

OUTSTANDING QUESTIONS FROM NMR STAKEHOLDER FOCUS GROUP #1

1. What is the aggregate amount of net meter revenue that PBOT currently receives (49% share) from the four parking meter districts subject to TRN 3.112?

The four NMR districts (Northwest, Lloyd, Central Eastside, and Marquam Hill) generated approximately \$1.8 million in GTR (49% share) in FY 17-18. The Downtown, however, generates approximately \$30M, with 100% going to GTR.

2. How many new districts are expected in the next 5-10 years?

The Portland Parking Management Manual defines the process for establishing new parking meter districts. Districts are only formed in response to a request from the community. It is unclear how many new parking meter districts (if any) will be formed in the next 5 to 10 years. The City's growth strategy with vibrant Centers and Corridors is an indication of the types of places that may require additional parking management as activity and development increases.

3. Will the new policy be applied to downtown?

The City does not expect that a one-size-fits-all approach should be used for parking meter revenue allocation. However, this project will evaluate policies for parking meter revenue allocation for all existing districts, including downtown, as well as any potential future districts.

4. Where does PBOT spend the money that the GTR receives from NMR (49% share)?

Major programs and activities that are funded by General Transportation Revenue (GTR) include:

Central City

- Parking Enforcement
- Streetcar Operations
- Estimated NMR Allocation to Districts
- Portland-Milwaukie Light Rail Debt Service

Citywide

- Operations & Maintenance
- Debt Service, Citywide Service Charges, Admin & Support
- Planning & Engineering
- Parking
- Infrastructure Improvements
- Mobility
- Regulatory & Permitting

5. What/where have the parking districts spent their share of funding (51%) in the last 5-10 years?

Central Eastside: Has not spent their share of funds

Lloyd: TDM Programs and staffing, Sullivan’s Gulch Crossing, Streetcar rolling stock, NE Multnomah project

Marquam Hill: Sidewalk construction

Northwest: Northwest in Motion (area plan to prioritize transportation investments), dedicated staff person, Streetcar rolling stock, off-street parking wayfinding signs and payment machines

6. Do the districts have a racial/income equity lens applied to their budgeting decisions?

One of the key questions PBOT is now required to ask in decision-making is, “Will it advance equity and address structural racism?” As a result, aspects of formalizing this question and strategies for addressing it within the Net Meter Revenue process, are anticipated. This will be a topic of discussion at the Stakeholder Focus Group #2.

7. How much money (and from what sources) does PBOT already spend on clean and safe efforts downtown?

PBOT does not directly pay for services provided by Clean & Safe – these are provided by the General Fund. However, PBOT allocates several sources of funding to enhanced street maintenance services:

Downtown Transit Mall enhanced maintenance and security: PBOT provided \$754,959 GTR in FY 18-19. Additional funding is provided by TriMet (\$986,634), Portland State (\$157,396) and PBA/Clean & Safe (\$67,761). Funding levels are contractual.

Homeless campsite cleanup (citywide): PBOT will provide a GTR contribution of \$1.1 million in FY 19-20.

Maintenance Operations (MO): Occasionally MO is called in to address ad-hoc requests, such as sidewalk cleaning.

8. How many positions are supported by the gross parking district revenue?

PBOT currently has 1,021 budgeted FTEs. These are supported by a variety of revenue sources, of which gross parking meter revenues constitute approximately 10%. Additionally, see answer to question #4.

9. If a new district was formed, would any new staff be needed?

Staffing requirements would depend in part on the size of the district. A large enough new district may require additional personnel to manage the meter system or provide enforcement; however, this is not a given. Any personnel dedicated to exclusively managing a new district’s net meter revenues would be funded from the district’s NMR allocation.

10. Is the proposed deficit citywide or just in the parking districts?

The PBOT Financial Overview handout, as well as the PowerPoint presentation for Stakeholder Focus Group meeting #1 included a five-year forecast of PBOT’s funding deficit. Those figures were for PBOT as a whole, and were not limited to existing parking meter districts.

11. How much parking meter enforcement do citations pay for?

Different levels of enforcement are needed for different types of parking areas. A little more enforcement is necessary in meter districts than for other types of parking enforcement. Staff work hard to strike the right balance of not too much, but not too little enforcement. That means capturing 30-40% of overall potential infractions. At this level, the meters foster a “culture of compliance” where people generally follow the meter rules, which effectively manages parking turnover and makes businesses thrive. Studies show that going overboard with enforcement is bad for businesses though, so it’s purposeful that our parking enforcement doesn’t try to ticket every single infraction.

Unlike other major cities, in Portland, citation processing, adjudication, and collection are the primary responsibility of the courts. The courts receive the payments for parking citations and divides the revenue in half. Half goes to PBOT’s GTR, and half goes to the State of Oregon. These citation revenues cover about 50% of the total cost of enforcing the parking system, which is \$16.2M when including bureau support services.