

## IMPACT STATEMENT

**Legislation title:** \*Authorize a contract with Nelson Nygaard for the development of a Transportation Demand Management Action Plan in the amount of \$157,381(Ordinance)

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**Presenter name:** Scott Cohen

**Purpose of proposed legislation and background information:**

- Portland is experiencing an unprecedented level of growth not seen since the late 19<sup>th</sup> and early 20<sup>th</sup> century. Unlike 100 years ago, the city's transportation network is largely in place. There are few places to add more automobile capacity without disrupting existing developments and properties. Additionally, Portlanders want to move in a different direction. From the *Portland Plan* to the *Comprehensive Plan*, all policies point the city towards less car dependency and more transportation choices that allows us to select the best option for each trip. The city has many options right now, from our extensive frequent service transit system, to our internationally recognized bicycle infrastructure, and nearly 30% of Portlanders choose to walk, bike, or ride transit every day to get to work. Effective transportation demand management (TDM) will help Portland get more value out of our existing transportation infrastructure.
- In order to reach our goals, the Portland Bureau of Transportation (PBOT) needs immediate action plans to guide the City's TDM programs and to help understand the most compelling incentives to get more people to choose walking, bicycling, transit, and ridesharing to get around.
- PBOT is approaching a period of dynamic change in the TDM landscape. In addition to two relatively new parking districts with demand management missions, Comprehensive Plan changes require increased engagement and cooperation with new developments throughout Portland. How can PBOT's existing TDM programs work best throughout the city, without duplicating efforts internally and with other agencies? How does the City meet our TDM and equity goals and what are the opportunities for each to strengthen the other? What steps should PBOT take over the next two to five years to ensure that incentives for taking transit, bicycling, walking, and carpooling are helping Portlanders drive less? These questions frame the starting place that will lead to an immediate implementation plan for select TDM programs at PBOT.

**Financial and budgetary impacts:**

- The appropriation for this contract is in FY 17-18 Adopted Budget.
- No additional staff is required for the execution of this contract.

**Community impacts and community involvement:**

- Nelson Nygaard was selected through the City's competitive RFP process.
- The community involvement portion of the project will be pursued by the bureau and the consultant team. This contract is the beginning of that process.

**Budgetary Impact Worksheet****Does this action change appropriations?**

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

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