

**ADMINISTRATIVE ORDER NO. 53-24-11-F**  
**of the**  
**City Manager of the City of Eugene**

**SETTING PARKING FEES AND SUPERSEDING THE FEE SCHEDULE**  
**ADOPTED BY ADMINISTRATIVE ORDER NO. 53-24-06-F.**

**The City Manager of the City of Eugene finds as follows:**

**A.** Section 2.020 of the Eugene Code, 1971 (EC), authorizes the City Manager to determine and set fees and charges to be imposed by the City for services, goods, use of municipal property, and licenses and permits. In addition, EC 5.040 authorizes the City Manager to impose conditions upon which City streets and other public property may be used for parking. EC 5.285(5) provides that charges for off-street parking facilities must be established by administrative action of the City Manager. EC 5.335(2) authorizes the City Manager to designate on-street parking meter zones, hourly rates and time limitations by administrative action, subject to the maximum charges for on-street parking meter rates in subsection EC 5.335(1).

**B.** Pursuant to the above authority, on June 1, 2024, Administrative Order No. 53-24-06-F was issued making the most recent changes to the parking fees and adopting an updated Parking Fee Schedule (“the Fee Schedule”).

**C.** On August 26, 2024, I issued Administrative Order No. 53-24-11, ordering that notice be given of the opportunity to submit written comments on my proposal to set new parking fees. The Notice specified that comments on the proposed amendments would be received for 15 days from August 28, 2024, the posting date of the Notice. The comment period was subsequently extended to expire on September 18, 2024, to give interested parties ample opportunity to comment. The extension was communicated by posting it on the City’s website and by updating the posted Notice. The Notice provided to interested parties also stated the comment period would expire on September 18, 2024. The written comments received during the public comment period are addressed in the City Manager's Findings Supporting Proposed Fees for Parking Services attached as Exhibit B to this Order.

**D.** Based on my investigation pursuant to the provisions of Sections 2.020(2), 5.055, and 5.285(7) of the Eugene Code, 1971, and after considering the comments that were submitted, I find that the fees should be set as proposed. (See Exhibit B to this Order).

**E.** The unamended parking fees adopted by Administrative Order No. 53-24-06-F are incorporated into the Fee Schedule attached as Exhibit A to this Order.

**On the basis of these findings, I order that:**

**1.** The Parking Fee Schedule attached as Exhibit A to this Order is the schedule of fees to be charged for the described services as of the effective date of this Order.

2. The Fee Schedule attached to Administrative Order No. 53-24-06-F is superseded by the Parking Fee Schedule attached as Exhibit A to this Order, as of the effective date of this Order.

Dated and effective this 5th day of October, 2024.

JW  
TW

CTP  
JTP

DB  
DD

MR  
MR

*S Medary*

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**Sarah Medary**  
**City Manager**

**PARKING FEE SCHEDULE AND REGULATIONS**  
(Effective October 5, 2024)

**A. MUNICIPAL PARKING DISTRICT:**

	<b><u>Rates:</u></b>	
	<u>Monthly Rate</u>	<u>Rideshare</u>
<b>1. Off-Street Parking - Permit Fees:</b>		
Structures:		
Overpark, Lot 56 .....	\$70.00	\$35.00
Broadway Place, South, Lot 55 .....	\$60.00	n/a
Broadway Place, North, Lot 57 .....	\$60.00	n/a
Pearl St., Lot 58.....	\$68.00	n/a
Parcade, Lot 59.....	\$60.00	\$30.00
Hult Center Garage, Lot 60 .....	\$54.00	n/a
Library Garage, Lot 54.....	\$50.00	n/a
Surface Lots:		
City Hall, Lot 4	\$60.00	n/a
829 Pearl St., Lot 53.....	\$80.00	n/a
Train Depot, Lot 61 .....	\$100.00	n/a
Municipal Court, 1102 Lincoln, Lot 52 .....	\$44.00	n/a
Municipal Court, 1102 Lincoln, Lot 52u .....	\$54.00	n/a
Ferry Street Bridge, Lot 64 .....	\$60.00	n/a
Riverfront 4 <sup>th</sup> & Mill, Lot 77 .....	\$60.00	n/a
Steam Plant, Lot 74 .....	\$60.00	n/a
1060 Olive, Lot 51 .....	\$100.00	n/a
Carpool.....	\$0.00	n/a
(3 or more – only applies to Overpark and Parcade garages)		

Annual Bicycle Locker Fee: \$60.00  
(Bicycle lockers are available at limited locations.)

**A. MUNICIPAL PARKING DISTRICT:**

**Rates:**

	<u>Overpark/Parcade</u>	<u>All Other Municipal Parking District Off-Street Parking Facilities</u>
<b>2. Off-Street Parking - Other Fees:</b>		
Daily* .....	\$8.00	\$8.00
<i>*(Parking rate for less than a full day is prorated.)</i>		
Hourly * .....	See Section 3.3	\$1.20 (maximum hourly rate)
<i>*(Parking rate for less than a full hour is prorated)</i>		
Daily reserved space(s) .....	\$10.00	\$10.00
Special Event Parking:*		
<i>*Notice that Special Event rates are in effect will be posted at the entrance of the parking facility or lot. See Section 3.2.</i>		
For events taking place at non-City facilities.....	\$10.00	\$10.00
For events taking place at City facilities .....	\$10.00	\$10.00
Parking Access Card (non-refundable) .....	\$15.00	\$15.00
Permit replacement .....	\$10.00	\$10.00
Pay by cell phone service charge .....	\$0.25 per transaction	\$0.25 per transaction

**3. Off-Street Parking - Restrictions and Exceptions:**

3.1 Paid Hours: Except as provided in Special Event permits by contract with the City, contracts with the City encompassing payment for parking, and legal holidays as defined in ORS 187.010 (which includes Sundays), the permits and/or other fees set forth in Sections 1 and 2 are required when parking between the hours of 7:00 a.m. and 6:00 p.m. If a holiday (other than Sunday) falls on Sunday, the succeeding Monday shall be a legal holiday. If a holiday falls on Saturday, the preceding Friday shall be a legal holiday.

3.2 Special Event Parking: A Special Event permit by contract with the City, a contract with the City encompassing payment for parking, or payment of a Special Event Parking fee as set forth in Section 2 shall be required for any day of the year, including those hours after 6:00 p.m. and holidays (including Sunday) when a Special Event is being held. Notice that Special Event rates are in effect will be posted at the entrance of the parking facility or lot. Payment of a Special Event Parking fee is required for all vehicles entering a parking facility or lot when notice that Special Event rates are in effect is posted at the entrance of a parking facility or lot. Possession of another parking permit and/or validation does not supersede the requirement for payment of a Special Event Parking fee.

3.3 Overpark/Parcade Hourly Rates: The rates for hourly parking in the Overpark Garage (Lot 56) and Parcade Garage (Lot 59) are as follows:

Time:	Amount Due
0-59 Minutes	\$0.00
1 hour – 1 hour and 59 minutes	\$1.00
2 hours – 2 hours and 59 minutes	\$2.00
3 hours – 3 hours and 59 minutes	\$3.00
4 hours – 4 hours and 59 minutes	\$4.00
5 hours – 5 hours and 59 minutes	\$5.00
6 hours or more, daily rate of	\$8.00
Lost Ticket Fee	\$10.00
Pay by cell phone service charge	\$0.25 per transaction

3.4 Parking Validations: The City may sell validation coupons for up to 3 hours of parking in designated parking locations or accept validation coupons purchased by a vendor. The validation coupon is for 50% off of the current hourly rate for parking.

3.5 Bulk Permits: Subject to permit availability as determined by the City’s Parking Manager, a 20% bulk purchase discount is available for the purchase of 100 or more monthly parking permits in a single lot or garage.

The City’s Parking Manager may grant an additional 10% discount to a bulk permit purchaser who has implemented and has in place for its employees an alternative modes transportation program approved by the City’s Parking Manager. An approved alternative modes transportation program may consist of, but is not limited to, participation in a mass transit pass program for employees, bicycle accommodations for employees, or participation in a Carpool/rideshare program, and designation of an Alternative Modes Coordinator.

3.6 Train Depot Lot: The Train Depot Lot, Lot 61, is designated as a transportation parking lot that meets the 24 hour needs of the passenger train service and is regulated at all times, including holidays. The hourly parking rate is \$1.20 with a maximum 24 hour rate of \$8.00.

3.7 Reserved Parking Space(s): Parking spaces reserved in accordance with the City’s reserved parking space application and procedure, or by separate contract with the City, incur an additional monthly charge of 50% of the established monthly permit rate.

<b>4. On-Street Parking Fees - Meters:</b>	<b><u>Rates:</u></b>
60.0 minutes* .....	\$1.35
<i>*(Parking rate for less than 60 minutes is prorated.)</i>	
5 hours .....	\$6.75
10 hours .....	\$13.50
Pay by cell phone service charge .....	\$0.25 per transaction

Except for event parking or when a temporary parking space rental permit has been issued, the above rates apply when parking a vehicle in a metered on-street parking space identified in the Meter Inventory maintained in the City’s Parking Services Office between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, except on legal holidays as defined in ORS 187.010 (which includes Sundays). If a holiday (other than Sunday) falls on Sunday, the succeeding Monday shall be a legal holiday. If a holiday falls on Saturday, the preceding Friday shall be a legal holiday.

<b>5. On-Street Parking – Other Fees:</b>	<b><u>Rates:</u></b>
Residential Permit, Zone A.....	\$40.00 per year
Residential Permit, Zone B, C Homeowner*.....	\$40.00 per year
Residential Permit, Zone B, C Quarterly.....	\$99.00 per Quarter
Residential Permit, Zone E.....	\$40.00 per year
Residential Permit, Zone F.....	\$40.00 per year
Residential Permit, Zone G.....	\$40.00 per year
Residential Permit, Zone H.....	\$150.00 per Quarter
Residential Permit, Zone J.....	\$40.00 per year
Commuter Permit:	
Zone C.....	\$55.00 per month
Zone D.....	\$125.00 per month
Zone 40.....	\$55.00 per month
Zone 50.....	\$6.00 per month
Shared Car Permit.....	\$40.00 per year
Delivery Permit.....	\$240.00 per year
Bus Permit Parking.....	\$1,200 per year
Temporary Parking Space Rental Permit:	
Daily.....	\$15.00 per space
Weekly.....	\$75.00 per space
Monthly.....	\$225.00 per space
Residential Permit Zones.....	\$5.00 per day per space
Permit replacement.....	\$10.00
Maintenance Vehicle Parking Permit.....	\$1,200 per year
Media Vehicle Parking Permit.....	\$500 per year

\*For purposes of this fee schedule, “homeowner” means:

- (a) An owner/occupant who (1) is an owner of record of the property as shown on the most recent Lane County Assessor’s tax roll, and (2) occupies a dwelling on the property for a minimum of 6 months of each calendar year; or

(b) A person who does not own the property but has resided at the address associated with the property for more than four years.

Prior to permit issuance, a “homeowner” must provide the city with two forms of documentation to verify the applicable occupancy/residency requirement. Acceptable documentation includes voter’s registration, driver’s license, homeowner’s insurance, income tax filing, and/or utility bill. A “homeowner” under subsection (a) of this provision must also provide the city with a copy of the property deed to verify ownership.

**B. CAMPUS PARKING DISTRICT:**  
**(As defined in Administrative Order 53-08-03)**

**Rates:**

**1. Off-Street Parking – Other Fees:**

Daily.....	\$8.00
Special Event Parking:*	
<i>*Notice that Special Event rates are in effect will be posted at the entrance of the parking facility or lot. See section 2.2.</i>	
For events taking place at non-City facilities.....	\$16.00
For events taking place at City facilities .....	\$10.00
Meter spaces in off-street facilities .....	\$2.50/hour

**2. Off-Street Parking - Restrictions and Exceptions:**

2.1 Paid Hours: Except for Special Event permits by contract with the City, contracts with the City encompassing payment for parking, and legal holidays as defined in ORS 187.010 (which includes Sundays), the permits and/or other fees set forth in Sections 1 and 2 are required when parking between the hours of 7:00 a.m. and 6:00 p.m. If a holiday (other than Sunday) falls on Sunday, the succeeding Monday shall be a legal holiday. If a holiday falls on Saturday, the preceding Friday shall be a legal holiday.

2.2 Special Event Parking: A Special Event permit by contract with the City, a contract with the City encompassing payment for parking, or payment of a Special Event Parking fee as set forth in Section 1 shall be required for any day of the year, including those hours after 6:00 p.m. and holidays (including Sunday) when a Special Event is being held. Notice that Special Event rates are in effect will be posted at the entrance of the parking facility or lot. Payment of a Special Event Parking fee is required for all vehicles entering a parking facility or lot when notice that Special Event rates are in effect is posted at the entrance of a parking facility or lot. Possession of another parking permit and/or validation does not supersede the requirement for payment of a Special Event Parking fee.

**3. On-Street Parking Fees - Meters:**

**Rates:**

60.0 minutes* .....	\$2.50
<i>*(Parking rate for less than 60 minutes is prorated.)</i>	
5 hours .....	\$12.50
Pay by cell phone service charge .....	\$0.25 per transaction

3.1 Paid Hours: Except for event parking or when a temporary parking space rental permit has been issued, the above rates apply when parking a vehicle in a metered on-street parking space identified in the Meter Inventory maintained in the City's Parking Services Office between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, except on legal holidays as defined in ORS 187.010 (which includes Sundays). If a holiday (other than Sunday) falls on Sunday, the succeeding Monday shall be a legal holiday. If a holiday falls on Saturday, the



preceding Friday shall be a legal holiday.

**4. On-Street Parking – Other Fees:**

**Rates:**

Residential Permit, Zone A.....	\$40.00 per year
Residential Permit, Zone B, C Homeowner* .....	\$40.00 per year
Residential Permit, Zone B, C Quarterly .....	\$99.00 per Quarter
Residential Permit, Zone E .....	\$40.00 per year
Residential Permit, Zone F .....	\$40.00 per year
Residential Permit, Zone G.....	\$40.00 per year
Residential Permit, Zone H.....	\$150.00 per Quarter
Residential Permit, Zone J .....	\$40.00 per year
Commuter Permit:	
Zone C .....	\$55.00 per month
Zone D.....	\$125.00 per month
Zone 40.....	\$55.00 per month
Zone S (Edison School) .....	\$0.00 per year
Shared Car Permit .....	\$40.00 per year
Delivery Permit.....	\$240.00 per year
Temporary Parking Space Rental Permit:	
Daily.....	\$15.00 per space
Weekly .....	\$75.00 per space
Monthly .....	\$225.00 per space
Residential Permitted Zones .....	\$5.00 per day per space
Media Vehicle Parking Permit.....	\$500 per year
Maintenance Vehicle Parking Permit .....	\$1,200 per year

\*For purposes of this fee schedule, “homeowner” means:

(a) An owner/occupant who (1) is an owner of record of the property as shown on the most recent Lane County Assessor’ s tax roll, and (2) occupies a dwelling on the property for a minimum of 6 months of each calendar year; or

(b) A person who does not own the property but has resided at the address associated with the property for more than four years.

Prior to permit issuance, a “homeowner” must provide the city with two forms of documentation to verify the applicable occupancy/residency requirement. Acceptable documentation includes voter’s registration, driver’s license, homeowner’s insurance, income tax

filing, and/or utility bill. A “homeowner” under subsection (a) of this provision must also provide the city with a copy of the property deed to verify ownership.

## **CITY MANAGER' S FINDINGS**

### **Investigation of Revenue Needs of Parking Services Pursuant to EC 2.020(2), 5.055, and 5.285(7) and Responses to Public Parking Regarding Proposed Parking Fee Amendments**

In determining whether to amend the Fee Schedule, the City Manager has considered the applicable criteria of EC 5.055 and EC 5.285(7). Pursuant to EC 2.020, the City Manager has also considered the applicable policies, enactments and directives of the City Council, the amount charged for these services by the City in the past, the full costs of providing the services supported by the fees, the amounts charged by other comparable providers, and the revenue needs of the City as determined by the adopted City budget.

#### **2.020 City Manager - Authority to Set Fees and Charges.**

**(2) Unless the city manager determines in writing that consideration of one or more of the following factors is irrelevant or inapplicable, in determining the amount of any such fee the city manager shall consider:**

**(a) Applicable policies, enactments and directives of the council;**

The City of Eugene has adopted financial and transportation-related plans and policies:

The **Financial Management Goals & Policies (FMGP)** in the FY 2023-2025 Adopted Budget provide the framework and direction for financial planning and decision making by the City Council, City Boards, Commissions and Committees, and City staff. The FMGP are designed to ensure the financial integrity of the City as well as a service delivery system that addresses the needs and desires of Eugene's citizens and are periodically updated to reflect changes in Council policy, legal and professional requirements, and changes in accepted industry practices. The City Council adopted the Financial Management Goals and Policies on April 8, 1996. Minor edits have occurred since initial adoption. These include approval of the Debt Issuance Guidelines on May 14, 2007, and the Unappropriated Ending Fund Balance Policy (B.7.) in July 2007.

#### **FMGP A. Resource Planning and Allocation Policies**

##### *Policy B.4. (Enterprise Funds)*

Whenever financially feasible, business-type activities which receive their funding principally through user charges, will be established as Enterprise Funds if doing so will facilitate rate setting for cost recovery and provide information to determine the efficiency and effectiveness of operations.

##### *Policy D.1. (Capital Improvement Program)*

The City will plan for capital improvements over a multi-year period of time. The Capital Improvement Program (CIP) will directly relate to the long-range plans and policies of the City. Operating funds to maintain capital improvements and to fund additional staff and service needs will be estimated

and reviewed annually.

The amendments to the Parking Fee Schedule provide the financial resources for the Parking Enterprise Fund to facilitate cost recovery and build a reserve for future capital improvement projects.

The **Climate Recovery Ordinance** includes four goals:

- Reduce community fossil fuel use by 50% of 2010 levels by 2030.
- Reduce total community greenhouse gas emissions to an amount that is no more than the city of Eugene's average share of a global atmospheric greenhouse gas level of 350 ppm, which was estimated in 2016 to require an annual average emission reduction level of 7.6%
- City of Eugene owned facilities and operations are to be carbon neutral by 2020, meaning no net release of greenhouse gas emissions.
- Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.

The amendments to the Parking Fee Schedule provides resources for the Parking Enterprise Fund to work towards the Climate Recovery Ordinance goals by increasing usage and ongoing maintenance of electrical vehicle charging stations, converting building systems that are higher users of fossil fuels (e.g. chillers, lights) to more efficient and lower fossil fuel use building systems, and pursuing Parksmart certification (certification program for sustainable and innovating parking structures) for parking garages.

### **2035 Transportation System Plan**

- *Roadway and Parking Policies*  
(6) Continually optimize the efficiency of the transportation system through Transportation System Management (TSM) improvements, connectivity improvements, multimodal improvements, parking management and supply, and Transportation Demand Management (TDM) strategies, in combination with the projects identified in this Transportation System Plan (TSP).
- *Potential Actions for Roadway and Parking Policies*  
(L) Periodically review and update the City Code and administrative rules in the downtown area, neighborhoods near the University of Oregon, mixed-use centers, and in areas experiencing changing conditions, such as where a transit corridor study has been completed, transit routes changed, or major bicycle facilities completed. Examples of possible changes to the code and policies may include:
  - Aligning metered parking prices with demand.

The amendments to the Parking Fee Schedule support the 2035 Transportation System Plan by managing parking demand in our 829 Pearl Street surface lot and on-street parking in the Campus Parking District, as defined in Administrative Order 53-08-03, by charging market rate fees and incentivizing use of alternative

modes of transportation.

**(b) The amount charged by the city in the past;**

The amendments to the Parking Fee Schedule are an increase over rates charged in the past. The Campus Parking District, as defined in Administrative Order 53-08-03, on-street meter rates were last adjusted in 2017 when the rate was increased from \$1.80 per hour to \$2.00 per hour. The proposed rate of \$2.50 per hour is based on campus area parking demand, Parking Enterprise Fund cost recovery, and adjusting the 2017 hourly rate of \$1.80 for inflation to 2024 using the [Bureau of Labor Statistics Inflation calculator](#) between October 2017 to June 2024.

The twenty-five cent (\$0.25) per transaction fee for use of a vendor provided pay by mobile app fee payment option was in the City's 2014 fee schedule, but at a higher thirty-five cent (\$0.35) per use fee. The City removed this fee in the 2018 fee schedule amendment due to a contract change that did not charge the user the pay by app use fee. The amendment to the Proposed Parking Fee Schedule adds this fee back into the schedule due to the vendor imposing this fee for use of the optional mobile payment app. The fee amount is consistent with other mobile payment app providers, including the University of Oregon.

**(c) The full costs of providing the service supported by the fee;**

Amendments to the Parking Fee Schedule are necessary to balance the Parking Enterprise Fund to cover expenses. The amendments to the Parking Fee Schedule are included in the FY 2023-2025 Budget.

The twenty-five cent (\$0.25) per transaction fee for use of a vendor provided pay by mobile app payment option recovers the full cost of providing this optional payment method. The vendor will charge the user the transaction fee at the point of sale.

**(d) The amounts charged by other comparable providers; and,**

The City of Eugene's Parking Services program is an enterprise responsible for the operations and maintenance of on-street parking system, the off-street parking system, and adjudication services. In Oregon, there is not a comparable municipal provider. The amendments to the Parking Fee Schedule, including the user paid transaction fee for mobile payment, are in line with the parking fees at the University of Oregon and downtown private parking operators.

- (e) **The revenue needs of the city as determined by the adopted city budget.**

The amendments to the Parking Fee Schedule are necessary to balance the Parking Enterprise Fund to cover expenses. The amendments to the Parking Fee Schedule are included in the FY 2023-2025 Budget.

**5.055 Criteria for Administrative Actions. The administrative action of the city manager or the manager's designee shall be based upon consideration of:**

- (a) **Traffic engineering principles and traffic investigations.**

The amendments to the Parking Fee Schedule do not impact traffic engineering principles and traffic investigations.

- (b) **Standards, limitations, and rules promulgated by the Oregon Transportation Commission or the Oregon Public Utility Commission or their successors.**

The amendments to the Parking Fee Schedule do not impact the standards, limitations, and rules promulgated by the Oregon Transportation Commission or the Oregon Public Utility Commission or their successors.

- (c) **Other recognized traffic control standards.**

The amendments to the Parking Fee Schedule do not impact other recognized traffic control standards.

- (d) **The city's adopted transportation-related plans and policies.**

The City of Eugene has adopted financial and transportation-related plans and policies:

The **Financial Management Goals & Policies (FMGP)** in the FY 2023-2025 Adopted Budget provide the framework and direction for financial planning and decision making by the City Council, City Boards, Commissions and Committees, and City staff. The FMGP are designed to ensure the financial integrity of the City as well as a service delivery system that addresses the needs and desires of Eugene's citizens and are periodically updated to reflect changes in Council policy, legal and professional requirements, and changes in accepted industry practices. The City Council adopted the Financial Management Goals and Policies on April 8, 1996. Minor edits have occurred since initial adoption. These include approval of the Debt Issuance Guidelines on May 14, 2007, and the Unappropriated Ending Fund Balance Policy (B.7.) in July 2007.

FMGP A. Resource Planning and Allocation Policies

*Policy B.4. (Enterprise Funds)*

Whenever financially feasible, business-type activities which receive their funding principally through user charges, will be established as Enterprise Funds if doing so will facilitate rate setting for cost recovery and provide information to determine the efficiency and effectiveness of operations.

*Policy D.1. (Capital Improvement Program)*

The City will plan for capital improvements over a multi-year period of time. The Capital Improvement Program (CIP) will directly relate to the long-range plans and policies of the City. Operating funds to maintain capital improvements and to fund additional staff and service needs will be estimated and reviewed annually.

The amendments to the Parking Fee Schedule provide the financial resources for the Parking Enterprise Fund to facilitate cost recovery and build a reserve for future capital improvement projects.

The **Climate Recovery Ordinance** includes four goals:

- Reduce community fossil fuel use by 50% of 2010 levels by 2030.
- Reduce total community greenhouse gas emissions to an amount that is no more than the city of Eugene's average share of a global atmospheric greenhouse gas level of 350 ppm, which was estimated in 2016 to require an annual average emission reduction level of 7.6%
- City of Eugene owned facilities and operations are to be carbon neutral by 2020, meaning no net release of greenhouse gas emissions.
- Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.

The amendments to the Parking Fee Schedule provides resources for the Parking Enterprise Fund to work towards the Climate Recovery Ordinance goals by increasing usage and ongoing maintenance of electrical vehicle charging stations, converting building systems that are higher users of fossil fuels (e.g. chillers, lights) to more efficient and lower fossil fuel use building systems, and pursuing Parksmart certification (certification program for sustainable and innovating parking structures) for parking garages.

**2035 Transportation System Plan**

- *Roadway and Parking Policies*
  - (6) Continually optimize the efficiency of the transportation system through Transportation System Management (TSM) improvements, connectivity improvements, multimodal improvements, parking management and supply, and Transportation Demand Management (TDM) strategies, in combination with the projects identified in this Transportation System Plan (TSP).

- *Potential Actions for Roadway and Parking Policies*  
(L) Periodically review and update the City Code and administrative rules in the downtown area, neighborhoods near the University of Oregon, mixed-use centers, and in areas experiencing changing conditions, such as where a transit corridor study has been completed, transit routes changed, or major bicycle facilities completed. Examples of possible changes to the code and policies may include:
  - Aligning metered parking prices with demand.

The amendments to the Parking Fee Schedule support the 2035 Transportation System Plan by managing parking demand in our 829 Pearl Street surface lot and on-street parking in the Campus Parking District, as defined in Administrative Order 53-08-03, by charging market rate fees and incentivizing use of alternative modes of transportation.

**(e) Existing state and local laws regulating use of public ways.**

The amendments to the Parking Fee Schedule do not impact existing state and local laws regulating use of public ways.

**(f) The efficient use of the public way by the public.**

The amendments to the Parking Fee Schedule do not alter the allocation of space within the existing right-of-way for travel lanes, parking, sidewalks and placement of utilities and other miscellaneous uses.

**(g) The use of abutting property.**

Adequately serving the abutting property owners in the Campus Parking District, as defined in Administrative Order 53-08-03, and all roadway users was a critical consideration in the process of balancing everyday use of the right of way with peak parking loads exceeding available supply. Most of the abutting property is zoned Public Land, which is the University of Oregon campus. Other zoning areas include high density residential, major commercial, and Walnut Station Special Area – all of which are compatible with parking management through pricing. The amendments to the Parking Fee Schedule align with the use of abutting property.

**(h) The intensity of use of the street by vehicles and pedestrians.**

By Resolution 4608, the City Council adopted the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access Ways. Parking is an optional feature on streets. The amendments to the Parking Fee Schedule will not impact, or be affected by, the intensity of use of the street by vehicles and pedestrians.



**(i) The physical condition and characteristics of the street and abutting property.**

The amendments to the Parking Fee Schedule do not alter the physical condition and characteristics of the street and abutting property.

**(j) Emergencies.**

The amendments to the Parking Fee Schedule do not impact this criterion.

**(k) The public health, safety and welfare.**

The amendments to the Parking Fee Schedule do not impact public health and safety.

**(l) Special events of community interest including parades and public gatherings.**

The amendments to the Parking Fee Schedule do not impact special events of community interest, including parades and public gathering.

**(m) Construction within or adjacent to the street.**

The amendments to the Parking Fee Schedule do not impact construction within or adjacent to the street.

**(n) When establishing conditions upon the use of parking in the public way and city-owned parking facilities:**

**1. Applicable and appropriate time limits;**

The amendments to the Parking Fee Schedule do not impact applicable and appropriate time limits.

**2. The vehicle type and purpose;**

The amendments to the Parking Fee Schedule do not impact the vehicle type and purpose.

**3. The relative, seasonal and special event demands for parking spaces within the areas of the requested parking;**

The amendments to the Parking Fee Schedule do not impact the relative, seasonal and special event demands for parking spaces within the areas of the requested parking.

**4. The other public uses for the property;**

The amendments to the Parking Fee Schedule do not impact other public uses for the property.

**5. The location and physical characteristics of the parking area or facility;**

The amendments to the Parking Fee Schedule do not alter the location or physical characteristics of any parking areas or facilities.

**6. The demand for operating revenues, the costs of operations and enforcement;**

The Parking Enterprise Fund accounts for revenue and expenses associated with on-street regulated parking, off-street parking lots and garages, parking administration, parking enforcement, parking maintenance, and municipal court adjudication services. The amendments to the Parking Fee Schedule provide the operating revenue necessary to cover costs of operations and enforcement services.

**7. The use of parking regulations to promote city adopted goals and policies;**

The City of Eugene has adopted financial and transportation-related plans and policies:

The **Financial Management Goals & Policies (FMGP)** in the FY 2023-2025 Adopted Budget provide the framework and direction for financial planning and decision making by the City Council, City Boards, Commissions and Committees, and City staff. The FMGP are designed to ensure the financial integrity of the City as well as a service delivery system that addresses the needs and desires of Eugene's citizens, and are periodically updated to reflect changes in Council policy, legal and professional requirements, and changes in accepted industry practices. The City Council adopted the Financial Management Goals and Policies on April 8, 1996. Minor edits have occurred since initial adoption. These include approval of the Debt Issuance Guidelines on May 14, 2007, and the Unappropriated Ending Fund Balance Policy (B.7.) in July 2007.

FMGP A. Resource Planning and Allocation Policies

*Policy B.4. (Enterprise Funds)*

Whenever financially feasible, business-type activities which receive their funding principally through user charges, will be established as Enterprise Funds if doing so will facilitate rate setting for cost recovery

and provide information to determine the efficiency and effectiveness of operations.

*Policy D.1. (Capital Improvement Program)*

The City will plan for capital improvements over a multi-year period of time. The Capital Improvement Program (CIP) will directly relate to the long-range plans and policies of the City. Operating funds to maintain capital improvements and to fund additional staff and service needs will be estimated and reviewed annually.

The amendments to the Parking Fee Schedule provide the financial resources for the Parking Enterprise Fund to facilitate cost recovery and build a reserve for future capital improvement projects.

The **Climate Recovery Ordinance** includes four goals:

- Reduce community fossil fuel use by 50% of 2010 levels by 2030.
- Reduce total community greenhouse gas emissions to an amount that is no more than the city of Eugene's average share of a global atmospheric greenhouse gas level of 350 ppm, which was estimated in 2016 to require an annual average emission reduction level of 7.6%
- City of Eugene owned facilities and operations are to be carbon neutral by 2020, meaning no net release of greenhouse gas emissions.
- Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.

The amendments to the Parking Fee Schedule provides resources for the Parking Enterprise Fund to work towards the Climate Recovery Ordinance goals by increasing usage and ongoing maintenance of electrical vehicle charging stations, converting building systems that are higher users of fossil fuels (e.g. chillers, lights) to more efficient and lower fossil fuel use building systems, and pursuing Parksmart certification (certification program for sustainable and innovating parking structures) for parking garages.

**2035 Transportation System Plan**

- *Roadway and Parking Policies*  
(6) Continually optimize the efficiency of the transportation system through Transportation System Management (TSM) improvements, connectivity improvements, multimodal improvements, parking management and supply, and Transportation Demand Management (TDM) strategies, in combination with the projects identified in this Transportation System Plan (TSP).
- *Potential Actions for Roadway and Parking Policies*  
(L) Periodically review and update the City Code and administrative rules in the downtown area, neighborhoods near the University of Oregon, mixed-use centers, and in areas experiencing changing conditions, such as

where a transit corridor study has been completed, transit routes changed, or major bicycle facilities completed. Examples of possible changes to the code and policies may include:

- Aligning metered parking prices with demand.

The amendments to the Parking Fee Schedule support the 2035 Transportation System Plan by managing parking demand in our 829 Pearl Street surface lot and on-street parking in the Campus Parking District, as defined in Administrative Order 53-08-03, by charging market rate fees and incentivizing use of alternative modes of transportation.

**8. Abuse by applicants of any parking-related permits;**

The amendments to the Parking Fee Schedule do not address abuse by applicants of any parking-related permits.

**9. The impact on nearby commercial uses;**

The amendments to the Parking Fee Schedule for nearby commercial uses support commercial activity by limiting the impact of student parking on a very limited number of on-street parking spaces. Further, the rate adjustment incentivizes vehicle turnover and encourages use of other modes of transportation.

**10. The ease of enforcing the provisions of this chapter; and**

The amendments to the Parking Fee Schedule are necessary to provide enforce services to enforce the provisions of this chapter.

**11. The availability of other parking spaces.**

The City of Eugene is one provider of downtown and campus area parking options. There are many private and public parking lot options, including the University of Oregon and Bushnell University.

**5.285 Charges for Off-Street Parking.**

(7) When establishing charges within the limits of subsections (5) and (6) of this section, the following shall be considered:

- (a) **The transportation and economic development goals adopted by the city council;**

The City of Eugene has adopted financial and transportation-related plans and policies:

The **Financial Management Goals & Policies (FMGP)** in the FY 2023-2025 Adopted Budget provide the framework and direction for financial planning and decision making by the City Council, City Boards, Commissions and Committees, and City staff. The FMGP are designed to ensure the financial integrity of the City as well as a service delivery system that addresses the needs and desires of Eugene's citizens and are periodically updated to reflect changes in Council policy, legal and professional requirements, and changes in accepted industry practices. The City Council adopted the Financial Management Goals and Policies on April 8, 1996. Minor edits have occurred since initial adoption. These include approval of the Debt Issuance Guidelines on May 14, 2007, and the Unappropriated Ending Fund Balance Policy (B.7.) in July 2007.

FMGP A. Resource Planning and Allocation Policies

*Policy B.4. (Enterprise Funds)*

Whenever financially feasible, business-type activities which receive their funding principally through user charges, will be established as Enterprise Funds if doing so will facilitate rate setting for cost recovery and provide information to determine the efficiency and effectiveness of operations.

*Policy D.1. (Capital Improvement Program)*

The City will plan for capital improvements over a multi-year period of time. The Capital Improvement Program (CIP) will directly relate to the long-range plans and policies of the City. Operating funds to maintain capital improvements and to fund additional staff and service needs will be estimated and reviewed annually.

The amendments to the Parking Fee Schedule provide the financial resources for the Parking Enterprise Fund to cover current operating expenses and build a reserve for future capital improvement projects.

The **Climate Recovery Ordinance** includes four goals:

- Reduce community fossil fuel use by 50% of 2010 levels by 2030.
- Reduce total community greenhouse gas emissions to an amount that is no more than the city of Eugene's average share of a global atmospheric greenhouse gas level of 350 ppm, which was estimated in 2016 to require an annual average emission reduction level of 7.6%
- City of Eugene owned facilities and operations are to be carbon neutral by 2020, meaning no net release of greenhouse gas emissions.
- Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.

The amendments to the Parking Fee Schedule provides resources for the Parking Enterprise Fund to work towards the Climate Recovery Ordinance goals by increasing usage and ongoing maintenance of electrical vehicle charging stations, converting building systems that are higher users of fossil fuels (e.g. chillers, lights) to more efficient and lower fossil fuel use building systems, and pursuing

Parksmart certification (certification program for sustainable and innovating parking structures) for parking garages.

### **2035 Transportation System Plan**

- *Roadway and Parking Policies*  
(6) Continually optimize the efficiency of the transportation system through Transportation System Management (TSM) improvements, connectivity improvements, multimodal improvements, parking management and supply, and Transportation Demand Management (TDM) strategies, in combination with the projects identified in this Transportation System Plan (TSP).
- *Potential Actions for Roadway and Parking Policies*  
(L) Periodically review and update the City Code and administrative rules in the downtown area, neighborhoods near the University of Oregon, mixed-use centers, and in areas experiencing changing conditions, such as where a transit corridor study has been completed, transit routes changed, or major bicycle facilities completed. Examples of possible changes to the code and policies may include:

- Aligning metered parking prices with demand.

The amendments to the Parking Fee Schedule support the 2035 Transportation System Plan by managing parking demand in our 829 Pearl Street surface lot and on-street parking in the Campus Parking District, as defined in Administrative Order 53-08-03, by charging market rate fees and incentivizing use of alternative modes of transportation.

**(b) The demand for public parking;**

The demand for public parking has returned and exceeded to pre-COVID levels in the City's off-street parking lots and in the Campus Parking district, as defined in Administrative Order 53-08-03, necessitating the amendments to the Parking Fee Schedule. The 829 Pearl Street Surface lot has eighty-eight (88) spaces with all available monthly permits sold and a monthly wait list of over fifty (50) customers. The Campus Parking District has experienced continual high demand for parking.

**(c) The ability of the city to meet the financial obligations of existing or proposed parking facilities.**

The amendments to the Parking Fee Schedule are necessary to balance the Parking Enterprise Fund and continue to provide the public parking service. The fees are built into the FY2023-2025 budget to balance the Parking Enterprise Fund.

**(d) When considering the charges for facilities in proximity to the Hult Center, the level of tax support the city provides to that center.**

The level of tax support the city provides to the Hult Center was considered in this amendment. The amendments to the Parking Fee Schedule include a \$0.25 per transaction fee that is an optional payment method for the customer, but not the only payment option. Credit card and cash payment options will continue to be offered.

### **RESPONSES TO PUBLIC COMMENTS**

The city emailed 1,100 commuter and residential permit holders and twenty-six comments were submitted in response to the Notice of Proposed Parking Fee Amendments issued pursuant to Administrative Order No. 53-24-11. A summary of the comments and responses are set out below.

**Comments concerning increasing campus parking district rates from \$2.00 to \$2.50 per hour.** Nine people submitted comments opposing an increase the Campus District parking rate because of the financial impact to college students, their belief that the rates are already too high, and their belief that parking should be free for students. Two persons submitted comments in support of the fee increase.

**Response:** The City of Eugene manages approximately 600 metered parking spaces abutting the University of Oregon and Bushnell University campuses in the Campus Parking District. The demand for parking in this area comes mainly from students, staff, and faculty at the University of Oregon and Bushnell University that have a joint enrollment of close to 25,000 students and 6,000 staff and faculty, as well as visitors and customers. This results in very high demand for the limited number of parking spaces, even with transit, bicycle, and other transportation options. The proposed rate increase is in line with consideration in Eugene Code 5.285(7)(c) that includes “The Demand for Parking” as a criterion for rate change consideration.

The financial impact to college students, as well as other users of the parking system, was considered in relation to this proposed rate increase. The proposed fee increase aligns with the city’s adopted transportation-related plans and policies, including the Climate Recovery Ordinance and the 2035 Transportation System Plan, as it incentivizes drivers to consider transportation options other than driving a vehicle, which can result in transportation savings and is consistent with the City’s transportation and climate goals.

Recovering the cost of operating the City’s Parking Services is another important criterion in Eugene Code 5.055 (n)(6) for consideration in this rate change proposal – the demand for operating revenues, the costs of operations, and enforcement. The increased hourly rates due to high parking demand is estimated to generate an additional \$250,000 per year and provide needed financial support for the service.

No changes are being made as a result of these comments.

**Comments concerning increasing the 829 Pearl Street Surface lot monthly permit from \$60 to \$80.** Nineteen people submitted comments opposing the proposed increase in the monthly parking permit rate for the surface lot at 829 Pearl Street asserting that demand for parking should not justify a cost increase for parking, a parking rate increase should not pay for City downtown projects, a rate increase would create a cost burden for employees, and there is a lack of other transportation options that work with their travel patterns. One person submitted a comment in support of the fee increase.

**Response:** The 829 Pearl Street Surface Lot is comprised of 86 total parking spaces, with 12 spaces reserved for hourly and daily parking only. The remaining 74 parking spaces allow for either permit or hourly/daily parking. The City issues only 56 monthly permits because of this location's need to accommodate more hourly/daily parking customers to support businesses in the area.

With more downtown employees returning to the office, the waitlist for this location has grown considerably and nearly doubles the number of issued parking permits. The proposed rate increase is in line with consideration in Eugene Code 5.285(7)(c) that includes "The Demand for Parking" as a criterion for rate change consideration. Further, the monthly rate is less than rates charged by private parking operators in the downtown area. Monthly charges are \$260 per month for the private parking lot at 8<sup>th</sup> Avenue and Pearl Street, and \$75 and \$90 per month for surface lots closer to Pearl Street and 10<sup>th</sup> Avenue.

For Lane County employees, the surface lot north of 829 Pearl Street location may be a less expensive option at \$60 per month. For all community members, the City's Arcade Garage is two blocks to the west and has more parking spaces and offers a \$60 per month parking permit. Recovering the cost of operating the City's Parking Services is another important criterion in Eugene Code 5.055 (n)(6) for consideration in this rate change proposal – the demand for operating revenues, the costs of operations, and enforcement. The increased monthly permit rate due to high parking demand is estimated to generate an additional \$13,000 per year and provide needed financial support for the service. The revenue from 829 Pearl Street monthly permits is accounted for in the Parking Enterprise Fund and funds capital and maintenance project for off-street parking structures and surface lots, enforcement and adjudication services, and on-street parking meters. The resources do not fund on-street road projects in the downtown area.

The financial impact to downtown employees was considered for this proposed rate increase. Transportation costs and vehicle ownership can be a significant impact to one's personal finances. The proposed fee increase aligns with the city's adopted transportation-related plans and policies, including the Climate Recovery Ordinance and the 2035 Transportation System Plan, as it incentivizes drivers to consider transportation options other than driving a vehicle, which can result in transportation savings and is consistent with the City's transportation and climate goals.

No changes are being made as a result of these comments.

**Comments concerning adding a \$0.25 pay-by-app transaction fee due to vendor contract.** Three people submitted comments opposing any rate increases, including this transaction fee, and two persons submitted comments of support of the transaction fee.



**Response:** The ability to pay for parking by using an app is a service that the City has adopted to provide greater convenience to the parking customer. The pay-by -app transaction fee is necessary to enable the City to offer that service. If a customer prefers to not pay the transaction fee, then the customer can choose to pay to park with cash and/or credit card. No changes are being made as a result of these comments.