council sooner. He cannot speak precisely to the timeline.
- Eileen Collins moved to extend the vehicle age limit to 15 years. Dan Mark seconded it.
 - Approved: Motion passed unanimously.

ACTION ITEM: TOPIC SUBMISSION: VEHICLE OPERATING ILLEGALLY IN PORTLAND (UNREGULATED): DARIN F. CAMPBELL, CHAIR

- This recommendation would allow PBOT to tow unauthorized vehicles acting as a private for-hire company in Portland. It would be an option for chronic violators of city code. Regulation ensures drivers and companies are adequately insured and vetted.
- If the recommendation is passed, PBOT will review the code and determine the specific process with the city attorney. The code change will deter unregulated and uninsured companies from operating.
- TriMet has contracted with UZURV, a privately accessible TNC company working exclusively to transport TriMet riders. Matt Erickson confirmed User is permitted and insured.
- Matt Erickson affirmed that the recommendation would give PBOT another arm for regulating unpermitted companies. PBOT can quickly identify unpermitted companies.
- Darin Campbell hopes this will encourage the Portland Police Bureau to tow uninsured vehicles.
- April Murchinson shared that the User is picking up passengers on the public roadway, and they are getting a warning or a citation from the Port of Portland Parking Control Representatives. The User is likely unaware of the protocols.
 - **ACTION ITEM:** Eileen Collins will connect April Murchinson with the User contact.
- No public comment.
- Collins moved to allow PBOT to tow unregulated vehicles. Dan Mark seconded it.
 - Approved: Motion passed. Dan Lenzen abstained.

ACTION ITEM: TOPIC SUBMISSION: REQUIRE PBOT TO CONDUCT BACKGROUND CHECKS (DMV AND CRIMINAL): MATTHEW ERICKSON, PBOT

- The current process creates confusion with permits not always reflecting the correct dates and drivers needing to complete the application process timely. PBOT struggles with companies that don't request accurate or complete information from a background check company. It's generally a matter of cost which increases the company's liability and the risk to the public.
- PBOT proposes that all drivers apply for permits through the regulatory system. PBOT will conduct all background checks, screenings, and DMV checks unless a company can demonstrate its ability to conduct background checks to PBOT's standards. Companies will send the documents to a secure FTP site. This will impact all private for-hire companies except for TNCs.
- No public comment.
- Eileen Collins moved to require PBOT to conduct all drivers' background checks. Dan Mark seconded it.
 - Approved: Motion passed. Dan Lenzen abstained.

ACTION ITEM: TOPIC SUBMISSION: DRUG TESTING TO DRIVE IN THE PRIVATE FOR-HIRE INDUSTRY: DAN MARK, VICE-CHAIR

- There is no drug testing for private for-hire drivers. Dan Mark feels it is common sense to institute a drug testing policy. Drivers must have a clean drug test when applying for or renewing a permit or when they have an accident or incident. The cost of drug testing would fall on the driver.
- Matt Erickson said with certainty that the city would not cover the cost of the drug testing. He is concerned that the additional cost will be a barrier for drivers. With PBOT conducting regular criminal and DMV monitors, if a driver has an incident, PBOT will become aware.
- Radio Cab assists drivers financially by taking the cost out of their future earnings.
- Eileen Collins feels that if the recommendation moves forward, it must be carefully worded and constructively written. The details are essential. Managing capacity and ensuring safety can become competing priorities. With latency inherent in most THC testing, marijuana used weeks ago will still be in their system, which doesn't mean they are an unsafe driver today. People can control the dates for other drugs to avoid positive test results. There are considerable costs for companies to manage a drug and alcohol program and to have appropriate, timely, and equitable testing. She feels this is an area the committee should move into carefully. From a regulatory standpoint, she doesn't think that drug testing will yield the expected results. Drug testing has been TriMet's most significant impediment to recruiting drivers.
- Karyssa Jackson wanted to understand the evidence regarding driver issues and why drug testing would be necessary. Karyssa Jackson echoed Eileen Collins' concerns that operationally and the cost related to this program would be a burden. There needs to be clarity about who manages the program and the price.
- Dan Mark doesn't understand how a drug test cost burdens the driver. He is concerned about drivers operating high on crystal meth, heroin, and barbiturates. A positive drug test for marijuana would not be a concern since it is a legal substance in Oregon.
- The draft language will be developed for the next meeting as an action item.
 - **ACTION ITEM:** Dan Mark will draft the language for the drug testing recommendation.

ACTION ITEM: TOPIC SUBMISSION: PRE-TRIP REIMBURSEMENT FOR TNC WAV TRIPS: ALLISON FORD, UBER,

- Uber's proposal would allow PBOT to reconsider increasing the reimbursement fee that TNCs receive for WAV trips. The WAV product is significantly more resource intensive to operate than other Uber products. Uber partners with a fleet partner dedicated to serving only WAV requests on the platform in Portland. Uber

is projecting that in 2023 each trip will cost over \$175. Uber did not present a figure; they encouraged PBOT to assess the cost of operating WAV trips and propose a modest subsidy increase.

- The increased subsidy would be for all WAV trips.
- Eileen Collins feels that WAV capacity needs to grow and supports a subsidy increase if it achieves this purpose.
- The reimbursement is only for transporting people with a disability.
- Eileen Collins asked, "How is that affirmed? Someone could have an invisible disability and be unable to fit in a Sedan. How do you know that it's someone with a disability that needs an actual wave vehicle?" Matt Erickson responded that he didn't have a good answer. WAV trips are not less expensive for the passenger. In his seven years with the city, he cannot think of one fake wheelchair complaint.
- The request from people with a disability that uses Radio Cab go through their dispatch and are reported to the city. Some recommendations come from the WAV program. Ride Connection does not dispatch all WAV trips.
- Eileen Collins moved to increase the WAV subsidy. Dan Mark seconded it.
 - Approved: Motion passed. Jen Armbruster abstained.

ANNOUNCEMENTS: DARRIN CAMPBELL, CHAIR

- There are several vacant positions. Committee members were encouraged to invite people to apply.

CHAIR ADJOURNED THE BUSINESS MEETING AT 2:08 pm.

NEXT MEETING: The next meeting will be Thursday, June 22, 2023, from 1:00—2:30 pm.

Submitted by Camerina Galván, Notetaker, Galván Consulting LLC.