

SIGN IN SHEET

Public Meeting
Ride-Sharing Services
March 9, 2016

NAME	COMPANY NAME	CONTACT EMAIL
Kelly Foster	Kelly Kabs	Kelly@kellykabs.com
Tim Dusschschl 1900	Kelly Kab	Timmy & Kelly Kab.com
Joe Lambert		Uber10lympin@gmail.com
Bruce Wooden	DC Cab	DCCAB360@AOL.COM
James Holcomb		JamesHolcomb86@gmail.com
Zack AHMED	yellow cab olympia	info@yellowcabnw.com
Joshua Miller	Red Cab	azoblaes@gmail.com
Trisha Wooden	DC Cab	dccab360@aol.com
Lou Massma	City of yelm	lorim@ci.yelm.wa.us
Charles Brimmer	DC Cab	charlesbrimmer1@gmail.com
Emily Smith	Uber	mooreel@gmail.com
ANNAL H. CARA	Uber	acarr157@msn.com
ELOD BOROMISTA	UBER	elodtb@comcast.net
Valles, Osbaldo	UBER	Osbaldo.Valles.mil@mail.mil
Shauna Stewart	VCB	Shauna@visitolympia.com
Jonathan Hopkins	Uber	jhopkins@uber.com
James Fricke	Capital Reporter	jimf@capair.com
Michael Wilson		mhwilson@yahoo.com

Olympia * Lacey * Tumwater * Yelm

Public Meeting
Proposed Ordinance Ride Sharing Services
Olympia, Lacey, Tumwater, Yelm
March 9, 2016 6:00 p.m.

Staff Present:

Olympia Assistant City Manager Jay Burney
Tumwater City Administrator John Doan
Yelm Community Development Director Grant Beck
Lacey Public Affairs Manager Steve Kirkman

Mr. Burney welcomed attendees and gave an overview of the ordinance the four jurisdictions are proposing. He noted there are no proposed changes to the existing occupational permit that governs taxi companies.

Mr. Burney indicated comments would be accepted through 5:00 p.m. on Monday, March 14.

QUESTIONS AND COMMENTS

1. If individual drivers will have to pay for a business license with each of the four cities, how much is it?

Fees: Olympia's initial fee is currently \$80 but may be reducing to \$30. The renewal fee is currently \$30. Tumwater's initial fee is \$40; renewal is \$20. Lacey's initial fee is \$60; renewal is \$30. Yelm's initial fee is \$35; renewal fee is \$25.

2. Do third party background checks include fingerprinting?

The third party background checks used by the Transportation Network Companies (TNCs) go a step further than City background checks do. The cities go by what is reported to the FBI in the NCIC system. The TNCs look at the history in any place a driver has lived in addition to what is in the NCIC system.

3. Has Washington Senate Bill SB-5550, which deals with insurance requirements for TNCs been ratified?

Yes, it is current state law, as of last session.

4. If TNCs are not allowed to accept hails, what recourse do cab companies have if TNC drivers are parked in spots where cab companies typically wait for fares to hail them for a ride or if TNC drivers are observed picking up hails?

Get as much information as possible, such as license plate number, vehicle and driver details, and report it to the jurisdiction it's witnessed in so that the incident can be investigated.

5. Are there parking places designated just for cabs?

There are no designated parking spots for cabs. They shouldn't be parking in short-term or loading zones.

6. Who will have oversight regarding business license and ordinance concerns?

The Admin Services Director in each jurisdiction currently oversees business licenses and will also manage ordinance concerns.

7. A Tacoma Uber driver spoke about the benefits of Uber in her community and commented she has never felt unsafe while driving for Uber.

8. Is the background check the 10-point fingerprint check?

Again, the TNCs background check goes a step deeper than the City's current process.

9. Will the ordinance require physicals to determine whether a person is medically qualified to drive?

All drivers must certify they are able to drive, but no medical examination is required. The TNCs have a zero tolerance for drugs or alcohol. The first time a driver is caught, they will no longer be able to drive for the TNC.

10. Any specific skills required to qualify as a TNC driver?

No.

11. If the audit finds a number of repeat violations, will a more in-depth audit be done on a company?

Yes, the jurisdiction will then audit all drivers.

12. Will vehicle inspections be required?

Most TNCs have vehicle requirements for their drivers, which will be included in the ordinance.

13. All of us would like to see a level playing field. What is the required liability insurance?

Under State law, insurance requirements for TNC drivers with no riders are \$50,000 per person, accident coverage \$100,000 per person, uninsured motorist coverage that meets state law, and personal injury protection. Insurance requirements for TNC drivers with riders are combined single limit liability coverage \$1,000,000, uninsured motorist \$1,000,000 and personal injury protection.

14. There have been allegations Uber has dropped rates to drive competitors out of business. Has there been any consideration for basic fare rates?

No, not in the current ordinance, but drivers display rates within the app so customers know what the rate will be up front.

15. Is there going to be a standard of how many drivers can operate in a given area at any one time? Any auditing process about that?

There is nothing in the ordinance that limits the number of drivers who can drive. In an audit, the first thing that will be asked for is a list of all drivers driving in the City. From that list a random number will be selected for the audit. If there are concerns with those, the City has the option to audit all the drivers. Audits will occur twice a year.

16. Will TNC drivers be required to have a company designation on the vehicle at all times?

TNC vehicles will need to have company designation visible at all times while driving for the TNC, but not when they are on personal time.

17. The Visitor and Convention Bureaus thanked the cities for work on transportation needs downtown.

18. If a TNC driver picks up a rider in Tacoma and drives them to Olympia, will a business license be required for both the original pick up city and the destination city?

A business license will be required for each city a rider is picked up in. If a rider is picked up in Yelm and driven to Olympia, but no passenger is picked up in Olympia, only a business license in Yelm is required. However, if a driver picks up a rider in Yelm, drives them to Olympia, picks up another rider in Olympia and drives them to Tumwater, a business will be required for Olympia and Yelm.

19. A current Uber driver said she is very impressed with the safety systems Uber has built into the network. After each ride, the driver & rider both rate each other. If a driver doesn't get enough reviews, they won't be able to continue to drive.

20. When will TNC drivers know what the driving boundaries are for having to get a business license in each jurisdiction?

TNC companies are watching the cities actions. After the ordinance is enacted in each jurisdiction, TNC companies will notify drivers they are allowed to service the community and will need a business license there.

21. Once the ordinance is complete, will there be a public hearing before it's ratified?

Yelm will hold a public hearing before taking action on the proposed ordinance. The other cities will not hold a public hearing but the public will be allowed to comment when the item is on the agenda prior to action being taken on it.

22. Does a consent agenda mean a decision has already been made?

No. An item on a consent agenda means the item is one of several items that will be voted on with one motion. However, any Councilmember may pull any item from the consent agenda for discussion or to request more information or staff work before considering an action. Nothing on a consent agenda is decided upon until it is voted on.

23. The owner of Capital Aeroporter stated his drivers have to submit an abstract driving record, go through a 4-day training session, meet driver qualification standards annually, get a medical exam every 2 years, have shift limitations and insurance requirements, get a pre-employment drug test and are subject to random drug

testing while employed as a driver. He asked the cities to take a harder look at some of these things before finalizing the ordinance.

24. The Washington Uber Operations Manager said Uber drivers typically drive 11 to 14 hours a week and undergo nationally accredited background and driving record checks. He noted the networks rating system also works well.

25. Is there a way to make the business license fee countywide instead of for each city? It seems like it could be streamlined.

At this time each City has its own business license process. When the ordinance is enacted, drivers will need to obtain a business license in each City they will pick up riders in. However, at some point in the future, the cities may elect to look at changing the process to a more regional approach.

26. If Thurston County won't consider one business license, is there a way to have one location for a driver to get a business license for each of the four jurisdictions?

Each of the cities uses the State's website for business applications, so a driver may apply for a number of different city business licenses at one time from the convenience of their computer.

The meeting ended at 7:12 p.m.

Jay Burney

From: Joe L <uber1olympia@gmail.com>
Sent: Wednesday, March 09, 2016 8:18 PM
To: Jay Burney
Subject: Email address

Hello Jay,

Just incase you can't read my writing on the sign in log tonight

Remember I get the first license !

If I can be of any help to you in this process please let me know, including all the complaints you will be receiving from the local cab drivers

If needed I can explain the drivers app to you in detail and how I use the rider app for positioning

This might help you when you get complaints

Thanks for your time tonight

Sincerely

Joe Lambrix
(360) 701-3264

Jay Burney

From: Joshua Miller <aeonblues@gmail.com>
Sent: Wednesday, March 09, 2016 8:12 PM
To: Jay Burney
Subject: TNC comments

I was at the 3/9/16 meeting, and I wanted an opportunity to better articulate a comment.

First off, I can barely make a living as a taxi driver now, working with a 24 hour cab company. On Friday and Saturday nights I can average \$20/hour, but then on Monday and Tuesday nights, I average about \$5/hour after expenses.

RediCab uses an industry standard rate for Thurston county, \$2.50 / mile, and \$0.50/ minute wait time.

In regards to rates, when uber lowered their base rate across the US to \$1 per mile, they were effectively dumping on the for hire economy. I work with a local company RediCab, and even though I am an independent contractor, the owner of RediCab has an invested interest in ensuring that I make a living wage. She needs reliable drivers to maintain a 24 hour cab company. Uber has no such concern. They have a proven high record of turn over, which I am sure you are aware.

Being a company worth 14 billion dollars, they can drop rates for the sole purpose of driving out competition. In Thurston county, this means small taxi companies and their drivers.

The people who are not able to use an app, could be left with out a viable alternative for transportation.

I strongly believe a response of "We don't regulate rates for taxi" is not sufficient in this matter. No taxi company in Thurston county could drop their rate to \$1/mile with out going out of business.

Please consider the possibility that Thurston county has never needed a rule for taxi fare rates before now.

No taxi company worth 14 billion dollars has ever moved in with the intention of putting their competition out of business. Most likely, Uber intends at a later date to raise rates when they have a monopoly on the industry.

If the city of Olympia and other cities in Thurston county need to create rate rules for both TNC and taxi's, I would greatly support this.

Please add my email aeonblues@gmail.com to your contact list for information, also please add the owner of redicab, Kathy Haugen <kathyhaugen7@gmail.com> to your list.

Joshua Miller
360-584-9997