

TAXI/PRIVATE FOR-HIRE TRANSPORTATION CODE AMENDMENTS

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

	NAME (print)	ADDRESS AND ZIP CODE	Email
✓	Red Diamond	5026 NE 31 st Ave. #16, Portland, OR 97211	mreddiamond@yahoo.com
✓	Martin Dolan	4718 SW 172nd Beaverton	martindolan@ oldengrass.com
No	LENIN SOLANO A.	5102 NE 121 st AVE #31 VANCOUVER WA 98682	kinsolanoa@ol.com
No	William Heyser	603 N.E. Morris	
No	Ollie Robertson	4216 NE Kerby Rd	
	Passan AM		
✓	ROBEL BERHAN	2024 NE Schuyler St Portland, OR	robet Tobel124427@gmail.com
✓	Tesfaye Alemu	4813 N. Burnham Way PDX	Tesfaye Alemu@greentrans.com
✓	VYACHESLAV KARKHIN	12624 NE HALSEY ST, PDX 97230	portlandTAXI@gmail.com
	Stephen Katarvry & Raps miles	1207 SW 6th 97204	skatarvryeheranet.com
	MASSIMO MORALES	3329 SE CLOVERDALE ST.	majomora@gmail.com

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20 FRANK CHOTO	8185 SW ALDEN ST 97223	FCHOTO@HOTMAIL.COM
✓ BRENDA HIATT		
✓ STEVE ENTER	2010 SE MULBERRY DR PORTLAND	RADIOCABGNDMN.COM

Good afternoon Mayor Adams and city council members.

My name is Steve Entler. I am the general manager at Radio Cab.

I would like to start out by thanking the Revenue Bureau staff and especially Kathleen Butler and Frank Dufay for all of the hard work that they have done in response to concerns from all of the people involved with the Private for hire transportation industry. Our city has never seen a more dedicated or hard working bunch, and it has been an honor for me to work with all of these fine people and also to serve on the Private for Hire Transportation Board of Review.

Unlikely as this must sound, I would also like to thank Mayor Adams for initiating the investigation of the existing permitted taxi cab companies. At first, I think that all of the taxi company managers were reluctant to submit all of the financial and operating data that was requested by the city, including me, but then I realized that it could become a mechanism for me to point out the strengths of Radio Cab Company. So I submitted everything that was requested, interviewed with Bureau staff and also Mayor Adams. A lot of our drivers were investigated as well as drivers from other companies. The final results of the investigation were printed in a report from Bureau staff titled Taxi Driver Labor Market Study: Long Hours Low Wages. Sure enough, just as I suspected would happen, the report clearly separated the working conditions, work hours, wages and general experiences of Radio Cab drivers from those of the drivers of all of the other permitted taxi companies. The report showed that our drivers earn about twice as much as the drivers from the other companies and work fewer hours as well. I couldn't have been happier. You see, as a driver owned company, the focus of profitability is on the drivers' wallet and working conditions are largely determined by the drivers themselves. Any excess corporate profits are returned to the owner operator drivers that own the company, rather than to an outsider that is simply looking for a return on his investment.

I have been involved with Radio Cab for more than 41 years, and although this may sound like a lot, there are many drivers that have been there much longer than me. They have raised families and put their kids through college all while pounding out a living giving service to the citizens of Portland. We now have a lot of 2nd generation and even 3rd generation people working for the company. Radio Cab is a way of life for many people. At one point I mentioned to the bureau that we had experienced a lot of difficulty diversifying our fleet because very few people ever left. We had to wait for them to retire or die in order to make room for new drivers.

Yesterday the public cast their votes by way of ballot boxes and mailboxes. They overwhelmingly voted to stay the course and build on the successes of the recent past. They picked their favorite candidates and chose to stick with the ones that were succeeding at the things that concern them the most. More importantly they voted to not gamble on unknown ventures or candidates that would possibly proceed down a path that could lead to worse problems for our country than we are already experiencing.

In the taxi industry, the public also votes, but they vote in a different way. They vote by telephone. The public chooses to call Radio Cab more than all of the cab companies combined. The data that has been submitted substantiates this and shows that the public chooses to stay the course,

Stick with a proven entity and build upon successes of the past, rather than drifting off course to engage in an experiment that could lead to worse problems than might be anticipated.

Radio Cab is the market leader and standard bearer for the taxi industry in Portland. We have proven our worthiness many times and I urge you to give the utmost consideration to our request for additional permits.

My name is Robel Berhan. I am a member of the Union Cab Cooperative group. I am here to present some facts about environmental disasters relative to the cab industry.

First, thanks to Mayor Sam Adams and all the Commissioners down to the Private for Hire Transportation Board of Review employees and everyone in between.

Driving cars & trucks is the most common and dangerous air pollutants of our age—60% of air pollutants in fact. Air particulate matter kills an average of 40,000 people nationally per year. Car exhaust also causes asthma, bronchitis, and can increase heart attacks.

85% of estimated CO2 emissions of a car is created from its fuel use and service of operations, while the balance is from manufacture and disposal at the end of its use. CO2 emissions from US Cars & trucks is about 1 million tons per day.

We as cab drivers drive 8 cylinder cars for a minimum period of 8 to 14 hours a day. Imagine the pollution this creates. As drivers and owners of cabs, we have a big role in reducing the CO2 emissions. Specifically, the Union Cab Cooperative's proposal of a 100% alternative energy fleet within a few years is a possibility. First of all, the cooperative's members all own their own vehicles. Second, with a more affordable kitty and actual dispatch and advertising service from those kitties, it will be possible to actually buy the more expensive alternative vehicles that reduce emissions.

Compare the mileage of a Toyota hybrid at 40 to 50 mpg vs. the typical Crown Victoria at 17 miles per gallon. Trading one for the other lowers emissions by 66%.

So all being said, here is the commitment of Union Cab Cooperative to change all our cars to alternative energy vehicles. I urge the approval of our application.

*So that we can be your Next
Success Story.*

Moore-Love, Karla

185720

From: Bill Perry [BPerry@OregonRLA.Org]
Sent: Friday, November 02, 2012 1:34 PM
To: Adams, Mayor; Ruiz, Amy; Commissioner Fritz; Commissioner Fish; Leonard, Randy; Commissioner Saltzman; City Auditor Griffin-Valade; Moore-Love, Karla
Cc: Nellie deVries
Subject: Updated Ordinance on Taxi Recommendations | Private-for-Hire Referrals
Attachments: Ordinance paid passenger referrals 11-2-12.pdf

Hello Mayor Adams, Commissioners, and Staff:

After we sent out our letter this morning regarding the upcoming Taxi Recommendations/Private-for-Hire Referrals, we received a new copy of the ordinance that the City Commission will consider, and it looks like you addressed several of our concerns, which we appreciate very much. The only issue remaining is the severity of the fines. I've attached a copy of the updated ordinance with our changes in bold. We believe all the fines should be lowered in a more uniform fashion; however, we only changed the fines that directly impact our industry members.

When I met with Commission members, most of the offices understood my concern that the original fines were too high. A few of the offices said they would probably leave the third fine at a higher level.

I have amended the latest draft to reflect those conversations. Thanks again for your consideration.

Bill Perry
Vice President of Government Affairs

Oregon Restaurant & Lodging Association
8565 SW Salish Lane, Suite 120 | Wilsonville | Oregon 97070
P: 503.682.4422 | T: 800.462.0619 | F: 503.682.4455

www.OregonRLA.org

11/2/2012

Bill PERRY
TESTIMONY
11-2-2012 185720

for any dispatch call, assignment, vehicle or shift. The penalties for violation of Subsection 16.40.710 C. are as follows: \$1,500 250 for the first offense; \$2,500 500 for the second offense; and \$3,500 for the third and each subsequent offense.

- D. If a limousine, executive sedan, taxicab, shuttle or other for-hire vehicle is in a marked hotel zone or loading/unloading zone, it is a rebuttable presumption that it is parked there to provide private for-hire transportation services that require a log book entry. Taxis, shuttles, executive sedans and limousines parked in a hotel zone must provide properly documented log book entry when requested by the Administrator. The penalties for violation of Subsection 16.40.710 D. are as follows: \$500 for the first offense; \$1,000 for the second offense; \$2,500 and suspension for the third and subsequent offenses.
- E. Other than for drop off, for-hire vehicles may not park in the hotel zone without a reservation or request for service. Per Section 16.40.460 limousine and executive sedan service must be prearranged. The penalties for violation of Subsection 16.40.710 E. are as follows: \$500 for the first offense; \$1,000 for the second offense; and \$2,500 and suspension for the third and subsequent offenses.
- F. Taxicabs may not park in the hotel zone or loading/unloading zone prior to 15 minutes before pick up for a dispatch or request for service. The dispatched call/request for service must be documented in the required log format, and available for review by any authorized enforcement officer inspecting logs in the field. The penalties for violation of Subsection 16.40.710 F. are as follows: \$500 for the first offense; \$1,000 for the second offense; and \$1,000 and driver permit suspension for the third offense.

Passed by the Council:

Commissioner: Mayor Sam Adams
Prepared by: Kathleen Butler
Date Prepared: October 25, 2012

LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland
By:

Deputy