

Parking Policy and Strategy

- Purpose: Provide rules and incentives covering existing housing and new developments that reduce and limit the number of parking spaces needed at PHA/PHDC housing and meet the following goals:
- Goals:
 - Provide limited, safe, well managed parking for PHA/PHDC residents.
 - Reduce agency costs of maintaining parking areas
 - Reduce vehicle congestion
 - Increase tenants use of public transportation
 - Utilize PHA land more efficiently, making it available for other purposes
 - Reduce the cost of new housing development by building/providing less parking
 - Reduce the cost of housing to tenants
 - Reduce fuel usage and carbon emissions, consistency with PHA Green Policy
 - Increase resident wellness
- Existing Public Housing:
 - Motor Vehicle and Parking Policy Lease Addendum January 2013:
 - One parking space per household provided (if available at site)
 - For properties where there are extra parking spaces available, a household can be eligible for a second parking space if:
 - They live in a 5 or 6-bedroom apartment, and
 - Three vehicles or more are registered to different adult household members
 - Tenants must register vehicle with PHA
 - Vehicle must be kept operable, inspected and registered with State of ME.
 - Eligible registered vehicles receive a PHA sticker to be displayed.
 - (NEW) Starting July 1, 2016 (FY 2017) Tenants will be charged an annual **\$60.00** Parking Reservation Fee to help off-set costs of maintaining parking areas and administering parking rules. This will be a recurring \$5 monthly charge on your account for the one vehicle allowed to be parked on PHA property.
 - (NEW) (NEW) PHA is no longer offering discounted monthly bus passes since the Portland Metro instituted their new discount program in 2020.
- Resident Education – Work with Portland Metro and Greater Portland Council of Governments to educate and market the use of public transit in the Portland area to PHA residents:
 - New Initiatives: METRO has several initiatives planned that are aimed at improving the passenger experience and attracting new riders planned to begin the spring of 2016, including:
 - The installation of more than 25 new bus shelters along all routes
 - Expanded service to Yarmouth and Freeport
 - Launching of “real time bus arrival information” via website, text message and mobile applications. This new ITS program will allow riders to know the actual time their bus will arrive.
 - Cost to Own a Vehicle:
 - According to AAA’s 2015 “Your Driving Costs”, the average cost of owning a small sedan vehicle that travels 10,000 miles is \$5,822/year.

This includes car payment, insurance, gas prices, license fees, registration fees, maintenance and tires.

- This is roughly the cost of a family using 10 METRO bus passes each month and is proof that there is significant savings if a family uses public transportation, walks or rides a bicycle to destinations.

- New Housing Developments:

- The amount of parking constructed or provided for new developments will be based on the following factors;
 - Requirements of the funding source
 - City zoning requirements
 - Identified market for the housing
 - Type and location and of the development
- Where possible, tenants will be charged a parking fee separate from their rent to give tenants the choice of paying for parking or not.
- Provide alternatives to parking, including;
 - Ride share vehicles
 - Discounted bus passes
 - Other
- Implementation: Case by case for each new development planned.