



City of Arts & Innovation

Transportation Committee

TO: TRANSPORTATION COMMITTEE MEMBERS DATE: JUNE 13, 2019

FROM: PUBLIC WORKS DEPARTMENT WARD: 1

SUBJECT: PARKING PROGRAM IMPROVEMENT OPTIONS TO MAXIMIZE USE OF EXISTING INVENTORY

ISSUES:

That the Transportation Committee provide input on public parking program improvement and funding options to maximize existing parking inventory capacity.

RECOMMENDATIONS:

That the Transportation Committee:

1. Receive a report on public parking program improvements and funding options to maximize existing parking inventory capacity and provide input for Budget Engagement Commission and/or City Council consideration; and
2. Direct the Public works Department to return within 12 months to the Transportation Committee with an update on parking solutions and an analysis of the alternate parking program initiatives to 1) extend the hours of operation in the parking garages; and 2) implement a demand responsive rate structure in the parking garages.

BACKGROUND:

On January 24, 2017, the City Council received a report on Parking Services' comprehensive Strategic Parking Plan (SPP). The SPP was designed to help the City prepare for future parking needs through progressive parking strategies, as well as maximize the occupancy of the limited existing parking supply. Since that time, a number of enhancements have been implemented and periodic updates have been shared with the City Council.

During a November 13, 2018 SPP update before the City Council, a discussion arose regarding changing parking dynamics in the downtown core, particularly relating to the recent growth at and around the Fox Entertainment Plaza. Staff was directed to return to the Transportation Committee for further discussion on the impacts to downtown parking operations and the Parking Fund.

On April 11, 2019, the Parking Services division presented to the Transportation Committee an overview of impacts from recent growth to parking operations in the downtown core and a review of the Parking Fund.

The Committee requested that staff return within two months to present a balanced plan to address parking technology and equipment needs including: (1) a full range of equipment options with costs to address efficiencies and maximize use of parking in Garages 3, 6, and 7; (2) a plan to address the aging downtown on-street parking meter infrastructure; and (3) funding options for proposed equipment and technology improvements. The Committee also directed staff to return at a later date with an analysis extending hours of operation and implementing a demand responsive rate structure in the parking garages.

DISCUSSION:

The following plan addresses the Committee's requests in three phases.

Phase 1 – Parking Garage Smart Systems, On-Street Parking Meters, and Funding Options

Phase 1 addresses efficiencies in order of priority in Garages 3, 6, and 7 through installation of smart parking systems, the replacement of on-street parking meters, and funding options for both of these solutions.

1. Smart Parking Garage System in Garages 3, 6, and 7

Installing a smart parking entry and exit system in Garages 3, 6, and 7 would improve the movement of vehicles, offer various payment options, and allow the City to set multiple rates using validation codes. Upgrading the equipment is the first step to creating synergy between the parking entry and exit systems and future digital wayfinding technology that connects to a mobile application providing our downtown guests with a higher level of guidance and mobility. This helps reduce greenhouse gas emissions by minimizing circling and offers a better overall experience for Riverside visitors.

A variety of systems are available in the market offering numerous options. Estimated costs are \$200,000 per garage, but are largely dependent on existing infrastructure in each facility. Attachment 1 highlights recommended basic garage equipment configurations and a menu of proposed options.

Once funding is identified, staff anticipates that installation could be complete within six months and would be implemented based on garage priority.

2. On-Street Meter Replacement

Parking management best practices encourage strategies to promote curbside turnover and the most efficient way to do this is through meter technology. The use of technology also provides an enhanced convenience for the user.

Currently, our inventory consists of two types of downtown meters:

- (1) Single-head meters that monitor one space - capable of processing credit card and cash payment for its assigned space; and
- (2) Multi-space pay stations (monitor multiple spaces via Wi-Fi connection) - depending on the model, some are limited to cash payments and others are capable of processing cash and credit.

Both types of meters accept mobile payments using ParkMobile phone application or phone number.

Of the two types of meters, the 79 multi-space pay stations have the most outdated technology affecting the user. Due to changes in the operating system software, 47 of the 79 multi-space pay stations are no longer compatible with modern technology nor supported by the manufacturer. The incompatibility affects the ability to properly encrypt and secure credit card information; therefore, to protect the public, the credit card payment functionality was removed. The remaining 32 multi-pay space stations, which still process credit cards today, will no longer be compatible with credit card security compliance standards as of March 31, 2021. At that point, most of the downtown on-street parking spaces will no longer accept credit card payments making this extremely inconvenient for our business patrons and other visitors.

The Public Parking Program is currently in the process of testing three vendors. The Parking Fund does not have a budget for the anticipated cost of the replacement equipment, estimated at \$650,000 (not including installation).

3. Summary of Funding Options

Currently, the Parking Services fund balance is insufficient to finance the equipment investment. It is understood that the program may suffer further should these investments be delayed. Therefore, below are four options to consider.

- a) *Reallocation of Measure Z Parking Garage funds:* On May 16, 2017, City Council adopted a 5-year Measure Z Spending Plan that set aside more than \$3 million towards expansion and rehabilitation of a downtown parking garage. These funds were subsequently reviewed and re-approved by City Council on June 12, 2018, and January 22, 2019. These funds have not been allocated to any project to date; therefore, staff would request to return to the Budget Engagement Commission and request those funds be reallocated to parking equipment upgrades to maximize efficiency and existing inventory.
- b) *Lease to Own:* A lease to own agreement is an option for the small amount of capital necessary for the purchase and installation of the meters. It provides flexibility in the terms and reduces risk and responsibility during the term of the agreement which is typically 3-10 years. However, the costs associated with a lease to own arrangement are more expensive compared to traditional forms of financing.
- c) *Borrow from Cash Pool:* This requires cash flow and the rate would be less than the lease rate making the payments manageable but for a longer period.
- d) *Parking Operator Advance:* The City's parking operator may purchase equipment for City garages on behalf of the City, which would require an amendment to the current contract. This allows the City to spread the cost over a period of time. Assuming equipment was purchased for Garages 3, 6, and 7, annual debt service is estimated to range from \$175,000 to \$250,000 per year depending on options selected.
- e) *Debt financing:* Debt financing is not a recommended option because if the Parking Fund is unable to afford the debt service, the General Fund would be responsible for subsidizing the costs. Additionally, the costs, terms and conditions of a debt issuance would far exceed the cost and life of the meter.

Phases 2 and 3 – Parking Agreement Obligations and Parking Asset Review

Phase 2 will begin concurrently with phase 1 efforts, but may take more time. Phase 2 will include a review of public and private parking assets downtown and renegotiation of existing parking agreements with entities using public garage spaces with a goal to make more public parking available.

Phase 3 is a longer-term analysis of the aged parking assets and a study to consider extending the hours of operation in the parking garages and implementation of a demand responsive rate structure in the parking garages.

FISCAL IMPACT:

The final cost of improvements is not yet known. Staff estimates costs for replacement and installation of outdated on-street parking meters to range from \$650,000 to \$800,000 and costs for new technology in parking garages 3, 6 and 7 is estimated to range from \$575,000 to \$900,000 for a total estimated amount up to \$1.7 million. The Parking Fund does not have sufficient capital to fund these improvements.

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Attachments:

1. Garage Equipment Base Configurations and Options
2. Parking Map
3. Presentation