



Wheelchair Accessible Taxi and Wheelchair Accessible Vehicle Association of Washington

Testimony to Seattle Port Commission November 8, 2016

- We object to the GT Fee increase of 45% for "Belled in taxicabs", which is IN THE BUDGET.
- Having GT staff say "they may consider quarterly payments" is neither a concrete action, nor does it address the 45% increase that is based on a one-year aberration:
- The Port Commission approved allowing flat-rate-for-hire (FRFH) vehicles to operate last March. Since that occurred, belled-in trips increased dramatically.
- However, those FRFH vehicles using belled-in access were nearly all Eastside for Hire (ESFH).
- Now that ESFH is operating the taxi concession, the vehicles previously using the belled-in service are no longer doing so.
- GT staff and Port Budget staff seem to be intransigent in recognizing this anomaly, budgeting an increase in belled-in trips, despite the very-real data showing that the number of taxi trips have fallen 19% 2016 YTD from 2015 YTD.

ACTION REQUESTED

- Drop the Belled-in fee increase
 - Make quarterly reviews on taxis
 - Allow quarterly payments on belled-in permits
- The GT analysis presented on October 28 demonstrates that the Port of Seattle makes \$5.36 in profit for EVERY SINGLE TAXI TRIP. That is a 302.3% profit to the Port of Seattle. That clearly defies the Port's "Commission Criteria" of "Reasonable access fees for operators", as noted on slide 3 of the "Ground Transportation Proposal to Address On-Demand Operations and Transportation Network Companies" PowerPoint presented January 12, 2016.

ACTION REQUESTED

- Port COMMISSION analyze the policies that led to removing taxicabs from the "Cost Recovery" model and put into the "Revenue Generation" model
 - Taxi operators, not the taxi concession-holding company, pay these onerous fees, resulting in a minimum \$36 million extracted from immigrants and refugees from Third World countries over a 5-year taxi contract
 - CHANGE the model to Cost Recovery, or ADJUST the minimum trip fee dramatically downward.

- ESFH is 5 weeks into their taxi concession contract and they have already added one illegal, un-WAT/WAV-licensed vehicle.
 - As I have stated numerous times, the Port is bound by interlocal agreements with King County to follow county tax code; one of those interlocal agreements requires that the Port makes certain that its contractors also follow those codes.
 - King County Code requires that only the Director can approve additional wheelchair accessible vehicles. The director has not done so. In allowing unapproved wheelchair accessible vehicles to operate, putting itself in jeopardy for legal liability in addition to violating those codes.
 - With only two legal WAVs and 7 legal WAT, it should be clear that ESFH is incapable of meeting the fleet demands to provide adequate wheelchair service without violating KCC.

ACTION REQUESTED

- Relieve ESFH of their obligation to provide wheelchair accessible service.
- Allow the Wheelchair Accessible Taxi Association, incorporated as a nonprofit organization, the contract with the Port of Seattle to provide ADA services.

These are serious issues that simply must be explained. Port Commissioners are being presented, today, with a nearly-baked budget proposal for the first reading. I am fully aware that there are thousands of line items in the budget, and the GT fee increases may be both arcane and lack sex appeal.

It should be appalling and embarrassing for Port Commissioners to discover the Port makes a 302.3% profit off taxi operators, further demonstrating the hypocrisy of Port policy, the stated "Commission Criteria" of "Supports Port commitment to small business", as noted on slide 3 of the PowerPoint referenced above.

Cindi Laws
Director

UNITED STATES OF AMERICA

The State of



Washington

Secretary of State

I, **KIM WYMAN**, Secretary of State of the State of Washington and custodian of its seal, hereby issue this

CERTIFICATE OF INCORPORATION

to

**WHEELCHAIR ACCESSIBLE TAXI AND WHEELCHAIR
ACCESSIBLE VEHICLE ASSOCIATION OF WASHINGTON**

a/an WA Non-Profit Corporation. Charter documents are effective on the date indicated below.

Date: 10/14/2016

UBI Number: 604-053-022



Given under my hand and the Seal of the State
of Washington at Olympia, the State Capital

Kim Wyman, Secretary of State

Date Issued: 10/26/2016