

Portland, Oregon
FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT
For Council Action Items

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

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|---|---|---|---|
| 1. Name of Initiator Robert Burchfield | | 2. Telephone No. 503-823-5175 | 3. Bureau/Office/Dept. PBOT/TSM |
| 4a. To be filed (date): December 19, 2013 | 4b. Calendar (Check One) Regular Consent 4/5ths <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | | 5. Date Submitted to Commissioner's office and CBO Budget Analyst: December 4, 2013 |
| 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:

Accept recommendations for a Disabled Parking Program and direct Portland Bureau of Transportation to complete development of the program and implement new regulations effective July 1, 2014 (Resolution)

2) Purpose of the Proposed Legislation: To complete the development of the disabled parking program and implement new regulations effective July1, 2014.

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)?

- City-wide/Regional Northeast Northwest North
 Central Northeast Southeast Southwest East
 Central City

FINANCIAL IMPACT

Revenue and/or Expense:

Is ALL the Revenue and/or Expense a part of the current year's budget? or 5-yr CIP? _____

SAP COST OBJECT No(s): _____

All Revenue and Expense financial questions must be completed regardless of the current year's budget. Documents may be returned where the FIPIS portion has not been sufficiently completed.

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. The City expects to recover a portion of the \$2.4 million in revenue lost under the current policy of unlimited free parking, although a projected amount has not been forecast for FY 14/15.

5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense? There are two components of the disabled parking program that will increase costs beyond current parking operations, (1) communications and (2) technology.

Communication of the program will involve distribution of information brochures throughout the community. Additional technology, through the use of in-vehicle meters or pay-by-cell will also cost the City beyond it's current expenditures. An in-vehicle meter program is anticipated to cost around \$4,000 for technology deployment and between \$20-\$25 per in-vehicle meter. Any adoption of pay-by-cell would be part of a larger City pay-by-cell implementation effort. The level of confidence is optimal.

6) Staffing Requirements:

- **Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?**
No
- **Will positions be created or eliminated in *future years* as a result of this legislation?**
No

(Complete the following section only if an amendment to the budget is proposed.)

7) Change in Appropriations *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)*

| Fund | Fund Center | Commitment Item | Functional Area | Funded Program | Grant | Sponsored Program | Amount |
|-------------|--------------------|------------------------|------------------------|-----------------------|--------------|--------------------------|---------------|
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[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]

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? It is anticipated that there will be reduced disabled placard use for all-day parking, on-street within the metered district. Individuals that currently park using a disabled placard may choose to use other transportation modes such as transit. There should also be an increase in parking accessibility downtown for all users of on-street parking.

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 City of Portland Disabled Parking Task Force (DPTF) has been meeting since February 2008 and was integral to forming the recommendations. The Portland Commission on Disability has also been involved since the effort began as a stakeholder group that provided input to staff and the Commissioner’s office on desires of a disabled parking program.

c) How did public involvement shape the outcome of this Council item?

The DPTF recommended three hours as an appropriate time limit for those with disabled placards that park at meters with one to three hour time limits DPTF members helped PBOT staff in creating the subsidized housing parking permit option of providing a one-year free permit, to allow staff to better understand how a subsidized housing permit program for disabled placard holders should be structured.

In addition, both the DPTF and PCoD helped staff better understand the limitations of our current parking meters and encouraged staff to consider alternative payment options.

d) Who designed and implemented the public involvement related to this Council item?

- **PBOT Staff from Parking Operations and Parking Enforcement**
- **Disabled Parking Task Force**
- **Commissioner Steve Novick’s Office**

e) Primary contact for more information on this public involvement process:

Contact information can be found at <http://www.portlandoregon.gov/transportation/46462>

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

PBOT staff will continue to work with DPTF over the next six months in developing a communication plan and strategy. PBOT will present a one-year report to Council that will document changes in placard use, accessibility, and parking revenue. The report may also recommend program changes, if applicable.

KK 12-04-13

BUREAU DIRECTOR


LEAH TREAT, Bureau of Transportation