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PRIVATE FOR-HIRE TRANSPORTATION ADVISORY COMMITTEE MEETING SUMMARY DRAFT FINAL

June 27, 2024 • 1:00 PM—2:30 PM

Zoom Call

Advisory Committee Members	Position	Affiliation	Present
Darin F. Campbell, Chair	Taxi Company	Radio Cab	Yes
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
Eric Followell	Taxi Driver Representative	Radio Cab	Yes
April Murchinson	Ground Transportation Contracts Administrator	Port of Portland	Yes
Dan Lenzen	Riding Public	Business Owner	Yes
Allan Waysee	Limousine Company	Portland Town Car	Yes
Allison Ford	TNC Company	Uber	No
Mark Williams	PBOT (non-voting member)	Interim Parking and Regulatory Services Director	No
Gabby Sanchez	PBOT	Regulatory Division, Office Support Specialist II	Yes
Matthew Erickson	PBOT	PFHT Program Manager	Yes
Josh Lynch	PBOT	PFHT Program Manager	Yes
Camerina Galván	Notetaker	Galván Consulting LLC	Yes
Tracy M. Smith	Facilitator	Inhance LLC	Yes
Vacant	Technical Advisory Panel	Office of Equity, Civil Rights, and ADA	N/A
Vacant	Technical Advisory Panel	TriMet	N/A
Vacant	Technical Advisory Panel	Tourism Industry	N/A
Vacant	Tour Bus Company		N/A

Advisory Committee Members	Position	Affiliation	Present
Vacant	TNC Driver		N/A
Vacant	LPT Driver		N/A
Vacant	Shuttle Company		N/A
Vacant	Shuttle Driver		N/A
Vacant	Pedicab Company		N/A

Other Attendees: Anna Richter Taylor, Uber; Karyssa Jackson, Lyft; Steven Koester, Port of Portland; Phil Berger, TNC Driver, and TNC Driver Advisory Committee Vice Chair; Kelly Kelvin; Erich England; Raechell Chapman, Port of Portland; Jake Oja; Karyssa Jackson, Lyft.

OPENING: DARIN F. CAMPBELL, CHAIR

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

DRIVER SAFETY:

- Kelly Kelvin gave testimony on her husband’s murder while driving for Uber. She advocated for the following:
 - No more third-party rides
 - Better vetting practices for passengers, including an ID that matches their name on the app.
 - Passenger identities be verified.
 - Minors shouldn’t be allowed to ride an Uber without an adult
 - Longer time for drivers to accept a ride.
 - Less money needs to be taken from the drivers.
 - Cameras need to be installed in the dashboard and the backseat.
 - Drivers should be allowed to conceal carry.
 - Uber and Lyft need a way to have the driver’s family contact them.
 - Uber should not wait six days to contact the driver’s family.
- Darin Campbell and Dan Mark would support
 - **Action Item:** Tracy M. Smith will share the meeting summary with Kelly Kelvin, the TNC Driver Advisory Committee chair, and Keenan Browe.
- Dan Mark made a motion to move the issue to the TNC Driver Advisory Committee for further consideration. Eric Followell seconded it.
 - Approved: The motion to move the issue to the TNC Driver Advisory Committee for further consideration was unanimously approved.
- The issue of the off-app drivers will be discussed at the next meeting.

- Kelly Kelvin will speak at the July 8, 2024, TNC Drivers town hall and August 12, TNC Drivers Advisory Committee meetings. Both meetings are open to the public, and anyone concerned about driver safety is encouraged to attend. Details can be found on the [PBOT website](#).

COMMITTEE ANNOUNCEMENTS: DARIN F. CAMPBELL, CHAIR

- **Committee Member Spotlight:** Darin F. Campbell’s nonprofit, Working Dogs Oregon, trains dogs donated to law enforcement or veterans to provide comfort during a crisis.

APPROVAL OF 05/23/2024 MEETING SUMMARY: DARIN F. CAMPBELL, CHAIR

- Dan Mark motioned to approve the May 23, 2024, Meeting Summary. Eric Followell seconded it.
 - Approved: The final draft of the May 23, 2024, Meeting Summary was approved.

PBOT UPDATES: JOSH LYNCH AND MATT ERICKSON, PBOT

- **Committee Seats Report:** Josh Lynch reported that the posting for committee member seats was closed due to an issue. The post will be reposted. Several people are interested in filling the tourism industry seat.
- **Enforcement Report:** Matt Erickson reported that eleven illegal companies have been cited. All these companies received warnings and cease-and-desist letters before the citation. The fees will increase on July 1, 2024. Regulatory operations will not be disrupted as the city moves toward a new government model.

PUBLIC COMMENT: DARIN F. CAMPBELL, CHAIR

- No public comments.

DISCUSSION: TOPIC SUBMISSION: PICKUP/DROPOFF LOCATIONS: DARIN F. CAMPBELL, CHAIR

- Darin Campbell proposes adding a stipulation about private for-hire rides to permits for city events. The stipulation would require creating a designated area under the Morrison Bridge for taxi and TNC pick-up and drop-off. The designated area wouldn’t include on-demand shuttles or door-to-door services. The event organizers would be responsible for providing signage.
- Dan Lenzen thinks this is a great idea, especially for elders and people with disabilities who need accommodation to attend big city events. Taylor & Naito and Morrison Bridge would be good locations for the designated area.
- Having a designated spot will require code changes. Taxis are the only mode permitted to have a designated parking spot on the right of way. Parking control has a process for identifying the best picking up/dropping zones. Josh Lynch shared that PBOT would be open to adjusting the code to make the drop-off and pick-up zones work and can use the parking control’s rubrics.
 - **Action Item:** Josh Lynch will review the code regarding a temporary dedicated drop-off and pick-up zone.
- Phil Berger asked that TNCs message passengers to walk to the pickup zone.
- Dan Lenzen shared a personal story emphasizing the importance of providing safe transportation for drinkers.
- Josh Lynch shared that this group could learn from other municipalities with designated pick-up and drop-off zones for entertainment districts or high-density zones.
- Darin Campbell feels the discussion broadened the scope of the issue. He proposed amending the topic submission to address the issues raised.

- **Action Item:** Dan Lenzen and Darin Campbell will amend and resubmit the topic submission for the next meeting.
- Eric Followell made a motion to move the topic submission to an action item with the understanding that the topic submission would be amended. Dan Mark seconded it.
 - Approved: The motion to move the topic submission to an action item was approved unanimously.

DISCUSSION: TOPIC SUBMISSION: CITY OF PORTLAND INSURANCE REQUIREMENTS: DAN MARK, VICE-CHAIR

- Dan Mark acquired TNC insurance information through the Freedom of Information Act. The information revealed that TNC drivers have lower insurance coverage than other private for-hire drivers. Dan Mark feels the high insurance rate required is stunting the industry and creating companies operating under the table. The policy requirements have made it so that only a handful of insurance companies work with private for-hire companies.
- Jen Armbruster joined the meeting at 2:02 PM.
- He advocated lowering policy requirements to \$500,000 and eliminating general liability policies. He feels the new requirements can mirror TNC driver insurance for periods 1, 2, and 3.
- Matt Erickson shared that insurance is one of their biggest concerns because they can't see a company's insurance. The correct insurance level is a requirement for the company permit. Some companies cease operations when they realize the level of insurance required to comply.
- April Murchinson recommends involving the city attorney, the Port of Portland's attorney, and the risk department in the conversations. She shared that all private for-hire drivers, including TNCs on the Port of Portland property, must have \$1 million in auto and combined general liability.
 - Darin Campbell clarified that TNC drivers only have \$1 million in coverage during periods two and three. They are insured to \$100,000 in period 1.
 - The Port of Portland can conduct audits to ensure drivers comply with insurance requirements.
- Josh Lynch clarified that all companies have a commercial insurance request of \$1 million per occurrence and \$2 million aggregate. Outside of TNCs, everyone is required to have \$500,000 in auto insurance. He affirmed parity across the companies, except for TNC periods 1, 2, and 3.
- Dan Mark motioned to make the insurance requirements uniform across the private for-hire industry. Eric Followell seconded it.
 - Approved: The motion to make the insurance requirements uniform across the private for-hire industry was approved unanimously.

CLOSING REMARKS: DAN MARK, VICE-CHAIR

- Dan Mark asked for assistance from Gabby Sanchez.
 - **Action Item:** Gabby Sanchez will contact Dan Mark.

CHAIR ADJOURNED THE BUSINESS MEETING AT 2:18 pm.

NEXT MEETING: The next meeting will be Thursday, July 25, 2024, from 1:00—2:30 pm.

Submitted by Camerina Galván, Notetaker, Galván Consulting LLC.