

OB 6. DISCUSS A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE FINANCE AND ECONOMIC RESILIENCY COMMITTEE, AT ITS APRIL 19, 2024 MEETING, TO ACCEPT THE CITY ADMINISTRATION'S UPDATE ON THE CITY OF MIAMI BEACH PARKING DEPARTMENT ENFORCEMENT EFFORTS  
Applicable Area:

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Finance and Economic Resiliency Committee Members

FROM: Eric Carpenter, City Manager

DATE: June 4, 2025

TITLE: DISCUSS A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE FINANCE AND ECONOMIC RESILIENCY COMMITTEE, AT ITS APRIL 19, 2024 MEETING, TO ACCEPT THE CITY ADMINISTRATION'S UPDATE ON THE CITY OF MIAMI BEACH PARKING DEPARTMENT ENFORCEMENT EFFORTS

### **RECOMMENDATION**

The City Administration ("Administration") recommends that the Finance and Economic Resiliency Committee ("FERC" or "Committee") discuss the item and recommend that the Mayor and City Commission ("City Commission") adopt the Resolution.

### **BACKGROUND/HISTORY**

On January 31, 2024, at the request of Commissioner Joseph Magazine, the City Commission referred agenda Item C4 X (Attachment A) to the FERC to discuss a comprehensive review of City of Miami Beach ("City") parking enforcement efforts. The review was to include License Plate Recognition ("LPR") vehicles and equipment, freight and commercial loading zones, alley loading and residential parking permit zones. The referral further requested that the Administration submit relevant data in advance to the FERC showing parking violations over a one (1), three (3), five (5), and (ten) 10-year period.

The item was deferred at the March 22, 2024 FERC meeting. At the April 19, 2024 FERC meeting, the Committee heard the item entitled "Discuss a Comprehensive Review of The City's Parking Enforcement Efforts" in conjunction with another agenda item entitled "Discussion on The Potential Reinstitution of Residential Parking Permit Decals In Lieu Of The Current System Which Validates Residential Parking Zone Permits Based Solely Upon License Plate Scans". During the discussion, the Parking Department stated that the two (2) items had been bifurcated and City staff provided an update on departmental staffing levels. The parking enforcement statistics were included as part of the Committee memorandum (Attachment B). Commissioner Alex Fernandez made a motion, passed by the Committee, to accept the report provided by the Administration and move both items to the City Commission.

During the June 26, 2024 City Commission meeting, at the request of Commissioner Joseph Magazine, the item was separated from the consent agenda and was not reached.

At the July 24, 2024 City Commission meeting, at the request of Commissioner Joseph Magazine, the item was referred back to the FERC for an update.

At the September 20, 2024, October 18, 2024, and November 8, 2024 FERC meetings, this item was not reached.

This item was discussed during the December 20, 2024 FERC meeting. During the discussion, the Committee recommended that the item remain open, that the Administration provide an

update to the FERC within two (2) months, and that the Administration provide a monthly Letter to Commission (LTC) moving forward.

This item remained open and was not reached at the January 24, 2025, February 21, 2025, March 26, 2025, and May 7, 2025 FERC meetings.

## **ANALYSIS**

### **License Plate Recognition ("LPR") Vehicles**

The Parking Department previously owned three (3) vehicles with mounted mobile LPR equipment. Two (2) of the LPR systems became inoperative before the COVID-19 pandemic. At that time, the Parking Department was informed by the LPR manufacturer that the devices were no longer supported and were deemed obsolete.

In mid-2024, the City executed an agreement with Vetted Solutions, LLC to purchase three (3) new mobile LPR systems. The new mobile LPR units were deployed into service in January 2025. The total expenditure for these devices, including purchase, delivery and installation, was approximately \$50,000. This advanced technology introduces automation in parking enforcement. By scanning vehicle license plates in real time, the LPR systems allow Parking Enforcement Specialists ("PES") to automatically identify vehicles in violation of parking regulations, eliminating the need for manual "walk-through" checks. The LPRs provide fast and accurate license plate recognition, streamlining the enforcement process. As of February 5, 2025, the Parking Department has successfully scanned approximately 45,000 license plates using the new LPR technology. Given the efficiency of this technology as compared to manual enforcement, the Parking Department has identified funds to purchase additional LPR units this fiscal year.

### **Integrated Parking Enforcement Solution**

Historically, the City has been party to an Interlocal Agreement with the Miami-Dade County Clerk of Courts ("County") for the provision of electronic hand-held devices for issuance of citations and the maintenance of a Uniform Digital Parking Citation Issuing System ("System"). Until November 30, 2024, the County had a contract with a vendor to provide services to participating municipalities in Miami-Dade, including the City, in connection with the maintenance and support of the countywide System. However, the contract expired on November 30, 2024; and the County notified all participating municipalities and parking agencies to make their own necessary arrangements for the continuity of these services. As such, the Parking Department initiated a procurement for an integrated parking enforcement solution, and, on August 13, 2024, the City entered into an agreement with Blinkay USA LLC ("Blinkay"), for the provision of an iOS-based parking enforcement solution which integrates seamlessly with both the City's software and the County's parking citation issuance system, enabling PES to use a single hand-held device rather than two (2) separate hand-held devices (a County-issued Android device for issuing citations and a City-issued iPad for scanning license plates and verifying payment) as had been required for several years.

The Parking Department initiated a testing phase for the new Blinkay handheld equipment on November 18, 2024, and successfully transitioned to full deployment on December 1, 2024, thereby streamlining parking enforcement operations and enhancing efficiency.

### **Freight, Commercial and Alley Loading Zones**

The City designates areas for on-street loading and delivery operations; and permits are issued to purveyors based on the type of vehicle and delivery performed. To accommodate freight vehicles weighing over 10,000 pounds, the City has established and designated freight loading zones ("FLZ") on or adjacent to major roadway corridors which are in effect during specific times of the day, each with a 30-minute time limit, to meet customers' delivery needs and allow permitted

purveyors to safely perform their loading/unloading operations. However, purveyors sometimes exceed their permitted time limit if their drivers are performing multiple deliveries in the proximate area. The Parking Department strictly enforces FLZs and routinely evaluates FLZ locations, sizes, and time restrictions, taking into consideration input from the affected purveyors, to ensure the proper operation and overall effectiveness of the City's FLZ program. An interactive map on the City's website allows freight delivery companies to see the location and characteristics of each existing FLZ in the City. For occasional deliveries, purveyors may pay parking meters in lieu of obtaining an FLZ permit, provided delivery vehicle requirements are met.

In addition, Alley Loading ("AL") permits are issued by the City to purveyors who utilize smaller vehicles for deliveries in the City's alleyways. These permits are also restricted to a 30-minute time limit, and vehicles are not permitted to block an alleyway at any time. Finally, commercial loading zones are located primarily on-street and serve to accommodate quick deliveries with a 15 to 30-minute time limit, at no charge to users.

Enforcement of designated loading/delivery zones throughout the City is crucial to ensuring the success of the program and minimizing impacts to traffic flow as well as to the community. Below are some relevant statistics:

	FLZ Permits	AL Permits	FLZ Citations	ROW Violations	FLZ Tows
FY 2023	256	72	7,241	767	4,646
FY 2024	258	149	9,461	1,562	4,576

- FY 2024 FLZ permit revenue: approximately \$139,000;
- FY 2024 AL permit revenue: approximately \$27,000;
- FY 2024 Right-Of-Way ("ROW") violation revenue from FLZ citations issued: approximately \$651,000;
- FY 2023 ROW violation revenue from FLZ citations: approximately \$380,000; and
- FY 2022 ROW violation revenue from FLZ citations: approximately \$130,000.

It is important to note that the increase in the number of citations issued and revenue generated from FLZ violations from FY 2022 to FY 2024 is attributed to enhanced parking enforcement efforts, including the addition of tow trucks accompanying PES. Furthermore, to enhance enforcement of FLZ, the Parking Department allocates \$100,000 annually to the Police Department to augment staffing resources through additional towing of unauthorized vehicles parked in FLZ.

The Parking Department remains steadfast in its ongoing efforts to enforce regulations surrounding Freight Loading Zones (FLZ). In the month of January 2025, a total of 585 parking citations were issued in connection with FLZ violations, underscoring the Parking Department's commitment to ensuring compliance and maintaining orderly traffic flow in these designated areas. The enforcement activities aim to promote efficient use of FLZ and minimize disruptions to traffic flow caused by trucks blocking travel lanes.

#### Restricted Residential Parking Permit ("RRPP") Zones

An RRPP Zone is a defined residential area of the City where on-street and/or off-street parking is restricted for residential use only, with boundaries and enforceable time periods established in City Code. Residents are required to obtain a permit(s) to park in the RRPP zone where they reside. RRPPs facilitate enforcement as Parking Enforcement Specialists can scan license plates and/or verify residential permit decals on vehicles to ascertain if a vehicle is registered and permitted to park in the neighborhood during the established RRPP hours. Below are some relevant statistics:

- Currently, there are 20 designated RRPP Zones in the City and approximately 9,000 residential permit holders citywide;
- Approximately 22,000 RRPP zone violations were issued in FY 2024; and
- Over 5,000 vehicles were towed in RRPP zones citywide in FY 2024.

On July 24, 2024, the City Commission adopted Resolution No. 2024-33222 approving the creation of a unified North Beach RRPP Zone 26, for a 12-month pilot program, at no cost to residents. The pilot program successfully launched on November 1, 2024 with a two (2) month educational period wherein only warnings (no citations) were issued; and enforcement (citations only, no towing) commenced on January 2, 2025. As of February 1, 2025, a total of 7,000 permits have been issued to residents in Zone 26; and a total of 1,000 citations have been issued.

Through targeted enforcement, the Parking Department aims to ensure that local residents have access to parking spaces intended for their use, thereby reducing the unauthorized use of parking spaces by non-residents and improving quality-of-life for North Beach residents. Furthermore, to mitigate the impacts to businesses and preserve parking for business patrons after 6 p.m. when the restricted residential parking begins, the City Commission adopted an ordinance which authorized the Administration to extend the enforceable meter hours at on-street metered parking spaces and metered parking lots in proximity to businesses and along commercial corridors within Zone 26. The implementation of RRPP Zone 26 is a testament to the City's and the Parking Department's commitment to supporting the local community while prioritizing residents' parking needs. It is important to note that the Parking Department has received generally positive feedback from North Beach residents since the implementation of the RRPP Zone 26 pilot program.

#### Parking Revenues, Citations, and Departmental Enforcement Staffing Showing Different Fiscal Years

	Citation Revenue	# of Citations Issued	Budgeted Positions Full-Time (FT)/Part-Time (PT)
FY 2013	\$3,519,248	325,488	28 FT/21 PT
FY 2018	\$2,596,982	273,272	33 FT/23 PT
FY 2020	\$2,661,733	120,567	28 FT/27 PT*
FY 2023	\$4,198,069	207,843	25 FT/25 PT
FY 2024	\$4,970,265	239,929	30 FT/20 PT

#### Notes:

- In 2014, the ParkMobile application was introduced resulting in an increase in payment compliance;
- Beginning in 2019, the revenue per citation increased due to a county-wide increase in citation fees (as reflected in the FY 2020 statistics);
- \*Budgeted positions (as per adopted FY 2019/2020 Budget) and does not reflect the reduction to nine (9) FT PES mid-fiscal year due to the COVID-19 pandemic. Citations and revenue were also significantly impacted.

#### Parking Enforcement Specialist (PES) Schedules/Assignments/Duties

Currently, all full-time PES positions are filled, and only one (1) part-time PES position is vacant. The PES schedules consist of four (4) staggered yet overlapping shifts. Below is a breakdown of the scheduled shifts, along with the total number of PES assigned to each shift, daily assignment, and duties.

### PES Schedules

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Shift 1: 11:00pm - 7:30am	5	3	3	5	6	7	5
Shift 2: 7:00am - 3:30pm	13	11	11	14	14	15	12
Shift 3: 3:00pm - 11:30pm	8	7	8	9	9	10	8
Shift 4: 6:00pm - 2:30am	4	4	4	5	5	4	4
Total PES Per Day	30	25	26	33	34	36	29

### PES Daily Assignments

FLZ Enforcement	3-5 PES
North	1 PES
Middle	1 PES
South Wide	4-6 PES
South of 5th	1-2 PES

### Duties

The duties of a day shift and night shift PES are similar, with both shifts being tasked with enforcing metered parking hours, restricted residential zones, no parking zones, disabled parking spaces, and blocking of the right-of-way. This includes, but is not limited to, violations related to obstructing bicycle lanes, bus stops, fire hydrants, fire lanes, sidewalks and crosswalks. Both shifts also handle valet violations, respond to complaints, manage parking lot openings and closures, and enforce FLZ and AL regulations. However, the day shift is additionally responsible for enforcing school zone restrictions, which only apply during daytime hours.

### Citywide Residential Parking Permit Decal Program

On June 26, 2024, the City Commission adopted Resolution No. 2024-33156 approving the implementation of a residential parking permit decal pilot program, for a 12-month duration. This pilot program is in addition to the continuation of the current virtual residential parking permit program which is solely based on vehicle license plates. The Parking Department has received the proof decal from a vendor and is currently conducting a thorough review to ensure the decal meets all quality and design standards. The pilot program launched on May 19, 2025.

### Automated Parking Enforcement System

The Parking Department, in coordination with PAVE Mobility, is currently discussing when to commence the 12-month pilot program for automated parking enforcement approved by the Commission on April 23, 2025. The key consideration is the construction timing for three of the four approved surface parking lots.

The pilot will utilize license plate recognition (LPR) technology to monitor vehicles entering and exiting the lots, verify parking payment compliance, and detect violations. Citations will be issued by mail. The program is intended to streamline enforcement, improve compliance, and allow Parking Department staff to focus on areas requiring manual enforcement, such as residential and freight-loading zones.

### Automated Curb Space Management and Optimization

The significant increase in ride sharing, deliveries, and micromobility over the past few years has placed a strain on the limited curb space in the City. Currently, the City does not employ any technology or automated solutions to enforce, optimize, and more efficiently manage the use and demand on our limited curb space. Many highly urbanized cities, however, are implementing sensors and CCTV cameras, along with automated citation issuance systems, to more efficiently and effectively manage and enforce competing demands for curb space, offering real-time insights to optimize parking, loading zones, and traffic flow. As such, the Administration is

exploring innovative/automated curb management strategies to optimize the City's limited curb space and help mitigate the impact of loading and deliveries on traffic flow.

The Parking Department is currently engaged in discussions with several vendors to review and assess their products. These meetings are aimed at allowing vendors to showcase the innovative features and benefits of their products and services in order to inform the Parking Department's decision-making.

## **FISCAL IMPACT STATEMENT**

N/A

## **Does this Ordinance require a Business Impact Estimate?** (FOR ORDINANCES ONLY)

The Business Impact Estimate (BIE) was published on .  
See BIE at: <https://www.miamibeachfl.gov/city-hall/city-clerk/meeting-notice/>

## **FINANCIAL INFORMATION**

## **CONCLUSION**

The Parking Department has been working diligently on multiple fronts to enhance its enforcement efforts, including the deployment of automated parking enforcement solutions. Key examples of meeting critical milestones and ongoing enforcement-related initiatives include:

- Filled all vacant full-time PES positions and part-time PES positions;
- Successfully launched three (3) new mobile LPR systems on January 20, 2025, with additional LPR units to be procured this fiscal year;
- Successfully deployed new handheld parking enforcement solutions on December 1, 2024.
- Launched a unified North Beach RRPP Zone 26 pilot program on November 1, 2024, for a 12-month duration, and, following a two (2)-month educational period, commenced enforcement (citations only) on January 2, 2025, as approved by the City Commission on July 24, 2024;
- Deploying a citywide residential parking permit decal pilot program, for a 12-month duration, beginning May 19, 2025, as approved by the City Commission on June 26, 2024, in addition to the current virtual permit system;
- A fully negotiated agreement with PAVE Mobility was approved by the Commission on April 23, 2025. We are currently working closely with PAVE Mobility on how rapidly we can deploy the system.
- Exploring innovative/automated curb management strategies to optimize the City's limited curb space and help mitigate the impact of loading and deliveries on traffic flow.

The above actions and ongoing initiatives are expected to have a positive impact on the Parking Department's enforcement operations. The integration of automated enforcement systems is expected to enhance efficiency, improve reporting accuracy, and contribute to overall operational success of the Parking Department.

## **Applicable Area**

Citywide

**Is this a "Residents Right to Know" item,  
pursuant to City Code Section 2-17?**

Yes

**Is this item related to a G.O. Bond  
Project?**

No

**Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481,  
includes a principal engaged in lobbying?** No

If so, specify the name of lobbyist(s) and principal(s):

**Department**

Parking

**Sponsor(s)**

Commissioner Joseph Magazine

**Co-sponsor(s)**

**Condensed Title**

Accept Parking Enforcement Efforts Report. (Magazine) PK



# Attachment A

## Committee Assignments - C4 X

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Joseph Magazine  
DATE: January 31, 2024

SUBJECT: REFERRAL TO THE FINANCE AND ECONOMIC RESILIENCY COMMITTEE TO DISCUSS A COMPREHENSIVE REVIEW OF THE CITY'S PARKING ENFORCEMENT EFFORTS.

### BACKGROUND/HISTORY

Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481, includes a principal engaged in lobbying? \_\_ Yes X No

If so, specify name of lobbyist(s) and principal(s): N/A

### ANALYSIS

Given that parking and towing is a sensible enforcement measure of public safety, particularly as we are approaching Spring Break, please place a referral to the Finance and Economic Resiliency Committee on the January 31 2023 City Commission agenda, to discuss the Parking Department's enforcement efforts of the City's parking regulations, including LPR vehicles and equipment, freight loading and commercial loading zones, alley loading, and residential parking permit zones.

In advance of the meeting, I request that the Parking Department submit data to the FERC showing parking violation data over a 1, 3, 5, and 10-year time period.

### SUPPORTING SURVEY DATA

N/A

### FINANCIAL INFORMATION

N/A

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-14?

No

Does this item utilize G.O. Bond Funds?

No

## MIAMI BEACH

### COMMITTEE MEMORANDUM

TO: Finance and Economic Resiliency Committee Members

FROM: Rickelle Williams, Interim City Manager

DATE: April 19, 2024

SUBJECT: **DISCUSS A COMPREHENSIVE REVIEW OF THE CITY'S PARKING ENFORCEMENT EFFORTS**

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#### **HISTORY:**

On January 31, 2024, at the request of Commissioner Joseph Magazine, the Mayor and City Commission referred item C4 X to the Finance and Economic Resiliency (FERC) to discuss a comprehensive review of the City's parking enforcement efforts. The review was to include License Plate Recognition (LPR) vehicles and equipment, freight and commercial loading zones, alley loading and residential parking permit zones. The referral further requested data be submitted to the FERC in advance of the Committee meeting showing parking violations over a one (1), three (3), five (5), and (ten) 10-year time period.

#### **ANALYSIS:**

##### License Plate Recognition (LPR) vehicles:

The Parking Department has three (3) vehicles with mounted mobile LPR equipment. Two (2) of the LPR systems became inoperative and the just before the COVID-19 pandemic. Department inquired on repairs and was advised by the manufacturer that the equipment is obsolete and could not be repaired and had to be replaced. Replacement per unit was quoted at \$40,000.

The COVID-19 pandemic significantly impacted parking activity throughout the City, with a loss of approximately 90% of revenues. Revenue loss of this magnitude would devastate any organization. As an enterprise fund, the impact threatened the Department's credit ratings, potentially impacting bond covenants and the future of the Parking Department. Drastic measures were taken to minimize the financial damage; purchases were deferred and staffing, particularly enforcement staff, was reduced by over 70%.

The Department's finances are currently strong, surpassing pre-pandemic levels. Staffing levels have been restored and improvement projects are funded, as are equipment needs. The Department is seeking to replace the damaged LPR units, first looking at replacing with equipment by the same manufacturer. However, technology has evolved since the original purchase and a procurement process may be required. The Parking Department is working with Procurement Department staff to expedite purchase of the replacement units.

#### Enforcement hardware and software:

The County has traditionally provided municipalities with the handheld device (Autocite) used to issue parking citations. The City utilized a separate device to scan tags for valid payment. When the County upgraded their system to 5G technology, they contracted with CivicSmart, Inc. to develop the software for the new system and incorporate both the tag scanning (payment validation) and citation issuance functions into one handheld unit. Each municipality was charged \$1.25 per citation to repay the County for the equipment. Regrettably, the new software would not meet the City's operational needs because our permit system allows parking zone overlap as a convenience to customers. For example, a citywide permit or a motorcycle permit overlaps with other permitted areas, such as residential zones. Another factor was payment portability. As a customer service feature, in the City, a payment made in one parking zone is valid in other zones with the same rate. The County software does not provide this functionality.

The most attractive feature of the County's new software system was the integration of two (2) functions into one (1) unit, no longer necessitating carrying two (2) separate units for scanning and citation issuance. The County's vendor quoted a \$17,000 development charge and a \$4,500 monthly maintenance fee to develop additional upgrades to the software with the functionality the City requires. However, the City, through the Information Technology (IT) Department, already developed an iPhone Operating System (IOS) software application for various enforcement tasks. The software was, unfortunately, not compatible with the County's android-based equipment.

The City's Parking Enforcement Officers use iPad tablets for other enforcement duties. The use of City-issued tablets and the in-house software application made sense from a financial perspective (savings of \$71,000 the first year and \$54,000 per year henceforth) and from an ongoing maintenance perspective (IT support is available 24 hours per day). Thus, it was more efficient to use existing tablets for permit and payment enforcement. As time elapsed, we learned the County's provided software ultimately did not work for one of the largest local parking agencies, leading them to discontinue its use. The County has since advised they will no longer procure hardware and software systems for parking enforcement, placing that responsibility on individual municipalities/agencies. The Parking Department will evaluate alternatives, seeking a one (1)-unit solution.

#### Freight, commercial and alley loading:

The City designates areas for on-street loading and deliveries. For vehicles over 10,000 pounds, there are designated freight loading zones (FLZ) with a 30-minute restriction. Freight vehicles sometimes exceed this limit if making multiple deliveries. FLZ locations and size are routinely evaluated, taking into consideration input from delivery companies. An interactive map on the City's website allows companies to see size and location of FLZs. To allow for occasional deliveries, vehicles may pay meters in lieu of a permit, provided they meet delivery vehicle requirements. Alley permits are issued to smaller vehicles using alleys for deliveries. This has a 30-minute limit, and vehicles cannot block the alley. Finally, commercial loading zones are located primarily on-street and serve for quick deliveries with a 15 to 30-minute limit.

Enforcement of loading/delivery zones is crucial to the success of the program.

- There are currently 228 FLZ permits, and 52 alley permits.
- Fiscal Year 2023 FLZ permit revenue was \$75,250.
- Fiscal Year 2023 Alley permit revenue was \$13,850.
- Fiscal Year 2022 right-of-way (ROW) fines for FLZ violations amounted to \$129,900; Fiscal

Year 2023, ROW citation revenue was \$379,750. This increase is the result of enhanced enforcement, including the addition of tow trucks accompanying enforcement officers.

Residential parking permit zones:

A residential parking permit zone is an area of the city that is typically zoned for residential use and is established by boundaries.

- There are 20 residential permit parking zones in the city.
- There are approximately 7,440 residential permit customers.
- There are approximately 8,550 total permits issued (many households have multiple permits).
- An estimate of 5,700 citations were written for residential zone violations in Fiscal Year 2023.
- 5,180 vehicles were towed from residential zones in Fiscal Year 2023.

Parking violations at over a 1, 3, 5, and 10-year time-period:

<b>Fiscal Year (FY)</b>	<b>Revenue</b>	<b>Citations</b>	<b>Budgeted Fulltime (FT)/ Part-time (PT) Staffing</b>
<b>FY 2013</b>	<b>\$3,519,248</b>	<b>325,488</b>	<b>28 FT/21 PT</b>
<b>FY 2018</b>	<b>\$2,596,982</b>	<b>273,272</b>	<b>33 FT/23 PT</b>
<b>FY 2020</b>	<b>\$2,661,733</b>	<b>120,567</b>	<b>28 FT/27 PT*</b>
<b>FY 2023</b>	<b>\$4,198,069</b>	<b>207,843</b>	<b>25 FT/25 PT</b>

Important Factors:

- Fiscal Year 2020: Not reflected in staffing number is the reduction to nine (9) actual fulltime officers in mid-fiscal year due to the COVID-19 pandemic. Citations and revenue were also impacted.
- Fiscal Year 2020 revenue is higher as compared to number of citations due to an increase in County citation fees in 2019.
- In 2014 the ParkMobile application was introduced resulting in an increase in payment compliance.

**CONCLUSION:**

As requested, provided herein is information on the Parking Department's enforcement operation. Overall, the Parking Enterprise Fund has recovered from the COVID-19 pandemic's devastating impact. With the return of parking demand and increased revenues, Department staffing levels, equipment acquisition and renewal and replacement projects are being restored to pre-pandemic levels and above. LPR mobile equipment and new enforcement tools are being evaluated for acquisition and implementation.

**Applicable Area**

Citywide

**Is this a "Residents Right to Know" item, pursuant to City Code Section 2-14?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**Strategic Connection**

Neighborhoods - Increase compliance with City code.

**ATTACHMENTS:**

Description	Type
 Referral Memo	Memo

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE FINANCE AND ECONOMIC RESILIENCY COMMITTEE, AT ITS APRIL 19, 2024 MEETING, TO ACCEPT THE CITY ADMINISTRATION'S UPDATE ON THE CITY OF MIAMI BEACH PARKING DEPARTMENT ENFORCEMENT EFFORTS.**

**WHEREAS**, on January 31, 2024, at the request of Commissioner Joseph Magazine, the Mayor and City Commission ("City Commission") referred agenda Item C4 X (Attachment A) to the Finance and Economic Resiliency Committee ("FERC" or "Committee") to discuss a comprehensive review of the City of Miami Beach ("City") parking enforcement efforts; and

**WHEREAS**, the review included License Plate Recognition (LPR) vehicles and equipment, freight and commercial loading zones, alley loading and residential parking permit zones and data showing parking violations over a one (1), three (3), five (5), and (ten) 10-year period; and

**WHEREAS**, the item was deferred at the March 22, 2024 FERC meeting; and

**WHEREAS**, at the April 19, 2024 FERC meeting, the Committee heard the item entitled "Discuss a Comprehensive Review Of The City's Parking Enforcement Efforts" in conjunction with another agenda item entitled "Discussion On The Potential Reinstitution Of Residential Parking Permit Decals In Lieu Of The Current System Which Validates Residential Parking Zone Permits Based Solely Upon License Plate Scans"; and

**WHEREAS**, During the discussion, the Parking Department stated that the two (2) items had been bifurcated and City staff provided an update on departmental staffing levels; and

**WHEREAS**, the parking enforcement statistics were included as part of the Committee memorandum; and

**WHEREAS**, Commissioner Alex Fernandez made a motion, passed by the Committee, to accept the report provided by the Administration and move both items to the City Commission.

**NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA**, that the Mayor and City Commission approve the Resolution, accepting the recommendation of the FERC at its April 19, 2024, to accept the provided report on the City's Parking Department enforcement efforts and close the item.

**PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

**ATTEST:**

\_\_\_\_\_  
Rafael E. Granado, City Clerk

\_\_\_\_\_  
Steven Meiner, Mayor

APPROVED AS TO  
FORM & LANGUAGE  
& FOR EXECUTION

\_\_\_\_\_  
City Attorney

6/18/2024  
\_\_\_\_\_  
Date