

City of Bloomington Parking Commission Packet

Tuesday, December 12, 2017

Monroe County Public Library,
Room 1C
5:30 PM

Packet Related Material

1. Regular Meeting Agenda
2. Memo from Jim Blickensdorf
3. Meeting Schedule
4. Parking Policy Points
5. **Resolution 2017-08** - *To Recommend to the Common Council Changes to BMC Title 15*
6. Memo: Rationale for price increases
7. Memo: 2017 Financial Performance / Detailed General Ledger Reports
8. Discussion of Proposed Changes to Title 15 Deck

Next Meeting: Work Session January 11th, TBD, 5:30 PM

Next Regular Meeting: January 25th, Hooker Room, City Hall, 5:30 PM

PARKING COMMISSION

REGULAR MEETING AGENDA

December 12, 2017, 5:30 PM
Monroe County Public Library Room 1C

- I. Call to Order
- II. Reports from Commissioners & City Offices
- III. Public Comment
- IV. Discussions of Topics Not the Subject of Resolutions
 - A. Desman Parking Study Update
 - B. Parking Policy Points*
- V. Resolutions for First Reading and Discussion
 - A. **Resolution 2017-08** - *To Recommend to the Common Council Changes to BMC Title 15*
- VI. Resolutions for Second Reading and Discussion — None
- VII. Member Announcements
- VIII. Adjournment

Next Work Session: January 11, TBD, 5:30 PM

Next Regular Meeting: January 25, Hooker Conference Room, City Hall, 5:30 PM

*Action Requested/Public comment prior to any vote, limited to five minutes per speaker.

Auxiliary aids for people with disabilities are available upon request with advance notice.
Please call **(812) 349-3429** or e-mail human.rights@bloomington.in.gov.

PARKING COMMISSION

MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission
To: Parking Commissioners
Date: November 23, 2017
Re: **Packet Material for the December Meeting**

Public Comment

Public Comment will be divided into two sections: general comments and comments about the annual report. The amount of time allocated to each speaker will be determined by the number of attendees, but no speaker will be allocated more than five minutes.

Meeting Schedule

Beginning January 2018, the Commission will return to City Hall and meet in the Hooker Conference Room (Room 245). Work-session will take place on the second Thursday of the month with regular meetings scheduled on the fourth Thursday of the month. Both meetings are scheduled to begin at 5:30 pm. Meeting locations for the work sessions TBA.

Meeting Schedule and Agenda Items:

December 2017 Regular Meeting, MCPL Room 1C, 5:30 pm

The Commission's December meeting is scheduled for 5:30 pm at the Monroe County Public Library, Room 1C. We will allow time for public comment on the Annual Report, discuss recommendations based on information in the 2017 Annual report, introduce a resolution to recommend changes to Title 15 of the municipal code, and continue our discussion of a comprehensive parking policy. Following the meeting, Commission members and staff are invited to Grazie Italiano for an end-of-year cocktail reception.

January 11 Work-session Meeting, **Location TBA**, 5:30 pm

Further discussion of changes to Title 15

January 15 Comment Deadline

Deadline for amendments to 7, 9, 8 10

January 16 Packet Deadline

PARKING COMMISSION

January 25 Regular Meeting – January 25 5:30 PM, Hooker Room

Adopt amendments to 7,8, 10

Adopt the parking policy points

Second Reading of PKG-2017-08

Nominations for 2018 Officers

If your appointment to the Parking Commission expires January 31, 2018, please contact the OOM or Council President, or navigate to <https://bloomington.in.gov/boards/apply> to affirm your desire to serve on the Parking Commission.

Election of Officers in February of 2018.

Parking Policy Points

Due to time constraints, there was no discussion in either November or December. The November agenda included further amendments to Draft 1 policy points 3,4, and the first of 8. December's agenda included a discussion of Draft 1 7, the alternate modes/ TDM portion of 8, 9 and 10. Please review the TDM policy documents attached to the September meeting. A copy of the first draft, along with the changes made during the August and September meetings have been attached to the packet.

Once we have amended the policy points, I would like for the Commission to consider adding narrative to each point or program with supporting documentation from the work(s) of Shoup, Littman, et. al.

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PARKING COMMISSION

Parking Commission Policy Objectives (First Draft)

1. Maintain a commitment to openness and sharing of information with stakeholders with emphasis on involving stakeholders and soliciting stakeholders' opinions;
2. Designate Parking for the Highest Priority user. Establish priority levels for users and access modes for each parking use type within an area or zone, with non-motorized and shared ride modes having a higher priority than solo driving;
3. Increase the rate at which the most convenient spaces turnover by managing the occupancy time through the use of dynamic pricing and 30-minute and 2-hour time limits;
4. Establish rate schedule that satisfies the capital and ongoing operating costs of a financially stable, integrated parking system;
5. Establish a Parking Services department that efficiently manages the City's parking system assets and staffing resources;
6. Create a brand that provides an exceptional customer service experience and communicates the goals and benefits of managed parking;
7. Recommend policies that align land-use for parking with the GPP and draft Comprehensive Plan;
8. Reduce Vehicle Miles Travelled. Reduce time for space search by implementing improved signage, wayfinding, marketing, real-time parking availability, and differential pricing to help drivers find a parking space efficiently without cruising for parking and price parking to induce some travelers to adopt other travel modes, thereby reducing VMT and parking use;
9. Support alternate modes of transportation in furtherance of the GPP and draft Comprehensive Plan. Provide the ways and means for better walking, bicycling, shuttle, ride-sharing, bus, and temporary vehicle rental alternatives and services which reduce use of parking;
10. Allocate surplus parking revenue to Parking Benefit Districts.

#

PARKING COMMISSION

Parking Commission Policy Objectives (Draft #3)

Results of Discussion:

The Commission shall maintain a commitment to openness and sharing of information with stakeholders with emphasis on involving stakeholders and soliciting stakeholders' opinions;

Establish priority levels for each parking use type and access mode within an area or zone, with non-motorized and shared ride modes ranking higher than solo driving;

Establish a Parking Services department that efficiently manages the City's parking system assets and staffing resources;

Reduce cruising/search time for parking spaces implementing improved signage, wayfinding, marketing, real-time parking availability,

Increase the rate at which the most convenient spaces turnover by managing the occupancy time through the use of differential and escalating pricing and 30-minute and 2-hour time limits;

Establish rate schedule that satisfies the capital and ongoing operating costs of a financially stable, integrated parking system;

Reduce Vehicle Miles Travelled. implement differential pricing to help drivers find a parking space efficiently without cruising for parking and price parking to induce some travelers to adopt other travel modes, thereby reducing VMT and parking use;

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PARKING COMMISSION

November Discussion:

Create a brand that provides an exceptional customer service experience and communicates the goals and benefits of managed parking;

Recommend policies that align land-use for parking with the GPP and draft Comprehensive Plan;

Reduce Vehicle Miles Travelled. Reduce time for space search by implementing improved signage, wayfinding, marketing, real-time parking availability, and differential pricing to help drivers find a parking space efficiently without cruising for parking and price parking to induce some travelers to adopt other travel modes, thereby reducing VMT and parking use;

Support alternate modes of transportation in furtherance of the GPP and draft Comprehensive Plan.
Provide the ways and means for better walking, bicycling, shuttle, ride-sharing, bus, and temporary vehicle rental alternatives and services which reduce use of parking;

Allocate surplus parking revenue to Parking Benefit Districts.

###

PARKING COMMISSION

Resolution 2017-08 — To Recommend to the Common Council Changes to BMC Title 15

PKG Resolution 2017-08

To Recommend to the Common Council Changes to BMC Title 15

WHEREAS, the Common Council in November 2016 adopted Ordinance 16-22 (“Ordinance”) amending Title 2 of the Bloomington Municipal Code (BMC) to create the Bloomington Parking Commission;

WHEREAS, the Commission’s primary purpose is to develop, implement, maintain and promote a comprehensive policy on parking that takes in account the entirety of, and furthers the objectives of, the City’s comprehensive plan;

WHEREAS, the Ordinance also directs the Commission to carry on educational activities in parking matters, and to supervise the preparation and publication of parking reports;

WHEREAS, the Commission adopted **PKG Resolution 2017-2, To Gather All Data Necessary for an Annual Parking Report**;

WHEREAS, in November, 2017 the Commission adopted **Resolution PKG-17-07, To Adopt the City of Bloomington Parking Commission’s Annual Report**

WHEREAS, the Commission has prepared a draft Ordinance recommending changes to Title 15 the City of Bloomington Municipal Code; and

WHEREAS, the By-Laws of the Commission specify that all recommendations adopted by Commission shall be adopted and approved by a recorded roll-call vote;

NOW THEREFORE BE IT RESOLVED that the Members of the Bloomington Parking Commission hereby adopt and report to the Common Council the following recommendations, as amended (attached hereto as Exhibit “A”).

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PARKING COMMISSION

APPROVED this ____ day of _____, 20 ____, by the Parking Commission, at a regular meeting of the Bloomington Parking Commission at which a quorum was present and voted.

We the below-signed, do hereby certify that the above is a true and correct copy of the resolution.

X _____
Chair, Parking Commission
Jim Blickensdorf, Council Appointee

X _____
Secretary, Parking Commission
Stephen Volan, Council Member

###

PARKING COMMISSION

MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission
To: Parking Commissioners
Date: November 23, 2017
Re: **Rationale for Pricing Increases**

A simple justification to charge for parking is that the revenue from parking should pay for the cost of administering the system. This is reasonable, since not everyone drives or parks a car, and so, general fund revenue should not be used to pay for municipal parking. Doing so would create a cross subsidy to those who use the parking facilities from those who do not. The Commission has consistently discussed constructing a financially self-sustaining parking system that shifts the burden from general fund/TIF to users fees.

The following models take into consideration the price elasticity of parking, but not the effects of differential pricing. Under a differential pricing model the highest valued spaces would cost more and the lower value spaces would be less, resulting in long term parkers making the economic decision to park at the lower cost and lower valued spaces. Within each category (NZ permits, 24/7R, 24/7, 12/5 permits) the value of a space is considered to be the same, so a model that takes into consideration only price elasticity and cost-recovery, market-based pricing is appropriate.

The literature describes the relationship between the price of parking and the demand for parking between -0.1 and -0.4, with -0.3 being used most often. That is to say that a 10% increase in price will result in a 3% drop in the demand for parking. There are other factors, but this is a good rule of thumb.

NZ permit pricing has not been adjusted since 2008. Permits are currently \$25 for residents/visitors and \$55 for all-zone commercial permits. Adjusted for inflation, \$25 in 2008 dollars is equivalent to \$29.17 in 2017 dollars; \$55 in 2008 dollars is equivalent to \$64.27 in 2017 dollars. Escalating the price by 3% per year pr $25 * 1.03^{10} = \$33.59$ and $55 * 1.03^{10} = \$73.91$. Even at these rates (\$34/\$74), the NZ program would not be self liquidating.

Using the data from the 2017 Annual report, the following model was developed for Neighborhood zones examining 35/75, 45/75, 45/100, and 55/100—the first number represents the resident/visitor permit cost and the second number represents all-zone commercial permits.

In 2016, expenses outpaced revenue in the NZ program by \$73,071.

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The NZ Mode calculations are below:

	Permit	Visitor	Construction	Temp	Revenue	35/75	45/75	45/100	55/100
Zone 1	862	346	87	91	30635 \$	43,150 \$	55,230 \$	55,230 \$	67,310 \$
Zone 2	183	83	7	12	6685 \$	9,380 \$	12,040 \$	12,040 \$	14,700 \$
Zone 3	131	45	9	12	4445 \$	6,250 \$	8,010 \$	8,010 \$	9,770 \$
Zone 4	522	113	14	37	15945 \$	22,365 \$	28,715 \$	28,715 \$	35,065 \$
Zone 5	292	73	6	38	9155 \$	12,835 \$	16,485 \$	16,485 \$	20,135 \$
Zone 6	88	27	16	13	2955 \$	4,185 \$	5,335 \$	5,335 \$	6,485 \$
Zone 7	286	42	80	55	8600 \$	12,280 \$	15,560 \$	15,560 \$	18,840 \$
Zone 8	21	4	0	3	625 \$	875 \$	1,125 \$	1,125 \$	1,375 \$
Zone 9	139	56	5	23	4900 \$	6,875 \$	8,825 \$	8,825 \$	10,775 \$
Zone 10	51	16	1	10	1680 \$	2,355 \$	3,025 \$	3,025 \$	3,695 \$
Zone 11	27	9	1	6	905 \$	1,270 \$	1,630 \$	1,630 \$	1,990 \$
SubTotal	2,602	814	226	300	86530 \$	120,690 \$	155,980 \$	155,980 \$	190,140 \$
All-Zone Permits	702				38610 \$	52,650 \$	52,650 \$	70,200 \$	70,200 \$
Total	3,304	814	226	300	125140 \$	173,340 \$	208,630 \$	226,180 \$	260,340 \$
					Δ	48,200 \$	83,490 \$	101,040 \$	135,200 \$
					Residential % \$ Increase	119.82%	154.06%	154.06%	188.29%
					Commercial % \$ Increase	116.70%	116.70%	155.59%	155.62%
					weighted increase	118.9%	144.6%	154.5%	179.5%
					Res Elasticity = -.03	11.88722539			
					NZ Elas = -.015	0.285714286			
						0.857142857			
					Resident Permit increase	20%	54%	54%	88%
					Predicted Demand Drop	-5.9%	-16.2%	-16.2%	-26.5%
					AllZone Permit Increase	17%	17%	56%	56%
					Predicted Demand Drop	-2.5%	-2.5%	-8.3%	-8.3%
					Adj Permits \$	113,513 \$	130,685 \$	130,685 \$	139,777 \$
					Ad AZ Permits \$	51,331 \$	51,331 \$	64,346 \$	64,346 \$
					Total \$	164,845 \$	182,016 \$	195,031 \$	204,123 \$
					Δ \$	39,705 \$	56,876 \$	69,891 \$	78,983 \$
					% of Deficit	-54%	-78%	-96%	-108%

The 45/100 scenario closes the gap raising the cost of resident and visitor permits 54% and commercial all-zone permits 56%. Price increases at this level should result in a drop in demand of 16.2%, assuming an elasticity of -0.3 and a drop in all-zone permit demand of 8.3%, assuming an elasticity of -0.1. A lower elasticity factor was used in all-zone permit estimates as service providers likely need the permit no matter the cost, are likely to comply, and will likely pass on the increase in costs to consumers of their products.

Accounting for the expected drop in demand, NZ resident/visitor permits would generate ~\$130,685 and All-zone permits would generate ~\$64,346, closing 96% of the revenue gap in 2016.

PARKING COMMISSION

The garage model was constructed in a similar fashion, working backwards from the deficit.

Examining the costs of inflation, \$40 in 2008 dollars is equivalent to \$46.74 in 2017 dollars. As with neighborhood zones, simply adjusting the permit prices for the costs of inflation or escalating by a fixed amount (3% per year) does not close the gap between revenue and expenses.

Garage	Total	Reserved	ADA	Public	12/5 NR	12/5 reserved	24/7 NR	24/7R	total	Oversell
4th	352	80	10	262	12	320	56		388	-126
Morton	521	30	10	481	222	12	185	44	463	18
Walnut	346	14	10	322	96	7	257	0	360	-38
					330	339	498	44		
					\$ 40	\$ 57	\$ 67	\$ 76		
Cost per Space		1114			\$ 480	\$ 18,240	\$ 3,752	\$ -		
2016 revenue per Space		608			\$ 8,880	\$ 684	\$ 12,395	\$ 3,344		
Difference		506			\$ 3,840	\$ 399	\$ 17,219	\$ -		
					total rev	\$ 13,200	\$ 19,323	\$ 33,366	\$ 3,344	
					annual	\$ 158,400	\$ 231,876	\$ 400,392	\$ 40,128	830796
										Revenue
										per permit
										per public space
										% cost
										0.70026045
								hourly	\$ 150,040.00	
								Total Revenue	\$ 980,836.00	809.9388935
										920.97277
					MONTHLY	new price w/ hourly	\$ 50.80	\$ 72.39	\$ 85.09	\$ 96.53
					PARKING		127%	127%	127%	127%
					PRICES	revenue	\$ 201,179.11	\$ 294,498.78	\$ 508,525.92	\$ 50,965.37
								total	\$ 1,205,209.18	per permit
								hourly		per space
										\$ 995.22
										\$ 1,131.65

Besides the fact that the garages & lots program is operating at a deficit, we know from three other methods/sources that garages are underpriced: 1) occupancies that routinely exceed 85%, 2) a long waiting list for all facilities, 3) direct comparison to rates in the Indiana University parking system. Because of this, no demand-drop was calculated or included in the model.

In order for the garages & lots program to be self-liquidating, permits would have to be increased to \$50.80 (12/5NR), \$72.39 (12/5R), \$85.09 (24/7 NR), and \$96.53 (24/7R). Garage rates have not been adjusted since 2010, and these rates would represent an increase of 127%. By comparison, a 3% increase (1.03^10) similar to that envisioned by the RDC's garage pro forma would be equivalent to an increase of 134%. However, it should be noted that reducing the amount of free time in the garages from 3 hours to 1 hour, authorizing PE to write violations for a "1 hour shuffle," treating surface lots the same as on-street metered spaces, and aligning the hours of enforcement will result in an increase in transient hourly revenue.

Increasing permit prices to this level closely approximates pricing in the IU system, and the increase in hourly transient revenue should place the garage system on a sound financial footing.

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PARKING COMMISSION

MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission
To: Parking Commissioners
Date: November 24, 2017
Re: **2017 Financial Performance**

Seyedamir Kaboli Farshchi provided the attached Detail General Ledger reports for January 1, 2017 through the end of October. Revenues, Expenses and miscellaneous charges were separated in the same manner and the same categories used in the preparation of the 2017 Annual report.

The attached spreadsheet summarizes the financial performance of the system through October 2017 and provides 2016 numbers for comparison.

CITY OF BLOOMINGTON

PARKING COMMISSION

	16-Q1	16-Q2	16-Q3	16-Q4	2016	17-Q1	17-Q2	17-Q3	17-Q4	2017
Parking System Balance Forward										
GL Balance Forward	\$ 1,838,467	\$ -	\$ -	\$ -	\$ 1,838,467	\$ 2,241,769	\$ -	\$ -	\$ -	\$ 2,241,769
MP Balance Forward	\$ 989,527	\$ -	\$ -	\$ -	\$ 989,527	\$ 1,608,382	\$ -	\$ -	\$ -	\$ 1,608,382
NZ Balance Forward	\$ 745,720	\$ -	\$ -	\$ -	\$ 745,720	\$ 996,865	\$ -	\$ -	\$ -	\$ 996,865
	\$ 3,573,714	\$ -	\$ -	\$ -	\$ 3,573,714	\$ 4,847,015	\$ -	\$ -	\$ -	\$ 4,847,015
Parking System Revenue										
GL Revenue – Hourly Parking Garages	\$ 31,240	\$ 54,373	\$ 35,515	\$ 28,912	\$ 150,040	\$ 46,060	\$ 50,253	\$ 29,022	\$ 11,743	\$ 137,077
GL Revenue – Hourly Parking Lots	\$ 17,809	\$ 19,572	\$ 19,315	\$ 18,151	\$ 74,847	\$ 17,475	\$ 17,585	\$ 17,690	\$ 5,999	\$ 58,748
GL Revenue – Garage Permits	\$ 176,948	\$ 186,871	\$ 159,364	\$ 217,674	\$ 740,856	\$ 101,000	\$ (509)	\$ -	\$ -	\$ 100,491
GL Revenue – Lot Leases	\$ 38,374	\$ 9,031	\$ 25,280	\$ 36,480	\$ 109,165	\$ 111,906	\$ 145,267	\$ 181,075	\$ 55,107	\$ 493,355
GL Revenue – Employee Parking	\$ 318	\$ 58	\$ 60	\$ 344	\$ 780	\$ 222	\$ 54	\$ 58	\$ 14	\$ 348
GL Revenue – Other Income	\$ 3,819	\$ 5,825	\$ 5,728	\$ 5,763	\$ 21,134	\$ 6,002	\$ 6,156	\$ 6,002	\$ 2,001	\$ 20,159
	\$ 268,507	\$ 275,730	\$ 245,262	\$ 307,324	\$ 1,096,823	\$ 282,665	\$ 218,805	\$ 233,846	\$ 74,863	\$ 810,179
MP Revenue – No Parking Signs	\$ 6,138	\$ 6,432	\$ 7,974	\$ 5,011	\$ 25,555	\$ 46,445	\$ 4,777	\$ 3,423	\$ 149	\$ 54,793
MP Revenue – Hourly Parking	\$ 550,970	\$ 580,296	\$ 558,226	\$ 528,514	\$ 2,218,006	\$ 551,308	\$ 581,382	\$ 547,590	\$ 205,022	\$ 1,885,302
MP Revenue – Convenience Fee	\$ 24,745	\$ 43,383	\$ 54,529	\$ 38,513	\$ 161,169	\$ 39,571	\$ 41,459	\$ 40,867	\$ 14,289	\$ 136,185
	\$ 581,853	\$ 630,111	\$ 620,728	\$ 572,038	\$ 2,404,730	\$ 637,324	\$ 627,618	\$ 591,879	\$ 219,460	\$ 2,076,280
NZ Permits	\$ -	\$ 210	\$ -	\$ -	\$ 210	\$ 1,048	\$ -	\$ -	\$ -	\$ 1,048
NZ Zone 1 Permits	\$ 2,185	\$ 1,405	\$ 25,705	\$ 1,395	\$ 30,690	\$ 2,015	\$ 1,310	\$ 25,200	\$ 940	\$ 29,465
NZ Zone 2 Permits	\$ 2,304	\$ 320	\$ 5,710	\$ 235	\$ 8,569	\$ 515	\$ 415	\$ 5,075	\$ 300	\$ 6,305
NZ Zone 3 Permits	\$ 305	\$ 225	\$ 3,690	\$ 210	\$ 4,430	\$ 385	\$ 140	\$ 4,180	\$ 100	\$ 4,805
NZ Zone 4 Permits	\$ 1,000	\$ 530	\$ 16,465	\$ 660	\$ 18,655	\$ 1,095	\$ 1,455	\$ 16,485	\$ 230	\$ 19,265
NZ Zone 5 Permits	\$ 460	\$ 120	\$ 7,780	\$ 635	\$ 8,995	\$ 685	\$ 220	\$ 7,750	\$ 410	\$ 9,065
NZ Zone 6 Permits	\$ 300	\$ 80	\$ 2,135	\$ 485	\$ 3,000	\$ 570	\$ 395	\$ 2,130	\$ 120	\$ 3,215
NZ Zone 7 Permits	\$ 855	\$ 655	\$ 6,950	\$ 715	\$ 9,175	\$ 1,015	\$ 272	\$ 7,425	\$ 285	\$ 8,997
NZ Zone 8 Permits	\$ -	\$ 75	\$ 550	\$ 50	\$ 675	\$ 75	\$ 25	\$ 425	\$ -	\$ 525
NZ Zone 9 Permits	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185
NZ Zone 10 Permits	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185
NZ Zone 11 Permits	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185
NZ All Zone Service Permits	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185	\$ 2,185
NZ Private Parking	\$ 156	\$ -	\$ -	\$ -	\$ 156	\$ 104	\$ -	\$ -	\$ -	\$ 104
GF Private Parking	\$ 491	\$ 26	\$ -	\$ 25	\$ 542	\$ 390	\$ -	\$ -	\$ -	\$ 390
	\$ 16,796	\$ 12,386	\$ 77,725	\$ 13,150	\$ 93,837	\$ 16,637	\$ 12,972	\$ 77,410	\$ 11,125	\$ 91,924
Total System Revenues	\$ 867,156	\$ 918,227	\$ 943,715	\$ 892,512	\$ 3,595,390	\$ 936,625	\$ 859,395	\$ 903,135	\$ 305,448	\$ 2,978,383
Parking System Expenses										
GL Staffing Expenses	\$ (93,527)	\$ (88,337)	\$ (109,651)	\$ (83,727)	\$ (375,242)	\$ (117,503)	\$ (91,573)	\$ (107,102)	\$ (45,660)	\$ (361,838)
MP Staffing Expenses	\$ (182,508)	\$ (178,144)	\$ (142,702)	\$ (163,420)	\$ (666,775)	\$ (199,537)	\$ (155,097)	\$ (154,089)	\$ (79,156)	\$ (587,878)
NZ Staffing Expenses	\$ (10,684)	\$ (11,310)	\$ (11,221)	\$ (11,026)	\$ (44,241)	\$ (12,111)	\$ (10,902)	\$ (12,027)	\$ (8,485)	\$ (43,524)
	\$ (286,719)	\$ (277,792)	\$ (263,574)	\$ (258,172)	\$ (1,086,257)	\$ (329,150)	\$ (257,572)	\$ (273,218)	\$ (133,300)	\$ (993,240)
GL Operational Expenses	\$ (40,271)	\$ (27,728)	\$ (24,937)	\$ (21,882)	\$ (114,818)	\$ (33,972)	\$ (18,137)	\$ (15,577)	\$ (5,107)	\$ (72,793)
MP Operational Expenses	\$ (52,245)	\$ (38,158)	\$ (56,685)	\$ (38,007)	\$ (185,095)	\$ (56,326)	\$ (36,368)	\$ (49,855)	\$ (15,066)	\$ (157,615)
NZ Operational Expenses	\$ (4,118)	\$ (713)	\$ (4,268)	\$ (9,999)	\$ (19,098)	\$ (10,878)	\$ (2,548)	\$ (9,254)	\$ (638)	\$ (23,319)
	\$ (96,634)	\$ (66,600)	\$ (85,889)	\$ (69,888)	\$ (319,011)	\$ (101,176)	\$ (57,054)	\$ (74,686)	\$ (20,810)	\$ (253,726)
GL Equipment & Supply Expenses	\$ (187,565)	\$ (210,264)	\$ (211,324)	\$ (233,870)	\$ (843,024)	\$ (200,627)	\$ (247,235)	\$ (241,940)	\$ (102,926)	\$ (792,728)
MP Equipment & Supply Expenses	\$ (385,396)	\$ (73,258)	\$ (320,141)	\$ (98,637)	\$ (877,432)	\$ (291,841)	\$ (186,082)	\$ (311,810)	\$ (5,271)	\$ (795,003)
NZ Equipment & Supply Expenses	\$ (878)	\$ (7,139)	\$ (544)	\$ (251)	\$ (8,812)	\$ (70)	\$ (6,890)	\$ (840)	\$ -	\$ (7,800)
	\$ (573,840)	\$ (290,662)	\$ (532,009)	\$ (332,757)	\$ (1,729,268)	\$ (492,537)	\$ (440,207)	\$ (554,590)	\$ (108,197)	\$ (1,595,531)
GL General Fund Charges	\$ (56,732)	\$ -	\$ -	\$ -	\$ (56,732)	\$ (59,410)	\$ -	\$ -	\$ -	\$ (59,410)
MP General Fund Charges	\$ (57,286)	\$ -	\$ -	\$ -	\$ (57,286)	\$ (59,975)	\$ -	\$ -	\$ -	\$ (59,975)
NZ General Fund Charges	\$ (58,062)	\$ -	\$ -	\$ -	\$ (58,062)	\$ (60,767)	\$ -	\$ -	\$ -	\$ (60,767)
	\$ (172,080)	\$ -	\$ -	\$ -	\$ (172,080)	\$ (180,152)	\$ -	\$ -	\$ -	\$ (180,152)
Total System Expense	\$ (1,129,272)	\$ (635,054)	\$ (881,472)	\$ (660,818)	\$ (3,306,616)	\$ (1,103,016)	\$ (754,833)	\$ (902,493)	\$ (262,308)	\$ (3,022,649)
System Cash Flow	\$ (262,116)	\$ 283,173	\$ 62,243	\$ 231,695	\$ 288,775	\$ (166,390)	\$ 104,563	\$ 642	\$ 43,140	\$ (44,266)
Other System Revenues										
GL Citation Revenues	\$ 52	\$ 460	\$ 340	\$ 720	\$ 1,572	\$ 500	\$ 4,360	\$ 640	\$ 1,590	\$ 7,090
GF Citations	\$ 65,412	\$ 114,271	\$ 81,862	\$ 121,563	\$ 383,108	\$ 111,400	\$ 80,486	\$ 57,453	\$ 31,895	\$ 281,234
NZ Citation revenues	\$ 64,043	\$ 66,462	\$ 44,244	\$ 49,963	\$ 224,712	\$ 57,938	\$ 62,053	\$ 38,896	\$ 13,498	\$ 172,385
	\$ 129,507	\$ 181,193	\$ 126,446	\$ 172,246	\$ 609,392	\$ 169,838	\$ 146,899	\$ 96,989	\$ 46,983	\$ 460,709
GL TIF Subsidy	\$ 167,669	\$ 167,669	\$ 167,669	\$ 159,702	\$ 662,710	\$ 165,496	\$ 165,496	\$ 165,496	\$ 55,165	\$ 551,655
GL Miscellaneous Income	\$ 91	\$ -	\$ -	\$ -	\$ 91	\$ -	\$ -	\$ -	\$ -	\$ -
MP Other Income - Insurance Reimbursements	\$ 281	\$ -	\$ 91	\$ 340	\$ 712	\$ -	\$ 3,029	\$ 8,117	\$ 2,203	\$ 13,349
NZ Miscellaneous Income	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22	\$ 20	\$ -	\$ -	\$ 42
GF Miscellaneous Income	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ 20	\$ -	\$ 40
	\$ 372	\$ -	\$ 91	\$ 340	\$ 803	\$ 22	\$ 3,069	\$ 8,137	\$ 2,203	\$ 13,431
Total Other System Revenues	\$ 297,548	\$ 348,863	\$ 294,206	\$ 332,288	\$ 1,272,905	\$ 335,356	\$ 315,465	\$ 270,622	\$ 104,351	\$ 1,025,794
Parking System Balance	\$ 35,432	\$ 632,036	\$ 356,449	\$ 563,982	\$ 1,561,680	\$ 168,966	\$ 420,028	\$ 271,264	\$ 147,491	\$ 981,529
NZ Capital Transfer (601 -> 454)	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000
NZ Capital Expenditures	\$ (48,270)	\$ (55,152)	\$ (240,661)	\$ (56,413)	\$ (400,496)	\$ (77,744)	\$ (102,871)	\$ (88,525)	\$ (9,142)	\$ (278,282)
System Balance after Capex	\$ 487,162	\$ 576,884	\$ 115,788	\$ 507,569	\$ 1,661,183	\$ 591,222	\$ 317,156	\$ 182,739	\$ 138,349	\$ 1,203,246
Parking System Closing Balance	\$ 4,060,876	\$ 4,637,760	\$ 4,753,548	\$ 5,261,117	\$ 5,261,117	\$ 5,852,339	\$ 6,169,496	\$ 6,352,234	\$ 6,490,584	\$ 6,490,584

Discussion of Proposed Changes to Title 15

Recommended Implementation Date of August 15, 2018

Deliberative Material
For Discussion Only

Areas of Concern

- Conform the code to the standard practice
- Align the hours of enforcement of NZ, G&L, MP
- Decrease demand for oversold permits by adjusting user fees
- Reduce occupancy by adjusting fees

Elasticity of Parking

- 10% increase in fees == 3% drop in demand
- Examples:
 - Raising on-street pricing from \$1 to \$1.50/hour is a 50% increase, 15% drop in demand
 - Raising NZ Permits from \$25 to \$40 is a 60% increase, results in an 18% drop in demand

$$(40-25)/25 * -0.3 = -.18 = -18\%$$

Elasticity varies between -0.1 to -0.4 with -0.3 being used most often.

Lunch Trucks & Equipment

- Lunch trucks are authorized by ESD.
 - Update the code to provide legal, on-street parking

§15.30.060

§15.32.070

§15.48.010

Would permit P&T, DPW, and ESD to provide exceptions for machinery or trailers in excess of 19' to be parked on the street for a period of more than 2 hours.

Conform the Code to practice

- Special Event & Construction permits from P&T -> DPW §15.32.090
- Shifts responsibility for administration and issuance of NZ Permits from P&T -> PEM §15.37.040
- Shifts responsibility for garage permits and lot leases from P&T -> DPW §15.40.030

Remove special exceptions

- Delete delivery permit (2 permits issued in 2016) §15.32.185
- Require NZ combo zone residents to pay the meter §15.37.020
- Prohibit landlords from applying on behalf of a tenant §15.37.055
- Restrict employees from eligibility for Zone 4,5,6,7 §15.37.180
- Remove Frats at 7th& Woodlawn from eligibility for Zone 7 §15.37.200
- Reduce number of Zone 4,5,7 permits issued to Kirkwood/Walnut employees from 75 to 50 §15.37.210
- Remove Collins residents from eligibility for Zone 7 permits §15.37.220

City Employee Parking

- Shifts responsibility from P&T to the PEM §15.38
- Adjusts pricing equal to the costs of permit production

Deliberative Material
For Discussion Only

Citations

- Recommend Increasing citations from \$20/\$40 to \$35/\$55 §15.64.010
- Remove penalty for not registering a bike or defacing a registration decal. (Bike registration is no longer required) §15.64.010(e)
- Place MP violation revenue in to the MP fund §15.40.015(a)

NZ Proposal –§15.37.050/140

- August 15:
 - Increases fees from \$25 to \$45 for first permit, \$100 each addn at the same address
 - Senior & Disabled permits stay at \$25
 - Fees escalate 3% per year
 - Subject 1 day permits in a meter zone to a fee similar to contractor permits; all 1 day permits subject to \$5 administrative fee
 - Reduce number of Zone 4,5,7 permits issued to Kirkwood/Walnut employees from 75 to 50; raises fee from \$25 to \$200 except for senior & disabled (\$55); 3% Escalator.
 - Implement Zone 12, Garden Hill

NZ All-Zone Proposal §15.37.190

- Change fee from \$55 to \$100
- Fees for Senior & Disabled stay at \$50
- Fees escalate 3% per year

Deliberative Material
For Discussion Only

NZ Permit Price Cases

2016 NZ Program Cash Flow	\$ (73,070.98)				
	\$25/\$55	\$35/\$75	\$45/\$75	\$45/\$100	\$55/\$100
2016 Resident Permits	\$ 86,530	\$ 120,690	\$ 155,980	\$ 155,980	\$ 190,140
2016 All-Zone Permits	\$ 38,610	\$ 52,650	\$ 52,650	\$ 70,200	\$ 70,200
2016 Total Revenue	\$ 125,140	\$ 173,340	\$ 208,630	\$ 226,180	\$ 260,340
Δ		\$ 48,200	\$ 83,490	\$ 101,040	\$ 135,200
Resident Permit increase Adjusted for Inflation (\$29.21)		20%	54%	54%	88%
Predicted Demand Drop (e=-0.03)		-6%	-16%	-16%	-26%
AllZone Permit Increase Adjusted for Inflation (\$64.21)		17%	17%	56%	56%
Predicted Demand Drop (e=-0.015)		-3%	-3%	-8%	-8%
Adj NZ Permits		\$ 113,513	\$ 130,685	\$ 130,685	\$ 139,777
Adj. All-Zone Permits		\$ 51,331	\$ 51,331	\$ 64,346	\$ 64,346
Total		\$ 164,845	\$ 182,016	\$ 195,031	\$ 204,123
Δ		\$ 39,705	\$ 56,876	\$ 69,891	\$ 78,983
% of Deficit		-54%	-78%	-96%	-108%

Metered Parking

- Amend schedule “U” to reflect where meters are actually installed §15.40.020
- Deposit citation revenue into the MP fund §15.40.015
- Change hours of enforcement from 9a-9p to 8a-9p §15.40.020

Surface Lots - §15.40.020 Sched W

- Treat surface lots like MP
- Remove 3 hours free in surface lots
- Align lot enforcement hours with on-street parking hours

Deliberative Material
For Discussion Only

Garages – §15.40.020 Sched W

- Reduce from 3 hours free to 1 hour free
- Align hours of all garage enforcement to 24/6
- Compel payment by ACH; CC payments subject to surcharge
- Remove requirement to display a garage permit, clarifies display of lot permits §15.48.010

Proposed Garage Permit Pricing Adjustments

- Effective August 15:
 - 12/5 NR \$40 -> \$57
 - 12/5R \$57 -> \$81
 - 24/7NR \$67->96
 - 24/7R \$76->108
- Eliminates the 30-hour employee permit

Proposed Garage Permit Pricing

	12/5 NR	12/5 reserved	24/7 NR	24/7R					
Permit Cost	\$ 40	\$ 57	\$ 67	\$ 76					
4th	\$ 480	\$ 18,240	\$ 3,752	\$ -					
Morton	\$ 8,880	\$ 684	\$ 12,395	\$ 3,344					
Walnut	\$ 3,840	\$ 399	\$ 17,219	\$ -					
2016 Monthly Avg Permit Revenue	\$ 13,200	\$ 19,323	\$ 33,366	\$ 3,344		Rev per Permit	Rev per Space	Cost per Space	% cost
2016 Annual Permit Revenue	\$ 158,400	\$ 231,876	\$ 400,392	\$ 40,128	\$ 830,796	\$ 686	\$ 780	1114	70%
			2016 Hourly Garage Revenue	\$ 150,040					
			2016 Total Garage revenue	\$ 980,836					
Adjusted Price	\$ 50.80	\$ 72.39	\$ 85.09	\$ 96.53					
Price Increase	127%	127%	127%	127%	Hourly Rev	Total Proj Revenue	Proj. Rev per Permit	Proj Rev per Space	
Annual Projected Revenue	\$ 201,179	\$ 294,499	\$ 508,526	\$ 50,965	\$ 150,040	\$ 1,205,209	\$ 995	\$ 1,132	