



PBOT Rates Hearing



Notable Fee Proposals

Most fees within the schedules reflect inflationary adjustments for rising costs of staff and materials. **All fees reflect changes included in the Mayor's Proposed Budget.**

Parking Meter Rates

Portland Permitting and Development Fees

System Development Charges

Right-of-Way Permit Fees

Transportation Network Company Fees

PBOT: Parking Meter Fee and Permit Increases

Parking Meter Rates

- Per Council Resolution 37564, PBOT has included the remaining \$0.20 increase to bring rates up to the level necessary to cover inflation since 2016. Going forward, PBOT will include smaller increases (around \$0.08 per year) to adjust for inflation.
- The proposed rate adjustments increase net meter revenue to the City an average of \$4.1M per year over the 5-year forecast.

| FY24-25 | FY25-26 | FY26-27 | FY27-28 | FY28-29 | Average |
|-----------|-----------|-----------|-----------|-----------|-----------|
| 2,275,908 | 3,187,581 | 4,049,441 | 4,987,015 | 5,893,745 | 4,078,738 |

Parking Permit Fees

- Per Council Resolution 37564, PBOT has included a rate increase of 10% as part of the five-year plan to bring parking permit fees to full-cost recovery. FY 2024-25 represents year two of the five-year plan.



PBOT: Development Related Fees

Portland Permitting and Development Fees

- Development review fees were on a path to reach full cost recovery over the next 3 years.
- Ordinance includes 18% increases across most development fees to continue this 3-year path.

System Development Charges (SDCs)

- Per City Code, Transportation SDCs increase or decrease by the difference of the 5-year moving average of the 20-City Construction Cost Index published by the Engineering News Record (PCC 17.15.040)
- Per Council direction, rates were held flat in FY 2023-24
- Ordinance includes an 8% rate increase. Due to holding rates flat last year, the 8% increase is necessary to account for construction cost increases from fiscal years 2023-24 and 2024-25.

PBOT: Right-of-Way User Fees

Right-of-Way (ROW) Permit Fees

- Right-of-Way fees consist of Utility Fees (applied to utilities that use the public right-of-way) and Temporary Street Use Permits (paid by diverse users of metered and non-metered parking spots)
- Ordinance includes 17% rate increases across most right-of-way fees. This level of increase will achieve full cost recovery for Utility Fees, but Temporary Street Use Permits will remain well below full cost recovery in some cases.

Transportation Network Company (TNC) and Private for-Hire Fees

- Ordinance increases the per ride surcharge assessed to users of ride services such as Lyft and Uber from \$0.50 to \$0.65. This is the first increase in 9 years and is necessary to account for inflation.
- Adds an Accessibility Surcharge of \$0.11 per ride, wholly devoted to funding initiatives that increase access and service levels for individuals that rely on private-for-hire accessible transportation services. This surcharge brings us in line with other cities who provide these services.
- Increase all other private for-hire industry permit fees (vehicle, company, and driver) by 5%. A portion of these funds will also be allocated to accessible service initiatives.