

**From:** [Reza Michael Farhoodi](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Hardesty](#); [Commissioner Rubio](#); [Commissioner Mapps](#); [Commissioner Ryan Office](#)  
**Cc:** [David Dysert](#); [Armes, Chris](#); [Leclerc, Mauricio](#); [Warner, Chris](#); [Hull, Kristin](#); [Council Clerk – Testimony](#); [Benson, Dave](#)  
**Subject:** Testimony from Pearl District Neighborhood Association for Item 704: Net Meter Revenue Policy  
**Date:** Tuesday, September 21, 2021 11:12:29 AM  
**Attachments:** [PDNA NMR Letter.pdf](#)

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Hello Mayor Wheeler and Portland City Commissioners,

Please see the attached testimony of no support from the Pearl District Neighborhood Association for the Net Meter Revenue Policy Update.

Thank you,  
Reza Farhoodi

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Reza Michael Farhoodi  
Planning and Transportation Committee Co-Chair  
Pearl District Neighborhood Association  
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September 21, 2021

Mayor Ted Wheeler  
Commissioner Joanne Hardesty  
Commissioner Mingus Mapps  
Commissioner Carmen Rubio  
Commissioner Dan Ryan  
1221 SW 4th Ave  
Portland OR 97204

Re: Net Meter Revenue Policy Update

Dear Mayor Ted Wheeler and Members of the Portland City Council:

We regret to inform you that the Pearl District Neighborhood Association does not support the Portland Bureau of Transportation's Net Meter Revenue policy update, primarily because it does not go far enough in serving the multimodal transportation needs of the neighborhoods located in the downtown meter district, including its sizable number of low-income residents and employees. Instead of merely recommending increased stakeholder engagement and delaying important decisions to some unknown later date, PBOT needs to finally place the Downtown Meter District on par with newer parking districts and dedicate a set-aside of locally-raised meter revenue toward projects and programs in the Pearl and other Central City neighborhoods west of the Willamette River that would help manage transportation demand, improve access and safety for people walking and biking, and increase the viability of alternatives to single-occupant vehicles. Examples of this include the Central City/Northwest in Motion plans and the successful Transportation Wallet used in other neighborhoods.

The Downtown Meter District is treated differently than every other parking district established in Portland, as revenue from this district primarily goes to PBOT's General Fund with zero funding allocated specifically to the neighborhoods within said district. Over the past several years, the PDNA has been closely involved in several planning efforts with the PBOT aimed at reforming the city's parking policies. These have included the Central City Parking Policy update in 2015 that brought changes in the City Code pertaining to the provision and administration of parking in the Central City, and the Parking Management Manual in 2018, which enabled demand-responsive pricing that would ensure adequate availability of on-street parking.

The Parking Management Manual also codified the process by which new parking management districts would be formed based on the model used in Northwest District, which established a parking stakeholder advisory committee tasked with prioritizing locally-serving transportation improvements that would be funded through 49 percent of the net meter revenue raised in that district. While the PMM excluded the Downtown Meter District from this arrangement, the PDNA supported the manual contingent on an assurance made by City staff to revisit the issue in a separate update to its net meter revenue policy that would potentially allow for revenue sharing towards investments that may not reach citywide priority status but are of local importance in downtown.

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These would have included the Transportation Wallet program, which is funded through parking permit surcharge revenue in Northwest and Central Eastside (there are no permits in the Downtown Meter District). Moreover, the Pearl District contains over 1400 units of regulated affordable housing, the occupants of which could take advantage of PBOT's Golden Transportation Wallet given free to low-income residents. Another idea raised that was unfortunately not explored further is whether PBOT could use parking or other revenue to buy bus revenue hours from TriMet to supplement off-peak (evening and weekend) transit in Portland, when service levels are often inadequate to meet the needs of transit users. This model has worked in cities like Seattle to prioritize frequency and span on corridors often used by late-night service employees that may not have a reliable transit option to get to or from their job.

Instead of using this process to harmonize parking management practices across the city and place the Downtown Meter District in parity with newer parking districts, PBOT has reneged on its commitment and chosen instead to maintain a two-tiered system whereas downtown neighborhoods are punished simply for being first. As the bureau struggles with funding challenges in the wake of the COVID-19 pandemic which cratered parking demand in downtown, it continues to overlook the most obvious solution to bolster its general fund, which is to mandate the establishment of new parking districts on numerous eastside commercial corridors that have continued to prosper during the pandemic and have long needed increased parking management (such as 28th Avenue, Mississippi, Alberta, Hawthorne, and Division). Instead of waiting for permission, PBOT needs to recognize that its general revenue must come from a diversity of locations and funding streams beyond parking in downtown, and the recommendations from the Pricing Options for Equitable Mobility task force provide a blueprint for a more sustainable agency funding model going forward.

The PDNA remains a willing and steadfast partner in implementing the parking policies of the Central City 2035 Plan and Parking Management Manual, and is committed to building the transportation system that allows Portland to reach its adopted mode share and climate action targets. But we are sincerely disappointed by the lack of tangible solutions documented in this effort, and without a concrete plan to implement local revenue sharing in downtown as seen in newer parking management districts, we simply cannot support the policy update as presented to you today.

Respectfully,

Reza Farhoodi  
Co-Chair, PDNA Planning and Transportation Committee

CC: Chris Warner, Dave Benson, Kristin Hull, Mauricio Leclerc, Chris Armes, Portland Bureau of Transportation

**From:** [André Lightsey-Walker](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** The Street Trust Council Testimony - 9.22.21  
**Date:** Wednesday, September 22, 2021 9:26:49 AM  
**Attachments:** [STREET TRUST NMR.pdf](#)

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Greetings,

You'll find our written testimony for this morning's meeting attached.

Thank you,

André

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**André Lightsey-Walker** (he/him)  
**Policy Transformation Manager, The Street Trust**  
618 NW Glisan St., #203, Portland, OR 97209  
[www.thestreettrust.org](http://www.thestreettrust.org) | Cell: (503) 307-5262



Good Morning,

Mayor Ted Wheeler  
Commissioner Jo Ann Hardest  
Commissioner Carmen Rubio  
Commissioner Mingus Mapps  
Commissioner Dan Ryan

This letter concerns your vote today on Portland's Bureau of Transportation's Net Meter Revenue policy update. We want to first thank you for your amazing work. We recognize that parking management is a behemoth (and with one glance outside it's clear how much space cars consume.) We also believe that when approached critically and innovatively, a visionary parking management can help us achieve the equity and climate goals we all seek.

As such, the Street Trust would like to offer a critical amendment that will ensure the Net Meter Revenue policy update directly supports a wider array of Portland's street users.

***We propose that a sufficient amount of NMR funds go to the provision of free transit for qualified low-income residents in Metered districts.***

By providing low-income residents of these districts with free transit we will be able to support Portland's equity and climate goals. This amendment would also offer a relatively easy path towards establishing a real commitment to increasing urban mobility, especially for those who need it most. This amendment also offers an opportunity for Portland to make a clear statement of where SOV trips fall on our transportation mode hierarchy.

We sincerely appreciate your consideration and we look forward to working with you to help make this a reality.

Sending all the best,

André Lightsey-Walker  
Policy Transformation Manager  
The Street Trust

**From:** [Tony Jordan](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Commissioner Hardesty](#); [Mapps, Mingus](#); [Commissioner Rubio](#); [Commissioner Ryan Office](#); [Wheeler, Mayor](#)  
**Subject:** Net Meter Revenue - Agenda Item 704  
**Date:** Wednesday, September 22, 2021 1:09:54 PM  
**Attachments:** [Tony Jordan Net Meter Revenue.pdf](#)

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Commissioners and Mayor Wheeler,

Please accept the following testimony regarding Agenda Item 704 - Net Meter Revenue, for the Council Meeting this afternoon.

Thank you,  
Tony Jordan

Mayor Ted Wheeler  
Commissioner Jo Ann Hardesty  
Commissioner Carmen Rubio  
Commissioner Mingus Mapps  
Commissioner Dan Ryan

Re: Net Meter Revenue Policy

Commissioners and Mayor Wheeler,

I participated in the Net Meter Revenue focus group meetings, I attended an additional small group follow-up, and I submitted comments in August 2020 on the draft proposal. I have also served on multiple parking related committees since 2015.

I want to thank the PBOT staff who worked on this proposal and ran these focus groups for their work. I know that we're all trying to make a better and more equitable transportation network.

I would like the decision on this ordinance to be delayed until after the council hears recommendations from the Pricing Options and Equitable Mobility (POEM) Task Force. The members of the focus group were not informed about this hearing until one week ago, but members of the Central Eastside Industrial District TPAC were briefed in August, this is unacceptable. It took me several days to digest the proposal, confer with my colleagues and community, and decide on my comments today. This policy is largely status quo so I do not see why it must be decided upon today. It does not convey urgency around climate action, traffic safety, or equity. There should be some commitment to using NMR from downtown to advance those goals, but there is not time to do so in an open and informed fashion. Furthermore, the report references the POEM Task Force several times in a future tense as a source of guidance for revenue allocation. POEM's recommendations are scheduled to come before council on October 13th and, as a member of that task force, I can assure you that our recommendations will inform how Downtown meter revenue can be spent to further the city's goals.

I support an amendment to this proposal that would allocate sufficient funds to provide significant transportation subsidies to low-income qualified residents and workers in the Downtown meter district. This could be in the form of no-fare transit, it could be an expansion (preferably citywide) of the excellent Golden Transportation Wallet program. Funding this program would have significant synergistic effects with other actions proposed by the POEM Task Force and would be a very big deal.

I am very proud of the strategies and policies that Portland has around parking, but we often are too reticent to implement those strategies and policies with an aggression that matches the fury of climate change and traffic violence. Portland must align its revenue streams with its goals. Using substantial revenues generated by cars on programs that directly reduce car dependency is the only way forward.

Sincerely,  
Tony Jordan

**From:** [Blake Goud](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Commissioner Mapps](#); [Commissioner Hardesty](#)  
**Subject:** 722 Net Meter Revenue  
**Date:** Friday, September 24, 2021 2:30:52 PM

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Hello,

I am a resident of North Portland and own 2 downtown businesses. I want to share my concern about the proposal to split off 25% of the parking revenue as proposed by Commissioner Mapps. There is a Pricing Options for Equitable Mobility (POEM) report coming that will provide important information to ensure that parking revenue that PBOT has is spent equitably.

I urge City Council to hold off splitting any revenue away from PBOT until after the POEM report is released to ensure that it is spent in alignment with the city's climate and equity goals by subsidizing low-income workers and residents, and not a slush fund for the well connected to put their priorities ahead of the people we need to help to ensure that our climate response creates a Just Transition.

Sincerely,  
Blake Goud  
Portsmouth resident & downtown Portland business owner



**From:** [Matt Meskill](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Re: Item 722 Net Meter Revenue  
**Date:** Friday, September 24, 2021 2:55:52 PM

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Hello,

Regarding Item 722, I oppose a revenue split. I ask for a delay until after the Pricing Options for Equitable Mobility (POEM) report is absorbed by the council. This would be a win-win-win, it wouldn't bind PBOT to losing control over 25% of these revenues, it would directly address Downtown equity concerns and it would dovetail perfectly with the POEM committee recommendations. We need to act on climate and equity by subsidizing low-income workers and residents!

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Matt Meskill

**From:** [Tony Jordan](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Item 722: Net Meter Revenue  
**Date:** Tuesday, September 28, 2021 2:56:17 PM

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Mayor and Commissioners,

I submitted testimony last week via email and via zoom and that testimony stands, particularly, I maintain that this item should be held over until after the recommendations from POEM are heard on October 13th.

But I also wish to express my opposition to the amendment offered by Commissioner Mapps. I appreciate Commissioner Mapps' interest in addressing the concerns of the downtown neighborhoods, but I do not think a 25% split of downtown meter revenue to be governed by a new committee is the right approach.

It is better to leave things as they are, if this must go forward, but PBOT must come to terms with the conflict between its revenue streams and its goals on climate and traffic. The time for bold action on climate is running out.

In frustration,  
Tony Jordan

**City Council Meeting - Wednesday, September 22, 2021 2:00 p.m.**

<b>Agenda No.</b>	<b>First Name</b>	<b>Last Name</b>	<b>Zip Code</b>
704.1	Kate	Merrill	97214
704.2	Owen	Ronchelli	97232
704.3	Reza	Farhoodi	97209
704.4	Tony	Jordan	97215