

To: "Mike" <[Merrill@cityofvancouver.us](mailto:Merrill@cityofvancouver.us)>, "Carrie Lewellen" <[Carrie.Lewellen@cityofvancouver.us](mailto:Carrie.Lewellen@cityofvancouver.us)>

Mike,

As I'm sure you're aware we at Clark County Cab have some issues with the Interlocal proposal you intend on presenting to the Council after having fought for the last 6 yrs for the rights of Vancouver or Resident Business operators to be able to compete and operate fairly in our own community against the Huge Monopolized Cab companies from Oregon. If you happened to look in to what is going on with the industry in Portland or did any research you might have seen that Portland's system has been proven to be broken and in need of drastic change and you plan on throwing us into the cluster. Huffington post did an article on Portland's For Hire industry in April and it isn't pretty!

([http://www.huffingtonpost.com/2012/03/26/portland-livery-law-taxi-cab\\_n\\_1316151.html](http://www.huffingtonpost.com/2012/03/26/portland-livery-law-taxi-cab_n_1316151.html))

You need to remember that unlike the other 2 companies we DO NOT OPERATE IN PORTLAND. WE DO NOT PICK UP PASSENGERS IN PORTLAND! WE DO NOT HOLD BUSINESS ACCOUNTS IN PORTLAND!

I also don't like the fact the City plans to pay Portland for nothing more then it's paper pushing and filing because that's all we'll get for our increased fees and inconvenience.

I have a couple of questions for you regarding the Interlocal option that might help me understand how this is even a legally possible option. Having looked at the current agreements the City has, I see that none of them have businesses/Cities or Counties paying another state to govern them.

First, where is the additional \$9,000.00 coming from to pay Oregon or Portland?

Second, since Portland is voting to turn enforcement over to the Portland City Police how will that work for Vancouver? Is Portland PD going to come and take care of us? I would think that lawfully the City of Vancouver would have to provide an equivalent on our side of the river.

Would this be the case?

Third, Washington and Oregon currently have a Reciprocity agreement in place for Taxi's. Will that need to be repealed or rewritten?

Fourth, would we be required to contact and deal with The City of Portland regarding Taxi issues here in Vancouver? If so, Will there be any communication on these issues between the two states/Cities? Would Portland be solely in charge of all judgments to be passed down on Washington businesses and tax payers?

Fifth, what are the key functions that will be retained by the City Finance Director?

Sixth, In your cost break down you show expenses to include percentage of salary and benefits of 4 FTEs but at the meeting stated that Beverlys doing the bulk if not most of the work. Do you have a break down that shows the actual hours dedicated to this industry only, by department and staff available? I would like to see those, so I have a better understanding of the process.

I also have questions regarding the \$16,500 spent on enforcement and Police training when we have had absolutely No enforcement and were told on record by City staff that the Police refused to take part in any training and said that they didnt have staff or time to take it on. We were told by the Vancouver Police that no directive or training has been given with respect to the Ordinance. So Im curious as to the cost and figure and would like an explanation or break down.

Seven, Would Portland have control and authority to raise or add fees and rates on Vancouver companies anytime they feel its necessary? Lets just say they determine that they cant do this without more money coming from this side of the river. Will they be able to raise rates on us exclusively?

These are very important questions that we need answered!

By streamlining the ordinance and with a few fee increases and by putting the regulator burden of the drivers and vehicles onto the businesses, cuts the FTEs and supply cost in half and could bring it to a cost to the city of approx. \$1800.00.

It could be something like this for Option 2: Spec. Taxi License. \$750.00 ea  
Cab Fee 180.00 ea

Remove Chauffeurs license and make it a Drivers Filing fee of \$50.00 ea. and require taxi companies to provide completed background and fingerprint checks on the drivers.

Require Companies to provide completed safety and mechanical check completed by ASE certified Mechanics.

Raise or keep late fees the same.

The only options we find acceptable are Option # 2 Streamlining or Repeal to open Market with better coordination with the State. Vancouver has been an open market this whole time anyway since the City isnt and has never enforced the ordinance uniformly or fairly!

Currently the State of Washington *Will Not* issue a company a For Hire Certificate without first receiving verification and proof of required insurance, checking and inspecting taxi meters and vehicle data. Also our insurance carrier requires each driver to provide a DMV report and does a national check. So the insurance already determines whether a driver is fit or able to drive based on that report and check and approves or denies them. In addition to that, Salvaged Titled vehicles are not allowed. On a personnel note, we were doing our own background checks well before the City took it over.

With the growing senior population projections for the next 25yrs and the general growth of our community and transportation needs that will increase with them. We feel that the city has an opportunity to create a system and ordinance that works in our City, by our City for our City. After all I Don't live or Operate my business in Vancouver, Oregon...*It's Vancouver, Washington!*

We eagerly await your reply.

Shannon Stewart  
Clark County Cab Svcs