

IMPACT STATEMENT

Legislation title: Net Meter Revenue Policy Review

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Purpose of proposed legislation and background information:

- The purpose of the Net Meter Revenue Policy Review is to reconcile policy direction as it pertains to meter revenue allocation, funding priorities, and the distribution of resources between meter district and citywide transportation services.
- The Net Meter Revenue Policy Review finds that the City's net meter revenue policies are achieving the City's goals and no major policy shifts are recommended at this time.
- Recommendations do include revisions to TRN 3.112 -the City's Parking Meter Revenue Allocation Policy (Ordinance 189092), which guides what net meter revenue can be spent on. These revisions articulate minor clarifications and distinctions between the Downtown, current net meter revenue-sharing districts, and future meter districts. Changes include allowing expenditures on streetscape elements, street cleaning (in some instances) and clarifying that the Parking Management Manual is the policy vehicle for future amendments for how to spend net meter revenue funds.

Financial and budgetary impacts:

There are no direct financial impacts as a result of this policy. The policy provides clarification and stability for existing and future meter districts.

- Policy maintains status quo of first covering capital, operating and maintenance costs within a parking meter district, including enforcement costs.
- Policy maintains status quo of net meter revenue requirements to fund transportation projects or activities in the public right of way.
- Policy maintains status quo of net meter revenue allocation not applying to the Downtown Meter District.
- Policy maintains status quo in practice, codifying a share of 51% of net meter revenue for existing parking meter districts, and 49% to PBOT.
- Policy allows same 51%/49% net meter revenue sharing for future meter districts as current net meter revenue sharing districts.
- Gross annual General Transportation Revenue may continue to be approximately \$36 million when not impacted by Covid-19, which has reduced revenue generation from parking meters.

Community impacts and community involvement:

- The new policy will apply to future and current meter districts, including stakeholders within the Downtown Meter District, which includes South Waterfront and the Pearl District, as well as the four parking meter districts outside of the Downtown Meter District that formed as a result of the 1996 Net Meter Revenue Policy: Northwest, Lloyd, Central Eastside, and Marquam Hill.
- Interested stakeholders include businesses, community-based organizations, property owners, and residents within current and potential future meter district areas, as well as community members citywide, such as East Portland, with interest in how and where transportation dollars are allocated for transportation system benefits.
- Staff engaged Portlanders with the above listed range of backgrounds and interests to help inform the recommendations, convening a stakeholder group of approximately forty participants. The stakeholder group met three times in 2019, followed by focus group sessions around specific potential policy elements, a public comment period, and follow-up engagement.
- A Public Review Draft of the Net Meter Revenue Policy Review was open from June 30 to August 3, 2020 and was shared multiple times with nearly 600 recipients through the project email list. Feedback was requested through an online survey or by email to the project team and made available by hard copy and phone conversation. Staff also provided a project update to the East Portland Community Office Land Use and Transportation Committee at their July 15, 2020 meeting.

Budgetary Impact Worksheet

Does this action change appropriations?

- ☐ **YES:** Please complete the information below.
- ☒ **NO:** Skip this section

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