

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576

Chloe Eudaly Commissioner Chris Warner Director

NW Parking SAC Meeting

Wednesday December 16, 2020

(Third Wednesday of Every Month)

4:30-6:00 p.m.

Virtual Zoom Meeting

Please see attachment for virtual meeting information

Meeting Agenda

Task	SAC Action	Presenter	Time
Welcome	N/A	Rick Michaelson, Chair	4:30 p.m.
Discussion on Subcommittees	N/A	Rae-Leigh Stark, PBOT	4:35 p.m.
Occupancy Snapshot	Discussion	Owen Ronchelli, Rick Williams Consulting	4:55 p.m.
Event Restricted District	Vote	Owen Ronchelli, Rick Williams Consulting	5:05 p.m.
Public Input	N/A	Rick Michaelson, Chair	5:35 p.m.
Reallocation of TW Budget	Vote	Rae-Leigh Stark, PBOT	5:40 p.m.
New Business	N/A	Rick Michaelson, Chair	5:55 p.m.
Adjourn	N/A	Rick Michaelson, Chair	6:00 p.m.

A note to members of the public: Welcome and thank you for joining! The committee is happy to hear from you. For your convenience, public comment is in the middle of the agenda. In an effort to keep the committee's work on schedule, the committee may ask for comments to be brief depending on how many people would like to speak. You may always provide the committee written comments as well, please email Rae-Leigh Stark at rae-leigh.stark@portlandoregon.gov to submit comments or questions. For project updates and meeting announcements, feel free reach out with your email address.



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

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NW Parking SAC Virtual Meeting Information

Welcome to the NW SAC meeting!

Attend the meeting here using one of two options:

1. If you'd like to call in and follow along using the November NW SAC Meeting Materials Packet, please dial in using this information: Phone:1-888-788-0099, Meeting ID: 980 3308 2125, Password: 038693
2. If you'd like to attend via your computer and follow along virtually, please follow this link:
<https://zoom.us/j/98033082125?pwd=c2ozTXRUeU5MNIEzMnhEdllaUUVVQT09>

Are you a member of the public?

Thank you for joining! You will have the opportunity to introduce yourself and provide comment during the meeting. If you'd prefer to submit your comment before the meeting, please email or call Rae-Leigh Stark at Rae-Leigh.Stark@portlandoregon.gov or 503-823-7211.

We are all navigating this virtual way of public participation, so don't hesitate to contact Rae-Leigh if you have any questions or have any accessibility needs.

Virtual Meetings Best Practices

1. Arrive to the meeting 10-15 minutes early to test your technology.
2. If you are able, put your phone or computer on mute when you're not talking.
3. When you speak, state your name first so everyone, including those on the phone know who is speaking.
4. If you are addressing someone or the group, state their name or say you're addressing the group.

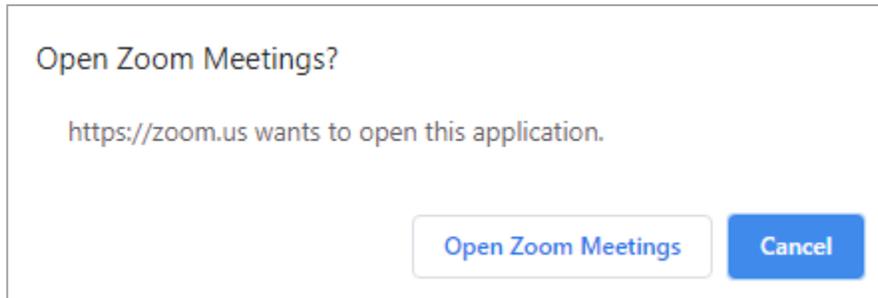
How to Use Zoom



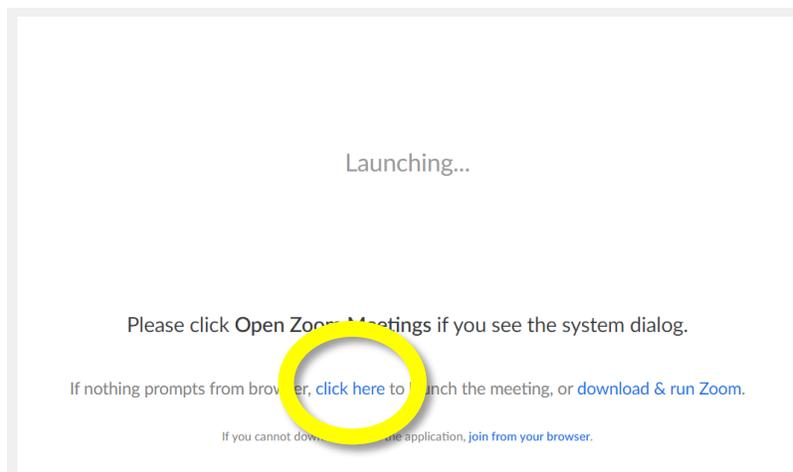
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If you are joining virtually via your computer to launch Zoom, follow these steps:

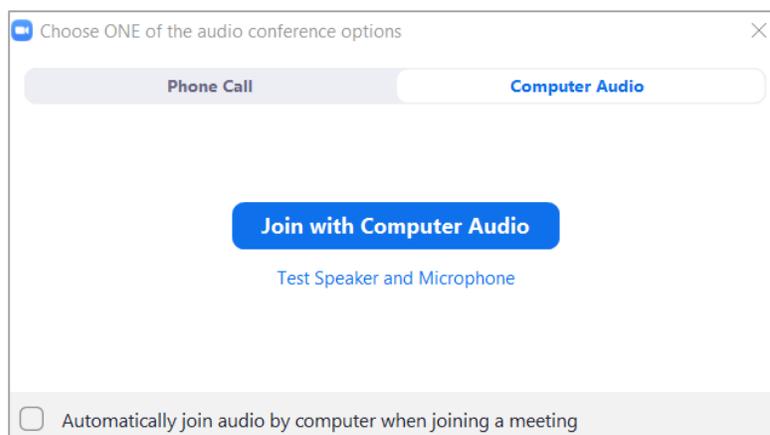
1. Click **Open Zoom Meetings** if the dialogue box appears.



If Zoom doesn't automatically launch, click "click here" below:



2. You can allow Zoom to access your microphone. After you do that, click **Join with Computer Audio**. If you'd like to join via video, allow that too.



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NW Parking SAC Update December 2020

Zone M Permits Update

As of November 30, 2020

Total permits: 4,823

- Business: 2,220 (This time last year: 2,443, down 9%)
- Resident: 2,603 (This time last year: 2,704, down 4%)
 - 50% of resident permits are income based
- This time last year we had sold 5,147 permits. So, we are down ~6% compared to this time last year.

Meter District Update

Below are the number of meter transactions from January 1 through November 30 in 2019 and 2020. At the January meeting, I'm tentatively planning a presentation with more information regarding meter transactions and the revenue forecast.

Meter District	2019 Transactions	2020 Transactions	Change
Central Eastside	495,744	253,366	-49%
Downtown	9,448,578	4,397,333	-53%
Lloyd	719,691	257,013	-64%
Marquam Hill	56,930	18,171	-68%
Northwest	1,509,180	825,419	-45%
Grand Total	12,230,123	5,751,302	-53%

Project & Program Updates

Transportation Wallet

July 1, 2020 – November 25, 2020

- 36 Resident Wallets purchased



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- 41 Business Wallets purchased
- 36 New Mover Wallets
- 91 Golden Wallets
- 17 Resident Wallet opt-outs
- 141 Business Wallet opt-outs

Total: 362 Wallets in Circulation

At this time last year, 658 were in circulation, mostly due to a reduction in opt-outs. Will be working with the TDM Subcommittee on programs to get more in circulation at the next meeting on December 10.

Pedestrian Lighting Study

The Pedestrian Lighting Study project scope is online:

<https://www.portland.gov/transportation/parking/northwest-portland-parking-and-transportation-programs#toc-pedestrian-lighting-study>. The study is moving forward and will be presented at the first Capital Projects Subcommittee (per NW Parking SAC decision) gather input based on guidance and plan from PBOT's street lighting group.

NW Occupancy and Utilization Study

The 2020 Occupancy and Utilization study is underway. The last day of data collection was on Tuesday, November 10. RWC will be presenting the report in January.

Strategy Considerations for Managing Parking in the Event Restricted District in NW Portland.

As anecdotally known, and well-supported by recent data findings, the Event Restricted District (ERD) is not functioning as it was intended—event visitors are staying well beyond the 2-hour time limit during events at Providence Park. Some city policies (unique to the NW Parking District) have prevented the designated ERD from operating to achieve stated goals of the 2012 NW District Parking Management Plan, which was to mitigate and discourage the use of on-street parking for event goers during events. The Plan goal is always to assure convenient access for visitors to district businesses.

Strategies 1 – 4 support keeping the Event Restricted District in place and offer ways to make the District function better by having visitors comply with the shortened time restriction (2 hour) during events. Strategies 5 – 9 do away with the notion of keeping event goers from parking in the ERD, by allowing them to do so, but at a potentially higher cost. Each strategy consideration is presented with “pros” and “cons” related to its implementation. The strategy is also shown with a ‘real life’ example of where it is being used and how it is being applied from the case study work completed in Task 2. **Table 2: Strategy Matrix** (page 7), provides an overview of all the strategy considerations and their basic characteristics.

The following strategies have been identified as feasible and are provided here for consideration:¹

1 Strategy 1: Change the definition of ‘long-term parking’ in NW Parking District code to time limits greater than 2 hours.

Currently ‘short-term parking’ is defined as 15-Minute or 30-Minute stalls. Title 16 allows users to add time (“feed the meter”) to long-term meters (currently defined within NW as stalls with time limits of 1 hour or more). By changing the definition of a long-term meter in NW to those with time limits greater than 2 hours, feeding meters in the ERD during events would be prohibited.² This would encourage greater turnover on NW 21st and 23rd Avenues by eliminating the current practice that allows meter feeding at 2 Hour meters; instead, all meters in the ERD would have a 2-hour limit *during events*³ and would therefore be considered “short-term” meters where meter feeding is prohibited. On all *non-event days*, this strategy would continue to allow users to add time to 4 Hour meters (93% of stalls in the ERD), because they remain “long-term parking”.

Pros: Allows parking enforcement to enforce the 2-hour time limit for metered stalls within the ERD; increases vehicle turnover in commercial areas by eliminating the ability of event patrons to park longer than 2 hours on NW 21st and 23rd Avenues.

Cons: Eliminates the ability of visitors to feed 2 Hour meters⁴ all days, including non-event days.

¹ These strategies are not presented as recommendations at this time, but options for the City and the NWSAC to review and consider.

² In the ERA, all meters (including 4 Hour meters) operate with a 2-hour limit during events.

³ In 2019 there were a total of 21 non-Sunday (i.e., non-enforcement) home games for the Timbers and Thorns.

⁴ There is a total of 210 2 Hour metered stalls in the NW Portland District, including 41 within the ERA.

Application: This strategy is already in place in all other meter districts in Portland—Downtown, Lloyd, South Waterfront, Central Eastside, and Marquam Hill. In fact, outside of NW, 3 Hour and 4 Hour meters are also considered “short-term” meters, meaning meter feeding is prohibited.

2

Strategy 2: Make all on-street “metered or by permit” parking in ERD permit-only on event days.

This strategy would eliminate all non-permit holders from parking on-street at “or by permit” stalls in the ERD only during events at Providence Park (79% of all parking stalls within the ERD). This ordinance would not apply to meter-only parking on NW 21st and 23rd Avenues (21% of ERD stalls). This would impact approximately 1,130 Or By Permit stalls within the ERD, whereas approximately 300 Metered Only would remain available for visitor use.

Pros: Would effectively prevent all event goers (and other visitors) from parking in the ERD during events (except on 21st and 23rd Avenues); would make enforcement easier and serve as a better deterrent to future violators.

Cons: Reduces the flexibility of stalls within the ERD during events; would prevent non-event going visitors from parking in the ERD, except for NW 21st and 23rd Avenues; does not prevent event-goers from parking on NW 21st and 23rd Avenues unless combined with **Strategy 1**. Would require revised/additional signage.

Application: This strategy is implemented in Berkeley, California around Cal Memorial Stadium during Cal Bears games. Signage costs are shared between the University and the City of Berkeley. In the permit-only residential areas around Wrigley Field in Chicago, during Cubs games, non-permitted vehicles are subject to tow (no citation fee, tow-away and impoundment) and no on-street guest permits are allowed on event nights.

3

Strategy 3: Increase parking citation fees on event days.

The current fee for an expired meter is \$44. An increase in fees could deter visitors from “taking their chances” on event days. This strategy would have to be implemented along with **Strategy 1** to realize any effectiveness.

Pros: Would heighten penalty for violators and reduce repeat offenses and encourage future compliance; targeted enforcement specific to event days only.

Cons: Could be perceived as harsh or draconian measure to compel compliance.

Application: This strategy is currently in place in Eugene, Oregon around the Matthew Knight Arena (Oregon Ducks basketball) as well as in Berkeley, California around the Cal Memorial Stadium where citation fines could go as high as \$225 for violators.

4

Strategy 4: Expand the Event Restricted District.

Assuming some combination of the strategy considerations are implemented that would improve visitor compliance performance, the boundaries for the ERD could be extended northward to Overton (6 blocks).

Pros: Would expand ERD conditions to more visitors during Timbers and Thorns events at Providence Park (assumes new strategies are implemented to ensure compliance).

Cons: Reduces some flexibility of parking stalls to accommodate existing user groups within the expanded area. Would require additional enforcement patrols to cover the expanded area.

Application: Northwest Portland’s current ERD extends from NW 18th Avenue to NW Westover Road and from W Burnside to NW Irving Street.

If the neighborhood is content allowing event patrons to park in the ERD the following strategies could be considered.

5 Strategy 5: Eliminate the Event Restricted District

While the concept to keep visitors from parking in this zone during events at Providence Park is noble, the policies in place in the NW Parking District (i.e., the definition of a short-term metered stall) prohibits the ERD designation from being effective. It makes enforcement especially challenging (and not cost-effective) in this area of the city.

Pros: It simplifies the layers of parking management in this area and would reduce confusion for first-time or infrequent visitors to the area; would decrease visual clutter by reducing the amount of specialty on-street signage for the ERD.

Cons: There would be no effective change to the area; it would remain status-quo. Conflicts between event goers and local visitors would likely continue on event days.

Application: There is no other ERD in the City of Portland.

6 Strategy 6: Sell on-street event-only parking permits in ERD.

Rather than prohibiting event goers from parking in the area, this strategy would allow them to park on-street using a permit they purchase online in advance. The quantity of permits would be controlled based on demand. This strategy would have to be used in combination with **Strategy 2**—making the entire ERD permit-only (except for NW 21st and 23rd Avenues). The price for the permit could be set above the current event rate pricing at meters south of Burnside (see **Strategy 7**). The permits would only be valid two hours prior to game time and would expire after two hours after game time.

Pros: Would not outright exclude visitors from parking ERD, but rather control the number of users allowed to park within the District for a predetermined fee.

Cons: Reduces the flexibility of stalls in the ERD during events; requires additional administration of a permit system; does not address the needs of non-event goers; does not prohibit event-goers from parking on NW 21st and 23rd Avenues (unless combined with **Strategy 1**).

Application: This strategy is currently in place in Eugene, Oregon around the Matthew Knight Arena (Oregon Ducks basketball) where event goers can prepurchase on-street event permits

for designated event days. The city currently allocates up to 500 on-street event permits to be issued for each event.

7 Strategy 7: Employ event pricing in the ERD to discourage some visitors from parking and to increase revenues that can be used to increase access to transit and other non-auto modes.

Since the ERD is highly utilized by event goers (visitors) under current conditions, one strategic concept is to charge them a premium to park to help buy down transportation costs for others. The area immediately south of Burnside and adjacent to Providence Park is an event pricing district where visitors pay an increased hourly cost to park on-street during events when parking demand is its highest. The strategy would be further enhanced with the implementation of **Strategy 3**. Due to the current Event Pricing in place south of Burnside, where parking during events is at least twice the cost of parking north of Burnside (see **Table 1**, below), it likely has an induced demand effect on parking the Northwest ERD. By imposing event pricing and/or tiered rate event pricing (i.e., similar to Sacramento) would create more parking demand equilibrium between the two districts.

Pros: It creates a disincentive for event goers to park in the ERD. It provides an opportunity for the district to increase meter revenue to help further buy down the cost of transportation for non-auto users. Additional funds generated from event pricing could be used as a revenue stream that could be use in partnership with the Timbers/Thorns to fund a program that would allow event goers to use their ticket as valid fare on transit (modeled after SF at the Chase Center). Additionally, the strategy is consistent with the guidelines presented in Chapter 5 of the Portland Parking Management Manual, which documents a process for adjusting pricing within event districts.

Cons: Could be perceived as a money grab; but through education and communication can show how event revenues can benefit both the NW neighborhood as well as event goers. Depending on how event pricing is structured it could create a higher cost for local (non-event) visitors (though some of this could be avoided using Sacramento’s pricing model).

Application: The current price for on-street event parking in Portland is \$3.50 per hour in the Goose Hollow neighborhood (the only event-pricing district within the city). San Francisco has two event pricing districts in the city: around Oracle Park (Giants baseball) and the Chase Center (Golden State Warriors basketball). In each location the hourly rate increases⁵ to \$7.50 per hour during events. A significant portion of parking revenues generated in San Francisco go directly toward transit service. Sacramento, California has a unique tiered hybrid flat-rate pricing system for their events around the Golden 1 Center (Kings basketball). To park on-street during select events the City of Sacramento charges a standard hourly meter rate for the first two hours, but if the user purchases more than two hours it switches to a (one-time) flat rate of \$18.75. The city operates an integrated parking system that allows (and encourages) visitors to park off-street for less money.

⁵ Standard meter rates vary based on the neighborhood and level of parking demand in the area.

Table 1: Average on-street revenue generated from a single vehicle during an event (assuming a 3-hour stay).

	NW Parking District	Goose Hollow Event Parking	Sacramento	San Francisco
Hourly rate	\$1.60	\$3.50	\$1.75 (for 1 st 2 hrs.)	\$7.50
Flat rate	-	-	\$18.75	-
Hours parked	3	3	3+	3
Avg. revenue per event goer	\$4.80	\$10.50	\$18.75	\$22.50
Premium	\$0	+\$5.70	+\$13.95	+\$17.70

8 Strategy 8: Improve communications – develop app that communicates with event goers and neighbors alike

Good communication is critically important particularly when a large mass of people is converging on a single event location. The Timbers and Thorns organizations are already doing a good job of communicating transportation options to event goers, particularly season ticket holders.⁶ However, an app can serve as a regular communication piece for season ticket holders, employees working in the neighborhood, and residents. Two days prior to the event, push notifications could go out to all season ticket holders (and/or anyone who purchased an electronic ticket) to consider their trip options in advance, rather than a last minute decision on the day of the event. The notifications could have links to a number of transportation options with their corresponding costs, including auto and bike parking locations. The app should sync with an array of personal/business calendars to warn employees or neighbors of the upcoming event. This will allow them to plan their day with the event in mind, such as leaving from work early to avoid traffic or plan a night out away from neighborhood. This presents a branding opportunity for the venue (City of Portland owned), the venue sponsor (currently Providence Park), or the franchises (Timbers & Thorns). The app would serve as a great communications piece, but also could be a platform for ticket sales, merchandise sales, special events, promotions, even transportation fare sales. Those entities could share in the cost of development and would actively promote it for broader community adoption.

Pros: Provides a higher level of communication to both inform and educate event goers and people living and working in the surrounding neighborhood.

Cons: It would take some time and money to develop the app; its effectiveness would depend on its distribution and adoption.

Application: The Chase Center in San Francisco has an app that has all the functionality described above, which has been widely adopted by event goers as well as neighbors and community groups.

⁶ For more detail, see *Providence Park, Comprehensive Transportation Management Plan (CTMP) Update (May 2019)*. See particularly, Chapter 5, *Mitigation Measures (page 29)*.

9

Strategy 9: Off-Street Parking Integration – establish and expand relationships with lot/garage operators to transition more event goers into off-street parking.

In order to reduce the number of event goers parking in the ERD it is essential to provide them with a viable parking alternative. Not everyone can use transportation options to get to the stadium, as such, making available a proximate and appropriately priced substitute can be an effective tool in transitioning users away from the on-street system. For this strategy to be successful will require more aggressive on-street management strategies (e.g., **Strategy 2**, **Strategy 6**) and/or parking pricing strategies (e.g., **Strategy 7**) to effectively steer patrons into this alternative. Match attendees currently pay, on average, \$4.80 to park on-street (for 3 hours) in the NW Parking District (NWPD). An example of an effective pricing structure that would result in altering people’s parking behavior would have the on-street parking cost \$15 or more while the off-street alternative would cost \$7 or less. The greater the difference in parking cost savings, the greater the effect in changed behavior. In the NWPD, Legacy Good Samaritan Hospital operates a significant amount of off-street parking with greater surpluses of available parking during the evening hours when most matches take place. This could provide a viable option for Providence Park patrons if the parking pricing structure were calibrated in a supportive manner. Going back to **Strategy 8**, this option would have to be well communicated to potential users online, through promotions, and through good signage in the right-of-way and onsite at the parking facility.

Pros: Can be an effective tool in shifting on-street parking demand to off-street alternatives. This could free up more on-street parking for residents or for customers of nearby businesses.

Cons: Would require more aggressive on-street management strategies (**Strategy 2** and **Strategy 6**) including noteworthy pricing increases to stays of more than 2 hours.

Application: The SacPark system in Sacramento manages both on and off-street parking supplies and manages them as an integrated system where pricing, particularly during events, is structured in a manner that incentivizes users to park off-street, thereby preserving the on-street system for shorter-term, higher turnover trips. Patrons can even save more money by choosing a parking facility further away from the arena (priced less than closer off-street options).

Table 2: Strategy Matrix

	1	2	3	4	5	6	7	8	9
	Strategy 1	Strategy 2	Strategy 3	Strategy 4	Strategy 5	Strategy 6	Strategy 7	Strategy 8	Strategy 9
Description	Change the definition of 'long-term parking' in NW Parking District code to time limits greater than 2 hours.	Make all on-street "metered or by permit" parking in ERD permit-only on event days.	Increase parking citation fees on event days.	Expand the Event Restricted District.	Eliminate the Event Restricted District.	Sell on-street event-only parking permits in ERD.	Employ event pricing to discourage some visitors from parking and increase revenues to improve access for transit and other non-auto modes.	Improve communications – develop app that communicates with event goers and neighbors alike.	Off-street parking integration – establish and expand relationships with lot/garage operators to transition more event goers into off-street parking.
Strategy Characteristics									
Retains the ERD		▶	▶	▶		▶	▶		▶
Eliminates the ERD					✗				
Keeps event goers out of ERD	⊘	⊘	⊘	⊘					
Increases compliance	✓	✓	✓			✓			
Benefits from mutual strategy implementation		1	1	1 +		1 2	3		2 6 7
Generates more revenue			🐷			🐷	🐷		
Enhanced communication								💬	

NW Parking Stakeholder Advisory Committee (SAC)

Wednesday, December 16, 2020





NW SAC Members

- Dan Anderson
- Nick Fenster
- Jeanne Harrison
- Karen Karlsson
- Parker McNulty
- Rick Michaelson
- Tom Ranieri
- Peter Rose
- Don Singer
- Amy Spreadborough
- Mark Stromme
- Ron Walters
- Alex Zimmermann



Agenda

- 4:30** Welcome
- 4:35** Discussion on Subcommittees
- 4:55** Occupancy Snapshot
- 5:05** Event Restricted District Strategies
- 5:35** Public Input
- 5:40** Reallocation of Transportation Wallet Budget
- 5:55** New Business
- 6:00** Adjourn

Discussion on Subcommittees

Bylaws

- Link:
<https://www.portland.gov/transportation/nw-parking-committee>

The designated leadership will encourage full and safe participation by representatives in all aspects of the process, assist in the process of building consensus, and ensure all participants abide by the Body's operating procedures. The Chair and the Bureau staff liaison will also serve as liaison between the members of the Body and the City. In consultation with the Facilitator (if there is one) and Bureau liaison, the designated leadership will develop meeting agendas, establish subcommittees if needed, and ensure an efficient advisory process.

The Body may divide its members into subcommittees authorized to act on behalf of the full Body for an assigned purpose.

Page 5 of 7

Subcommittee meetings are also subject to Oregon Public Meetings Law and must abide by quorum requirements when voting. While subcommittees may engage non-members, only members may vote to approve reports and recommendations to be forwarded to the full Body. When voting, the quorum for subcommittee members is the simple majority of the subcommittee (50% plus 1 or greater number of seats).

Questions to Prep for Discussion

NW Parking SAC Members, please think about these prior to the meeting:

- In which ways do you like how they operate?
- What would you want to change?
- Has there been a time at a subcommittee meeting that you felt that subcommittee operated outside its intent?



Decision Matrix for Discussion

1. The Subcommittees should be restricted to SAC members (note: any meeting would follow open meeting laws and will be open to the public)	yes	no	unsure
2. A quorum should be necessary for Subcommittee meetings and voting can occur	yes	no	unsure
3. Any direction or decision-making should happen at the SAC meeting, the Subcommittees bring a recommendation to the SAC	yes	no	unsure
4. The Subcommittees provide direction and work within the intent and budget approved by the SAC	yes	no	unsure

Subcommittees

Is everything captured? Other thoughts?

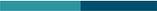
TDM Subcommittee	Supply Subcommittee	<i>PROPOSED</i> Capital Projects Subcommittee
Oversees programs to reduce the demand for parking in NW	Evaluates the need for expanding and efficiently using the existing parking supply.	?
1. Transportation Wallet 2. Walking/biking/transit/ Carpool education and encouragement programs 3. Off-street Bike Parking Fund	1. Off-Street Demand and Feasibility Study (Tentative Kick-off in February) 2. Shared Parking Program	1. Pedestrian Lighting Study 2. NWIM Project Implementation 3. NW 23 rd and urban design projects

Occupancy Snapshot



TBD

Event Restrict District



TBD – SEE ATTACHED MEMO

Public Input

Reallocation of Transportation Wallet Budget

Transportation Wallet Budget

- This year there are a lot less Transportation Wallets being bought or distributed for opting out of a parking permit

	# Budgeted for 2020	# Distributed in 2020	Est. Unspent Funds
Transportation Wallets for Purchase	400	Approx. 200	\$59,000
Transportation Wallet Opt Outs	550	Approx. 200	\$89,000
		TOTAL	\$148,000

Transportation Wallet Budget

- This year there are a lot less Transportation Wallets being bought or distributed for opting out of a parking permit

	# Budgeted for 2020	# Distributed in 2020	Est. Unspent Funds
Transportation Wallets for Purchase	400	Approx. 200	\$59,000
Transportation Wallet Opt Outs	550	Approx. 200	\$89,000
Essential/Frontline Transportation Wallet	<i>PROPOSED</i> 250 budgeted for 2021	-	-\$100,000
		TOTAL	\$48,000



Reallocate Portion of Unspent Budget

- \$100,000 of \$148,000 proposed reallocation
- Rethinking of program due to COVID
- Will be used to distribute Transportation Wallets to 250 Essential/Frontline Employees in the NW Parking District
- TDM Subcommittee to provide direction
- Budget for 2021 will remain the same

New Business

Adjourn

Thank you for attending

Rae-Leigh Stark
NW Parking District Liaison

Questions or Comments?
Rae-Leigh.Stark@Portlandoregon.gov

