

Attachment A: Curb program cost and revenue estimates

To inform early city decision making, the project team researched comparable costs for curb management program elements and identified rough order of magnitude estimates for the cost of establishing and operating a parking and curb management program. These costs include one-time upfront costs, operating costs, and annual revenues from the program. At a high level, these estimates assume a parking and curb management program that would initially cover approximately 575 on-street spaces and various other permitted uses.

These estimates are very high level since a specific parking and curb management program proposal is outside the scope of the Curb Management Plan effort.

If the city moves forward to implement a parking and curb management program, it will be necessary to determine the program's approach, strategies, technology, and staffing as well as updated pricing and demand assumptions. Refined assessments of costs and revenues will be created during that exercise.

Estimated upfront/one-time implementation costs *(planning-level estimates only, subject to change)*

This table accounts for estimated one-time costs required to initiate a curb pricing program in the study area.

	Est. Average	Notes
Curb Manager and Support Staff	\$490,000	One full time manager and support from existing staff for two years of startup.
Implementation planning, outreach, and design support	\$200,000	The city would likely need to hire outside help to support city staff with implementation planning, design of parking improvements and outreach coordination.
Permit management system	\$50,000	Updated system may include streamlined application processes and license plate recognition (LPR) technology for compliance.
Construction of new signage and pay stations	\$800,000	Assumed 40 to 80 pay stations and associated static signing updates.
Mobile payment provider	\$25,000	Initial set up costs for a mobile payment provider option.
Advertising	\$40,000	Resources to advertise new parking/curb management approach.
Establish methodology + Collect baseline occupancy and compliance data	\$35,000	This includes carefully planning the data collection methodology, collecting baseline data, and establishing a recurring collection process.
Start-up cost contingency	\$50,000	Assumes a contingency for miscellaneous start costs that may help cover contracting, enforcement terms, technology, and other resources.
Total	\$1,690,000	

Estimated annual operating costs *(planning-level estimates only, subject to change)*

This table accounts for estimated costs related to curb program operations on a recurring basis.

	Est. Average	Notes
Curb Manager and support staff	\$260,000	One full time manager and support from existing staff.
Enforcement operations	\$325,000	Assumes contracted enforcement services for Downtown and BelRed neighborhoods (including Spring District) with two vehicles operating six to seven days per week.
Data collection and processing	\$50,000	Annual collection, processing, and reporting of parking related data.
Mobile payment provider fees	\$25,000	Fees for a mobile application service for paying for parking.
Pay station annual costs	\$400,000	Cost for operation and maintenance of pay stations including amortizing periodic replacement.
Permit management system	\$20,000	If the city puts in place a new permit system for parking & curb management, there will be ongoing costs and fees for that system.
Parking signage maintenance	\$20,000	Some signage and poles will need to be replaced every year.
Total	\$1,100,000	

Estimated annual revenues *(planning-level estimates only, subject to change)*

This table expresses an average revenue scenario based on order-of-magnitude estimates. It does not include citation revenue due to ticket processing occurring through King County District Court.

	Est. Average	Notes
Paid parking revenue	\$1,500,000	Rounded estimate calculated by multiplying the following inputs.
<i>Number of spaces</i>	575	Assumes short-term scenario: paid parking for time-limited on-street parking in Downtown and BelRed areas (long-term, parking supply to grow as development occurs).
<i>Days per year that pricing is enforced</i>	354	Assumes parking is enforced seven days per week except for federal holidays.
<i>Average hours per day that pricing is enforced</i>	11	Assumes pricing enforced 11 hours per day on average.
<i>Average occupancy</i>	60%	Assumes the average occupancy throughout the day across all hours of enforcement.
<i>Average rate per hour</i>	\$2.00	Assumes the average rate (considering time of day pricing) based on what demand merits to achieve goals for a target level of curb occupancy.
<i>Average payment compliance</i>	55%	The percent of occupied hours that drivers pay for; this rate is strongly influenced by the effectiveness of enforcement.
Permit revenue	\$25,000	Assumes the City tracks revenues generated from permitting uses – these are placeholder values for this estimating exercise.
Total	\$1,525,000	

Curb Program Revenues Over Time

