IMPACT STATEMENT

Legislation title: Revise Pay and Park and Non-Pay Private Facilities regulations to grant flexibility to the Director to determine where signs should be posted, authorize Operators to collect a parking fee, change references to the Portland Bureau of Transportation to the Revenue Division, and other housekeeping changes. (Ordinance; amend Code Chapter 7.25)

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Purpose of proposed legislation and background information:

Pay and park and non-pay to park facilities are private businesses. However, if an Operator wants to monitor those facilities and enforce parking policies by issuing penalty notices, then the facility must be registered with the City and the Operator must comply with the requirements in Chapter 7.25.

The Chapter should reflect current practices in the parking business, and the rules should also ensure that the parking policies at a particular facility are clearly posted for Parkers.

In 2008 the Chapter was amended to require Operators at pay and park facilities to provide a receipt with the parking expiration time printed on it. Current technology is moving away from printed receipts and the rules must be amended again to accommodate the business practices at lots and garages where the payment information is stored electronically and paper receipts are not generated. Patrollers will have access to the stored payment information which is associated with the license plate number of the car.

Operators of pay and park facilities have always collected a Parking Fee for property owners or managers in addition to the penalty. This Code amendment will define "Parking Fee" and authorize Operators to collect it. The amount of the fee will be regulated by an Administrative Rule. The rule will set a maximum Parking Fee, a flat fee that will be the same for all registered pay and park facilities.

The Chapter requires certain signs to be posted at the entrances to a facility which must be no more than 10 feet from the entrance and within 2 feet of the property line. The Director should have the authority to grant a written exception to the posting requirements when needed due of the configuration of the property.

Collection of a penalty is impossible at times. Operators rely on registered ownership information from a state department of licensing when a penalty notice is not paid and a letter is required. Valid information is not received in some cases, either because a new owner has not registered their ownership with the proper licensing agency, or a state's rules do not allow the sharing of ownership information, or because a person has removed the license plates and covered the vehicle identification number. Some vehicles then become "serial offenders"

and multiple notices are issued but never paid. The amended Code would allow an Operator to tow a vehicle when three notices have been issued during the previous 90 days but the Operator has not been able to get the registered owner's name and address.

The Revenue Division is the administrator of the Pay and Park program. References to the Portland Bureau of Transportation should be replaced so that people are not confused about who they should contact.

Financial and budgetary impacts:

Community impacts and community involvement:
The proposed changes were posted on the Revenue Division's Pay and Park webpage. Registered Operators in the Pay and Park program were given the opportunity to provide input on the proposed changes, and some of their suggestions have been incorporated.

The Revenue Division did not receive any objections to the proposed changes.

100% Renewable Goal:
There should not be any effect on anyone's energy use as a result of the changes to the Pay and Park regulations.

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Budgetary Impact Worksheet

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Does this action change appropriations?
☐ **YES**: Please complete the information below.
X **NO**: Skip this section

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