

Parking Tool or Concept Implemented Now	Considerations
<p><u>Space sharing:</u> Similar to carpool – allows a primary parker to sublet to others who share the space. Only the assigned parker would have rights to the space.</p>	<p>DAS Parking rule requires those sharing the cost of a space to split that cost as evenly as possible amongst the users. Only the assigned parker in the DAS parking management system has any official rights to the space.</p>
<p><u>Full and half day permits:</u> Employees can buy full and half day permits through our online store at https://apps.oregon.gov/DAS/Storefront/ that can be used at most DAS parking meters within the Capital Mall and the Park and Pay lots at Yellow and PSOB. Options are available for shipping permits to a home or work address for an additional charge.</p> <p>During COVID, DAS expanded this to allow use in Red Lot, Green Lot, Ferry St Structure Rooftop, and all other DAS metered spaces.</p> <p>DAS will continue to allow expanded use of daily full and half day permits in Red Lot, Green Lot, Ferry St Structure Rooftop, and all other DAS metered spaces to increase available parking for short term, intermittent needs of remote workers.</p>	<p>Employees would need to work 9 or more full days per month, or 18 half days per month, to exceed the cost of a monthly uncovered unreserved permit.</p> <p>Coming in 2022: additional designated spaces in the lower level of the Capital Mall Parking Structure where the permit may be used. Will be valid for spaces E24 through E43 and F23 through F43 once signs are installed. Estimated implementation is Jan. 1, 2022. Map of CMPS: https://www.oregon.gov/das/FleetPark/Documents/CMPS.pdf</p>
<p><u>Carpool restart:</u> Carpools were placed on hold and primary participants could continue paying a reduced monthly rate to retain their space.</p> <p>For carpools that were put on hold or that may no longer be viable: DAS will provide a longer opportunity to find new members and grant priority for spaces if the carpool cannot continue. DAS has granted 3 months to find new members (normally it's 1 month). If new members cannot be found or the carpool is no longer viable due to conflicting work schedules among members, DAS will grant Priority 7 (out of 10) to the Primary Participant to get on the waitlist for a space, effective the date the carpool started. If the Primary Participant no longer needs parking, the Priority 7 placement on the waitlist will be offered to one (and only one) of the remaining members in the following priority: First, to the state employee that has continually participated in the carpool the longest. If there is a tie for first priority, then to the state employee with the most seniority by years of service.</p> <p><i>-Continued at right-</i></p>	<p><i>-Continued-</i></p> <p>Carpools that were continually active for 2 or more years before COVID-related closures are already eligible for the Primary Participant, or other member (also for 2 or more years), to take over the space as a single driver. The priority for who gets the space is the same as outlined at left: the Primary Participant, then the member with the longest history in the carpool, then the member with the most years of state service (if tied for longevity within the carpool).</p>

Other Possible Parking Tools or Concepts DAS is Exploring	Considerations
<p><u>Further expand use of full and half day permits:</u> DAS could expand use of full and half day permits to designated spaces/areas in other facilities at CMPS, NMOB, 550, PSOB, etc.</p>	<p>Establishing unreserved spaces for half and full day permit use in the other reserved lots would likely impact the waitlist for those employees waiting (sometime many years) for a permanent full-time space. However, it could potentially fulfill parking needs for more employees overall.</p> <p>This future option will be explored depending on parking demand as agencies adjust the state workforce to the changed work models.</p> <p>Coming in 2022: additional designated spaces in the lower level of the Capital Mall Parking Structure where the permit may be used. Will be valid for spaces E24 through E43 and F23 through F43 once signs are installed. Estimated implementation is Jan. 1, 2022. Map of CMPS: https://www.oregon.gov/das/FleetPark/Documents/CMPS.pdf</p>
<p><u>App pay options:</u> Similar to daily or half day passes and meters, employees pay for a space via a phone app. If paying by the hour, this option allows users to add time to the space via their phone.</p>	<p>This option would require upgrades to the parking management system for App-based payments, contracting work and possibly review by the Enterprise Information Services division (which oversees IT projects).</p> <p>It also would require investment in hardware for license plate recognition, cellular Wi-Fi communication upgrades in some structures, and would incur additional costs for credit card merchant fees.</p> <p><i>There is no current estimated implementation date for this option.</i></p>
<p><u>Pay as you go:</u> This means parkers pay by the day up to a monthly maximum. For example, the charge per day could be \$6 and once an employee parked 10 days that month, they would not pay further regardless of how many more days they parked that month. The spaces used for full and half day permits would be used for this purpose as well.</p>	<p>This option would require upgrades to the parking management system for App-based payments, contracting work and possibly review by the Enterprise Information Services division (which oversees IT projects).</p> <p>It also would require investment in hardware for license plate recognition, cellular Wi-Fi communication upgrades in some structures, and would incur additional cost for credit card merchant fees.</p> <p>The DAS parking management system vendor, T2, is working on better ways to do this type of option as the current method may not be viable until the vendor can develop and upgrade the current platform.</p> <p><i>There is no current estimated implementation date for this option.</i></p>