

# Net Meter Revenue Policy Review



*City Council 09/22/01*



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Accept the Net Meter Revenue Policy Review report and amend TRN 3.112: Parking Meter Revenue Allocation Policy (Amend Ordinance No. 189092)

Exhibit A

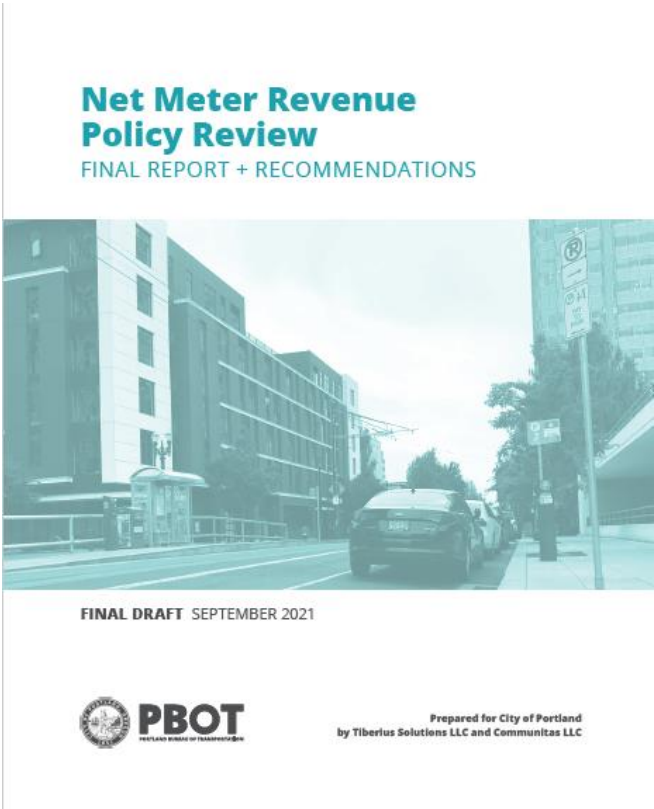


Exhibit B

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PROPOSED CHANGES TO TRN 3.112: PARKING METER REVENUE ALLOCATION POLICY (ORDINANCE No. 189092)

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Proposed changes showing deletions and additions.....

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Background

The Portland Bureau of Transportation (PBOT) worked to refine a set of policies to provide a comprehensive framework for revenue allocation for all existing and future parking meter districts, to ensure consistency across parking meter districts, transparency in the decision-making process, and alignment with adopted City goals. As part of this effort, PBOT has proposed changes to TRN 3.112 Parking Meter Revenue Allocation Policy.

NET METER REVENUE POLICY REVIEW

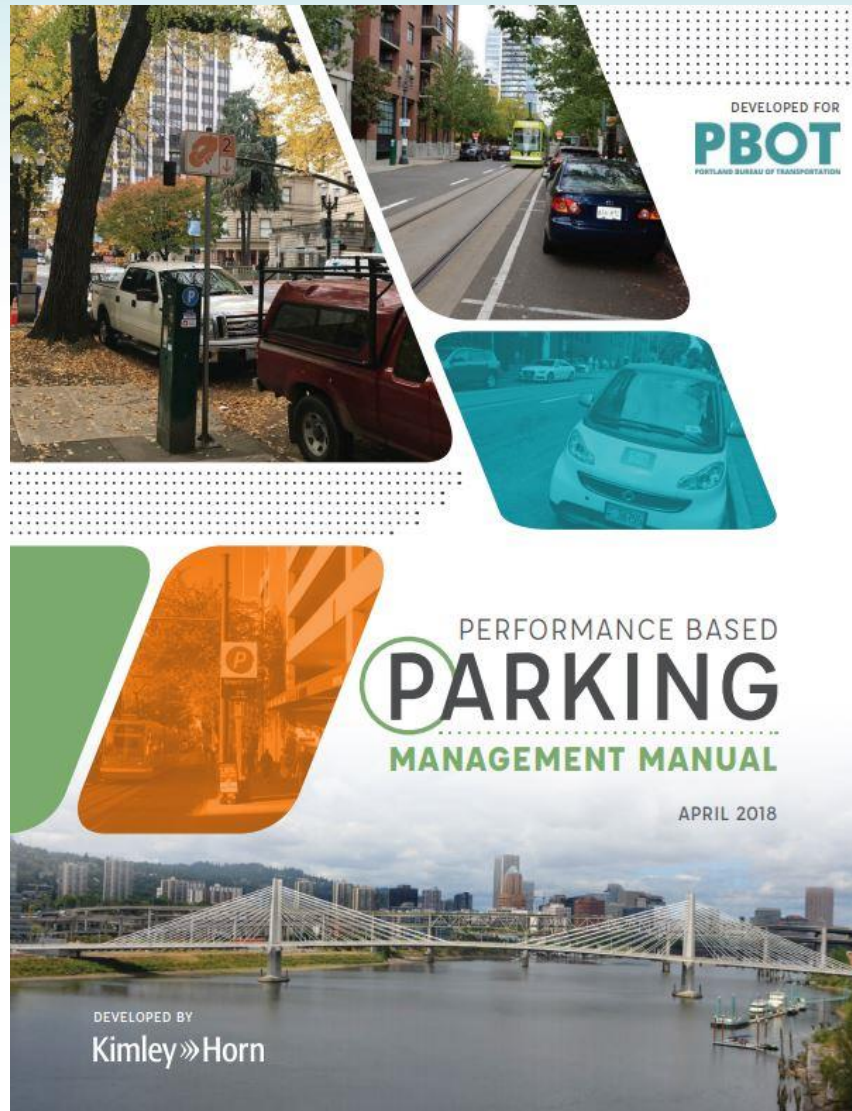
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Portlandoregon.gov/transportation

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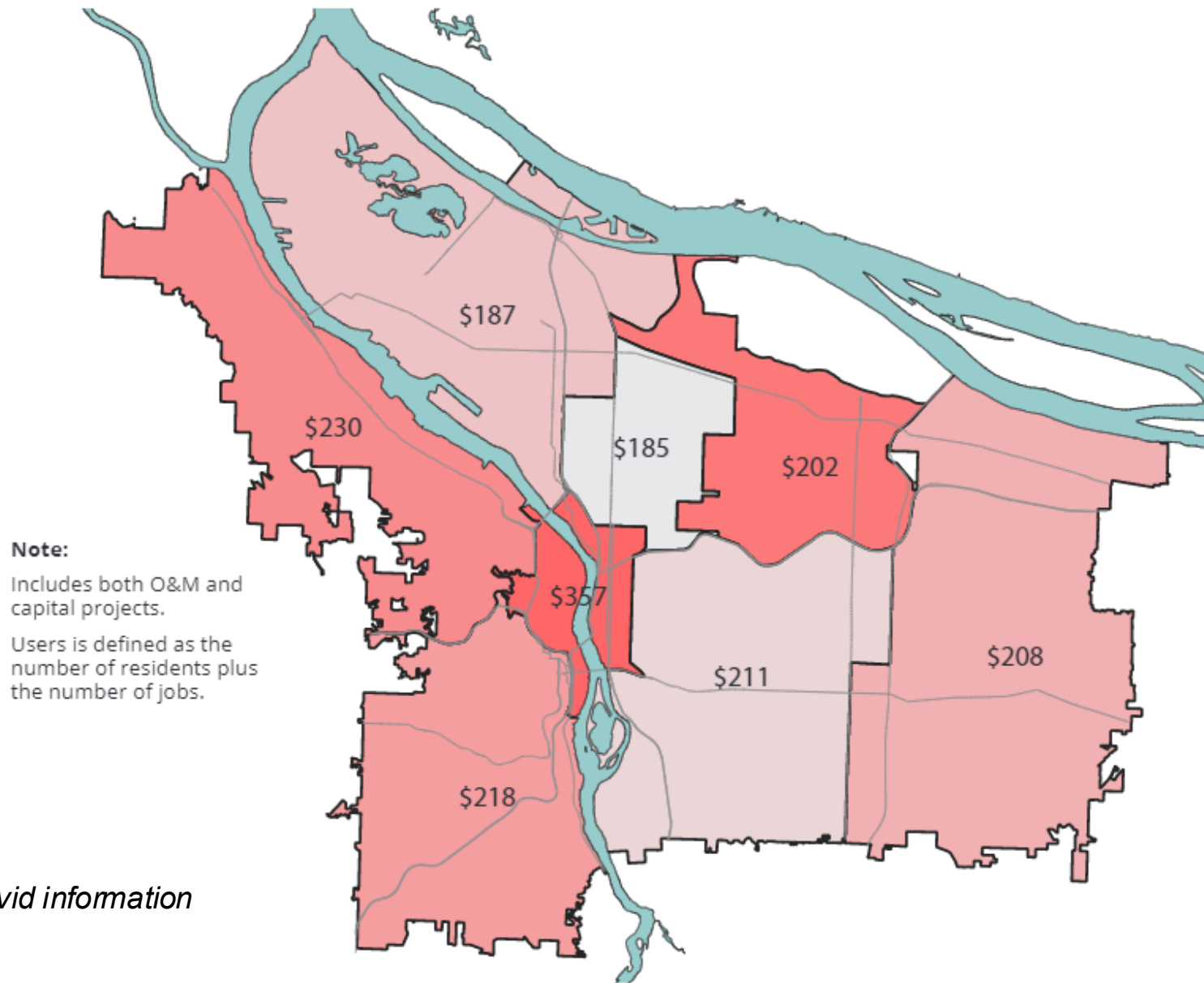


# What is Net Meter Revenue?

$$\begin{array}{ccccc} \text{MONEY INTO} & & & & \\ \text{PARKING METERS} & & & & \\ \downarrow & & & & \\ \text{[ OPERATIONS \& MAINTENANCE + SET ASIDE ]} & = & \text{[ NET METER REVENUE ]} \end{array}$$


The diagram illustrates the calculation of Net Meter Revenue. It starts with 'MONEY INTO PARKING METERS' represented by a pink cat icon with a Wi-Fi symbol above its head. This is followed by a minus sign, then a large teal bracket containing the text 'OPERATIONS & MAINTENANCE + SET ASIDE'. This is followed by an equals sign, and finally, a stack of three gold coins representing 'NET METER REVENUE'.

AVERAGE PBOT SPENDING PER USER  
FY 2014-15 TO FY 2018-19



*Note: Pre-Covid information*

# Recent Investments in the Downtown

Better Naito Forever

- \$68 Million
  - \$53M new infrastructure
  - \$15 M streetcar vehicle replacements
- \$28 Million commitment for Broadway Corridor



Flanders Bridge



Flanders Bikeway

# Process



- Citywide stakeholder process
- Engaged Portlanders with a range of backgrounds and interests to help inform recommendations
  - Downtown stakeholders
  - Parking meter committees
  - Representatives from different parts the city
- Best practices research including case study analysis of 12 peer cities

## STAKEHOLDER FOCUS GROUPS

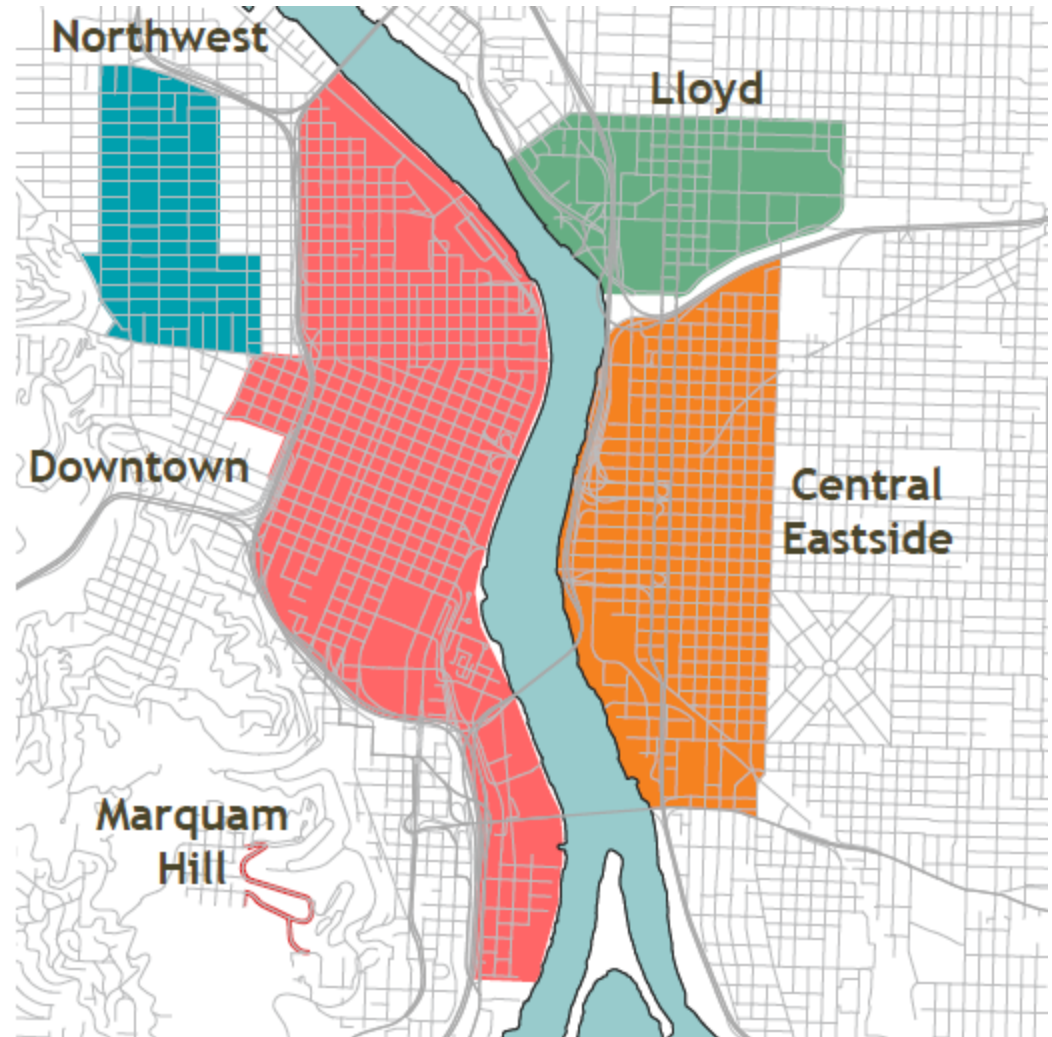
**Deane Funk** Central Eastside Industrial Council  
**Ed Fischer** Marquam Hill Parking / Homestead Neighborhood  
**Evelyn Liu** Asian Pacific American Chamber  
**Heather Hoell** Venture Portland  
**Ian Stude** Portland State University  
**Jerry Powell** Goose Hollow Foothills League  
**Jon Isaacs** Portland Business Alliance  
**Katy Wolf** Boise Neighborhood Association  
**Laquida Lanford** PAALF  
**Linda Bauer** East Portland Action Plan  
**Lisa Frisch** Downtown Clean and Safe  
**Marty Stockton** Portland Bureau of Planning and Sustainability  
**Maura White** Hollywood Boosters Business Association  
**Noah Brimhall** Business for a Better Portland  
**Owen Ronchelli** Lloyd District TMA / Go Lloyd  
**Pete Collins** South Portland Neighborhood Association  
**Reza Farhoodi** Pearl District Neighborhood Association  
**Rick Michaelson** Northwest Parking Stakeholder Committee  
**Roger Jones** Hawthorne Boulevard Business Association  
**Ryan Hashagen** PBOT Bureau and Budget Advisory Committee  
**Sara Wright** Oregon Environmental Council  
**Tony Jordan** Portlanders for Parking Reform  
**Tracy Prince** Goose Hollow Foothills League  
**Trish Baker** Northwest Portland Resident



# Parking meter districts



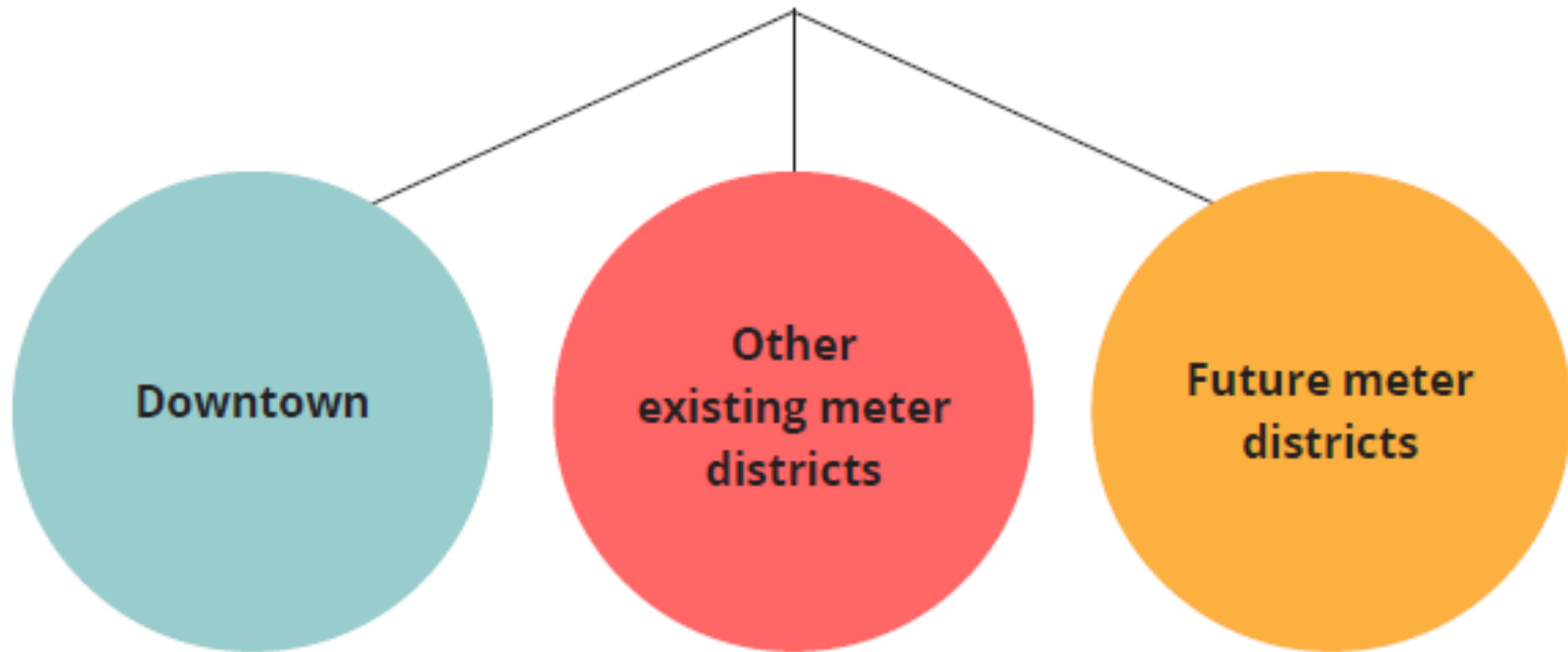
- Downtown meter parking was first introduced in the 1930s
- In 1996 City developed NMR policy that recommended allocating the majority of NMR to new areas to incentivize the management of public parking (TRN 3.112)





# Proposal highlights

**3 SETS OF POLICIES ARE RECOMMENDED  
APPLYING TO 3 TYPES OF PARKING METER DISTRICTS**



*\* Pre-Covid information*

# Proposal highlights



Downtown

- Recommend the current structure that parking meter revenue becomes GTR
- Recommend improving ways for downtown parking area stakeholders to engage and advocate as part of the regular budget process
  - Explore Transportation Demand Management options
  - Explore ways to improve participation
  - Explore ways to continue funding local transportation projects

# Proposal highlights



Other existing meter districts

- All districts would continue to have standing committees
- Recommend continuing the 51/49% NMR split
- Districts have retroactively developed **area transportation plans** to identify needs and projects to invest with NMR
  - Central City in Motion (Downtown, Lloyd, Central Eastside)
  - Northwest In Motion (NW District)



# Proposal highlights



Future meter districts

- Committee focused on parking management
- Recommend continuing the 51/49% NMR split
- Initiate **area plan** to prioritize transportation investments
- Option to accelerate funding of projects if needed

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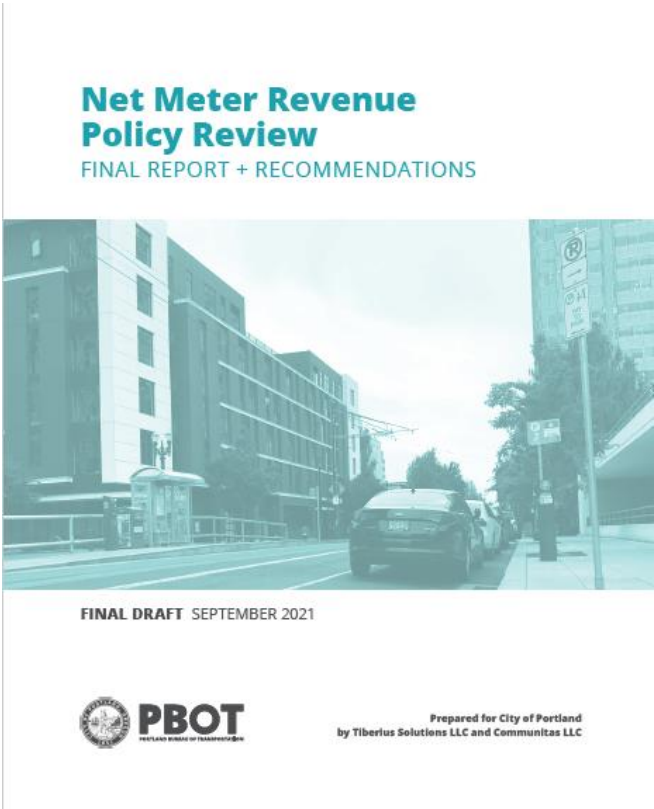


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**NET METER REVENUE POLICY REVIEW** 1

