

SIGN UP SHEET FOR *ORGANIZATION REPRESENTATIVES*120-DAY PILOT PROGRAM FOR TAXIS AND TNCS

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Steve Entler	1613 NW Kearney St. Portland, OR 97209	radio cab gm @ msh.com
✓ Raye Miles	8750 NE Emerson St Portland 972212	miles @ broadway Cab.com
✓ Kadir Wako	1723 SE 139 Ave Portland OR 97233	Kadir @ Union Cab.com
✓ Brooke Steger	Seattle, WA	brooke@uber.com
✓ Stephen K a foury	1207 SW Letn Ave Portland, OR	SKa foury @ hevanet.com
✓ Kelli Amico	1800 SW 1st Ave. Suite 250 Portland, OR 97207	Kelli a @ hmhagency.com
✓ Darin Campbell	3570 SW 90th ave Portland, OR 97205	
✓ Megan Schrader	4325 SE Tibbets Portland, OR 97206	mschrader@technet.org
✓ Ron Knorr Nw Yeon	3550 NW YEON Ave (Ecocab)	360-261 4400
✓ Annabel Chang	LYFT	

SIGN UP SHEET FOR *INDIVIDUALS*120-DAY PILOT PROGRAM FOR TAXIS AND TNCS

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NAME (print)	ADDRESS AND ZIP CODE	Email
✓ WYNDE DYER	1819 NE 66 #62 PDX OR 97213	wynde dyer@gmail.com
✓ John Orr	14948 SE Oregon Trail Dr Clack, OR 97015	johnorr185@yahoo.com
✓ Jeanette Thiebert	12406 SE Fuller Rd Milwauka 97332	pdxcabbie@gmail.com
✓ Ashton Root	1996 SW Palatine Rd Portland, OR 97219	AshtonRoot@ CMLCast.net
✓ Cynthia Smith	3613 E 17 th St east D	misscynthia92@gmail.com
✓ Dan Layton	6011 Shakespeare St Lake Oswego	
✓ DAVID BINNIG	5774 N Vancouver Ave Portland OR	binnig@gmail.com
✓ Stephen Lovejoy	7219 SW Capitol Hwy Portland	Lovejoy123@gmail.com
✓ Noah Earnst	603 8029 SE Salmon St	noah@doughnut.net
✓ Erika Jones	1515 N Ainsworth #58, 97217	mugjonespdx@gmail.com

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NAME (print)

ADDRESS AND ZIP CODE

Email

P	Linda Raab	1929 S Miel rd Escondo 91023	lindaraab@live.com
left	Philip Wolf	9411 NW Nasto pkwy	philip.wolfe@gmail.com
	Gail Scott		
✓	David Gibson	1291 Tet Felson	david97801@gmail.com
P	tyler Hayes	3612 Manon trail	
✓	Bert Fox	2337 NE Cesar chavez 9742	bertmfox@gmail.com
✓	Delilah Jones	3518 SE 13rd #B 97206	msdelilahjones@gmail.com
✓	Nona Carrasco	8512 N Edison	nonacarrasco@gmail.com
✓	Muktar Abdou	5135 SE 112th Dr 97266	Muktarey@hotmail.com
✓	Suzanne Cummings	4547 NE Beech St	yogamama@sprint.net

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NAME (print)

ADDRESS AND ZIP CODE

Email

✓	Derek Cummings	4547 NE Beach St	derek.cummings@me.com
✓	Blake Carson	35 NW 180 th	Ducks rule 420@gmail
	Karen Babayan	7004 NE LeCir Vancouver	360 991 2332
→ ✓	Jennifer Starr	6216 SE Lake Rd	503-830-2172
P	JIM PORKMAN TONY SETH	6720 NE Tillamook 97213	larimer420@gmail.com
✓	Amy Hall	15640 SW Colyer Wy.	Kunktime@gmail.com
✓	Janet Weiser	4145 SW 167 th Ave	jkweiser@comcast
✓	Brian McAuley	8231 WE Wygant	503 964 - 8009
✓	Jim Porkman	215 W Arlington St Gladstone 97037	sailor595@gmail.com
	Robelle Berhan	Union, 14415 SE Stark	503 888 - 3876

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NAME (print)	ADDRESS AND ZIP CODE	Email
Darin Cam Dirk Vanishinghoff	2356 NW Overton #7	503 995-8265
Khalid J-Sumrain	4934 SW Palatine St. PDX 97219	(503) 593-7394
JAMES K. Benson	8314 SW Birch St PDX 97223	JKBZZWest@comcast.net
Guy Auker	34388 Green meadow way OR ^{SCAPPOOSE}	gutaucker@me.com
Midori Hirose	857 NE Emerson 97211	midorihiros@gmail.com
Saru Christopher ^{Randall}	5323 SW Multnomah 97249	tanky-tanky-tanky@yahoo.com
John Hopkins	8007 SE Alder @gmail.com	Jw2000man@gmail.com
Connie Sluyter	11421 NE 11th Ave, Vanc 98685	Sluytercr@gmail
Bryan Joyce	24085 NE Danton Ave ^{Newberg} OR	bryanjoyce@me.com
Mohamed Kabira	13620 SW Beef Bend Rd ^{Tigard} OR	mkabira99@gmail.com

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NAME (print)	ADDRESS AND ZIP CODE	Email
Corab Conzoner	1375 SE 27th Ave 97244	Corabrode@gmail.com
Matthew Fryrear	418 SE 10th 97244	Matthmatt28@gmail.com
Tom Tracy	4425 SW Dosch	503 810-2150
CHRIS AMES	17206 NE 26TH WAY VANCOUVER ⁹⁸⁰⁸⁴	SONICIRONIC@GMAIL.COM
Dylan Boyd	4120 NW 14th Ave, Portland, OR 97209	dt.boyd@gmail.com
Rafik Fouad	4333 N. Vancouver Ave Portland, OR	rafikfouad7@gmail.com
P Josh Berezin	6337 N Albina Ave 97217	Josh4B@well.com
Frederick Jacobsen	16901 SE Division 97236	503359016
Mark Edwin Weidw	3934 NE 63 97213	e2weidw@hotmail.com
Mark Hoenian	4248 NE Skidmore	Markhorenian@gmail.com

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NAME (print)	ADDRESS AND ZIP CODE	Email
P Ian Waite	3725 NE Webster 97211 Beaverton, OR 97005	ianmwaite@gmail.com
Haider Kheir	13520 SW Electric ST #19	Haider.kheir@gmail.com
MOHAMMED ALI		
ABDULLAH MUHAMMAD	18560 SW MIKE Muirfield ST Beaverton, OR 97003	mu19621998@yahoo.com
P Cheree Heppe 10606 SE Main St	10606 SE Main Street Unit 202 ^{Milwaukie} OR ⁹⁷¹²²	cheree@c4me.com
Michael McDermot	4780 SW Stoddard Aloha 97007	503 9332835
Jim Maynard	8316 NE Brazee 97220	jmaynard183@gmail.com
Hollie Hefferman	2826 N Baldwin 97217	Holliehefferman@gmail.com
P Lightning Watchdog X	<hr/>	<hr/>
ALEX TSUKAWA	<hr/>	i@ALEKSANDR.US

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NAME (print)	ADDRESS AND ZIP CODE	Email
Jeff Payne	4543 NE 32nd Pl 97211	jpaye.rdb@gmail.com
Leeniso Horo	14130 NE Samsa Blvd Be-Ham, OR	lhoro@yahoo.com
Rich Staley	P.O. Box 1191 Gresham 97030	
Kot Wilkes	2010 SE Mulberry Rd 97267	No Thanks
Micah Hamer	103 NE 60th Plx or 97213	hammerstream@gmail.com
Semay Araida	4414 N Gantenbier Portland	Sd9262004@yahoo.com
Rafik Fouad		RafikFouad@gmail.com
Liam Doherty		Liam.doherty@wk.com
Josh Brezin		Joshb@well.com
Brian Wendel		Briand.wendel@gmail.com

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NAME (print)	ADDRESS AND ZIP CODE	Email
Matt Bertram		bertram.matthew@gmail.com
Brian A. Cobb	2210 NW Everett, #206 97210	BRIANALLANCOBB @HOTMAIL.COM
TEAL ABCZ	7533 NW ALBERTA PORTLAND, OR 97211	GM@NEWROSECITYCABS.COM NEW ROSE CITY CAB
Ren Krosi	3250 NW Yen Ave Portland 97210	KrosiRen@yahoo.com
BABAK TALAEI	16140 NW SPYGLASS DR. 97006	babaktalaei@gmail.com
MARY ENG		
Montgomery	72 NE Mowest. P.O. - 97212	Needa change of Comcast.net
Paul Maresh	7425 N. Portsmouth 97209	
Pelsang Sechang	4225 SE Belmont st 97215	sechangto@gmail.com
Christopher Leer	9660 SW Prairie terrace Apt D Beaverton, OR 97005	Leer@gmail.com

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NAME (print)	ADDRESS AND ZIP CODE	Email
Walter B. Derby	PO Box 880251 San Francisco CA	fajadade@sbglobal.net
TESFAYE Alemu	4813 N. BOWENWICK POX 97217	tesfaye@ green greentrans.com

Parsons, Susan

From: Pam Kniffin <pkknif@yahoo.com>
Sent: Tuesday, April 21, 2015 5:06 PM
To: Parsons, Susan
Subject: Council Agenda Uber

I am writing about Uber. I just spent the weekend with my daughter in San Francisco and rode Uber 4 times. Prior years, we could wait forever for a cab in San Francisco. It was very dangerous for a young women living in San Francisco because she had to walk everywhere because there were not enough cabs and they were hard to find. Now my daughter can wait inside a building and when the Uber car arrives she walks straight out. The riders rate the Uber drivers so they are polite and she has not had a problem.

I asked one of our Uber drivers which he preferred, to drive a cab or drive for Uber and he said Uber for sure because he felt so much safer. He said he knows who he is picking up and the Uber drivers rate their passengers so if you do not behave in the Uber car no one will pick up. The safety goes both ways.

I hope you consider adding Uber as a safety option for the young and for older women who live in Portland. My son lives in Portland and at times he has a difficult time finding a cab. If we want to encourage people to not drink and drive we need to have as many options for them to get to the bars and back home safely.

Pam Kniffin
Salem, OR

Parsons, Susan

From: Pamela Kniffin <pkknif@yahoo.com>
Sent: Tuesday, April 21, 2015 4:37 PM
To: Parsons, Susan
Subject: Council Agenda

I am writing in support for Uber. I just spent the weekend in San Francisco and finally we can get a ride when we need one. A driver was waiting for us out in front of the buildings by the hub. We knew which car and who the driver is. We rate them when the TV goes Sent from my iPhone

Cheree Heppe

10606 SE Main Street, Unit 202

Milwaukie, OR 97222 Phone: 503 853 4561; Email: cheree@dogsc4me.com
cheree.heppe@ssa.gov

April 21, 2015

Mr. Mayor, members of City Council, ladies & gentlemen:

As a blind commuter to work in Portland, I occasionally require transport by private car. My blindness prevents me from driving and the presence of my German shepherd dog guide results in taxi discrimination. Often, taxis won't stop for me, thinking, no doubt, that I won't be able even to know that a taxi came past because I can't see.

Some taxis stop, then discriminate by refusing to transport me and drive away. Most invent the allergy excuse and there is no way for me to verify the driver's claim with documentation.

Ridesharing lowers transport costs for people who need private transport. It is my belief that the Uber model gives blind people a way to know what a fare will cost. Another type of discrimination happens when taxi drivers charge extra for their assistance to me, but call the charge a standard taxi fare. Since I cannot see the meter, I have no way to check.

Your favorable consideration of the Uber rideshare model would bring a modern transport solution to Portland and assist many guests and residents, by adding a good way to get around via private car.

Thank you for your attention to this matter.

Regards,

Moore-Love, Karla

From: aatia <aatia12@yahoo.com>
Sent: Tuesday, April 21, 2015 9:29 AM
To: Council Clerk – Testimony
Subject: Please Do Not Approve Uber.

Dear City Counsel of Portland,

As an Uber X-drivers i received an email from Uber to voice my support to their ambition to expand, their operation, to Portland.

Please do not approve Uber, it is the worst when it comes to drivers fair treatment, they get 25-30% and leave to drivers A dry Bone, less than \$8, by reducing the ride coast below the market coast , in doing so they KILL the competition, regardless lyft or Taxis, with their unfair practice. Uber is not what we would like to call corporately responsible company, It gives Greed Bad name. So please do Not do the mistake CALIFORNIA and other Sates did, STOP Uber Before It Is Too Late.

To say nothing about their Gimmicky accounting, there is an open investigation in the state of California about 1\$ surcharge that is in dispute, and they are refusing to provide the data base for their "mapping charge" system. it would be wise to Hold the process till the investigation in California is over instead of having yourself drowning in legal litigation as they have done everywhere they have gone, remember they are a Multinational with a Deep Pocket Much Deeper than Yours for Sure, and if they get in they will drag you from court to court till they get All They dominate the market.

By the way, I am x-Uber Driver and if u like my testimony I am willing.

Regards.

PA

From: Micah Hamer <hammerstream@gmail.com>
Sent: Tuesday, April 21, 2015 8:37 AM
To: Council Clerk – Testimony
Subject: Safe and local Portland Taxicab and TFA representative.

Portland City Council,

Thank you for taking the time to read my email, it means a *great* deal to me, the TFA, and the citizens of Portland who are vehemently against TNC's.

My name is Micah Hamer, I am a proud 10-plus-year-veteran of Radio Cab Co., and proud North Portland Oregon born and raised native. At this stage in my life I am taking care of my mother who is afflicted with a devastating illness. In addition to poetics, art, music, and technology, I studied naturopathic medicine at PCC, and in the halls of Multnomah County Library, and later cured myself of "incurable" chronic late-stage neurological Lyme disease. I drive for Radio Cab part-time in my hometown city I love, to support and care for myself and my mother, fuel the local economy, pay for egregious medical costs, and exercise my imperative rights for freedom and self-containment. I owe *everything* to have been given the right to be a legitimate Taxi driver for an excellent, legitimate company all these years, throughout health, and illness, and health once again, and now as part-time caretaker for my mother. To be sure, I cannot imagine what my ability to overcome life's myriad of hardships would have been, and continues to be, without my ability to work as a Taxi driver, and the freedom it affords me. Further, I cannot imagine a world where equal rights, protecting the public, and public rights become so grossly distorted by illusions of power, and greed, as to allow for the deterioration of progression, and basic moral principle. I have written this email to share my thoughts and concerns for myself and my family, and for all of the families and good citizens of our beautiful city that may potentially lose their jobs in our Taxi industry, a way of life, and livelihood, in a safe, regulated, and proven infrastructure, which has adapted to *all* of the needs of *all* possible scenarios within a ride-for-hire business, limited *only* by our ability to exercise more expansion of the Portland Taxi fleets to meet the needs and numbers in the rapidly growing progressive city in which we live. Allowing TNC's into The City That Works, will only yield catastrophic consequences for legitimate Taxi companies, legitimate Taxi drivers, Portland economy, and Portland passengers in need of the safest highest quality multifaceted transportation services available. The collapse of the TNC business model has been proven with nearly countless examples of TNC catastrophes across our nation, and around our world, and in frighteningly short time. A deregulated ride-for-hire business model is simply dangerous, simply does not work, and benefits absolutely no one, including TNC drivers. This was proven over 40 years ago, and in that time the only change in ride-for-hire operation has been the advent of new technology, which Taxi companies have *completely* adapted to, making TNC claims as being "unique technology companies" *completely* void. Expanding pre-existing, safe, regulated and dependable Taxi fleets here in Portland will serve to expand the need for additional Taxi service as our population continues to grow, fueling our local economy by providing high quality dependable jobs to good tax paying citizens for our local economy, and keeping Portland Taxi drivers and Taxi passengers safe. I implore Portland City Council to do what is right and fair for Taxi companies, Taxi drivers, and Portland citizens, by keeping safe, proven, local, legitimate businesses thriving, in our thriving local economy, and follow the many other progressive cities and countries across our nation and around our world by placing an appropriate ban on unsafe, deregulated, illegitimate mass-conglomerate, inflammatory, damaging TNC's, whose only real interest is destroying pre-existing legitimate businesses for profit.

Thank you.

Sincerely,

From: Benjamin Kerensa <bkerensa@gmail.com>
Sent: Monday, April 20, 2015 6:18 PM
To: Hales, Mayor; Commissioner Novick; Commissioner Fish; Commissioner Saltzman; Commissioner Fritz
Cc: Council Clerk – Testimony
Subject: Written Testimony Uber Pilot Program (Agenda Item 389)

Dear City Council,

I want to implore you to vote yes on allowing Uber and Lyft to operate as alternative means of transportation in Portland. I also want to respond to some of Amanda Fritz's arguments in her Oregonian Op-Ed today.

"Taxi-cab permits have been linked to supply-and-demand, to ensure both that Portlanders needing a ride to the pharmacy or the airport at 3 a.m. can get cab service, and that professional, safe, full-time drivers can earn a living wage to support their families. Set prices and mandatory 24/7/365 service, coupled with city permitting requiring background checks, safe driving training and non-discrimination policies, are core standards for taxi operations in Portland."

Clearly permits have not been linked to demand considering the Oregonian did tests to see how long it took to get a cab versus an Uber ride and taxis were beyond difficult to summon. I personally have to use taxis regularly and sometimes I have missed events, flights and been late to an errand because no taxis ever came. I will also point out that Uber would operate 24/7/365, does background checks, requires a record of safe driving and non-discrimination.

That said Amanda must have missed last year when a Broadway Cab drive forced a lesbian couple out on the middle of I-84. Also if you look at Yelp and other review sites for local taxi companies you will find complaints about drivers harassing women and LGBT individuals.

I think there is far more demand than there is supply and think this argument is false.

"Recently, the city's Private-for-Hire Board authorized nearly 300 new taxi permits, recognizing increased demand now that Portlanders can afford more taxi rides after the recession (yay!)."

So clearly it wasn't linked to demand because we didn't magically get to needing 300 new permits overnight. I think what was opened up by Uber is that the city has not been doing its job to keep up with demand.

"The insurance coverage proposed is woefully inadequate. Uber and Lyft drivers would cover only \$25,000 in property damage if they hit your car as they check their phone to accept a ride request - and only \$50,000 if the crash results in death."

Does this really put Portlanders at risk? Does it put them at anymore risk than the hundreds of thousands of Portlanders who carry those same insurance levels on their own personal vehicles many of which are cited each year for distracted driving? I don't think a good case is being made here about insurance levels either and if Amanda feels this way perhaps she should lobby the state to increase insurance levels for all drivers.

"Part-time drivers working for companies like Uber and Lyft will put their families' private car insurance at risk. "

Part-Time drivers would have new jobs that let them stay in this rapidly gentrifying city and would voluntarily accept that risk to have more income coming in to their families.

"There is no plan for assisting full-time taxi drivers if the "pilot" has devastating impacts on their family income."

You mean if Portlanders fall in love with Uber and stop hailing cabs? Sorry for the taxi industry but they have provided an overpriced inferior service and Uber is flipping it on its head. Those affected drivers can become Uber drivers and actually make more money then they would paying royalties back to the car owners in the current system.

"Taxi drivers and local business owners who rely on passenger fares to support their families are more important to me than out-of-state corporations."

Well then it is good that the Portland Business Alliance and other small business groups wrote city council in support of Uber right?

In closing I wish Amanda Fritz care this much about the Airbnb problem we have in this city where 95% of units are not in compliance with city ordinance and not paying any taxes. Better yet outside corporations are snapping up rentals and taking them from renters so they can be rented to tourists.

When will you write an op-ed about how city council plans to fix that mess that is making housing even more unaffordable?

-

Benjamin Kerensa

Moore-Love, Karla

From: msturbois@comcast.net
Sent: Monday, April 20, 2015 11:47 AM
To: Council Clerk – Testimony
Subject: Transportation for Hire Task Force Vote
Attachments: Transportation for Hire Task Force Vote.docx

Please add this to the testimony for 4/21
Mark Sturbois
1512 S E Hawthorne #2
Portland Oregon 97214
503-201-9919
msturbois@comcast.net

Transportation for Hire Task Force Vote

Mayor Hales and Commissioners

Please take these points into consideration before you cast your vote.

Taxis fall into the category of public transportation and as such, I believe it is the council's responsibility to protect the industry, its workers and the general public.

It is not in their interest to allow an unlevel playing field with groups that don't face the same overhead as the existing companies in permitting, set up costs, insurance or safety.

Have you had time to investigate the insurance issue and also to see that it is implemented fairly?

Have you given the taxis time to see if increased numbers on their part will alleviate some of the shortages?

Is a conditional promise to release a portion of data on drivers for permits really sufficient? {AIRBNB} what about drivers permitted in Vancouver and Beaverton etc.? They can pick up fares here and earn while many of our cabbies can only pick up where they are permitted.

Is it protecting an industry that your studies showed is barely making a living wage based on hours to flood the area and just let the strong survive?

Cameras in taxis not only protect the driver but the passenger as well in cases of assault discrimination or theft. Why lift this requirement?

How does lifting the cap on fares protect a pensioner that may have to budget for a \$4 trip to haul groceries a few blocks?

How do you insure equal access to our disabled by allowing TNCs to simply pass off to another company and then say they have met the requirement?

I urge you to not approve phase 1 until you have answers to these concerns

Mark Sturbois

Legislative Chair CWA7901

msturbois@comcast.net

503 201 9919

Moore-Love, Karla

From: Bob Clark <elvsy3k@yahoo.com>
Sent: Monday, April 20, 2015 10:51 AM
To: Council Clerk – Testimony
Subject: Written testimony for Agenda #388 and #389
Attachments: Pubtest388Apr2015.docx

To Whom it May Concern: please find attached my testimony to Portland City Council regarding tomorrow night's agenda items #388 and #389

Thank you,
Bob Clark
503-233-2073

Private-for-Hire Transportation Deregulation (Agenda items 388&389) Public Testimony

Bob Clark, SE Portland

Volunteer for the Taxpayer Association of Oregon

April 20, 2015

Dear Mayor, Commissioners and City Auditor:

I support Council approval implementing Agenda items 388 and 389, allowing for freer individual commuting markets.

Portland is attractive as a new center for technological innovation, utilizing the creativity of entrepreneurs to flourish within free markets. Ride sharing services like Uber and Lyft spring from such technological innovation (internet "apps").

Allowing for disruptive economic forces, such as the new ride sharing services, helps foster Portland's evolution as an open, fostering innovation center; ultimately increasing the City's economic growth and prosperity (and City tax revenues, too).

This new wave of commuting services should be seen as the first step towards a world where (automated) vehicles are not so much individually owned and parked, but one where vehicles are called on in real time from a pool of cars shared across population. The roads and vehicles become better utilized, effectively expanding the road capacity without adding road lanes (cars operate in programmed ways to optimize each other's objectives against the set of road constraints).

Lastly, the flip side of surge pricing is off peak and shoulder pricing, making certain periods of the day much more affordable, such that lower income folks should be able to take advantage of door-to-door commuting services.

Sincerely,

Bob Clark

(503) 233-2073

Moore-Love, Karla

From: Ron Soukup <ron@soukup.net>
Sent: Saturday, April 18, 2015 8:44 PM
To: Council Clerk – Testimony
Subject: [User Approved] Regulation of Drivers For Hire
Attachments: Regulating For Hire Drivers.pdf; Soukup Testimony 3-31-2015 SB5550.pdf

Importance: High

To Portland Task Force regarding For Hire Drivers:

Dear Task Force members:

I am your neighbor to the north – a resident of Washington State. I just became aware of your efforts after seeing a piece on the Seattle news. I have read your recommendations, and commend your efforts to regulate this industry. But I'd urge you to put more meat into the background checks of drivers, and require random drug & alcohol screening. I say this from tragic personal experience. My 25 year old daughter, son-in-law, and their unborn child were killed by an impaired For Hire driver in August 2013. I have been lobbying leaders in Washington to consider this change, and am optimistic there will be legislation along these lines in 2016.

Attached is a copy of recent testimony I made at our state capital in Olympia on this topic, as well as a letter I wrote to some leaders here. Here is a link to the video of my comments at a state senate hearing.

http://www.tvw.org/index.php?option=com_tvwplayer&eventID=2015030191#start=3158&stop=3460

I would welcome the opportunity to speak to any of the task force members about this issue – either on the phone or in person. I know that your task force is largely winding down, and recognize it would have been better to bring this up to you earlier – but I just learned of your existence.

Thank you,
Ron Soukup
425-941-6312 (texts fine too.)
ron@soukup.net
Sammamish, WA

Testimony at Washington state senate hearing:

Mr. Chairman and members of the committee, I am Ron Soukup from Sammamish, district 45. I am here as a private concerned citizen. I applaud your efforts to begin to regulate the nascent ride share industry, and so support SB 5550. It's a necessary first start, but I urge you to go further in the future – recognizing we are entrusting our lives to those driving For Hire.

My 25 year old daughter, my son-in-law, and their unborn child were killed 18 months ago, victims of a one car accident caused by their hired car. They were traveling in North Carolina and asked their hotel's front desk to call them a ride to the airport. The desk called a small Town Car company. In what should have been a short 15 minute drive to the airport on a Sunday morning, the driver blacked out, ran off the road and into a tree, killing my daughter

and son-in-law. North Carolina has a largely unregulated environment towards For Hire drivers – an environment quite similar to that which exists in Washington State today.

The driver was the lone survivor of the one car accident. Toxicology tests later proved that he was high on cocaine. Last June, he was sentenced to 12 1/2 years in prison and is currently in jail, eligible for parole in 2027. My wife & I have a life sentence. My children were this driver's third fare of the morning. The prior two customers will never know how close they were to death.

There was nothing in the driver's background that would have flagged him with the light background checks that Uber requires of its drivers;; No violent criminal behavior. He was a functioning drug addict, employed and driving for hire. But, he would very likely NOT have passed randomized drug testing.

We all tend to get into a taxi or town car with an implicit assumption the driver is competent and vetted. But for most cases: the driver does not undergo any drug or alcohol testing. Think about that the next time you or your loved ones get into a hired car.

About 60% of all jobs in this country demand a drug screen. Of course, most jobs have no chance of killing members of the public. Yet we do not demand this of For Hire drivers – whose actions and behavior can literally kill us. Consumers have a right to expect proper vetting of the people we are entrusting with our lives. We are entitled to a reasonable expectation that our driver is not a drug addict or impaired. Drug and alcohol testing is simple, non-invasive, and inexpensive. Surely we can expect at least as much screening as a minor league baseball player is subjected to – which means some periodic, random drug and alcohol screening.

I support SB 5550 as a first step. But I urge you to later pass a bill requiring stronger background checks of any driver for hire including random drug & alcohol testing. Had random drug testing been required, there is an excellent chance my children would be alive today.

Additional Background:

Additional news articles:

<http://www.citizen-times.com/story/news/local/2014/09/01/asheville-limo-wreck-helps-spur-review-driver-rules/14946257/>

http://articles.philly.com/2013-08-19/news/41422827_1_wedding-william-reid-couple

<http://www.citizen-times.com/article/20131211/NEWS/312100058/>

Ronald Soukup
2327 236th Ave NE
Sammamish, WA 98074

425-941-6312
ron@soukup.net

2 February 2015

To:

Cyrus Habib	WA State Senator	cyrus.habib@leg.wa.gov
Andy Hill	WA State Senator	andy.hill@leg.wa.gov
Joe Fain	WA State Senator	joe.fain@leg.wa.gov
Ross Hunter	WA State Representative	ross.hunter@leg.wa.gov
Roger Goodman	WA State Representative	roger.goodman@leg.wa.gov
Ed Murray	Seattle Mayor	ed.murray@seattle.gov
Mike O'Brien	Seattle City Council	mike.obrien@seattle.gov

Dear Civic Leaders:

I read with great interest of a new effort to better regulate services like Uber and Lyft in our state. I applaud these efforts, but I know from tragic personal experience that they do not go far enough.

I am the father of Jamie Soukup Reid. She and my son-in-law Will Reid, whom I also loved like he was my own flesh and blood, were killed 18 months ago, along with their unborn child. They were a fantastically talented couple who were working to make the world a better place. Both Ivy league graduates, they had chosen to teach in the toughest inner city schools of Philadelphia. They were making a difference.

While traveling to North Carolina, the driver of the hired car taking them to the airport was found to have been smoking Crack. He blacked out, killing Jamie, Will, and their unborn child. They had been married only 78 days.

The driver was the only survivor of the one car accident. On 2-June-2014, he was sentenced to 16.5 years in prison and is currently incarcerated, eligible for parole in 2027.

<http://www.citizen-times.com/story/news/crime/2014/06/02/limo-driver-gets-years-crash-killed-couple/9880125/>
http://seattletimes.com/html/localnews/2021622615_reidobitxml.html

The devastation this has wrought cannot be adequately articulated. You simply are not capable to understand what it has done to me and my family. But I was also dismayed to learn some things along the way that I think need to be changed. North Carolina now has an active task force to review these issues, and they are likely to enact new legislation later this year. It appears to me that the failings in our laws here in Washington are essentially the same.

We all tend to get into a taxi or towncar with an implicit assumption the driver is competent, and there has been some vetting. But for most cases, taxis, Uber drivers, private Towncar services, and even school buses, the driver does not need a commercial driver's license. The driver does not undergo any drug or alcohol testing. Think about this the next time you get into a hired car. Think about this the next time your children do. My children simply had their hotel hail them a ride. The driver would have passed checks based on his driving record, but as an addict, he would not have passed random drug screening. Consumers have a right to expect proper vetting of the people we are entrusting our lives to. This includes a reasonable expectation that the person is not a drug addict or otherwise impaired. Surely we can expect at least as much screening as a minor league baseball player is subjected to – which means some periodic, random drug and alcohol screening.

If you search nationally, you will find dozens of school bus drivers charged with DUI within the last year. It is not a rare event.

February 5, 2015

My overriding concern is to have some random drug and alcohol testing instituted for those transporting people professionally. But there is also a more obscure, but shocking, additional loophole I discovered during the criminal case against my daughter's driver. Unbelievably, though toxicology blood tests showed the driver to have been under the influence of illegal drugs, his license was not automatically suspended at the time he was arrested. If you fail a breathalyzer for alcohol, your license is suspended immediately. But if you test positive for drugs via a blood test, it is not. That fails any common sense litmus test. That driver continued transporting people until just a few days before he finally went off to prison. I understand the challenges of obtaining toxicology results in a timely fashion. But in this case, that driver continued driving for 8 months AFTER the blood tests determined impairment due to active cocaine in his system. He was arrested and charged, but his license was not suspended. He kept driving -- and driving people professionally to the airport. I checked with my local police chief in Sammamish, and he confirmed that we also have no automatic suspension of a driver's license following one's arrest from a blood test -- only from a breathalyzer. North Carolina is on track to plug that loophole, even while the larger issue of random tests of drivers is further studied and debated.

My distribution list of this letter is likely somewhat haphazard and not as well targeted as I would like. I simply do not know the best contacts. Please forward this letter to any and all concerned parties.

I am more than willing to speak to any civic leaders, or anyone in a position to effect change. If I can help, please seek me out.

Sincerely,

Ron Soukup
Father of Jamie Soukup Reid

ron@soukup.net
425-941-6312
Sammamish, WA 98074

Additional Background:

Comments by Ron Soukup at 6-2-2014 Sentencing hearing:
[Ron Soukup's Comments at Sentencing Hearing](#)

Additional news articles:
<http://www.citizen-times.com/story/news/local/2014/09/01/asheville-limo-wreck-helps-spur-review-driver-rules/14946257/>

http://articles.philly.com/2013-08-19/news/41422827_1_wedding-william-reid-couple

<http://www.citizen-times.com/article/20131211/NEWS/312100058/>

Mr. Chairman and members of the committee, I am Ron Soukup from Sammamish, district 45. I am here as a private concerned citizen. I applaud your efforts to begin to regulate the nascent ride share industry, and so support SB 5550. It's a necessary first start, but I urge you to go further in the future – recognizing we are entrusting our lives to those driving For Hire.

My 25 year old daughter, my son-in-law, and their unborn child were killed 18 months ago, victims of a one car accident caused by their hired car. They were traveling in North Carolina and asked their hotel's front desk to call them a ride to the airport. The desk called a small Town Car company. In what should have been a short 15 minute drive to the airport on a Sunday morning, the driver blacked out, ran off the road and into a tree, killing my daughter and son-in-law. North Carolina has a largely unregulated environment towards For Hire drivers – an environment quite similar to that which exists in Washington State today.

The driver was the lone survivor of the one car accident. Toxicology tests later proved that he was high on cocaine. Last June, he was sentenced to 12 1/2 years in prison and is currently in jail, eligible for parole in 2027. My wife & I have a life sentence. My children were this driver's third fare of the morning. The prior two customers will never know how close they were to death.

There was nothing in the driver's background that would have flagged him with the light background checks that Uber requires of its drivers,; No violent criminal behavior. He was a functioning drug addict, employed and driving for hire. But, he would very likely NOT have passed randomized drug testing.

We all tend to get into a taxi or town car with an implicit assumption the driver is competent and vetted. But for most cases: the driver does not undergo any drug or alcohol testing. Think about that the next time you or your loved ones get into a hired car.

About 60% of all jobs in this country demand a drug screen. Of course, most jobs have no chance of killing members of the public. Yet we do not demand this of For Hire drivers – whose actions and behavior can literally kill us. Consumers have a right to expect proper vetting of the people we are entrusting with our lives. We are entitled to a reasonable expectation that our driver is not a drug addict or impaired. Drug and alcohol testing is simple, non-invasive, and inexpensive. Surely we can expect at least as much screening as a minor league baseball player is subjected to – which means some periodic, random drug and alcohol screening.

I support SB 5550 as a first step. But I urge you to later pass a bill requiring stronger background checks of any driver for hire including random drug & alcohol testing. Had random drug testing been required, there is an excellent chance my children would be alive today.

Ron Soukup
Sammamish, WA 98074
ron@soukup.net
cell / text: 425-941-6312
3-31-2015

From: KM K <kmktime@gmail.com>
Sent: Thursday, April 16, 2015 3:34 PM
To: Council Clerk – Testimony
Subject: Uber Driver

I'm a single mother. I'm a Portlander. I'm a small business owner. And...I'm an Uber driver.

In an era where people only hear from those who have the loudest voices...usually angry ones, I want to express my appreciation to the people in our community who took the time to be thoughtful and do the hard work of finding a way over the past three months to craft recommendations for ridesharing to Portland. I am also thankful to Mayor Hales and Commissioner Novick for making this process uniquely "Portland" and giving community members from all walks of life the opportunity to find fair and equitable solutions for all of us—not the interested industries, but us—the people who live, work, and love this city so much.

Thank you, Portland, for embracing the sharing economy and creating new opportunities for families like mine. Your hard work and vision are allowing me and my family to make ends meet in a way that I never thought possible.

I hope that we can put the animosity and tensions behind us and continue allowing the voice of our collective community make government representative of us all. We should be proud that Portland is the only city where everyday people were the authors of our own regulations.

I also hope that the City Council will keep its promise by adopting these community-led recommendations. After spending the past couple of months in the suburbs, I look forward to soon being able to give rides to my neighbors right here in Portland.

Amy Hall

15640 SW Colyer Way

Portland, OR 97224

503.680.4090

**TRANSPORTATION FAIRNESS ALLIANCE**

AUDITOR 04/17/15 AM11:54

April 17, 2015**To:** Portland City Council**From:** Transportation Fairness Alliance**Re:** Caps, Fares & Regulation

The Transportation Fairness Alliance offers these comments regarding caps on the number of private for-hire vehicles on Portland's city streets, fares, and regulation.

CAPS

Very few industries have caps on entry. The taxi industry, however, has caps because of its unique nature. It is part of the public transportation system, and operates under demands from the city. A cap ensures that taxi companies can deliver on the city's mandated service requirements.

Buses are limited in number – a sufficient supply to meet demand, balanced with a limit to prevent uneconomical operation. Just as buses are required to pick up all passengers, and run on non-economical routes, taxis are required to pick up all passengers – even those with uneconomical distances, in uneconomical locations, and with uneconomical accessibility needs. Caps also enable the city to require taxi companies to provide 24-hour dispatch. Balancing the supply and demand of taxis allows the system to operate sustainably, and affords drivers a living wage.

We are open to examining the issue of caps but not before a careful analysis has been conducted to study the potential impact on Portland's citizens and visitors, and the impact on drivers and companies providing for-hire transportation. This is of critical importance given the Private For Hire Transportation Board's recent approval of 500+ new taxi permits, which have yet to hit the street.

FARES

Regulated pricing provides passengers with consistent and predictable pricing, regardless of the time of day. Regulated pricing also provides drivers the opportunity to calculate, in advance, the low- and high-end earnings available on a given shift.

Unregulated pricing puts passengers at a disadvantage during high-demand periods, and puts drivers at a disadvantage during low-demand periods. Should a TNC decide to cut prices in order to increase market share, taxis will have to meet those low rates. If all players are unregulated, they'll all be able to make up for the low rates by increasing fares at peak demand times, if they are allowed to, but at what expense to passengers?

We oppose uncapping taxi fares, but if TNC fares are unregulated, taxi fares must be uncapped as well. Otherwise, the result will be an unequal playing field, which will serve to raise havoc on the industry, even in the short run.

THE PROBLEMS WITH A DEREGULATION EXPERIMENT

If Uber is allowed to operate unregulated, even for a short period of time, its track record in other jurisdictions illustrates that it will not cease operations later, nor will it accept being regulated. As Portland's experience with Airbnb has shown: Once the genie is out of the bottle, you cannot put it back in.

The competitive situation will be inherently unequal, as taxi companies have ongoing expenses that Uber and Lyft do not, such as paying off recently purchased wheelchair vehicles that are city-mandated, in addition to all the other regulatory costs that were paid for, and are being amortized.

Uber and Lyft can add cars very quickly, while taxi companies, although recently granted new licenses, must purchase cars, paint and equip them, in addition to recruiting and training new drivers.

With few fixed costs, and billions of dollars in capitalization, Uber can, and likely will, lower rates significantly below what taxis must charge to be sustainable.

A flood of new TNC vehicles will drive prices down simply by the laws of supply and demand. With a fixed demand for services, fewer rides for taxis will be the result. While Portland's two larger taxi companies may be able to withstand a short-term loss of income, the smaller ones cannot, and will very likely go out of business, leaving many drivers stranded without a source of income.

A large percentage of Portland's taxi drivers are immigrants, often with little or no education. They live paycheck-to-paycheck and will not be able to withstand even a couple of months with lessened income. Their opportunities for other employment are limited, and as independent contractors, they are not eligible for unemployment compensation.

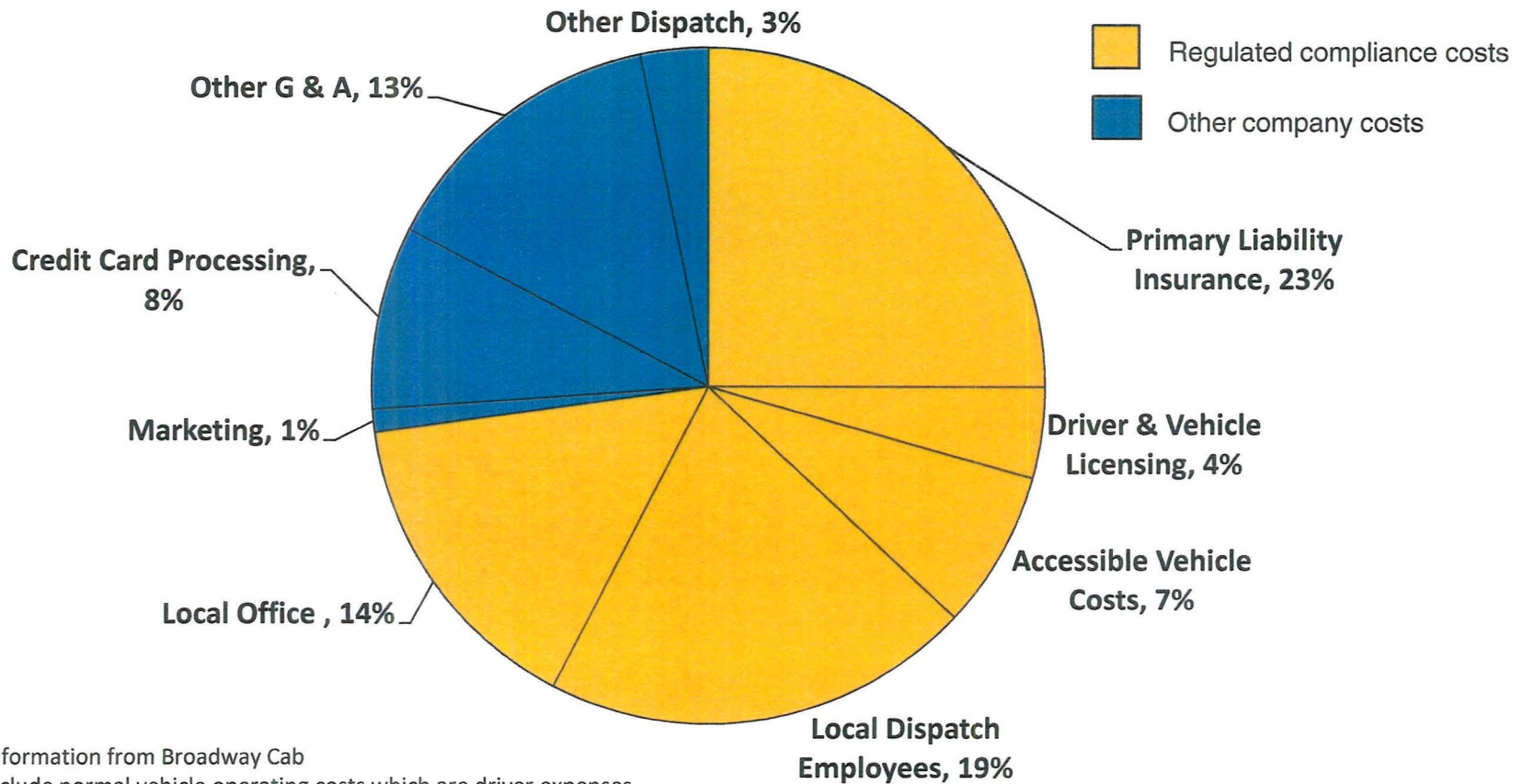
Portland's vulnerable citizens will see a loss of service. Without city-mandated service, the elderly, citizens with disabilities, and other public transportation-dependent citizens will find it difficult to obtain necessary rides. Taxis will no longer be able to take those short-distance rides, which are not profitable, nor handle riders with associated extra time-consuming chores, such as accessing vehicles, folding and unfolding wheelchairs, etc.

SUMMARY

Allowing deregulation on vehicle caps and fares to occur before all of the relevant issues are carefully considered will prove problematic. And, trying to place regulations on Uber and Lyft after the fact will be impossible. We believe solutions can be reached, and are committed to resolving them, but on a realistic timeframe and with all parties fully involved in the process.



Regulation Compliance Accounts for 67%* of Taxicab Company Operating Costs



*Based on information from Broadway Cab

*Does not include normal vehicle operating costs which are driver expenses.

Parsons, Susan

From: Woods, Patty - TWCG <pwoods@cardinalcorp.com>
Sent: Saturday, April 11, 2015 11:50 AM
To: Council Clerk – Testimony
Subject: Uber

Sent from my iPhone

Patty Woods
Customer Service Manager
700 Pat Kennedy Way SW
Tumwater, WA 98501
Tel: 360-709-4324 | Fax: 360-956-1287
CARDINAL CG

From: Wagner, Jennifer <jwagner@abiomed.com>
Sent: Saturday, April 11, 2015 9:28 AM
To: Council Clerk – Testimony
Subject: It's a shame we don't have uber in PDX!

Sent from my iPhone

CONFIDENTIALITY NOTICE: This email message and any attachments are confidential and may be privileged and are meant to be read by the intended recipient only. If you are not the intended recipient, please notify sender immediately and destroy all copies of this message and any attachments without reading or disclosing their contents. Thank you

Parsons, Susan

From: Wendy Atkinson <windorwater@yahoo.com>
Sent: Saturday, April 11, 2015 10:21 AM
To: Council Clerk – Testimony
Subject: Rides in Portland

I am in Portland working after having spent 2 years in Seattle and I love this city. All except, waiting and waiting and waiting for a cab. On a recent weekend we spent 45 minutes waiting on the front of our evening and 30 on the back end. This, unfortunately leads to unwise decisions to drive when you know that you will be having drinks with your dinner. We need more rides in Portland and I have always had great service from Uber.

Regards,
Wendy

Sent from my iPhone

Parsons, Susan

37120

From: michelle allman <michelleallman@hotmail.com>
Sent: Saturday, April 11, 2015 10:17 AM
To: Council Clerk – Testimony
Subject: Be heard

I'm trying to make a living here!

Sent from my iPhone

From: Mike Ashe <mashe63@gmail.com>
Sent: Sunday, April 12, 2015 12:11 PM
To: Council Clerk – Testimony
Subject: Testimony in support of Task Force ridesharing regulations

I am a frequent traveler to Portland/PDX, and I would love to be able to user Uber! My clients are primarily in Hillsboro, and it costs a fortune to get there and back via Taxi.

Please approve Uber service! I use it in Seattle, LA, SF, Oakland, Chicago and many of the other cities I fly, why not Portland PDX?

Thank you,

Mike Ashe
San Francisco CA
mashe63@gmail.com

From: Sunny Aparece <garcia4529@icloud.com>
Sent: Saturday, April 11, 2015 11:09 AM
To: Council Clerk – Testimony
Subject: Why I Love Oober

I think having Oober in Portland is a great idea. It's cheaper than a normal taxi and the drivers have all been very friendly. They are very efficient. The usual time I have had to wait for a ride is around five minutes. As a blind person it is at times a necessity when going somewhere where I cannot take a bus or when I do not have time to learn a route. Oober drivers are allowed to make detours or go to a different destination entirely, which is one thing I prefer over TriMet Lift. I have never heard of any complaints from Oober customers, and I think it is convenient for many people other than me. Thank you for taking the time to read this.

Parsons, Susan

From: Lauren Barnhart <lbarnha@gmail.com>
Sent: Saturday, April 11, 2015 9:00 AM
To: Council Clerk – Testimony
Subject: Uber!

Give us uber!

Sent from my iPhone

From: Jim Malone <enolam.semaj@gmail.com>
Sent: Saturday, April 11, 2015 9:01 AM
To: Council Clerk – Testimony
Subject: We need Uber

I don't drive.
I depend on these services.
Taxis are not enough.
Add Uber.

Parsons, Susan

From: Jerry Ac Mills <jmillz0387@gmail.com>
Sent: Saturday, April 11, 2015 10:51 AM
To: Council Clerk – Testimony
Subject: Bring uber to all of Portland

uber saves lives!!! portland with such a big drinking culture surly could use it's services. So many of my friends in LA have completely stopped drinking and driving because of uber,lyft, sidecar whatever. These ride sharing apps are affordable and easy to use. It I in the best interest of the people to allow these service in all areas. It's a shame this has been such a big issue it's freakin 2015.

Sent from my iPhone

Parsons, Susan

From: Jeff Slusarek <motomaui@aol.com>
Sent: Saturday, April 11, 2015 12:24 PM
To: Council Clerk – Testimony
Subject: Uber

Portland needs uber.

Get on it....

Sent from my iPhone

Parsons, Susan

From: Hamilton Emery <emeryhh@hotmail.com>
Sent: Saturday, April 11, 2015 10:31 AM
To: Council Clerk – Testimony
Subject: Ride share vote

The council should vote in favor of allowing ride share within Portland. I lived in several large cities, and getting in a cab in this city is often difficult. This leads people to make poor decisions, and drive when they shouldn't. By allowing ride share companies into Portland, it will support better decision making. Granted, there needs to be appropriate oversight and regulation to ensure safety. But, allowing ride share will make Portland safer.

Hamilton

Sent from my iPhone

Parsons, Susan

37120

From: DanO <dano@trale.com>
Sent: Saturday, April 11, 2015 9:15 AM
To: Council Clerk – Testimony
Subject: Please get UBER !

Soon!

Dan O'Flaherty
dano@trale.com
VP Sales, TRALE, Inc.
TRALE, Inc.
West Coast Office
196 SE Spokane #107 Portland OR 97202 (Corporate office located in Daleville Indiana)
(t) 503.295.6246
mobil: 503.957.2448
(f) 765.378.5569
(w) www.trale.com

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Parsons, Susan

From: Cieslinski, Emily <Emily.Cieslinski@adidas.com>
Sent: Saturday, April 11, 2015 11:25 AM
To: Council Clerk – Testimony
Subject: Bring Uber to PDX

Portland is a progressive city that should be making strides to provide its citizens with affordable and safe options for ride and ride sharing. Uber is a leader in the industry and gives the rider affordable and safe options. It is my only form of transportation when I travel and it is essential for PDX.

Let Uber operate in PDX!

Thanks,

Emily

From: betsy tong <betsy.q.tong@gmail.com>
Sent: Saturday, April 11, 2015 4:26 PM
To: Council Clerk – Testimony
Subject: Testimony in support of Task Force ridesharing regulations

To whom it may concern

I am a longtime user of Uber and its services. The other night I could not be more grateful for Uber. I had reserved a taxi to pick me up at Hillsboro Airport at 815pm on Thursday. My flight arrived, and no taxi. I called the service, no record of my reservation. They forwarded me to another taxi service, no taxis until the next night.

Luckily Uber had someone to send. Taxis are not reliable. Uber is.

Please bring Uber to Portland

Thank you

Betsy Tong

Parsons, Susan

From: Ammar Feroz <jumbo_81@yahoo.com>
Sent: Saturday, April 11, 2015 8:38 AM
To: Council Clerk – Testimony
Subject: Uber

This email is in support of uber. Can you please approve them operating in the city of Portland.

Thanks
Ammar

Moore-Love, Karla

From: Currier, Brian D <Brian.Currier@morganstanley.com>
Sent: Friday, April 10, 2015 10:15 AM
To: Council Clerk – Testimony
Subject: Testimony in support of Task Force ridesharing regulations

Report out yesterday. When will these idiot cab guys figure out that their model is going the way of the buggy whip.

A recent travel study suggests that expensing of Uber trips by US businesses has more than tripled YoY to 29% of all car expenses with Taxis taking most of the brunt. The study shows car rental's share of expensed trips has fallen to 36% from 39% the prior year. Additionally, between all Uber products and Taxi rides (taxi + limo + airport shuttle rides), the share of Taxi rides in New York City has fallen from 91% to 79% over the past 12 months while Uber has increased from 9% to 21%. Inside, Adam provides more takeaways.

Metro Area	2014 Q1		2015 Q1	
	Uber	Taxi	Uber	Taxi
New York City	9%	91%	21%	79%
Los Angeles	23%	77%	49%	51%
Chicago	8%	92%	25%	75%
Dallas	27%	73%	56%	44%
Washington, D.C.	20%	80%	49%	51%
Miami	0%	100%	23%	77%
Atlanta	8%	92%	41%	59%
San Francisco	58%	42%	71%	29%

Brian Currier

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Moore-Love, Karla

From: Jenna Markowick <jmarkowick@gmail.com>
Sent: Friday, April 10, 2015 7:26 AM
To: Council Clerk – Testimony
Subject: Testimony in support of Task Force ridesharing regulations

Hello,

We need Uber in the great city of Portland! The list of reasons why is extensive, but top of mind are safety, convenience and affordability. I often travel to world class cities and Uber is the method of transportation I always use. PDX is a forward thinking city and the fact Uber hasn't been to operate is shocking to friends, family and colleagues. Please allow Uber to change Portland for the better!!

Best,

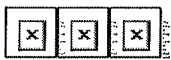
Jenna Markowick

Moore-Love, Karla

From: Nels Becker <nelsbecker@gmail.com>
Sent: Thursday, April 09, 2015 11:39 PM
To: Council Clerk – Testimony
Subject: Testimony in support of Task Force ridesharing regulations

Bring Uber to Portland, the taxi fare to the airport is outrageous and inconsistent. Been using Uber all over the country and am always pleased with the results.

Nels Becker



“wine is sunlight, held together by water” — Galileo Galilei

Sent from my iPhone

Moore-Love, Karla

From: James Carthel <jcarthel@earthlink.net>
Sent: Thursday, April 09, 2015 8:49 PM
To: Council Clerk – Testimony
Cc: ICE
Subject: Testimony in support of Task Force ridesharing regulations

Greetings.

We currently live in Texas and use Uber when we visit family in portland. By 2016,we will be new permanent residents of the Portland area at Rose Villa Retirement Community in Milwaukie. We are looking forward to having Uber available to take the place of one of our cars, (which we will leave in Texas) and provide much of our transportation when we are no longer able to drive our hybrid car ourselves.

Thanks for making the effort to work out the details of providing this valuable service!

Sincerely,

James Carthel 713 248 0617 james@carthel.com