

Testimony Sheet 8-26-15
Testifiers remaining from 8-20-15

Page 1 of 2

| | Name (alphabetical) | Present (Initial) | TNC | Taxi Cab |
|---|-------------------------------|-------------------|-----|----------|
| ✓ | 1 Abdou, Muktar | MA | X ✓ | |
| ⊙ | 2 Aleme, Tesfaye | here | | |
| ✓ | 3 Auker, Guy | Gu | X ✓ | |
| | 4 Brower, Rob | | | |
| | 5 Bryan, Valerie | | | |
| ✓ | 6 Consola, Matt | BC | ✓ | |
| | 7 Duff, Aaron | | | |
| ✓ | 8 Dyer, Wynde | W | | ✓ |
| ⊙ | 9 Fosum, Kirk Foster, Kirk | here | | |
| | 10 Hillis, Mike | | | |
| | 11 Holmes, Ali | | | |
| ✓ | 12 Holmquist, David | DH | X | |
| ⊙ | 13 Houlgate, John | JH | X | |
| ✓ | 14 Jones, Delilah | DJ | | X ✓ |
| | 15 Krause, Patrick | | | |

Carson, Blake

Agenda # 901

Testimony Sheet 8-26-15
Testifiers remaining from 8-20-15
Page 2 of 2

| | Name (Alphabetical) | Present (Initial) | TNC | Taxi Cab |
|------|-------------------------------|-------------------|-----|-------------|
| ✓ 16 | Laskonis, Paul | B. | | ✓ |
| ✓ 17 | Lightning watchdog X | ✓ | X | X |
| 18 | Linton, Amanda | | | |
| 19 | Mace, Tony | | | |
| 20 | Mako, Ephrem | | | |
| 21 | McClenaghan, Chris | mm | | |
| ✓ 22 | McDermot, Mike | mm | | X |
| ✓ 23 | Menashe, Rachelle | Rm | | ✓ |
| ✓ 24 | Moran, John | jm | | ✓ |
| ✓ 25 | Mordasher, Peter | PM | ✓ | ✓ |
| 26 | Ortega, Brent | | | |
| ✓ 27 | Peter, James | here | | ✓ |
| 28 | Tony Seymour | here | | |
| 29 | Speed, Mike | | | |
| ✓ 30 | Thibert, Jeanette | here | | ✓ |
| ✓ 31 | Uako, Kediz (Union Cab) | here | | ✓ |
| | Wako Kedir | | | |
| 32 | Wamala, Ronald | | | |
| 33 | Wenzel, Tsegay | | | |
| 34 | Wyman, Daniel | | | |

Radio Cab

SEYMOUR, Tony

X

BRENT ORTEGA
RAIYO CAB #14

#901

Submitted 8/26/15

DA: major flaws in Uber background checks allow criminal drivers



By Carolyn Said Updated 9:07 pm, Wednesday, August 19, 2015

Uber drivers in Los Angeles and San Francisco include convicted sex offenders, identity thieves, burglars, kidnappers and a murderer, according to San Francisco District Attorney George Gascón.

“We learned of systemic failures in Uber’s background checks,” Gascón said at a hastily called news conference Wednesday about the consumer-protection lawsuit that he and Los Angeles District Attorney Jackie Lacey filed against Uber in December. “A lot of the information that Uber has presented to consumers has been false and misleading.”

While Uber agrees that safety is a priority, no system is perfect for scouring backgrounds, a company statement said in response. People who applied to drive for Uber in San Francisco, L.A. and San Diego included 475 livery drivers and 600 taxi drivers whom Uber rejected because they had been convicted of crimes, said spokeswoman Nairi Hourdajian. An Uber blog said 113 of the taxi applicants and 130 of the limo drivers had convictions for DUI, rape, assault, child abuse, attempted murder or other violence. Uber said it provided the applicants' names under seal to an unspecified regulator.

Uber's rapid rise

San Francisco's Uber has rapidly become a global phenomenon since it launched five years ago. It now offers rides in more than 300 cities worldwide, amassing \$6.9 billion in backing and racking up a valuation of \$50 billion — towering above any other private startup. At the same time, it's become a lightning rod for controversy, butting heads with regulators, city halls and the established taxi industry.

Gascón's office released a 62-page amended complaint that cited 25 instances of California Uber drivers with criminal records that he said were found during the discovery process.

Much of the original case hinges on Uber's statement that its background check process is "industry leading" — a claim that Uber no longer makes. Still, the complaint said, Uber continues to make some misleading claims on its website, in communications to customers and in the media. "Uber's false and misleading statements are so woven into the fabric of Uber's safety narrative that they render Uber's entire safety message misleading," it said.

Uber's name-based background checks, like those of rival Lyft, go back only seven years. Gascón hammered home the point that the fingerprint-based Live Scan screening used for taxi and limo drivers looks back further and can thwart those who assume a fake identity just to pass the check.

"We disagree that the Live Scan process used by taxi companies is an inherently better system for screening drivers than our background checks," Uber said in a statement. "The reality is that neither is 100 percent foolproof."

Gascón and the suit said one loophole is this: About one quarter of California registered sex offenders, some 30,000 people, were able to petition to have their names withheld from the Megan's Law website, a database of sex offenders. Any of those 30,000 people whose convictions occurred more than seven years ago will never be flagged by Uber's background checks, the lawsuit said.

25 criminal drivers

The 25 Uber drivers with criminal backgrounds were uncovered when they happened to receive citations by airport police at San Francisco and Los Angeles international airports or by the L.A. police Bandit Cab detail, the lawsuit said, noting that this was just a small sample.

Some of those criminal drivers had legal issues, such as parole violations, that occurred more recently than seven years before their Uber background checks, the suit said.

The 25 drivers were not named in the lawsuit. Uber said it de-activated the “vast majority” of those drivers after the DAs informed it of their history and is waiting for the prosecutors to provide the names of the remainder.

Lyft settled similar allegations before charges were brought and agreed to pay \$250,000 in civil fines. It did not change its background check process.

Uber and Lyft are regulated by the California Public Utilities Commission, which requires driver background checks without specifying the method or time look-back period. California legislators this year and last year proposed new laws that would have required fingerprint background checks for Uber and Lyft drivers. The companies ferociously lobbied against the laws, which failed to pass.

The lawsuit pointed to this. “At the same time Uber was stating that it is ‘working diligently to ensure we’re doing everything we can to make Uber the safest experience on the road,’ it was instead working diligently to ensure it was doing everything it could to successfully defeat a bill pending in the California legislature that would have actually made Uber safer for its customers and the public,” it said.

Carolyn Said is a San Francisco Chronicle staff writer. E-mail: csaid@sfchronicle.com

BRENT RORTER
RAIDOCAB #44

#901

USC Student Says Uber Driver Raped Her After Party

By Michael Larkin and Robert Kovacik



A University of Southern California student has accused an Uber driver of raping her after driving her home from a party.

The alleged assault happened in a residence after she was taken home from an off-campus event in downtown Los Angeles on April 25, a Los Angeles Police Department spokesman said.

The woman reported the alleged rape three days later, telling officers she could not remember what happened after she used the vehicle to return home. She said she had contacted the driver and he told her they had consensual sexual intercourse, however she does not remember giving consent.

Investigators are questioning both parties about what happened. Uber has suspended the driver pending an investigation.

USC Student Accuses Uber Driver of Rape

[LA] USC Student Accuses Uber Driver of Rape

A USC student told police her ride-share driver raped her. Robert Kovacik reports for the NBC4 News at 11 p.m. on Thursday, April 30, 2015. (Published Thursday, April 30, 2015)

"As soon as we learned of this situation we started an investigation and reached out to law enforcement to offer our help," an Uber spokesperson said.

USC issued a crime alert after learning of the incident.

Students often use Uber cars to travel around, and there is even a test program in place that allows students to use the service when school-run transportation is especially busy on certain nights. But some are already making alternative plans in light of the alleged rape.

"It's too much of a risk," student Hannah Hardy said.

Southern California Images in the News

[LA GALLERY UPDATED 8/23] Southern California Images in the News

Student Taylor Chapman said it is important for women to look out for one another when using such services.

"Buddying up, making sure that there is someone else that can at least help, we can be accountable for one another," Chapman said.

Published at 2:42 AM PDT on May 1, 2015



Tel 503-408-1234
Fax 971-200-4932

14415 SE Stark St. www.unioncabpdx.com
Portland, OR 97233 Kedir@unioncabpdx.com

August 26, 2015

Presentation to City Counsel

My name is Kedir Wako and I'm the General Manager of Union Cab Co-Operative. I've been in the taxi industry since 1998, when I first started as a cab driver.

Union Cab was established in 2013, after working diligently for three years to be issued 50 permits. Union Cab is a company affiliated with CWA, AFL-CIO and Jobs with Justice. **We followed the rules. We followed the process. And we did it right.**

We chose the taxi industry for our livelihoods so that we may support our families and provide our children with the choices they will need to be successful.

Deregulation – the removal of caps on permits – will saturate the market and dilute the earning potential of ALL drivers – taxi and TNC alike. This will have grave consequences on many families of drivers who are already limited in their ability to earn a living wage. The taxi industries however has caps because of its unique nature and it is part of public utility system. Balancing on the supply and demand of taxis allows the system to operate sustainable and allows drivers to make a living wage. A cap ensures that taxi companies can deliver on the city mandated service requirement, cap is not monopoly, it is simply a monitoring system administrations can use. If all caps are removed on the number of taxis and TNC that are serving the market, the supply floodgates will open, yet the underlying demand will remain unchanged as we have how witnessed. The result: a race to the bottom with no one making a reasonable income and fallout of our industry's to most dedicate drivers.

If drivers are no longer able to earn an income, their options for family survival will be extremely limited. Drivers and their families could quickly become homeless and consequently depend upon welfare. The burden will then fall on the city, and ultimately the taxpayers. Under your leadership Mayor Hale's taxi drivers and small cab companies are suffering from the wrong regulation taken by your office. In 2012 city of Portland study showed that taxi drivers barely make a living wage based on hours. There is no change for the drivers except flooding the city with thousands of vehicles. Increasing the number of permits does not increase the driver's income. Mayor Hales, as the son of cab driver, please remember the time away from home that your father committed to daily driving.

Fee: Union cab co. pays these permitting fee by collecting from cab drivers owns the company.

| | |
|------------|--------------------|
| \$7,000.00 | Company annual fee |
| \$600.00 | Vehicle annual fee |
| \$100.00 | Driver annual fee |



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The application permit fee's must be uniformly applied to all for hire Transportation Companies including; Technology taxi companies. Technology Taxi Company (TNC) must carry adequate commercial insurance like any other taxi company.

Most importantly, in the upcoming months there will be another 250 cabs added to the Portland Metro Area. We ask the city council to authorize more cab stands in the following areas.

All major hotels and motels in Portland Metro area; Shopping Centers (i.e., Safeway, Fred Meyer, WinCo, and Walgreens) and all North West Portland area Pearl-District Restaurants and Bars. By adding these cab stands the City of Portland will avoid traffic congestion (that's already highly congested by UBER Driver's) in these already over populated areas.

We highly urge the city council to establish a level playing field and carefully consider the impact's on drivers when determining the right balance between increasing supply and preserving family wage jobs.

Thank you for giving me this opportunity.

Kedir Wako
General Manager
Union Cab Co-Operative

Parsons, Susan

From: Jennifer Centers <jennifercenters@yahoo.com>
Sent: Tuesday, August 25, 2015 1:10 PM
To: Council Clerk – Testimony
Subject: Uber

I have taken Uber in the past but no more. I get charged \$5 extra for some guy to stuff my bike in his trunk and then the surge pricing scam is a joke that I wish to avoid. I have a friend who tried to take Uber recently during surge pricing but because her destination was outside of the surge zone, 6 different drivers cancelled on her. Cabs are much more professional and I can avoid these issues with a legitimate cab company.

Additionally, why on earth do you need 10,000 more drivers when the area you operate in is so limited? You only go to areas that are more affluent and leave those in the cold that live in areas that have the greatest need for transportation.

Lastly, Uber drivers are never going to be able to make a bonafide living driving for that company. The whole system is set up to make Garrett Kamp, Travis Kalanick and their buddies at the top rich but will leave the drivers struggling to get by. "Shared economy" is a misnomer as the profits aren't distributed in any sort of fair or equal manner. This company is hurting taxi cab companies and their drivers who had legitimate careers and pay before Uber came to town destroying it. Again, Uber drivers are getting shafted as well as taxi cab drivers. Only the fat cats at the top are making any money burdening everyone else underneath.

Lastly, customer service is non-existent for Uber. You can't even call a number to complain. You have to email and then not ever get a response. If I have an issue with a taxi, I can easily call and get it resolved immediately. I will not support any business who refused to provide customer service.

Thank you,
Jennifer Centers

Parsons, Susan

From: K. A. Sibley <kassiane_alexandra@yahoo.com>
Sent: Tuesday, August 25, 2015 11:56 AM
To: Council Clerk – Testimony
Subject: please no uber please no uber

Hi,

I am writing to you as a Portlander effected by the changes in our city, & adversely affected by the Uber idea in particular:

I am Disabled. I do not drive. I rely on public transit, which has gotten much less reliable as more cars are on the streets.

I am poor. I can barely afford to live in the city, but my reliance on public transit makes living in the outlying areas a non-option; I already spend more time getting places than actually at the places. I am a student. I am a pedestrian. I travel for my work. I am one of those 'weird' people Portland claims to want. I've been adversely effected this summer by the pollution from the wildfires.

Here's what Uber will do: it will put more cars on the street. We do not need this. It can literally take 5 minutes to cross Division as it is, what with the stressed drivers not wanting to stop, even at cross walks. Stressed, angry drivers are dangerous drivers. I have missed classes 4 times this summer after allowing an extra hour because the traffic is so bad that busses are literally 45 minutes late. This should be an impossibility; a wait of 45 minutes for a bus on a Tuesday afternoon literally should not exist. It certainly shouldn't be gridlock throughout the city. That's already too many cars.

We have a serious affordable housing shortage, and have had a job shortage for as long as I can remember. Driving a cab was, at one point, a real job with a real wage. Uber is going to be pushing cabbies & their families into unemployment & deeper into poverty. Knowingly doing this is unethical. You're better than that. We're better than that. Also, cabbies are specially licensed. You know they're safe. You are somewhat certain they are not a serial rapist or murderer, because they are known and held to a standard. "Do you have a license and a car? Great! you're hired!" is not particularly encouraging. The way Uber is dodging federal laws like the ADA is also unacceptable. I know Portland honestly could not give less of a care (as a photosensitive epileptic, I really really know how much you don't care, it's clear every day) but the federal legal bodies do. You don't have to care; what Uber is doing is still illegal in that regard. Disabled people have to get from point A to point B also. Cabs can do this. Uber drivers don't have to, because loopholes. The bus accommodates Disabled riders, but we're back to "completely unpredictable because of unprecedented traffic patterns".

Driving for Uber won't even solve our underemployment & poverty problems. The company will just crash rates as soon as they hit saturation & have pushed legitimate cabs out of town. So you'll have 10,000 extra cars on the road being driven by people who have to drive 12 hours a day to even pay for the gas. More pollution and more poverty! It's the opposite of what we need!

Don't just think about big business here. Think about the actual people of Portland. Those 10,000 jobs only sound good if you're thinking in numbers rather than people. We've rejected Walmart because of the effect it would have on people who are here. We should do the same for Uber.

Sincerely,
Kassiane A Sibley

RECOMMENDATIONS ON TAXIS AND TRANSPORTATION NETWORK COMPANIES

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

NAME (print)

ADDRESS AND ZIP CODE

Email

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| ✓ Stephen Lovejoy | 7219 SW Capitol Hwy | lovejoy123@gmail.com |
| ✓ John Orr | 1613 NW Kearney St | John Orr 185@yahoo.com |
| ✓ Nona Carrasco | 8522 N Edison St | |
| ✓ Jim Pohrman | 215 W Arlington St | SAILOR595@GMAIL.COM |
| ✓ Paul Vannaman | 1857 SE Oak St. | pdxpaul001@gmail.com |
| ✓ Dorn Matthews | 2208 SE Ash St | |
| ✓ Ray Roche | 1613 NW Kearney St | Ray9247@icland.com |
| ✓ Mike Engle | 1613 NW KEARNEY ST | |
| left ✓ James Peters | 1613 NW KEARNEY ST | |
| ✓ WILLIAM DANIELS | 301 NW EASTMAN PKWY GRES. 97030 | WDIN PDX @ YAHOO.COM |
| ✓ Justin Byington | 1613 NW KEAREY ST | |

RECOMMENDATIONS ON TAXIS AND TRANSPORTATION NETWORK COMPANIES

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

NAME (print) ADDRESS AND ZIP CODE Email

| | | |
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| ✓ Vicki DeVincent | 1613 NW KEARNEY | |
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| ✓ Wendie Kellington Linda Raab ^{SNPPS 4A} | | Lindaraab@live.com |
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| ✓ DAN ATKINS | | |
| ✓ Christian Lyons | 1613 NW KEARNEY | |

RECOMMENDATIONS ON TAXIS AND TRANSPORTATION NETWORK COMPANIES

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

NAME (print)

ADDRESS AND ZIP CODE

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| | | | |
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| spike | STEVE ENTZER | 1613 NW KEARNEY ST. 97209 | RADIO M&B@M&B.COM |
| ✓ | Kat Wilkes | " " | NA |
| ✓ | JAMES PARTON | 4828 NE Rodney 97211 | Richardparton19@Comcast.com |
| ✓ | Chris McKemey | 21346 NW Mission way 97006 | McKemeychris@Hotmail.com |
| ✓ | Benjamin Schroeder | 1614 NW Kearney | — — |

RECOMMENDATIONS ON TAXIS AND TRANSPORTATION NETWORK COMPANIES

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

NAME (print)

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| | | | |
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| ✓ | Michael Miller | 516 SE 155th ave PDX OR 97233 | retrogress, vegrove@hotmail.com |
| ✓ | JAN ARTHUR WESTON | 900 SW 9th Ave., 97219-4700 | janweston@comcast.net |
| 5 | Tony Mace | 240 S. 4th St. Saint Helens OR 97051 | tjmace56@yahoo.com |
| 6 | Pete Mordasher | 2124 NW 31st Ave apt. 9 P. OR 97210 | RADIOPDX@GMAIL.COM |
| 7 | David Holmquist | 14204 NE 10th Ave #22 Vancouver WA 98685 | holmquist.d@gmail.com |
| 8 | Patrick Krause | 11207 SE Harold St Portland OR 97266 | PatrickKrause63@aol.com |
| 9 | Lightning Watchdog X | X | X |
| 10 | RACHELLE MENASHE | 5232 SE MILWAUKEE AVE. | MERCURYMINX@gmail.com |
| 11 | Matt Consola | 7802 SE Taylor St. | SWISHCRAFT@gmail.com |
| 12 | Amanda Linton | 12505 SW NDakota St 1404 97223 | amanda.linton86@yahoo |
| 13 | TESPAYE ALEME | 4819 N. BETHUNICK | tespaye@greentransition |

See Back ↓

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- ✓ Wendie Kellington PO Box 159 Lake Oswego OR wk@klgpc.com
 (Radb)

W.A.

RECOMMENDATIONS ON TAXIS AND TRANSPORTATION NETWORK COMPANIES

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

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| 19 Wynde Dyer | 1849 NE 66 th Ave | wynde.dyer@gmail.com |
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| 21 Delilah Jones | 425 NE 70 th Ave #4 | missdelilahjones@gmail.com |
| 22 Rob Brower | 3190 SW 15 th Ct | cabbie.robzie70@Comcast.NET |
| 23 John Moran | 3524 NE 79 th Ave | DRJTMORAN@GMAIL.COM |
| 24 AM HOLMES | 8475 SW LUDWIN CT. | USBLUX.COM |
| 25 Kedar Wako | 1723 SE 139 Ave | unson cob co |
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RECOMMENDATIONS ON TAXIS AND TRANSPORTATION NETWORK COMPANIES

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| 31 Aaron Duff | 507 NE 197th Ave Portland, OR 97230 | WAPATOSHORESE@YAHOO.COM |
| 32 KIRK FOSTER | 8255 N FOSS, 97203 | WAPATOSHORESE@YAHOO.COM |
| Valarie Bryan | | |
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**Transportation Fairness Alliance
Portland City Council Testimony
August 20, 2015**

Testimony presented by Tesfaye Aleme, Green Transportation

I am a lucky man.

Forty years ago, I was a political prisoner in Ethiopia because I opposed the country's dictatorship. I was tortured daily. I just wanted to die.

But somehow, I escaped with my life. Over time, I got married, moved to Portland, and raised a family of four children. I was able to achieve the American dream thanks to the goodness of the City of Portland. This is where I earned the opportunity to be a cab driver, and then a co-founder of Green Transportation.

Since being founded in 1997, our company – which operates sedan taxis, shuttles, medical and WAV transportation – had been doing very well. Over the years, we have taken a keen pride in operating a well-run business with little to no debt. We provided family wage incomes. Until April.

I applied for additional vehicle permits two years ago, and followed all the proper procedures the City established, including showing a demand for more taxi service. After going through all the steps in good faith, I was awarded new permits two months before the pilot project. Part of getting these new permits was the requirement that I purchase WAV vehicles, which I did, right away.

Then along comes Uber, and without going through any procedures spelled out in City Code, they were suddenly granted unlimited ability to put an unlimited number of taxis on the road, with no REAL requirement for wheelchair accessible vehicles. And NO requirement for the same level of insurance that branded taxi companies are required to provide.

Why?

Because Uber bullied the city into approving an opportunity that was denied me for years.

Like the other branded taxi companies in Portland, we are a small business. We provide WAV service, we give 24/7 coverage to all areas of the city, and we pay for commercial insurance.

Many of the branded taxi drivers in this city are immigrants, just like me, and some have stories and life experiences similar to mine.

You're giving a \$50 billion California-based company an advantage over us.

Then when the trial period began you said we could have an unlimited number of cars, too. After spending a half million dollars on new wheelchair vehicles I cannot afford to buy another vehicle!

Portland city leaders, I thought, had rewarded my company for providing exceptional service.

But I was wrong. You have instead helped to drive my business into a state of disrepair.

I have several WAV vehicles that are not being driven now because my drivers cannot sustain their families by driving them. They say they cannot afford to serve persons with disabilities because those are not the most profitable rides.

How is that solving the WAV problem here in Portland?

It is not.

It has just created a new problem. Green Transportation has spiraled into debt.

What is the message this sends to Portland-grown businesses if an out of state company can come here, ignore all the rules, and operate as it pleases, forcing local companies out of business?

The City of Portland has failed miserably on four of the eight guiding principles of this so-called pilot project:

- The current regulations have NOT provided an environment that promotes fair competition.
- The current regulations are giving Uber and Lyft a competitive advantage for excluding WAV service.
- Taxi drivers are no longer able to make a living wage.
- And there is NOT an effective enforcement that is insuring that Uber and Lyft are following the few regulations that have been put in place.

If only you had figured out a way to honor those of us who have invested everything into our companies. A cap on the number of branded and unbranded taxis sure would have helped.

But in the end, I still feel lucky. I survived prison and daily torture by a very corrupt government. I can survive this.

But Green Transportation may not survive. We have followed your rules. If we fail, it is on you.



David Holmquist <holmquist.d@gmail.com>

City Council, August 20

1 message

David Holmquist <holmquist.d@gmail.com>

Thu, Aug 20, 2015 at 12:41 PM

To: Laura Holmquist <holmquist.laura@gmail.com>, Chris Holmquist <holmquistchristopher30@gmail.com>, Gary Olson <golson728@gmail.com>, Adam Holmquist <adamsaddressis@gmail.com>, Ian Caton <iancaton@gmail.com>

I am David Holmquist, an Uber driver. I want to have Uber for income and for fun.

I like to work whenever I want to. I don't have schedules or shifts. When I need more income, I just work more hours.

I need the \$700 per week Uber has provided for me. I worked for 25 years as an underpaid pastor, so I have a limited retirement income.

I've lived in the Portland area for three decades. I drive after dinner until 1 or 2 AM. I enjoy it very much and talk a lot with the riders. Most of them are visitors. They love coming to Portland, and I tell them how great it is, too. Visitors here expect to use Uber or Lyft. Portland people are delighted with our service. I have a high rating from my riders at 4.8 stars out of five.

Taxis, Lyft, and Uber save time. That's why the riders pay so much more to get from point A to point B. Time is highly valued by people. I love the MAX, too, but it's best for scheduled, structured rides such as to work and back. But for a run to a store, an appointment, or a restaurant, buses and trains just take too long.

I have saved many people from driving while intoxicated. I am glad to provide a safe and affordable ride home. They are so relieved I came quickly.

About environmental impact, we Uber drivers do not cruise the streets. Uber allows a ride ONLY when it is requested using a cell phone application. Drivers, therefore, have to wait for OUR cell phones to relay that request. We can even wait at home. Driving around while we wait is no good, because it wastes fuel. Uber gets the driver who is the closest to the rider, and moving about the city just doesn't help. Uber is efficient by good, intelligent design. Having many drivers available means shorter waits and shorter drives to get to the pickup location. It saves fuel. Uber is environmentally friendly, after all.

After talking with my taxi friends, I think all TNC drivers should submit to drug testing. I think it is unfair to make taxi drivers to pay for WAV transportation with the "kitty" funds. I think selling taxi permits is scandalous, or can be. I think capping the number of cabs in the city is counter-productive, because it increases wait times and overworks drivers with 12-hour shifts.

Finally, I think the city should attract people into using public transportation rather than force them into it by outlawing Uber and Lyft. What can you change to make buses attractive to single women? What can you do to prevent empty, ten-ton buses and street cars from traveling our streets, wasting resources? I think that's the job you should be doing.

Dave Holmquist

Moore-Love, Karla

From: msturbois@comcast.net
Sent: Wednesday, August 19, 2015 10:38 PM
To: Council Clerk – Testimony
Subject: Fwd: Item 779 Testimony - PFHT Midway Report
Attachments: PFHT Task Force Hearing 8.docx

Sorry to have to send this way but none of the addresses on the city council site are accepting my email

From: "Council Clerk – Testimony" <CCTestimony@portlandoregon.gov>
To: "Commissioner Fish" <nick@portlandoregon.gov>, "Amanda Fritz" <Amanda.Fritz@portlandoregon.gov>, "Charlie Hales" <Charlie.Hales@portlandoregon.gov>, "Steve Novick" <Steve.Novick@portlandoregon.gov>, "Dan Saltzman" <Dan.Saltzman@portlandoregon.gov>, "Jasmine Wadsworth" <Jasmine.Wadsworth@portlandoregon.gov>, "Rachael Wiggins" <Rachael.Wiggins@portlandoregon.gov>, "Bryan Hockaday" <Bryan.Hockaday@portlandoregon.gov>, msturbois@comcast.net
Sent: Wednesday, July 15, 2015 11:55:50 AM
Subject: FW: Item 779 Testimony - PFHT Midway Report

Commissioners, please see the attached testimony.

Mark,
Yes, testimony will be taken at the 2pm hearing today.

Susan Parsons
Assistant Council Clerk
City of Portland
susan.parsons@portlandoregon.gov
503.823.4085

From: msturbois@comcast.net [mailto:msturbois@comcast.net]
Sent: Wednesday, July 15, 2015 11:09 AM
To: Council Clerk – Testimony
Subject: PFHT Midway Report

I am not certain that there is public testimony allowed at the 2pm hearing. If so would you please distribute this to the Council Members?

Thank You

Mark Sturbois
1512 S E Hawthorne #2
Portland Oregon 97214
503-201-9919
msturbois@comcast.net

PFHT Task Force Hearing 8/20 2p.m.

Mayor Hales and Commissioners:

My name is Mark Sturbois. I am the legislative chairman of CWA7901 which represents Union Cab and is we are supporters of the Transportation Fairness Alliance. I am disheartened that at least three of you do not seem to realize that cabs and TNCs are part of the public transportation system and as such it should be within your job descriptions to regulate the industry to protect the public and the existing industry and its workers.

Since the insurance question has not been solved, how is the public and the drivers protected? Why wasn't this a priority for the city's lobbyist?

Without requiring cameras in TNC how are passengers and drivers to substantiate claims of misconduct? Through the less than adequate enforcement arm of PBOT or our understaffed overworked Police Department?

How are the costs of a TNC startup even close to that of a taxi?

How does surge pricing work when one of the parties has a meter which would have to be reprogrammed for those times?

How are carless people equally served in a competitive market when they may only have 4 or 5 dollars to take their groceries and may not have a cell phone or credit card?

While cab companies may have to raise kitties to cover some lost revenue, how does this protect workers that already are feeling the pinch of lost revenue?

Last but certainly not least, the disabled community deserves better from all parties yet the bulk of compliance seems to be aimed at the cab companies.

This whole process seems tainted, not by the task force itself, they are volunteers and for the most part take direction formed by PBOT and I am not pleased with that direction.

I will stop here because if you can't see the flawed process you never will

Mark Sturbois