

8. FUNDING AND IMPLEMENTATION

The funding and implementation plan integrates BTB’s on-street and off-street parking roles and seeks to create new revenue streams that can be used to offset administrative costs and provide funding for demand reduction and (vehicular) pollution control programs. Parking management is one of BTB’s primary functions. These efforts are funded by revenues from the City’s operating budget. Ticket revenue and permit fees generated by these activities are distributed as general revenue funds through the City’s budgetary process. General revenue funds are used to fund all City department activities and are not obligated to the specific activities of the department that generated the revenues.

Funding Strategies

The proposed action plans include measures to increase activities in the area of parking management and to employ approaches that seek to reduce on-street parking demand. The City’s budget will remain the major funding source for these activities. However, City budgetary constraints limit BTB’s ability to initiate new parking management efforts. Therefore, it is important to create new funding opportunities to offset costs and to fund demand reduction programs.

SUMMARY OF FUNDING STRATEGY

City monies will continue to be used for operating and capital costs. BTB will investigate new revenue sources as described below:

- Fees to offset expenditures and generate revenue for parking and travel demand reduction programs:
 - Development Review Fees
 - Parking Lot/Garage Fees
 - Resident Parking Fees
- Public-Private Partnerships including the use of City facilities and bonds to leverage improvements:
 - A new intermodal facility with short-term parking and long-term residential parking.
 - New “Smart Meter” technologies.
 - A district-wide parking availability information system.
 - Bonds.

Fees

City monies will be used for many of the activities that are described in this plan, especially in the areas of on-street parking management. However, the opportunity exists to use and extend existing regulations to create new funding sources that could be used to offset BTB expenditures and provide opportunities to fund other *Access Boston* recommendations.

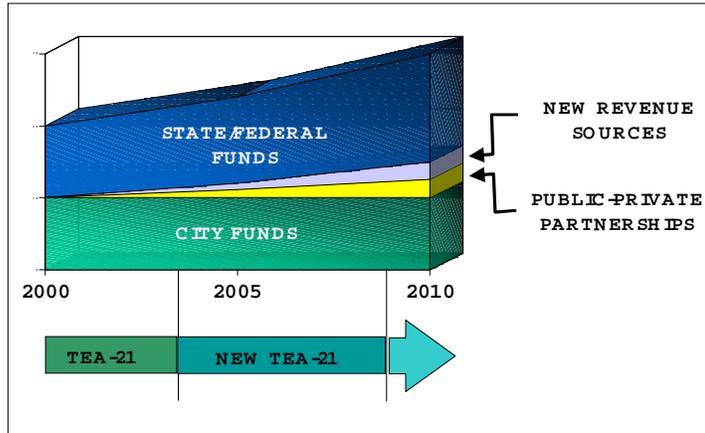
Development Review Fees

The Zoning Code includes a provision for **development review fees**. BTB will investigate applying this provision for the review of Transportation Access Plan Agreement, and Construction Management Plans. These types of fees have precedence, for example, in MassHighway’s review of applications for Access Permit applications. The fees will be used to offset BTB expenditures for reviewing development submittals, TAPAs and CMPs.

Parking Lot/Garage Fees

BTB currently generates revenue through the issuance of annually renewed permits for open-air parking lots. The revenue becomes part of the General Fund and the permits do not cover parking garages. The City should consider changes to this program to extend the open air permit process to **cover parking garages and consolidate the permit issuance under the BAPCC**. This approach would generate significant revenue to support the administration of

Figure 32
Benefits of Leveraging Private Funds



Additional public and private revenue sources will allow BTD to pursue new parking management initiatives.

the BAPCC permit program and demand reduction programs that would be consistent with the purpose of the BAPCC. Potential expenditures would include:

- Programs to reduce auto ownership.
- Deployment of ITS technologies to provide real-time parking information.
- Programs and services that encourage and support the use of alternative modes.
- Fleet conversion to alternative fuels.

The funds would not cover the cost of these efforts, but would generate a sufficient revenue stream to provide seed money and matching funds to leverage public-private partnerships and secure funds through state and federal programs.

Resident Parking Fees

Implementing a modest fee for RPP Permits could generate supplemental funds. Directing these funds to the BAPCC as part of the funding approach that is described above, however, would require approval by the City Council to establish the mechanism to receive and distribute the revenue.

Public-Private Partnerships

Opportunities exist to leverage private investment through the use of public resources. This will expand the financial resources available to BTD to pursue new transportation initiatives. (See Figure 32.) This includes the use of public properties and the use of public subsidies to support privately operated programs. BTD will create and foster new public-private partnership opportunities to develop and implement several elements of the Action Plan.

Leveraging City Assets

One option for consideration is the development of an intermodal facility with alternative fuel shuttle services for short-term parking, long-term resident parking and tour bus parking. The City would need to conduct a study of its real estate assets to identify necessary capital needs, site availability and consolidation options that could create the opportunity for the remote park-and-ride facility. Possible locations would include City-owned sites along Frontage Road and in South Bay at Southampton Street.

Smart Meter Technologies

A second option is the deployment of “Smart Meter” technology similar to the previously implemented pilot program. This effort requires the sustained interest of a financial partner to ensure the long-term viability of the program.

Real-time Parking Information

A third option would be a program to disseminate real-time parking information about the availability of parking in off-street parking facilities. This is a district-wide approach to parking management that would work well within the framework of a Transportation Management Association. The Longwood Medical Area or the South Boston Waterfront are both good candidate locations.

Bonds

The City can float bonds based on its parking meter revenues. This revenue stream would provide a resource to develop and invest in new technologies that would improve the operation of the on-street parking supply.

Implementation Plan

BTD began implementing recommendations of actions during the *Access Boston 2000-2010* process. This activity is part of the “Doing and Learning” approach of the project. BTD recognized the benefits of beginning implementation as early as possible to inform the development of *Access Boston 2000-2010* through an iterative, dynamic process. Ongoing implementation and steps to be taken are identified below.

Parking Districts

BTD continues to work on parking district-related issues. BTD assisted BAPCC on the implementation of the South Boston Parking Freeze. BAPCC held a series of hearings on the proposed rules and regulations and anticipates sending initial permits to property owners in 2001, beginning the process to finalize the Parking Freeze inventory. BTD and the BRA worked with neighborhood groups in the Fenway to establish parking ratios for new development. BTD is also developing district-level parking approaches as part of ongoing planning efforts in Roxbury. Through its role on the MBTA Advisory Board, BTD has also supported the development of parking at regional intermodal facilities.

TECHNOLOGY

Intelligent Transportation Systems (ITS) technologies create the opportunity to provide information about parking availability and fee structures to drivers before they make their trip or while they are en-route. Locally, this approach is used in a simple form by the MBTA to inform drivers about the general availability of parking at major transit stations with highway access such as Braintree, Quincy/Adams and Alewife. The MBTA provides information about parking rates on its web site.



Examples of a more comprehensive district-based parking approach can be found in St. Paul Minnesota. These systems provide real-time information about the number of parking spaces in lots and garages via signs that are located before and within the parking district. The purpose of this approach is to reduce driver confusion and vehicle miles traveled by motorists searching for parking as lots or garages become full.

PARKING IN BOSTON

In addition to these on-going efforts, BTD will take the following future actions in 2002:

- Identify the percent goal for reducing the number of spaces per employee for new developments.
- Initiate a GIS database with off-street parking information to track off-street parking changes in new development proposals.
- Through the formation of a Task Force, initiate efforts to strengthen elements of the Boston Proper Parking Freeze.
- Develop a pilot program to disseminate real-time parking information in a district such as the South Boston Waterfront or the Longwood Medical Area.

Development Review

BTD has modified the Transportation Access Plan Guidelines to clarify the analysis of development projects relative to City transportation goals and policies and to provide a more comprehensive database for this analysis. BTD will take the following actions in 2002:

- Release the updated Transportation Access Plan Guidelines.
- Conduct a briefing session with the development community (open to the general public) to review the Guidelines. Conduct follow-up briefing sessions on an annual basis.
- Initiate efforts with the BRA to modify the City's zoning code to require Institutional Master Plan Transportation Access Plan Agreements.

Parking Management on Major Corridors

BTD has implemented Corridor Improvement Program actions on Boylston Street, Newbury Street, and High Street. Plans are underway to implement changes to parking regulations on sections of Tremont Street in the South End. These efforts are the culmination of a year-long planning and engineering process that included significant public outreach. In addition to these on-going efforts, BTD will take the following future actions in 2002:

- Complete the implementation and monitoring efforts on the initial five corridors.
- Identify a list of candidate streets for implementation in 2002 and 2003.
- Complete a needs assessment for future enforcement and towing requirements to support the Corridor Improvement Program and other parking enforcement activities.

- Convene a Boston Transportation Technology Advisory Group to review future deployment potential of "Smart Meters" as part of an overall ITS strategy for the City.

Neighborhood Commercial Districts

BTD implemented Neighborhood Commercial Business District Transportation Action Plans in Maverick Square (East Boston), Codman Square (Dorchester) and Allston Village (Allston) over a two year period. Each of these efforts involved close coordination with the City's Main Streets program and other city departments as well as a comprehensive public participation and planning process. BTD will take the following future actions in 2002:

- Identify a list of three candidate districts for evaluation in cooperation with the Main Streets Program.
- Produce and disseminate a program brochure that would provide guidance to merchants and residents for the development of action plans.
- Initiate the development of action plans in three neighborhood commercial districts.

Resident Parking Program

BTD has facilitated and encouraged the implementation of carsharing programs by private operators. This includes recommendations to private developers of residential projects to include this approach. BTD has also secured commitments in several new residential development projects that exclude tenants of these projects from access to RPP permits. These efforts will be further described as part of the revised Transportation Access Plan Guidelines. In addition to these on-going efforts, BTD will take the following future actions in 2002:

- Investigate changes to the RPP Program including the use of fees, restrictions on the number of permits per household and splitting the Allston/Brighton program.
- Investigate the implementation of a demand reduction program modeled on Seattle's "Way to Go" program.

Transportation Management Associations

Transportation Management Associations (TMAs) are independent, consensus oriented, non profit organizations of employers, retailers, business owners, public sector representatives, and others working together to address employee transportation issues. The mission of TMAs is to maintain the economic viability of the communities they serve by reducing traffic congestion and improving air quality through the creation of services and materials which promote transportation alternatives to the single occupancy vehicle. TMAs provide numerous services, including:

- Guaranteed Rides Home.
- Transit Pass Purchases.
- Transportation Awareness Days.
- Shuttle Bus Services.
- Information Kiosks.
- Transportation Advocacy Programs.
- Information to Commuter Service Programs.

In addition, TMAs provide proactive organization dedicated to working with local, state, and federal agencies to provide better transportation options for the communities they serve. TMAs are dedicated to researching and providing commuters with cost-effective, dependable, and environmentally sound modes of transportation.

There are six Boston-based TMAs:

- Artery Business Committee TMA serving Downtown Boston
- Back Bay TMA serving Back Bay
- Commute Works/MASCO TMA serving the Longwood Medical and Academic Area
- Logan TMA serving Logan Airport
- Seaport TMA serving the South Boston Waterfront
- TransComm serving the lower South End

