

AS AMENDED

Portland, Oregon

FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Bill Hoffman		2. Telephone No. 503-823-7219	3. Bureau/Office/Dept. PBOT
4a. To be filed (date): June 21, 2012	4b. Calendar (Check One) Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/>		5. Date Submitted to Commissioner's office and FPD Budget Analyst: June 14, 2012
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed		6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed	

1) Legislation Title: Create Central Eastside Parking Meter District and expand associated Area Parking Permit Program (Ordinance)

2) Purpose of the Proposed Legislation: To manage parking in CEID as a solution to conflicts between employees and customers, especially non-district-based parkers avoiding parking costs in downtown and Lloyd District, thereby limiting customer access to businesses.

3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?

- | | | | |
|--|---|------------------------------------|--------------------------------|
| <input type="checkbox"/> City-wide/Regional | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast | <input checked="" type="checkbox"/> Southeast | <input type="checkbox"/> Southwest | <input type="checkbox"/> East |
| <input type="checkbox"/> Central City | | | |
| <input type="checkbox"/> Internal City Government Services | | | |

FINANCIAL IMPACT

4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

Metered and permit parking programs will each generate revenues with the amount of revenue depending on the rates and demand for on-street parking.

The Plan suggests expanding the area of the permit program in FY12-13 at the current APPP rate of \$60 per year. The estimated annual revenue from increasing the permit area is \$360,000.

The Plan suggests beginning meter operations by the end of FY 12-13 not to exceed 24 meters using the rate and hours of operation of \$1.25 per hour and 8AM-6PM Monday – Friday. Estimated annual revenue for the meter district is \$436,000; first-year revenues may be lower due to a partial year. Revenues are estimated to pay back start-up costs in year 5-7 depending on demand.

The Plan also suggests that 51% of net meter revenue be dedicated to transportation and parking projects/programs that benefit the District, with a Transportation and Parking Management Association advising on allocation of funds.

5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense?

The estimated annual expense for increasing the permit area is \$360,000. Revenues equal expenses.

Operating the meter district will incur the expenses of purchasing and installing approximately 65 pay stations and appropriate signage, as well as hiring, training, and outfitting one new Parking Code Enforcement Officer. The estimated purchase cost of the pay stations is \$500,000, which may be debt-financed. The other estimated start-up costs of the meter district are \$195,000. The source of funding will be determined based on an analysis of funding alternatives. The estimated annual ongoing costs of the meter district are approximately \$275,000, excluding possible debt service; partial-year costs will be lower. Revenues are estimated to pay back purchasing and start-up costs in year 5-7 depending on demand.

The level of confidence in these expenses is moderate.

6) Staffing Requirements:

- **Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?** Parking Enforcement will require one new full-time permanent positions to cover this enlarged area and one new full-time permanent position for the meter district. One half-time permanent Engineering Technician II is needed to support the district.
- **Will positions be created or eliminated in *future years* as a result of this legislation?**
No.

7) Change in Appropriations If necessary, appropriation changes will be made in the Fall Bump.

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

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

- YES: Please proceed to Question #9.
 NO: Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item? More parking available to customers of CEID businesses (turnover) and improved traffic circulation.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved? The Stakeholder Advisory Committee (SAC) was comprised of a diverse group of property and business owners including members of the Central Eastside Industrial Council (CEIC) and adjacent neighborhoods.

c) How did public involvement shape the outcome of this Council item? Public involvement was essential in shaping and developing this Council Item. Outreach to the local community was key to articulating the plan and creating buy-in.

d) Who designed and implemented the public involvement related to this Council item? PBOT Staff reached out to the CEIC and the neighborhood to create the SAC.

e) Primary contact for more information on this public involvement process (name, title, phone, email): Bill Hoffman, Project Manager, Capital Projects, 502-823-7219, bill.hoffman@portlandoregon.gov.

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not. Future public involvement will be crucial in the evaluation of the effectiveness of the meter district, expanded Zone G APPP, and TPMA. If the goal of reducing commuter parking impacts is not met, the solution will be revised to meet the goal.

BUREAU DIRECTOR TOM MILLER, Bureau of Transportation