



**Agenda**  
**Advisory Parking Committee Regular Meeting**  
**Wednesday, June 3, 2026 - 7:30 AM**  
**151 Martin Street, Birmingham, MI**  
**City Commission Room 205**

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- 1. Roll Call**
- 2. Approval of Minutes**
  - a. Review of April Meeting Minutes
- 3. Study Session - Evaluation of Demand-Based Pricing Models for On-Street Metered Parking**
  - a. Evaluation of Demand-Based Pricing Models for On-Street Metered Parking
- 4. APS Capital Expenditure 3 Year Plan**
  - a. APS Capital Expenditure 3-Year Plan
- 5. Miscellaneous Communication**
  - a. Sustainability Fee Update & Zoning Updates
- 6. Parking Reports Review**
  - a. Review of April Parking Reports
- 7. Meeting open to the public for items not on the agenda**
- 8. Next Meeting-**
  - a. Wednesday, July 8th - 7:30 a.m.
- 9. Adjournment**

City boards and committees meet in person, and most have a virtual option available to the public. Members of the public may attend the Parking Committee meeting in person at Birmingham City Hall or attend virtually.

**Link to Access Virtual Meeting:** <https://us06web.zoom.us/j/86082330819>

**Telephone Meeting Access:** 877 853 5247 US Toll-free

**Meeting ID Code:** 860 8233 0819

City Hall is open to the public during regular business hours, Monday through Friday from 8 a.m. – 5 p.m. The Police Department lobby entrance on the east side of City Hall on Pierce Street operates as the after-hours public entrance.

Individuals requiring assistance to enter the building should request aid via the intercom system at the parking

lot entrance gate on Henrietta Street.

Persons who require mobility, visual, hearing, or other assistance for effective participation in this public meeting should contact the City Clerk's Office at (248) 530-1880, or (248) 644-3405 (TDD) at least one day before the meeting to request help.

Las personas con incapacidad que requieren algún tipo de ayuda para la participación en esta sesión pública deben ponerse en contacto con la oficina del escribano de la ciudad en el número (248) 530-1800 o al (248) 644-3405 (para las personas con incapacidad auditiva) por lo menos un día antes de la reunión para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964)



**Minutes**  
**Advisory Parking Committee Regular Meeting**  
**April 15, 2026 – 7:30 a.m.**  
**151 Martin Street, Birmingham, MI**  
**City Commission Room 205**

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These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on April 15, 2026. The meeting was called to order at 7:30 a.m.

1. Roll Call

**Present:** Chair Michelle Moody, Vice Chair Jim Arpin; Committee Members Patricia Hardy, Michele Taddei

**Absent:** Committee Members James Eshaki, Lisa Silverman

**Staff:** Parking Systems Manager Ford; Assistant City Manager Clemence, Planning Director Dupuis, City Transcriptionist Eichenhorn

2. Approval of Minutes – March 11, 2026

Motion by Hardy  
Seconded by Arpin to approve the minutes.

Motion carried, 4-0.

VOICE VOTE

Yeas: Taddei, Hardy, Moody, Arpin

Nays: None

3. Study Session - Sustainability Fee and Rate Increase Discussion - Continued

PSM Ford, ACM Clemence, and PD Dupuis presented the item and answered questions.

APC members discussed the following regarding the item:

- There was some concern about whether the parking system would be financially sustainable in light of anticipated future capital expenditures. Until that information is more clear, there was some discomfort about using a rate increase to collect sustainability fees, when a rate increase might be necessary for funding parking capital expenditures in the future.

- It might be easier to contemplate creating a sustainability fee if it was funding a specific project.
- The parking system was created to make Birmingham a desirable destination. Adding a sustainability fee to the parking charges might have the effect of dampening parking demand. In addition, adding a fee that does not relate directly to the system might be inconsistent with the system's mission and purpose.
- A parking fee with an additional sustainability fee may encourage shoppers and workers to find elsewhere to park or visit.
- Sustainability is important, and should be incrementally integrated into the City's overall budget.
- It was understood that the sustainability fee proposal would be presented to the City Commission by the Planning Department, regardless of the outcome at the APC.
- It would be helpful if staff would provide the APC with the proposed ordinance language for the sustainability fee once it is ready.

Public Comment

David Bloom supported creating a long term capital expenditure funding plan and opposed using parking fees to collect sustainability funds.

Motion by Moody

Seconded by Arpin to approve the implementation of the sustainability fee.

Motion failed, 0-4.

VOICE VOTE

Yeas: None

Nays: Taddei, Hardy, Moody, Arpin

4. Staff Report - RH SLUP and Parking Reports Review

PSM Ford presented the item and answered questions.

APC members discussed the following regarding the item:

- Different sensitivities in the reports can clarify different information.
- Peabody seems to be nearly full around 4:30 p.m.
- A peak analysis could be useful for determining whether additional parking is required for the demand.
- It would be helpful to understand the projected demand and whether there is a shortage of parking.
- Perhaps adding regular staff to the Pierce and Peabody decks could help ensure better enforcement of the timed parking restrictions.
- On street metered parking near RH has experienced increased occupancy.
- It might be possible to convert Hazel Street into one way with metered parking.
- It might be useful to add smart signage that would notify drivers when a garage is full and to direct them to the nearest garage with available parking.
- The City's resident newsletter could also highlight the fact that Chester regularly has available capacity. Many residents might be willing to switch garages if they knew that parking might be easier.

- Staff should provide reports on the parking demand near RH year-over-year, month to month, and the number of days at peak utilization. These reports could be interesting for the area near Park as well.
- It would be helpful to have more data about the total parking demand in the former Parking Assessment District based on uses and square footages. This could help clarify whether there is an issue with parking demand, and could help inform capital planning for the parking garages if it is kept up to date as demand changes.
- It would be useful to understand whether it may be prudent to add on to Peabody in the future based on the data.
- As the weather gets warmer in April, revenues and utilization have gone up.
- All Police officers should be trained in removing the gate arms from the garages if necessary.
- Adding a year to date row on expenses and revenue for the reports would be helpful.
- The parking system nets approximately \$500,000 a month, and provides approximately \$250,000 in free parking. This is useful to understand from an operational perspective.
- It would be of interest to explore capital improvement planning options within the OpenGov module during the June meeting, and to talk about parking demand during the June meeting.

5. Meeting open to the public for items not on the agenda

Public Comment

Mr. Bloom supported adding a kiosk that could allow users of Peabody to pay before leaving, commented regarding difficulties he has encountered in trying to leave the Peabody garage, and asked about issuing refunds for residents who paid to park in Peabody over the Easter weekend.

APC members discussed the following:

- Staff should bring an update on the aesthetic improvements to the garages to the next meeting.
- A discussion of how to manage parking in Peabody during the planned improvements should also occur.
- Since Peabody may undergo an addition in the next few years, there was a question about whether it should be the next garage to be aesthetically improved after Chester.
- The concrete near the kiosks at Pierce are in poor repair and will be improved this spring.

6. Adjournment

No further business being evident, the APC motioned to adjourn at 8:58 a.m.



Aaron Ford, Parking Systems Manager

Laura Eichenhorn, City Transcriptionist



## MEMORANDUM

Parking System

**DATE:** June 3, 2026

**TO:** Advisory Parking Committee

**FROM:** Aaron Ford, Parking Systems Manager

**SUBJECT:** Evaluation of Demand-Based Pricing Models for On-Street Metered Parking

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### PURPOSE:

This memorandum is to initiate a discussion regarding the current rate structure for on-street metered parking in the City of Birmingham. This item is presented for committee review and dialogue concerning how the City balances on-street availability with the utilization of the municipal garage system.

### SUMMARY:

The City of Birmingham continues to monitor the balance between on-street parking and garage occupancy. A recurring challenge in the downtown core is the high demand for on-street "curbside" spaces, which often results in limited availability and increased traffic congestion as driver's circle blocks in search of spots.

Currently, the City's parking garages offer a "First 2 Hours Free" incentive to encourage long-term stays off the street. However, with on-street meters currently priced at \$1.00 – \$1.50 per hour, the committee may wish to discuss whether the current price spread effectively incentivizes the use of the garages for those seeking stays of two hours or more.

### MARKET COMPARISON:

To provide context for this discussion, the following table outlines on-street rates in neighboring and comparable Michigan communities:

<b>Community</b>	<b>Hourly Rate</b>	<b>Max Time Restriction</b>
Ann Arbor	\$2.50	2 Hours (Typical)
Detroit	\$1.00 – \$2.00	2–4 Hours
Ferndale	\$1.60	2 Hours
Birmingham	\$1.00 – \$1.50	1, 2, 4, & 12 Hours
Royal Oak	\$1.25 – \$1.50	3 Hours
Rochester	\$1.25	3 Hours

The primary goal of adjusting meter rates is not revenue generation, but behavioral modification. To effectively "push" parkers toward garages, the on-street rate must reflect a convenience premium. Currently, a two-hour stay at a meter costs \$3.00, while the same stay in a garage is \$0.00. Increasing the on-street rate—particularly in the second hour—widens this gap, making the garage the clear choice for cost-sensitive visitors.

**TOPICS FOR COMMITTEE CONSIDERATION:**

Staff suggests the following concepts be explored to determine if they align with the City's long-term parking goals:

- The "Premium" Pricing Concept: There is a school of thought in urban planning that on-street parking should be priced at a premium compared to off-street garages to ensure a vacancy rate on any given block. The committee may wish to discuss if Birmingham's current rates achieve this or if the gap between meter costs and "Free" garage parking should be wider.
- Progressive vs. Flat Rates: Traditional flat rates charge the same amount for every hour. A progressive model increases the hourly rate for each subsequent hour (e.g., \$2.00 for the first hour, \$4.00 for the second). This is often used to discourage "meter feeding" in 1 and 2-hour zones.
- Zone-Specific Variations: The committee may want to consider if certain zones (such as 1 and 2-hour spots) should be treated differently than long-term 12-hour perimeter meters to protect employee parking while encouraging shopper turnover.

**FUTURE CONSIDERATIONS AND TIMING:**

Should the Committee find that exploring a demand-based or progressive rate structure has merit, there are several potential windows where such changes could be further evaluated. Discussion could focus on aligning future adjustments with the start of a new fiscal year or, perhaps more strategically, in conjunction with the eventual upgrade and/or replacement of the City's current on-street meter hardware and enforcement technology. This would allow for a comprehensive review of both the pricing philosophy and the technical capabilities of the parking system simultaneously.

**CONCLUSION:**

This item is provided for discussion purposes only. Staff seeks to understand the Committee's perspective on these management strategies and whether further data or specific rate modeling is desired for future meetings.



## MEMORANDUM

Parking System

**DATE:** June 3, 2026

**TO:** Advisory Parking Committee

**FROM:** Aaron Ford, Parking System Manager

**SUBJECT:** Capital Expenditures – Three Year Outlook

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### Summary:

This memorandum provides a structured breakdown of the proposed capital expenditures for the parking system over the next four fiscal years. The total projected capital investment across all initiatives is \$38,526,000.

The primary objective of this multi-year plan is to address critical deferred maintenance, execute structural and aesthetic structural repairs across five major parking garages, modernize aging elevator systems, and upgrade technology (security and revenue tracking) to enhance the user experience.

### Fiscal Year Budget Allocations:

The capital plan features a highly concentrated funding schedule, with 89% of the total budget requested during a 24-month window between July 2026 and June 2028:

- FY 2025-2026 (\$3,255,000): Focuses immediately on immediate technology upgrades (CCTV) and initial interior and lighting enhancements at the Chester Parking Structure.
- FY 2026-2027 (\$18,121,000): The peak funding year. This includes major overhauls at the Peabody and Pierce structures, initial design work for Park Street and N. Old Woodward, and the deployment of updated parking garage signage and parking meter technology.
- FY 2027-2028 (\$16,150,000): Driven primarily by the extensive \$13.55M structural and aesthetic execution phase at the Park Street Parking Structure.
- FY 2028-2029 (\$1,000,000): A wrap-up year reserved strictly for the final phase of multi-structure elevator modernizations.

## Key Strategic Initiatives & Project Groups:

### A. Major Facility Structural & Aesthetic Overhauls

The bulk of the capital budget is dedicated to preserving and upgrading the physical integrity of existing structures:

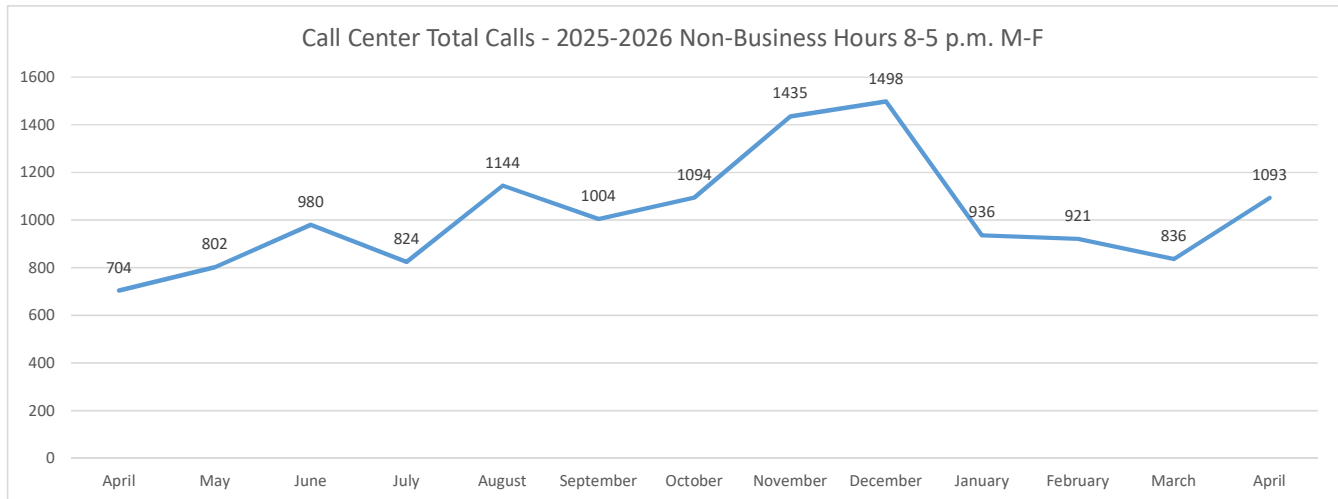
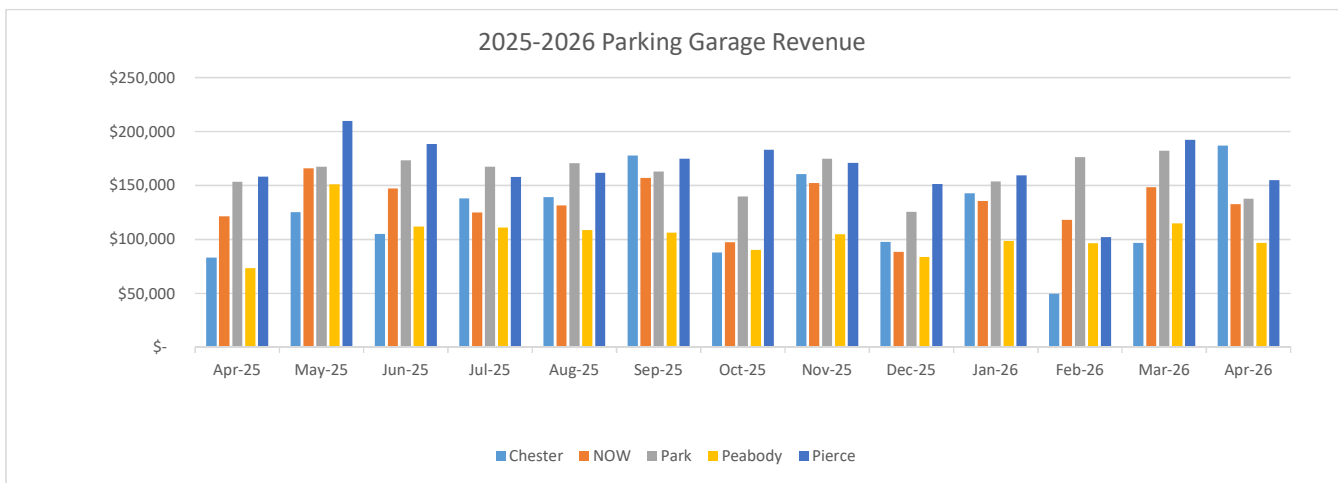
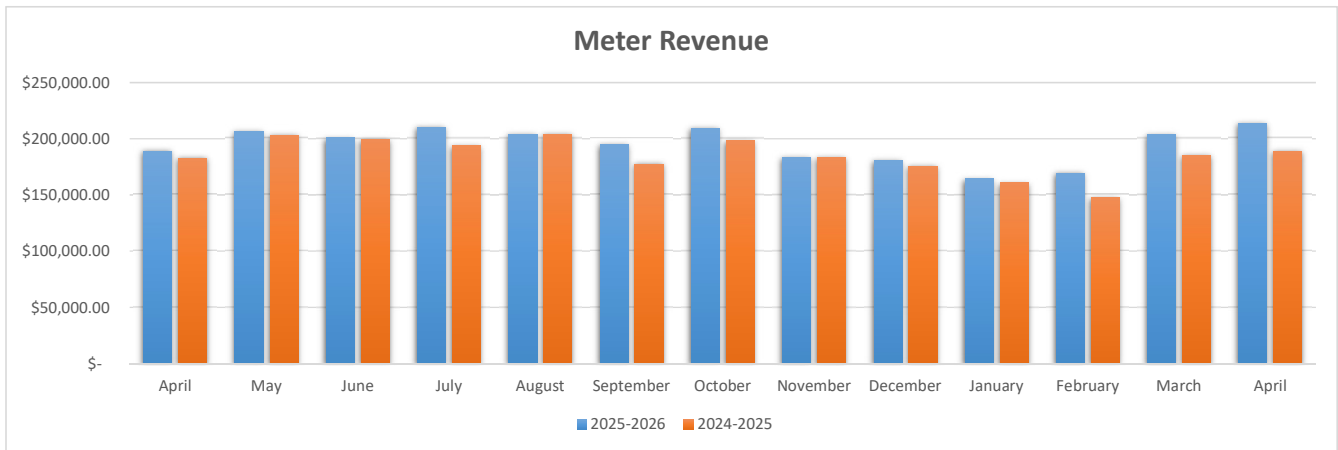
- Peabody & Pierce Garages (\$12,950,000 combined): Both facilities are scheduled for comprehensive structural and aesthetic improvements localized entirely within FY 2026-2027. An additional \$76,000 is earmarked for the Pierce Garage entry island and drive lane replacement.
- Park Street Structure (\$13,570,000 total): Scheduled for a phased approach, beginning with a \$20,000 parking assessment in FY 2026-2027, followed by a major \$13.55M physical overhaul in FY 2027-2028.
- Chester & N. Old Woodward (\$6,475,000 combined): Focuses heavily on interior design and lighting improvements handled by BCT and Corbin Designs to refresh user visibility and safety.

### B. System-Wide Infrastructure & Logistics

- Elevator Modernization (\$4,025,000 total): This represents the only continuous, four-year project in the proposal. It addresses critical vertical transportation needs sequentially across Pierce (2), Peabody (1), Park (1), and Chester (2) garages.
- Wayfinding Signage & Technology (\$430,000 total): Funding supports system-wide wayfinding upgrades via Corbin Designs (\$300,000), security upgrades via new PTZ cameras at N. Old Woodward and Pierce exit lanes (\$30,000) , and a phased replacement of single-space parking enforcement and meters (\$1.1M).

Capital Proposal Summary

Proposal Name	FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	Comments
CCTV Security Cameras	\$30,000	-	-	-	Addition of PTZ camera at NOW; upgrade in select cameras in Pierce exit lanes
Chester Parking Structure Repairs (Interior Design & Lighting Improvements)	\$3,200,000	-	-	-	Interior design and lighting improvements
Elevator Modernization	\$25,000	\$1,500,000	\$1,500,000	\$1,000,000	Pierce (2), Peabody (1), Park (1), Chester (2)
N. Old Woodward Parking Structure Repairs	-	\$3,175,000	-	-	Interior design and lighting improvements
Parking Garage Interior Signage Design		\$300,000	\$100,000	-	Wayfinding signage design
Single Space Parking Meter Replacement		\$100,000	\$1,000,000	-	Upgrade enforcement + meter replacement
Park Street Parking Structure Repairs		\$20,000	\$13,550,000	-	Assessment + structural and aesthetic improvements
Peabody Parking Structure Repairs		\$6,450,000	-	-	Structural and aesthetic improvements
Pierce Garage Island Replacement		\$76,000	-	-	Drive lane and island replacement
Pierce Parking Structure Repairs		\$6,500,000	-	-	Structural and aesthetic improvements
	<b>\$3,255,000</b>	<b>\$18,121,000</b>	<b>\$16,150,000</b>	<b>\$1,000,000</b>	



**Garage Permits Sold vs Capacity w/ Oversell  
April, 2026**

Location	Capacity	Sold	Oversell %
Pierce	706	835	118%
Peabody	437	505	116%
Park	811	1008	124%
Old Woodward	745	940	126%
Chester	766	1275	166%

# FREE PARKING REPORT

## March 2026

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE VEHICLES
CHESTER	5,522	2,279	\$10,120.00	41%
OLD WOODWARD	15,621	8,170	\$29,474.00	52%
PARK	21,389	9,796	\$43,598.00	46%
PEABODY	22,074	12,835	\$47,799.00	58%
PIERCE	21,761	9,380	\$79,064.00	43%
<b>TOTALS</b>	<b>86,367</b>	<b>42,460</b>	<b>\$210,055.00</b>	<b>49%</b>

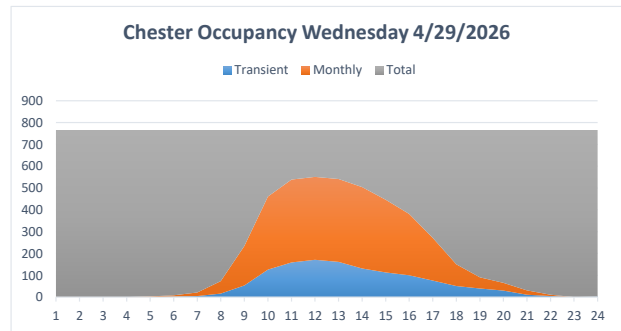
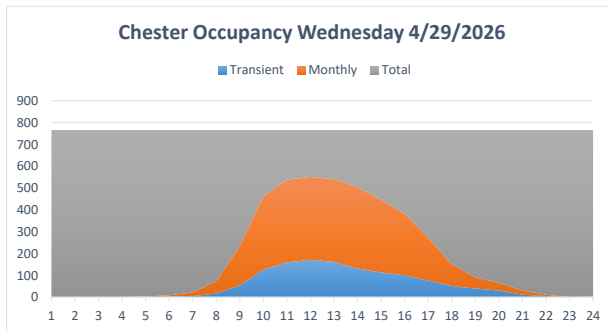
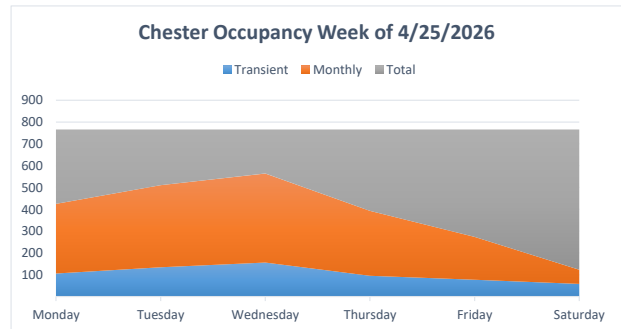
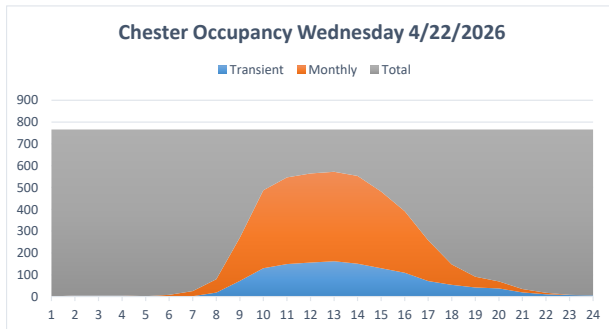
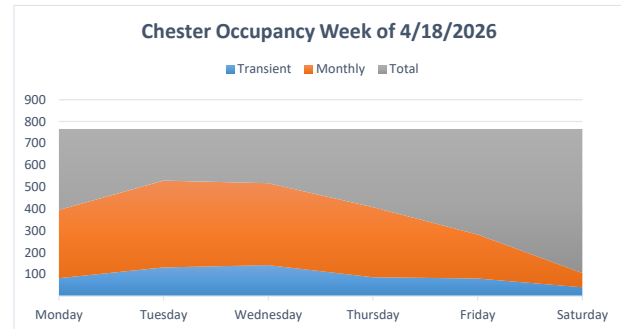
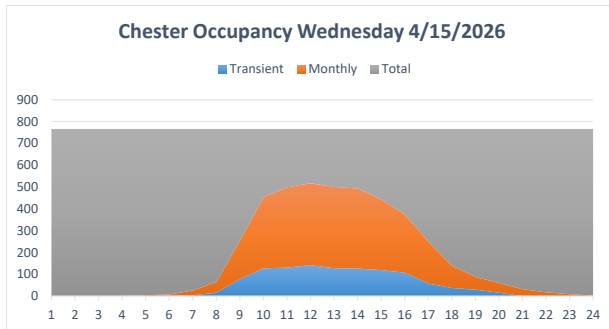
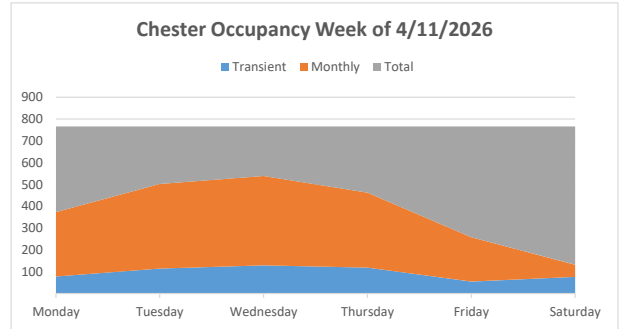
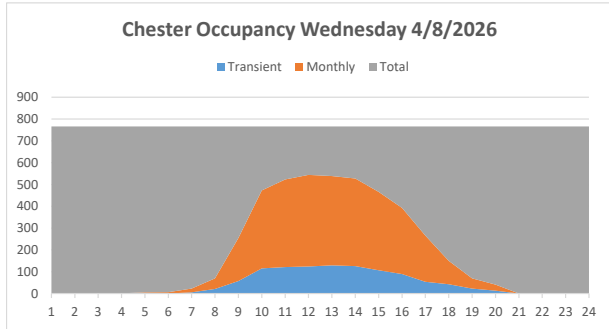
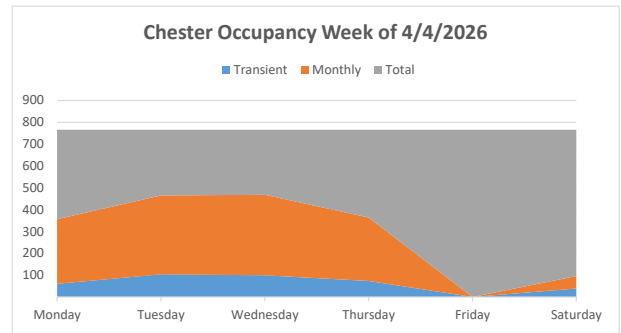
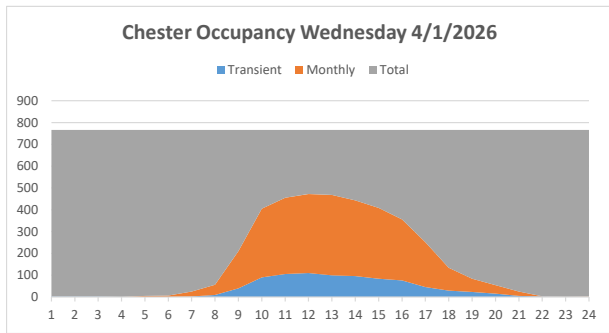
Paying cars	Rate per
3,243	\$3.12
7,451	\$3.96
11,593	\$3.76
9,239	\$5.17
12,381	\$6.39
	<b>\$4.48</b>

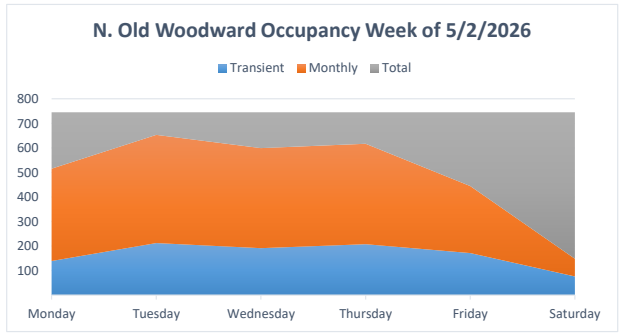
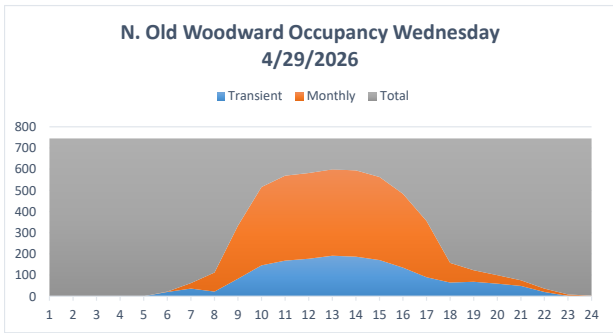
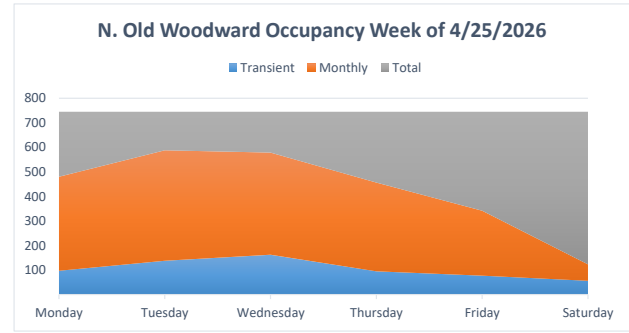
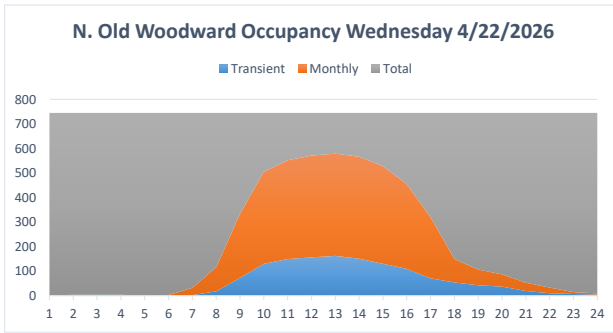
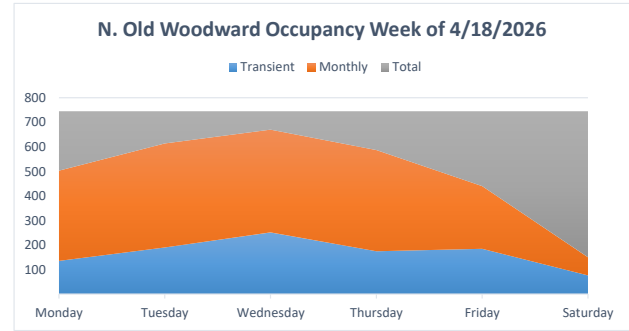
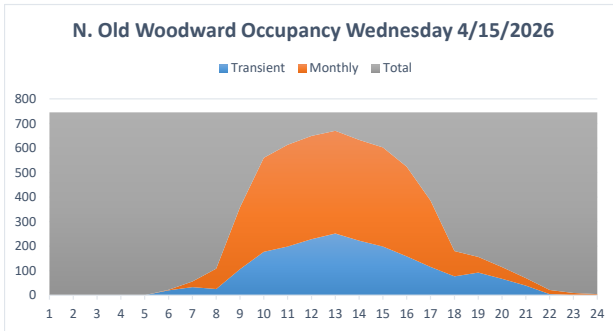
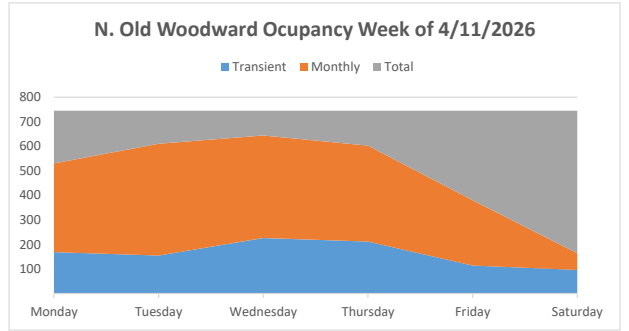
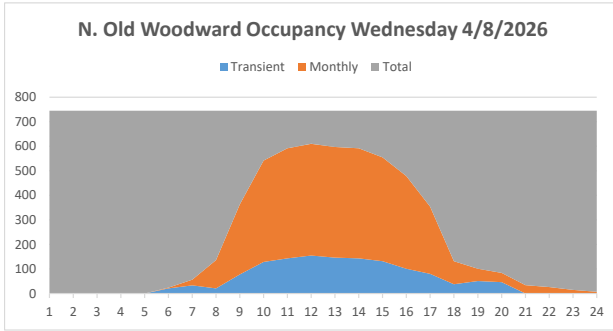
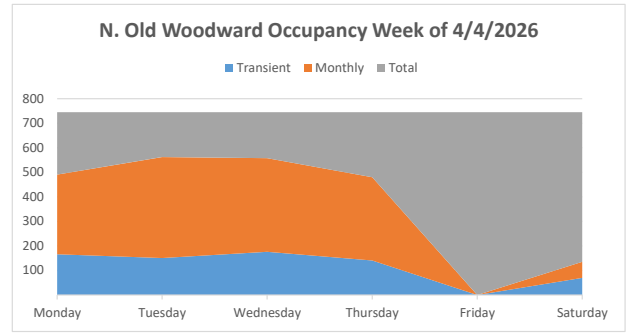
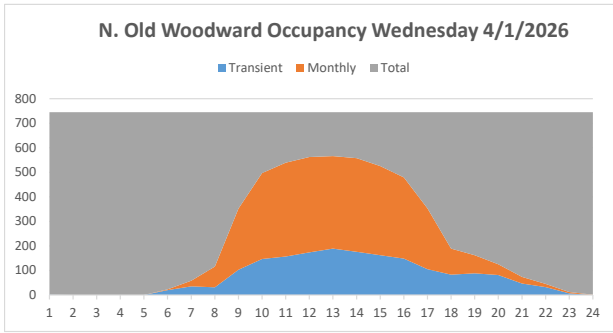
## April 2026

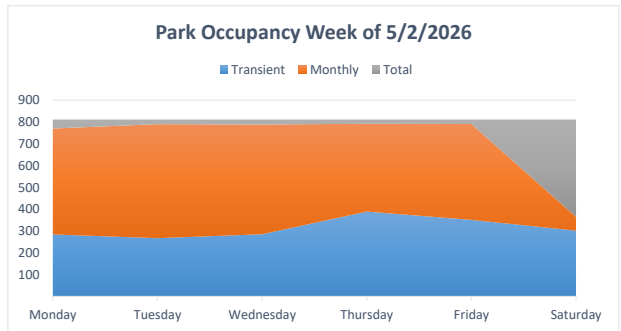
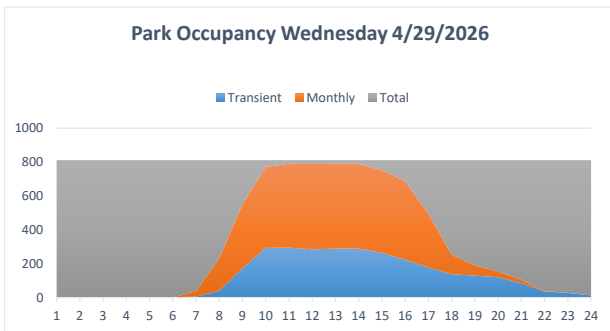
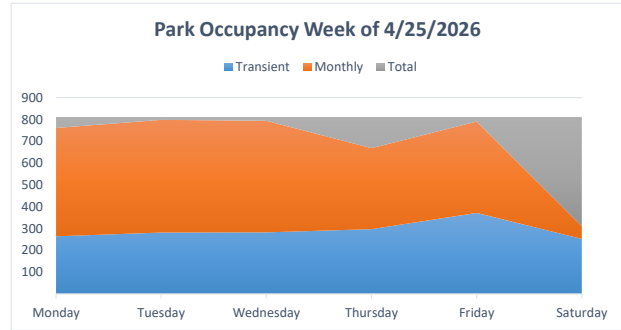
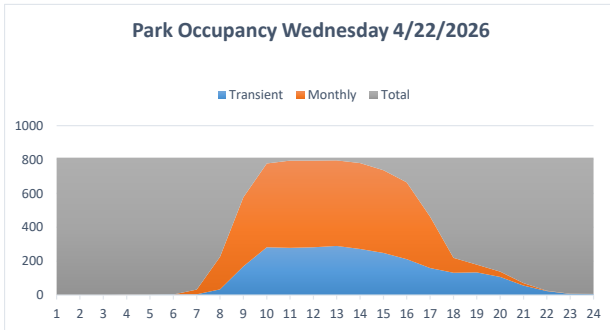
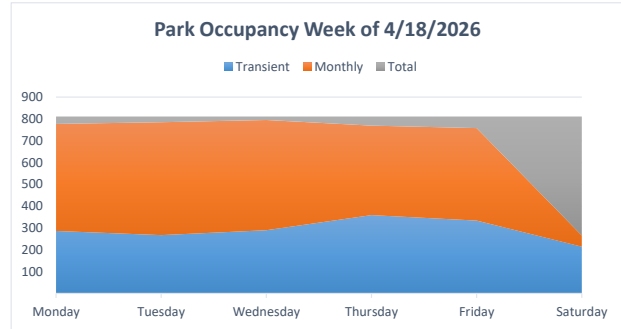
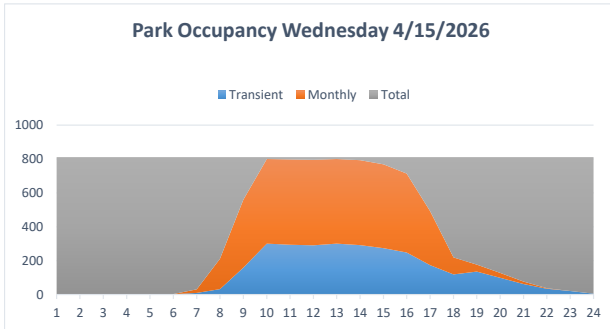
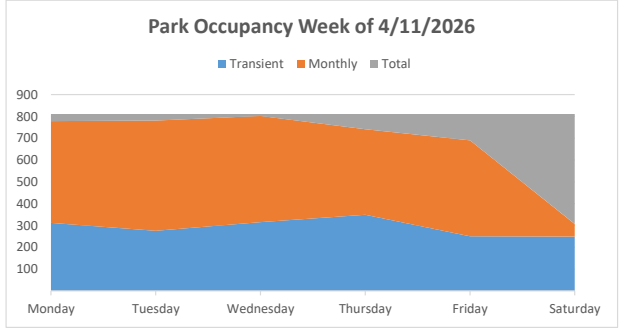
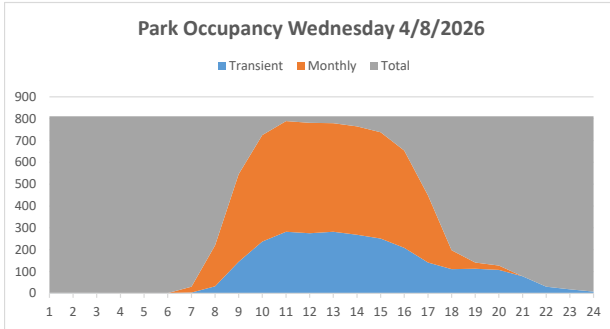
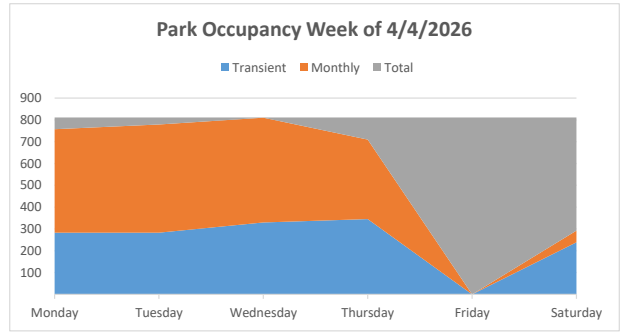
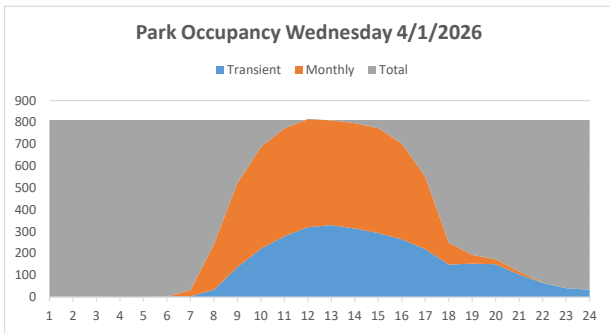
GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE VEHICLES
CHESTER	6,256	2,664	\$12,414.00	43%
OLD WOODWARD	16,958	9,186	\$31,044.00	54%
PARK	22,580	10,322	\$43,906.00	46%
PEABODY	22,251	12,690	\$48,168.00	57%
PIERCE	22,964	10,093	\$77,034.00	44%
<b>TOTALS</b>	<b>91,009</b>	<b>44,955</b>	<b>\$212,566.00</b>	<b>49%</b>

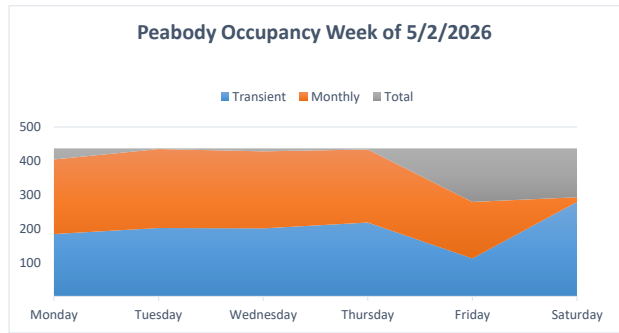
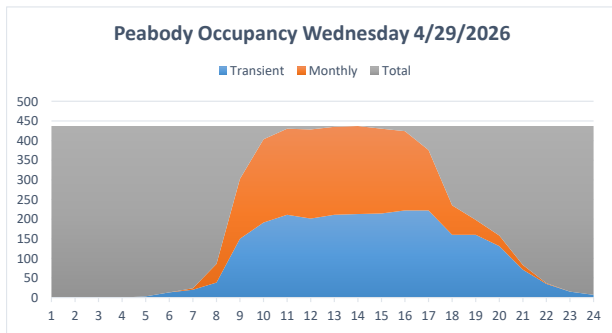
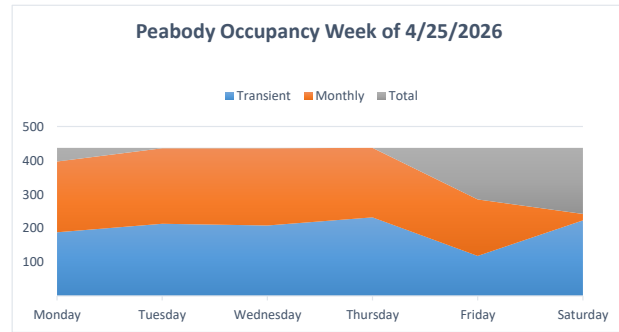
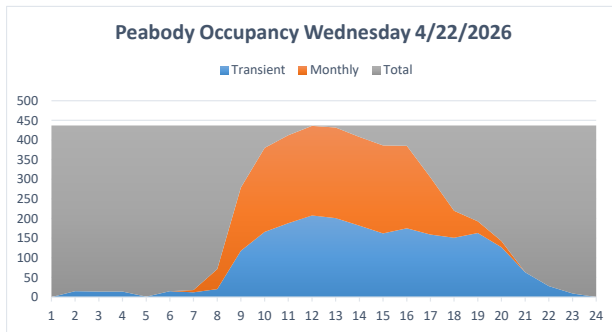
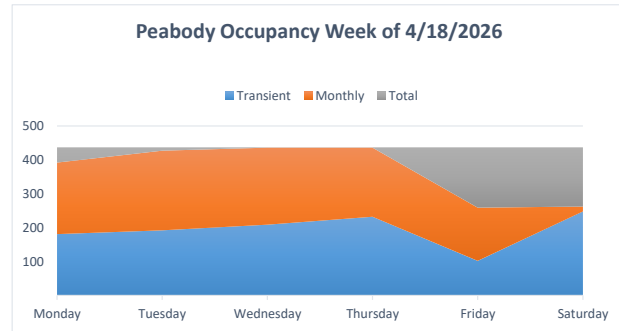
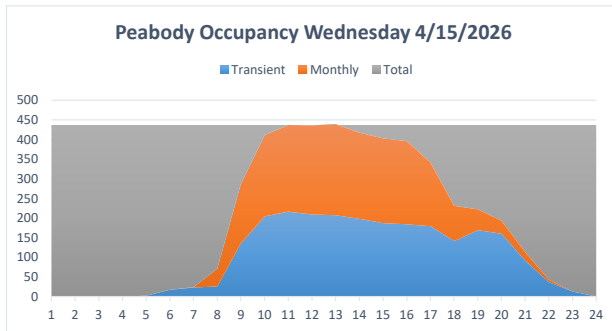
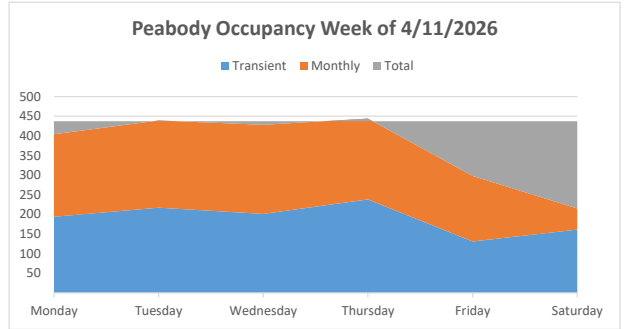
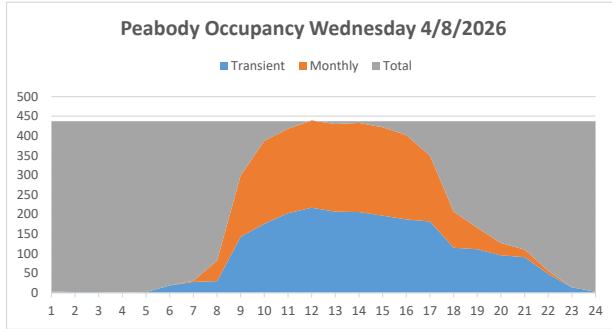
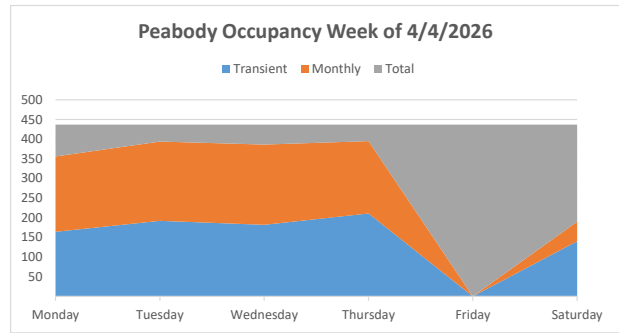
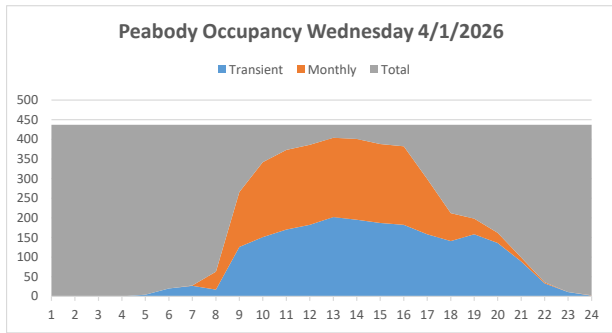
Paying cars	Rate per
3,592	\$3.46
7,772	\$3.99
12,258	\$3.58
9,561	\$5.04
12,871	\$5.99
	<b>\$4.41</b>

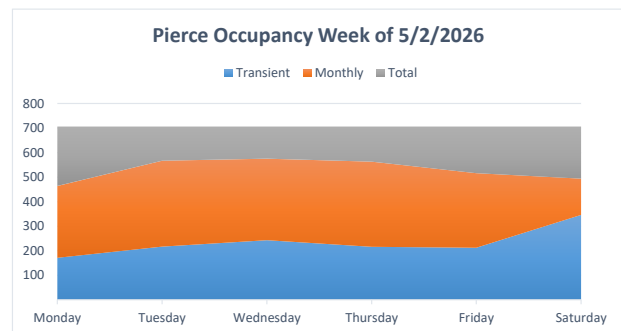
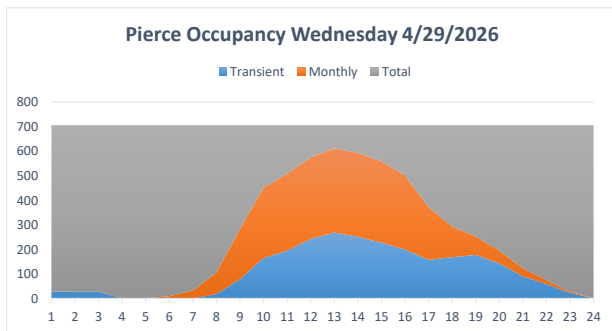
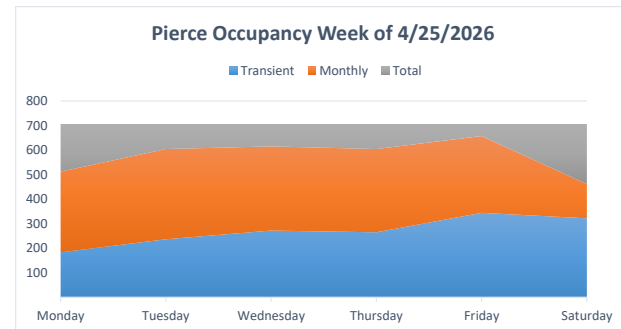
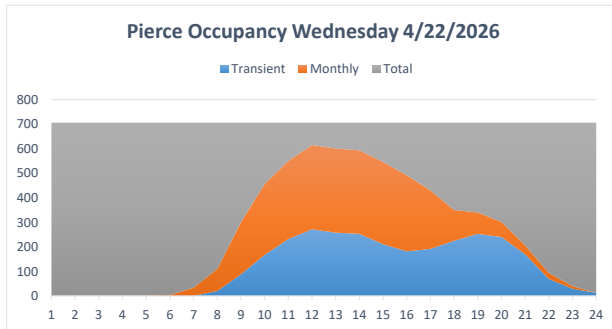
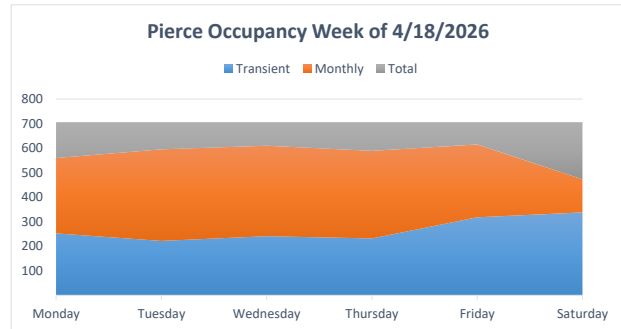
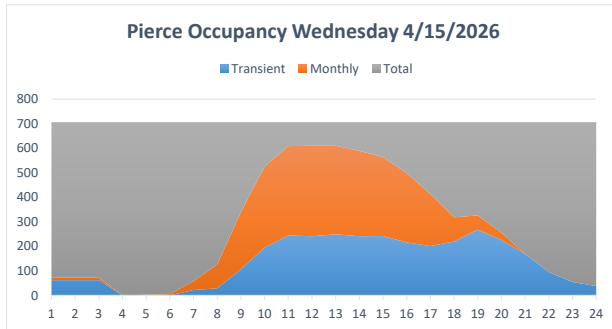
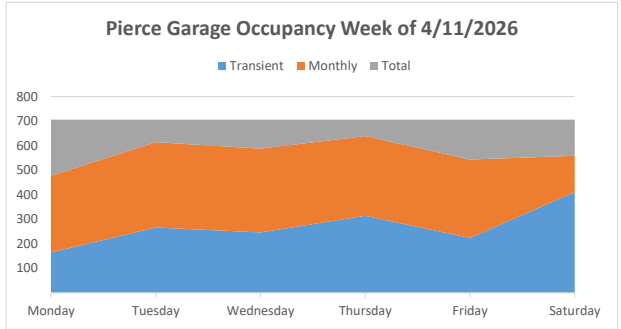
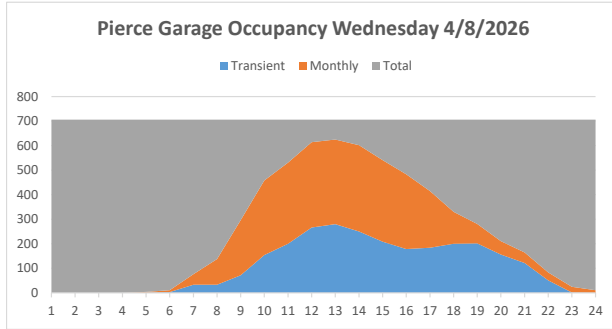
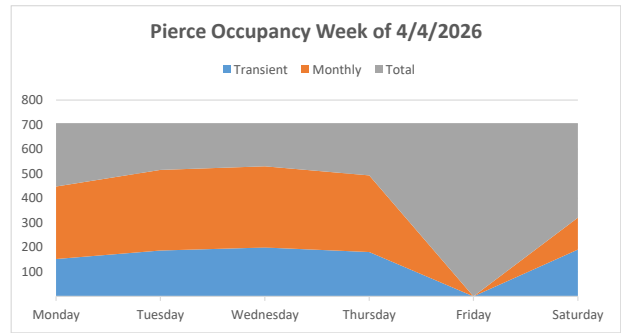
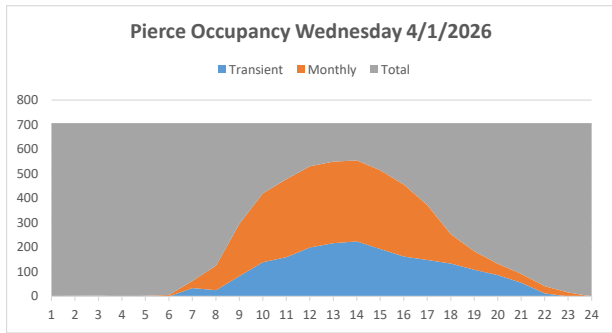
Source: TIBA Report #15

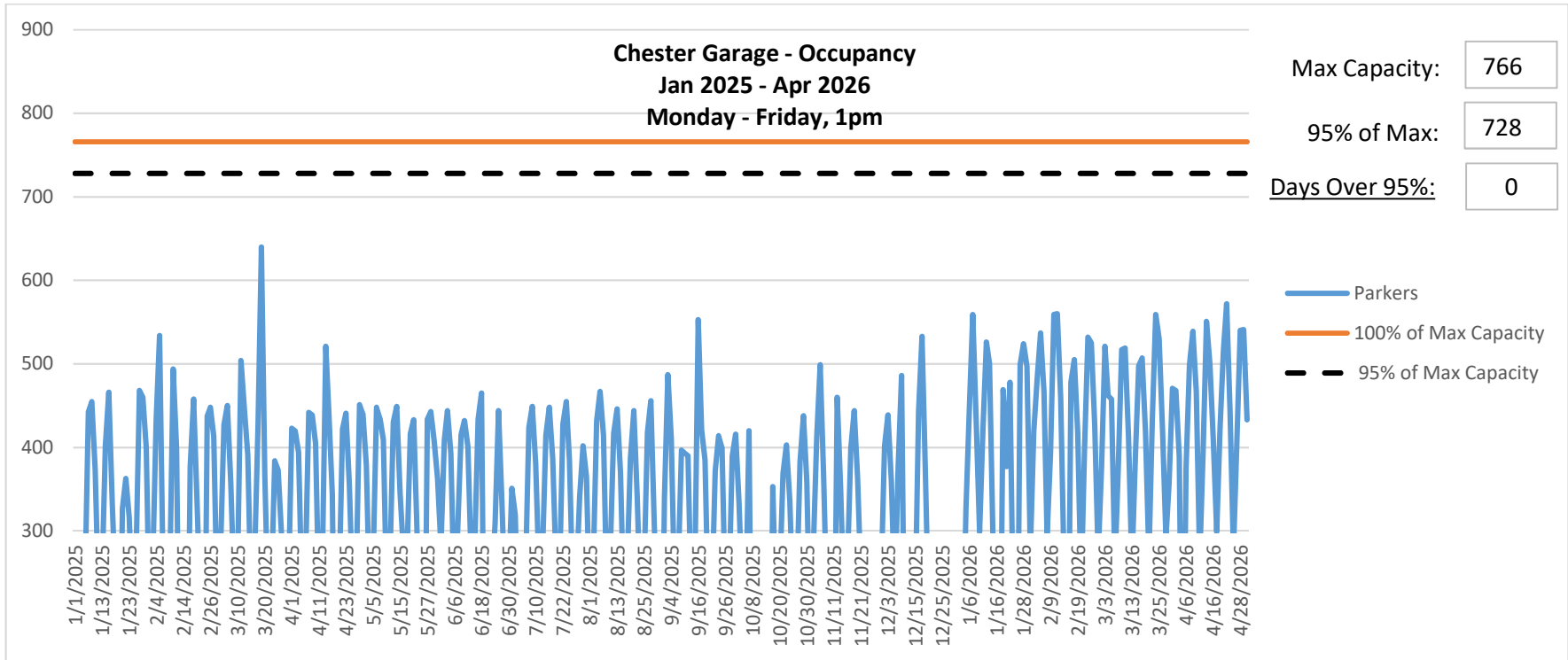


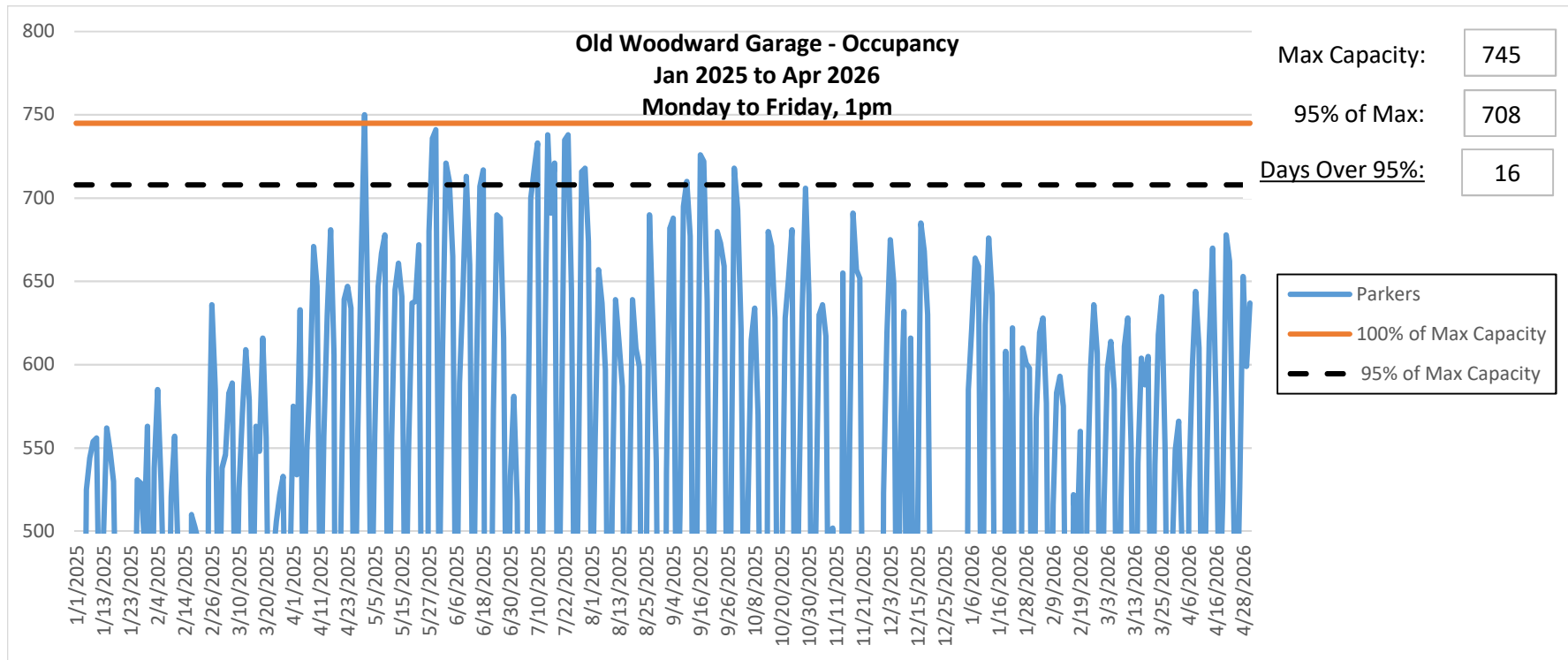


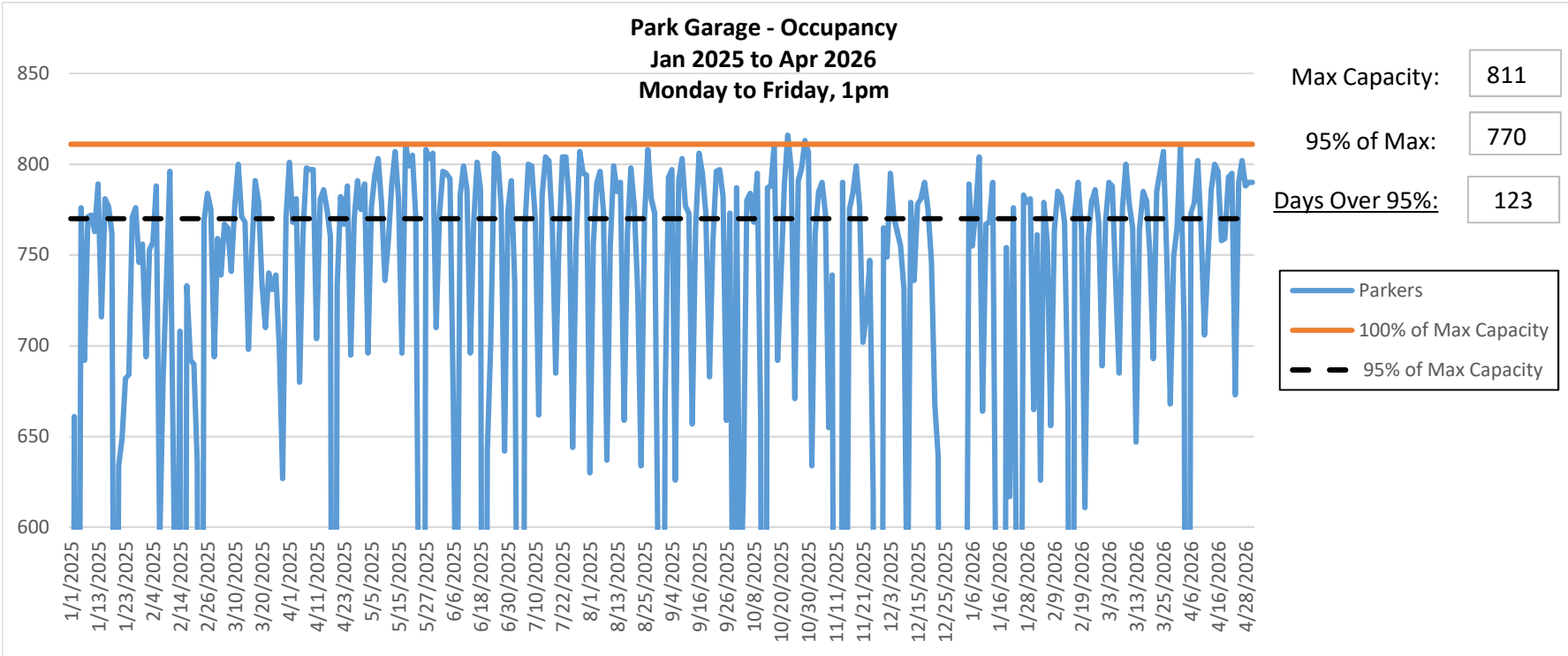


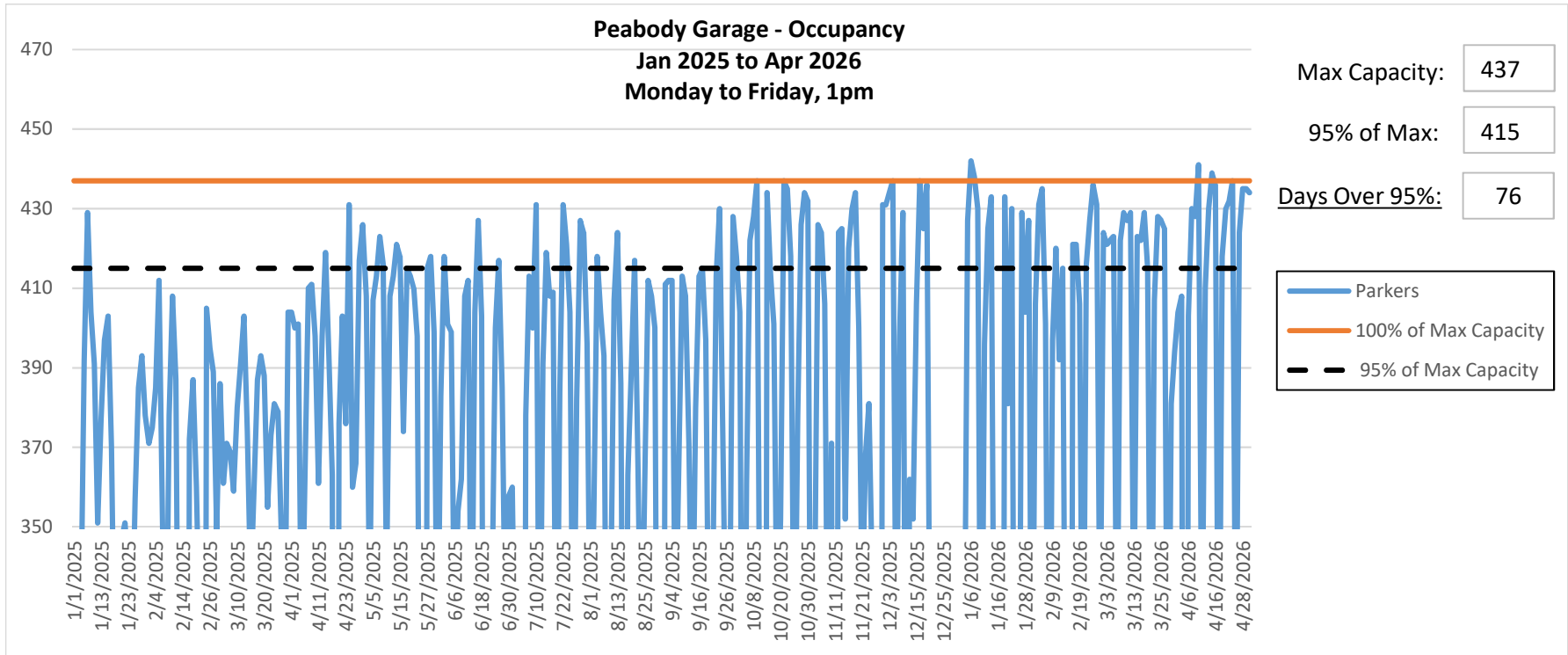


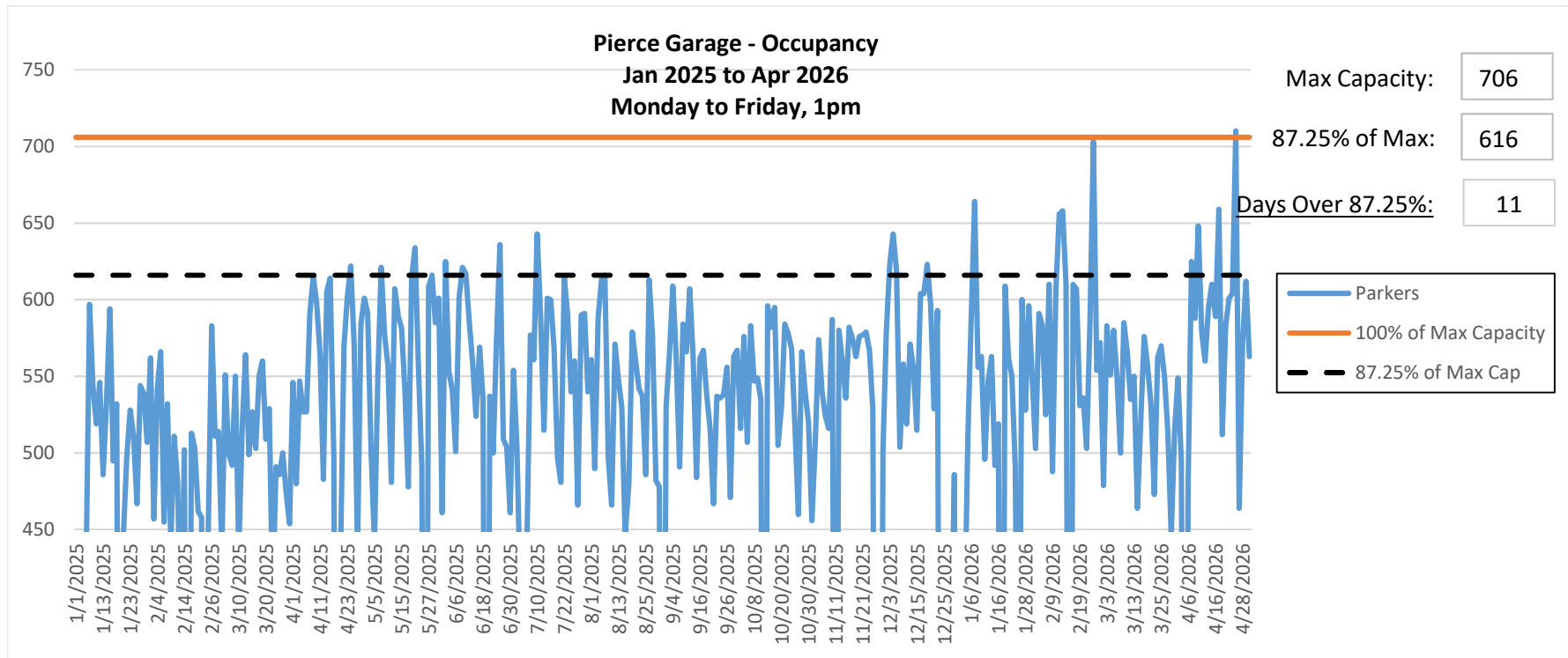












Chester	Max Capacity	Threshold %			RedZone	
	766	95%			727.7	
	Date/Time	11am	12pm	1pm	2pm	3pm
	03/30/26	359	355	356	351	334
	03/31/26	461	465	471	464	398
	04/01/26	455	472	468	443	408
	04/02/26	364	386	389	386	359
	04/03/26	0	0	0	0	0
	04/04/26	69	92	96	89	87
	04/06/26	380	373	376	362	337
	04/07/26	516	502	499	498	460
	04/08/26	523	544	539	527	466
	04/09/26	453	462	467	472	413
	04/10/26	247	258	263	255	226
	04/11/26	89	115	132	127	121
	04/13/26	389	398	394	383	331
	04/14/26	543	554	551	529	460
	04/15/26	498	517	500	493	443
	04/16/26	403	419	409	407	363
	04/17/26	284	293	299	282	231
	04/18/26	79	97	104	106	105
	04/20/26	415	426	425	394	353
	04/21/26	534	542	518	511	455
	04/22/26	546	564	572	553	481
	04/23/26	459	453	444	393	334
	04/24/26	273	264	275	274	236
	04/25/26	89	104	119	124	123
	04/27/26	409	413	406	393	353
	04/28/26	545	541	540	530	488
	04/29/26	539	551	541	504	446
	04/30/26	419	432	433	424	364
	05/01/26	257	260	263	290	243
	05/02/26	79	101	129	136	139

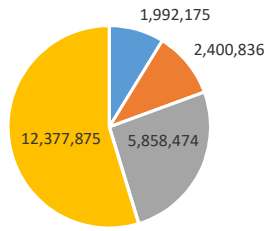
Old Woodward	Max Capacity	Threshold %			RedZone	
	745	95%			708	
	Date/Time	11am	12pm	1pm	2pm	3pm
	03/30/26	483	491	479	476	433
	03/31/26	540	562	549	541	500
	04/01/26	539	562	566	558	525
	04/02/26	471	480	491	487	459
	04/03/26	0	0	0	0	0
	04/04/26	107	118	117	135	135
	04/06/26	526	530	525	513	484
	04/07/26	592	610	597	592	555
	04/08/26	617	632	644	630	580
	04/09/26	582	603	610	598	576
	04/10/26	379	380	377	352	319
	04/11/26	101	130	164	195	209
	04/13/26	500	503	505	484	453
	04/14/26	604	633	614	616	551
	04/15/26	613	649	670	633	602
	04/16/26	552	568	580	587	555
	04/17/26	437	441	444	440	438
	04/18/26	118	134	147	150	138
	04/20/26	478	480	482	458	434
	04/21/26	599	603	588	571	548
	04/22/26	552	571	579	566	528
	04/23/26	489	487	477	456	417
	04/24/26	341	326	333	342	309
	04/25/26	89	105	118	123	122
	04/27/26	511	515	526	516	505
	04/28/26	628	638	653	642	584
	04/29/26	569	582	599	594	563
	04/30/26	607	630	637	617	584
	05/01/26	427	450	456	444	406
	05/02/26	99	127	143	148	136

Park	Max Capacity	Threshold %			RedZone	
	811	95%			770	
	Date/Time	11am	12pm	1pm	2pm	3pm
	03/30/26	744	757	749	733	681
	03/31/26	764	779	765	744	703
	04/01/26	772	815	810	797	774
	04/02/26	673	710	710	706	667
	04/03/26	0	0	0	0	0
	04/04/26	179	229	292	320	274
	04/06/26	781	778	773	741	682
	04/07/26	789	781	779	765	738
	04/08/26	804	803	802	779	746
	04/09/26	685	741	765	727	664
	04/10/26	643	690	706	669	615
	04/11/26	204	261	307	262	316
	04/13/26	777	773	747	730	691
	04/14/26	781	785	786	777	735
	04/15/26	798	795	800	793	768
	04/16/26	732	769	796	743	675
	04/17/26	746	776	758	699	627
	04/18/26	183	253	265	278	254
	04/20/26	761	784	759	761	691
	04/21/26	802	798	793	782	751
	04/22/26	794	794	795	779	737
	04/23/26	646	668	673	642	572
	04/24/26	737	800	790	730	600
	04/25/26	197	264	310	306	282
	04/27/26	770	795	802	761	712
	04/28/26	790	790	788	794	754
	04/29/26	790	788	790	789	752
	04/30/26	755	792	790	738	657
	05/01/26	777	793	791	762	697
	05/02/26	216	283	365	364	321

Peabody	Max Capacity	Threshold %			RedZone	
	437	95%			415	
	Date/Time	11am	12pm	1pm	2pm	3pm
	03/30/26	356	378	381	376	361
	03/31/26	372	398	394	417	401
	04/01/26	373	386	404	401	388
	04/02/26	359	395	408	416	380
	04/03/26	0	0	0	0	0
	04/04/26	148	210	212	236	221
	04/06/26	382	404	403	409	399
	04/07/26	418	439	430	433	422
	04/08/26	403	432	428	421	403
	04/09/26	416	444	441	435	421
	04/10/26	249	298	313	313	290
	04/11/26	153	209	215	226	206
	04/13/26	392	415	410	427	404
	04/14/26	433	436	430	427	422
	04/15/26	437	436	439	417	403
	04/16/26	426	439	436	435	432
	04/17/26	226	259	279	263	239
	04/18/26	137	183	197	202	190
	04/20/26	397	424	418	412	387
	04/21/26	435	436	430	436	436
	04/22/26	412	436	432	408	386
	04/23/26	382	417	437	423	396
	04/24/26	262	285	300	313	265
	04/25/26	141	178	226	218	200
	04/27/26	404	424	424	436	406
	04/28/26	433	434	435	435	423
	04/29/26	430	428	435	437	430
	04/30/26	426	439	434	441	431
	05/01/26	239	279	303	310	327
	05/02/26	137	184	220	218	203

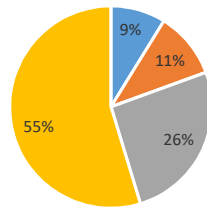
Pierce	Max Capacity	Threshold %			RedZone	
	706	87%			616	
	Date/Time	11am	12pm	1pm	2pm	3pm
	03/30/26	399	424	446	448	406
	03/31/26	475	497	515	509	479
	04/01/26	478	530	549	554	514
	04/02/26	429	475	493	487	474
	04/03/26	0	0	0	0	0
	04/04/26	282	308	321	314	311
	04/06/26	444	477	480	480	458
	04/07/26	531	614	625	602	541
	04/08/26	511	552	588	579	547
	04/09/26	626	639	648	624	625
	04/10/26	484	543	579	557	509
	04/11/26	358	465	559	585	532
	04/13/26	520	545	560	563	524
	04/14/26	573	595	595	588	552
	04/15/26	608	610	610	589	564
	04/16/26	529	592	589	590	550
	04/17/26	531	615	659	653	574
	04/18/26	346	432	482	473	466
	04/20/26	443	494	512	503	456
	04/21/26	603	604	583	578	558
	04/22/26	550	615	601	593	546
	04/23/26	601	603	604	593	578
	04/24/26	598	657	710	681	615
	04/25/26	334	413	457	461	439
	04/27/26	411	440	464	465	443
	04/28/26	518	567	572	568	533
	04/29/26	508	575	612	593	559
	04/30/26	454	534	563	561	509
	05/01/26	496	516	570	555	485
	05/02/26	334	432	466	494	486

**April 2026 - Total Minutes - 10,251,485 out of 22,629,360**



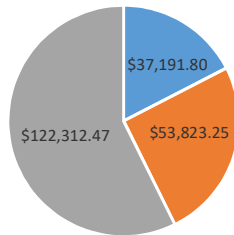
■ Cash ■ Credit Card ■ ParkMobile ■ Unused Minutes

**April 2026 - Total Minutes 10,251,485 out of 22,629,360**



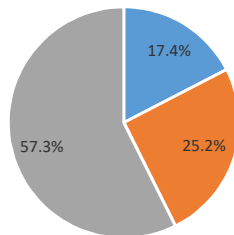
■ Cash ■ Credit Card ■ ParkMobile ■ Unused Minutes

**April 2026 Meters - Total Revenue \$213,327.52**

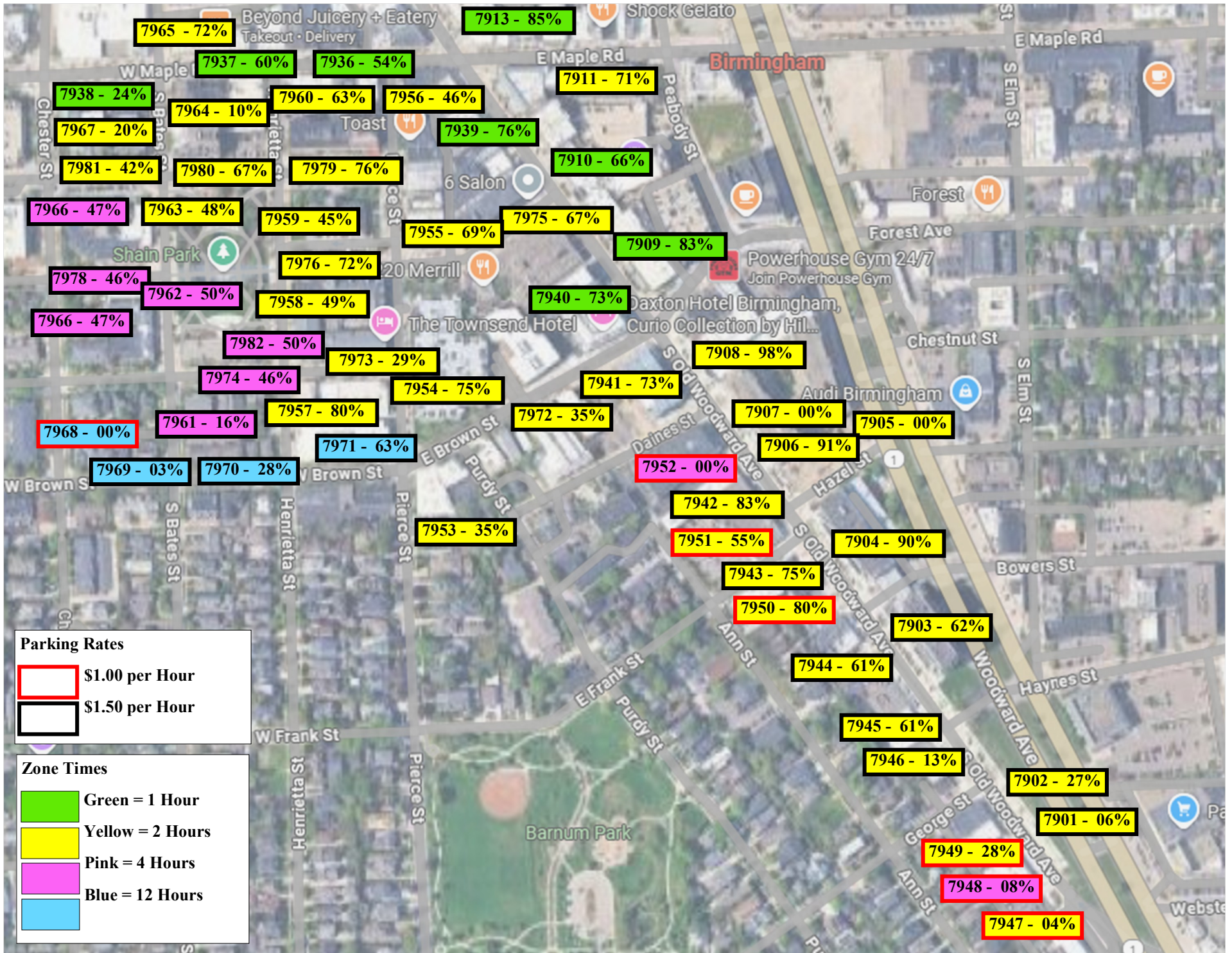


■ Cash ■ Credit Card ■ ParkMobile

**April 2026 Meters - % of Total Revenue \$213,327.52**



■ Cash ■ Credit Card ■ ParkMobile





# April 2026 Monthly APS Profit and Loss Report

Reporting Period: April 2026

## Executive Summary

For the month of April 2026, the APS system generated total revenues of \$950,635.00, representing an increase compared to the prior year's \$926,272.00. Total expenditures for the period were \$249,109.00. The net of revenues and expenditures for the month is \$701,526.00.

## Revenue Analysis

### Garage Revenue

Location	Current Month (April 2026)	Current Month Prior Year
<b>Chester Garage</b>	\$186,899.00	\$82,950.00
<b>N. Old Woodward Garage</b>	\$132,587.00	\$121,420.00
<b>Park Garage</b>	\$137,687.00	\$153,473.00
<b>Peabody Garage</b>	\$96,831.00	\$73,344.00
<b>Pierce Garage</b>	\$155,084.00	\$158,301.00
<b>Total Garage Revenue</b>	<b>\$709,088.00</b>	<b>\$589,488.00</b>

### Meter and Other Revenue

Source	Current Month (April 2026)	Current Month Prior Year
Meters (Coins, CC, ParkMobile)	\$200,641.00	\$177,861.00

Source	Current Month (April 2026)	Current Month Prior Year
Meter Bag Rental Fees	\$7,356.00	\$6,768.00
Outdoor Dining	\$16,200.00	\$0.00
Hangtag Permits	\$15,370.00	\$15,940.00
Valet Fees	\$1,980.00	\$2,528.00
Investment Income	\$0.00	\$133,687.00
<b>Total System Revenue</b>	<b>\$950,635.00</b>	<b>\$926,272.00</b>

## Expense Report

Category	Current Month (April 2026)	Current Month Prior Year
General & Administrative	\$102,822.00	\$71,174.00
Meter Expenses	\$17,295.00	\$17,102.00
Chester	\$52,032.00	\$59,302.00
N. Old Woodward	\$18,165.00	\$4,855.00
Park	\$14,411.00	\$5,035.00
Peabody	\$15,290.00	\$4,008.00
Pierce	\$14,810.00	\$5,784.00
Lot 6	\$1,517.00	\$1,246.00
Other (Lot 7, 9, 10, 11)	\$2,805.00	\$2,134.00

Category	Current Month (April 2026)	Current Month Prior Year
Miscellaneous	\$9,962.00	\$9,350.00
<b>Total Expenditures</b>	<b>\$249,109.00</b>	<b>\$179,990.00</b>

## Financial Position

- **Net of Revenues & Expenditures:** \$701,526.00
- **Cash and Investments (Cash on hand):** \$47,813,041.00
- **APS Fund Balance:** \$70,249,674.00