

Portland, Oregon

FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Kathleen Butler		2. Telephone No. 503-865-2486	3. Bureau/Office/Dept. Revenue Bureau
4a. To be filed (date): October 31, 2012	4b. Calendar (Check One) <div style="display: flex; justify-content: space-around;"> Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/> </div>		5. Date Submitted to Commissioner's office and FPD Budget Analyst: October 31, 2012
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed		6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed	

1) Legislation Title: Direct the Revenue Bureau (Bureau) and the Private For-Hire Transportation Board (the Board) to prepare proposed changes to Portland City Code Chapter 16.40, and Administrative Rule changes, as necessary to implement the joint Bureau and Board Private For-Hire Transportation Program Recommendations for Taxi Industry Reform (Resolution)

2) Purpose of the Proposed Legislation: Direct the Bureau and the Board to prepare the administrative rules and ordinance proposals necessary in order to implement the Private For-Hire Transportation Program Recommendations for Taxi Industry Reform, as approved by the Board at their meeting on October 10, 2012.

3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?

- | | | | |
|--|------------------------------------|------------------------------------|--------------------------------|
| <input checked="" type="checkbox"/> City-wide/Regional | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast | <input type="checkbox"/> Southeast | <input type="checkbox"/> Southwest | <input type="checkbox"/> East |
| <input type="checkbox"/> Central City | | | |
| <input type="checkbox"/> Internal City Government Services | | | |

FINANCIAL IMPACT

4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

No.

5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense? (Please include costs in the current fiscal year as well as costs in future years. If the action is related to a grant or contract please include the local contribution or match required. If there is a project estimate, please identify the **level of confidence**.)

The development additional City Code changes may create changes some industry fees, which will be considered in the financial impact statement for any additional ordinances proposed.

6) Staffing Requirements:

- **Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?** *(If new positions are created please include whether they will be part-time, full-time, limited term, or permanent positions. If the position is limited term please indicate the end of the term.)*

No specific positions will be created, eliminated or re-classified as a result of this legislation.

- **Will positions be created or eliminated in future years as a result of this legislation?**

No specific positions will be created, eliminated or re-classified in future years as a result of this legislation.

(Complete the following section only if an amendment to the budget is proposed.)

7) Change in Appropriations *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)*

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

☒ **YES:** Please proceed to Question #9.

☐ **NO:** Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item?

Sustainable conditions for drivers, as well as taxi customer convenience and safety, can be improved by implementation of the joint Board/Bureau recommendations for taxi industry reform. It is expected that the proposed reforms will promote more modern and convenient taxi service, where the public is protected from unsafe drivers and vehicles, and drivers are receiving better services in return for payments to the taxi companies.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

The Private For-Hire Transportation Board of Review (the Board) held several public meetings in 2010, 2011 and 2012 to consider the working and economic conditions of Portland taxi drivers, the impacts of driver conditions upon taxi service and safety, and proposals for improvement and reform of regulations related to taxi service. In addition to extensive testimony from drivers about the practices of the currently permitted companies, Board members, including representatives of the riding public, TriMet, the Port of Portland, and Travel Portland discussed the needed regulatory reforms at several Board meetings.

In January 2012, the Revenue Bureau (the Bureau) issued the Taxi Driver Labor Market Study (the Study), which was widely distributed and publicized. The Bureau initiated a public comment process, which included (1) sending the Study via email to a list of 1,128 stakeholders, with solicitation of written comments; (2) the Study was posted on the Revenue Bureau website, with an easy-to-use comment form; (3) copies of the Study were distributed to taxi drivers at the Driver Standing Committee, at other informal meetings with drivers, at the airport backfield, and when drivers visited the Revenue Bureau for permit renewal and other business; (4) The Study findings were discussed at the January 25, 2012 and February 22, 2012 Board meetings, which were well attended and included many comments from taxi drivers and other members of the public; (6) 259 completed comment forms were received online and 580 paper comment forms were received; (7) A series of workshops was held by the Board to discuss specific topics related to taxi driver compensation; (9) the Bureau consulted with the Office of Equity regarding the taxi industry generally; (10) Several taxi company managers and owners sent separate letters of

comment about the study; (11) Representatives of each company met with Revenue Bureau staff to discuss the issues raised, as did many taxi drivers. (12) Written comments were also received at several of the Board meetings and workshops.

c) How did public involvement shape the outcome of this Council item?

The September 26, 2012 Private For-Hire Transportation Program Recommendations for Taxi Industry Reform reflected the public comment and Board discussions surrounding the needed reforms. At their meeting on October 10, 2012, the Board concurred with all thirteen Bureau recommendations by a substantial margin.

d) Who designed and implemented the public involvement related to this Council item?

The Bureau, Board members, the office of Mayor Sam Adams, taxi drivers and company representatives have all contributed to the design and implementation of the public process.

e) Primary contact for more information on this public involvement process (name, title, phone, email):

Kathleen Butler, 503-865-2486
Kathleen.Butler@portlandoregon.gov

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

Administrative rules and additional ordinance proposals will be developed through the public process.

Thomas W. Lannom



BUREAU DIRECTOR (Typed name and signature)



CITY OF PORTLAND
OFFICE OF MANAGEMENT AND FINANCE
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Jack D. Graham, Chief Administrative Officer

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**FOR MAYOR'S OFFICE
USE ONLY**

DATE: November 7, 2012

TO: Mayor Sam Adams

FROM: Thomas W. Lannom, Revenue Bureau Director

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RE: Direct the Revenue Bureau (Bureau) and the Private For-Hire Transportation Board (the Board) to prepare proposed changes to Portland City Code Chapter 16.40, and Administrative Rule changes, as necessary to implement the joint Bureau and Board Private For-Hire Transportation Program Recommendations for Taxi Industry Reform (Resolution)

1. **INTENDED WEDNESDAY FILING DATE:** October 31, 2012
2. **REQUESTED COUNCIL AGENDA DATE:** November 7, 2012
3. **CONTACT NAME & NUMBER:** Kathleen Butler 503-865-2486
4. **PLACE ON:** ☐ CONSENT ☒ REGULAR
5. **BUDGET IMPACT STATEMENT ATTACHED:** ☒ Y ☐ N ☐ N/A
6. **(3) ORIGINAL COPIES OF CONTRACTS APPROVED AS TO FORM BY CITY ATTORNEY ATTACHED:** ☐ Yes ☐ No ☒ N/A

7. BACKGROUND/ANALYSIS

The Revenue Bureau (the Bureau) January 2012 Taxi Driver Labor Market Study (the Study) found that Portland taxi drivers work long hours for low net wages. Long hours and low wages for taxi drivers are associated with poor customer service, unsafe driving, increased accidents, negative impacts to driver health and family life, as well as increased costs to the community. The Study found a relationship between high payments to taxi companies and low net driver income. The City of Portland regulates taxi fares and the number of permits, but does not regulate the services the taxi companies provide to the drivers in return for driver payments. Current regulations contain too few incentives for taxi companies to provide adequate services at reasonable cost to drivers.

During a series of public meetings and workshops in 2010, 2011 and 2012, the Private For-Hire Transportation Board (the Board) discussed the need for reform of taxi regulations. After extensive public testimony, the Bureau and the Board agree that taxi company service to drivers and the public will be improved when taxi company performance standards are implemented and related to the renewal of permits and the number of permits assigned to each company. On September 26, 2012, the Revenue Bureau issued thirteen Recommendations for Taxi Industry Reform (Exhibit A). On October 10, 2012, the Board voted, by a substantial margin, to concur with the thirteen Bureau recommendations. Thirteen specific proposals are included in the joint Bureau/Board recommendations, and are designed to improve driver income and working conditions, and improve taxi customer safety and service.

One item, increased enforcement tools, has been approved by Council. Several additional ordinances

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related to the proposed reforms have been prepared for Council consideration concurrent with this Resolution. The remaining reforms will require additional work by Bureau staff and consideration at the Board and Committee meetings.

FINANCIAL IMPACT

This legislation has no specific financial impact to the General Fund. City Code changes related to several of the recommended reforms are included separately with each ordinance. The financial impact of future ordinances will be included with the ordinance proposal.

8. RECOMMENDATION/ACTION REQUESTED

The Bureau respectfully requests that the resolution be passed in order to improve taxi service and taxi driver working conditions.