



## Board Report

File #: 2016-0061, File Type: Contract

Agenda Number: 17

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**PLANNING AND PROGRAMMING COMMITTEE  
MARCH 16, 2016**
**SUBJECT: PARKING MANAGEMENT PILOT PROGRAM - PHASE I****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING implementation of the first phase of the **Parking Management Pilot Program at three (3) Metro Parking Facilities along the Expo II extension**, pursuant to the Operating Plan (Attachment D) for one (1) year;
- B. AMENDING Metro's Parking Rates and Fee Resolution (Attachment E) to allow for the fee structure proposed in the Parking Management Pilot Program; and
- C. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 1 to Contract No. PS4313200 for Permit Parking Management Program with iNet, Inc., doing business as (dba) iParq, increasing the total contract value by \$353,350 from \$432,220 to \$785,570 to allow for implementation of the first phase of the Parking Management Pilot Program as a revenue generating contract where the contractor will be compensated the total value of the contract from the parking revenue collected by the contractor and Metro will receive the net revenue amount collected.

**AMENDMENT by BONIN to allow no parking by non-transit users during Phase 1.****ISSUE**

At the February 2016 Planning and Programming Committee, staff introduced the Parking Management Pilot Program ("Pilot Program") to the Board. Staff is proposing to implement the Pilot Program for two years, in two phases, and is seeking authorization to implement the first phase of the Pilot Program at the three (3) parking facilities along the Expo II extension opening in May 2016. The recommendations in this report support implementation of the Pilot Program, and include: authorization to amend Metro's Parking Rates and Permit Fee Resolution (Attachment E) to reflect the parking rates at the pilot locations; and a modification to the contract with iParq, the current permit parking processor, to absorb from parking revenues the set-up and on-going operating cost for implementation of Phase I. Parking Management staff will work with Vendor/Contract Management staff to procure a revenue contract with the parking operator. The new contract will cover additional

equipment, set up and on-going operating costs for all nine (9) locations during the two (2) years of the Pilot Program. If the Pilot Program is approved, Phase I will begin in May 2016 and staff will update the Board every three months regarding results.

**DISCUSSION**

Staff introduced the Pilot Program through a Receive and File report at the February 2016 meeting of the Planning and Programming Committee. The Pilot Program identified nine (9) locations, along with a pricing schedule, as described below:

Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	Non-Transit Rider Daily Rate	# of Parking Spaces
Expo/Bundy	Expo II	\$2	\$39	\$25	\$20	250
Expo/Sepulveda	Expo II	\$2	\$39	\$25	\$15	260
17th St/SMC	Expo II	\$2	\$39	\$25	\$20	67
La Cienega/Jefferson	Expo I	\$2	\$39	\$25	\$17	485
Culver City	Expo I	\$2	\$39	\$25	\$17	586
Sierra Madre Villa	Gold	\$2	\$29	\$20	\$17	965
Atlantic	Gold	\$2	\$29	\$20	\$15	284
Universal	Red	\$3	\$55	\$45	\$25	546
North Hollywood	Red	\$3	\$59	\$45	\$25	1,310
<b>Total</b>						<b>4,753</b>

Since February staff has presented the Pilot Program to Metro’s Technical Advisory Committee, Regional Service Councils and other stakeholder groups and met with County Counsel and Vendor/Contract Management regarding implementation. This resulted in the development of a two-phased approach to implementation. Phase I is described in more detail in the Operating Plan (Attachment D). Details for Phase II will be brought to the Board in Fall 2016, with the recommendation for award of a parking operator contract to take over the operation of the entire Pilot Program.

**Phase I Pilot Program**

Phase I is proposed to be implemented at the three transit parking locations along the Expo II extension opening in May 2016: Expo/Bundy, Expo/Sepulveda and 17th Street/Santa Monica College. This will include 577 spaces.

The Pilot Program will offer a discounted daily parking rate to parkers that can verify use of the Metro system as well as related municipal providers within a 96-hour period. Verification will be provided by linking the automobile to a valid TAP card. Non-transit riders will pay a much higher daily parking rate, set to be higher than any surrounding parking lots to discourage non-transit use.

The costs associated with Phase I implementation include labor (parking attendants), equipment,

supplies, parking tax (if applicable), and credit card transaction costs. For Phase I, the equipment investment is primarily handheld devices to be used for TAP verification. The budget for Phase I Implementation is below:

<b>Labor Cost</b>	<b>Equipment &amp; Supplies</b>	<b>Parking Tax</b>	<b>Credit Card &amp; Transaction Processing</b>	<b>Total</b>
\$192,570	\$27,520	\$42,260	\$91,000	\$353,350

Phase II Preparation

Concurrent with implementation of Phase I, staff is recommending procuring a new parking operator contract to implement Phase II and manage the entire Pilot Program. This will be a revenue contract that includes more sophisticated parking equipment (multi-space pay machines), additional labor, parking tax (if applicable), credit card and transaction processing as well as supervision. It is anticipated that the Phase I locations will transition into this new contract once executed. The contract shall allow reduction or expansion in the number of locations to accommodate flexibility of the Pilot Program. An operating expense budget summary for Phase II of the Pilot Program, assuming the nine (9) locations, is as follows:

	<b>Labor Cost</b>	<b>Equipment &amp; Supplies</b>	<b>Parking Tax</b>	<b>Credit Card and Transaction Processing</b>	<b>Total Operating Cost</b>
Year 1	\$1,879,740	\$457,475	\$257,430	\$88,724	\$2,683,369
Year 2	1,788,300	70,372	264,237	85,532	2,208,441
<b>Total</b>	<b>\$3,668,040</b>	<b>\$527,847</b>	<b>\$521,667</b>	<b>\$174,256</b>	<b>\$4,891,810</b>

Staff anticipates completing the Phase II procurement and bringing a contract to the Board for consideration in Fall 2016. At that time, staff will also provide an Operating Plan for Phase II and recommend implementation in Winter 2016.

Pricing Schedule

The initial pricing schedule was described in the table above. Daily parking rates will be available at all Pilot Program locations, and spaces will be available on a first come, first served basis. Of the 250 on-street parking spaces at Expo/Bundy, 75 spaces will be available on a daily basis and 150 will require a monthly parking permit. Non-transit riders will pay a much higher daily parking rate, set to be higher than any surrounding parking lots. The intent is to discourage parking by non-transit riders in order to preserve parking spaces for transit riders that depend on it for first/last mile connections.

Monthly parking permits will be available for patrons that maintain a minimum of ten (10) daily ridership transactions per month, using their TAP card. The monthly parking permit differs from the Preferred Parking Permit in that there are no reserved spaces. Monthly parking permits customers that have six (6) or less daily ridership transactions at the fifteenth (15<sup>th</sup>) of the month will be notified via email reminder that they must maintain the minimum of ten (10) daily transactions to purchase the

monthly parking permit for the following month. Customers can complete the minimum transactions requirement through the last day of each month. If the minimum ridership transaction requirement is not met, the parking permit will be invalid the following month.

The goal of the Pilot Program is to operate the parking facilities at 85% to 90% occupancy levels. These occupancy levels are cited by parking management experts and academics as the level that maximizes utilization while allowing for customers to be able to find parking at any given time.

Staff will assess the results of the program every two (2) months and adjust the parking rates pursuant to the Operating Plan and the targeted occupancy levels. The Pilot Program Operating Plan provides a maximum daily parking fee of \$5.00 daily, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments every two months. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.

Implementation of the Pilot Program requires an amendment to the Parking Rates and Permit Fee Resolutions to reflect the new rates proposed at participating locations (Attachment E). The amendment to the fee resolution includes all nine (9) locations in Phase I and Phase II. However, the resolution is enabling language for charging the rates; the Pilot Program rates will only apply to the three (3) Phase I locations beginning May 2016. Fees at the six (6) Phase II locations would not go into effect until further Board action adopting Phase II of the Pilot Program.

#### Civil Rights Considerations

There is no Disparate Impact and no Disproportionate Burden for minority and poverty riders associated with the proposed Parking Management Pilot Program. Based on data collected through Metro's Spring 2015 Customer Satisfaction Survey, both the minority and poverty shares of Metro's impacted riders (Park and Ride users) is lower than Metro's system wide minority and poverty shares. Specifically:

- The minority share for System wide Bus users is 92% compared to 90% for Bus Park and Ride users. The minority share for Rail System Wide users is 87% and the minority share for Rail Park and Ride users is 71%.
- The poverty share for System Wide Bus users is 63% and poverty share for Park and Ride users is 22%. The Poverty Share for Rail System Wide users is 48% and the Poverty Share for Rail Park and Ride Users is 9%.

#### Permit Parking Program

Stations that currently offer reserved parking through monthly paid permit parking will continue to offer that program and the rates will remain the same. These stations include North Hollywood, Universal, Atlantic and Sierra Madre. Monthly permit holders will continue to utilize the designated reserved parking areas during the restricted hours at no additional cost.

#### Carpool Monthly Rate

The Pilot Program includes introduction of a monthly carpool parking program. Participants in the carpool program will pay a discount, as listed in the pricing schedule above, at the selected locations. The program will require registration of a minimum of three (3) TAP card users with vehicles/ license plates and will only allow for one vehicle to be parked at a time. If more than one vehicle of the three

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(3) registered vehicles is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.

#### Operation Plan - Summary

Phase I of the Pilot Program will operate as a pay upon entry model where the customer pays for parking when entering the parking facility. Parking attendants will be scheduled during peak hours, generally from 5am to 2pm on weekdays to identify transit users and process parking payment. They will also be available to answer general customer service questions and help patrons. Parking attendants will also inventory the parking facilities at the beginning and the end of their shift to ensure all parked vehicles have paid and are billed properly. All parking rates and permit fees are applied 24 hours a day, 7 days a week. Transit rider verification will be based on use of the system within the 96 hours prior to or after entering the parking facilities. If the transit rider enters prior to purchasing a TAP card, the system will issue an "exception transaction" ticket and can provide the transit rate once the rider can verify purchase of transit fare or use their TAP card. Customers can pay through their phone, online or upon exiting the station with the parking attendant. Monthly parking permit and mobile payment will be the only options for the on-street parking spaces at the Bundy Station.

Parking Management staff has been working collaboratively with TAP staff to develop the card reader and data requirements to allow the parking system to verify proof of fare payment and determine if the parker utilized transit.

Parking access control systems and multi-space pay machines which are able to accept cash, credit cards and mobile payments will be installed as part of Phase II of the Pilot Program. Once the parking access control system and pay machines are in operation, payments can be made on site 24 hours per day, per 7 days a week. Devices capable of reading TAP Cards will be installed on the multi-space pay machines and will verify ridership by determining use of the TAP card within 96 hours of parking the vehicle. Customers can opt to pay for their parking when they return to pick up their vehicles or upon entry to the parking facilities.

No changes to any existing shared use agreements are recommended at this time.

#### Labor Relations

Staff has met with Labor Relations to discuss any potential labor issues associated with implementation of the Pilot Program through the iParq contract and has drafted a protocol letter for the Pilot Program. The protocol letter states that, for the duration of the Pilot Program (minimum 2 years), Parking Management staff and iParq and/or the newly procured parking operator will handle all aspects of implementation, including installation and maintenance of the equipment and providing parking attendants. Labor Relations staff has determined there is no conflict with this approach since Metro does not have ATU parking attendants.

#### Outreach Program

The Operation Plan includes an outreach and communication strategy. Upon approval of the Pilot Program, staff will launch a stakeholder and transit user outreach program in conjunction with the Community Relations and Communications Departments and in concurrence with communication regarding the opening of the Expo II extension. Outreach efforts will include:

- Signage at Parking Management Pilot Program Stations.
- Direct email blast notifications.
- Information messages at Metro.net website.
- Social Media
- Windshield Flyers

Once the Pilot Program is implemented and in case there is a price adjustment on monthly and daily rates, staff will utilize email, distribute windshield flyers, signage and social media to inform patrons. Patrons in the monthly permit program will be given 30-day notice prior to adjustment. Patrons in the daily program will receive a fourteen (14) day notice.

### **DETERMINATION OF SAFETY IMPACT**

Piloting the Parking Management Pilot Program will not create any safety impacts because it will operate within the existing infrastructure. The implementation of this program will only require the purchase and installation of equipment, including multi-space meters, and signage. The presence of parking attendants at Metro's parking facilities will provide additional assistance to transit patrons during operating hours. Attendants will be able to report incidents and crime at each of the locations.

### **FINANCIAL IMPACT**

Implementation of the Parking Management Pilot Program will not have an impact on Metro's budget. Staff anticipates the Pilot Program will generate \$3.2 million in gross revenue and \$2.6 million in operating costs in the first year after all nine (9) locations are in operation. These first year operating costs are primarily equipment and labor, and will allow for anticipated net revenue of \$400,000. Staff anticipates the Pilot Program Phases I and II will generate \$3.3 million in gross revenue and \$2.3 million in operating costs in year two (2). Contract No. PS4313200 with iParq is a net revenue generating contract. Metro will not pay out any funds for this contract. The contractor will cover all operating costs and be compensated through the parking revenues collected for Metro. Metro will only receive the net revenues collected from the contractor. There will be no impact to any local, state or federal to pay out any expenses.

#### Impact to Budget

Staff anticipates generating approximately \$400,000 in net revenue to be deposited in Account 40707 for Parking Revenue in FY17 and \$1 million in FY18 which includes deductions for equipment and labor costs. Funds generated by this program will contribute to the RAM Internal savings accounts.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to authorize staff to move forward with Phase I of the Pilot Program and related implementation activities. This is not recommended as it is a large component of the Supportive Transit Parking Program (STPP) Master Plan and the examination of a longer-term strategy for managing parking demand and creating a self-sustaining parking program. Implementation of the Pilot Parking Program will support the final STPP Master Plan, to be presented

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to the Board in winter 2016. The Pilot Program is also part of the Board-adopted RAM Initiative.

The Board may choose to implement a Pilot Program in a different manner such as setting a nominal charge for all parking spaces at selected facilities. Staff does not recommend this approach because it lacks flexibility to adjust to demand at different stations and may not include TAP integration.

### **NEXT STEPS**

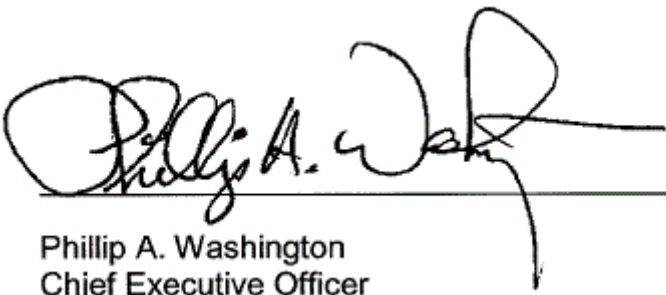
Upon approval of Phase I of the Pilot Program, staff will begin the public outreach process immediately and implement Phase I at the three Metro parking facilities along Expo II extension in May 2016. Concurrently, staff will procure a parking operator for Phase II and bring to the Board a contract and Phase II Operational Plan in Fall 2016. Implementation at all nine (9) proposed locations is expected by the fourth (4<sup>th</sup>) quarter of 2016. Staff will monitor and evaluate the Pilot Program every three months. The first update will be provided to the Board in September 2016, focusing on the Expo II Station results.

### **ATTACHMENTS**

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - DEOD Summary
- Attachment D - Parking Management Pilot Program - Phase I Operating Plan
- Attachment E - Metro Parking Rates and Permit Fee Resolution

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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## PARKING MANAGEMENT PILOT PROGRAM / PS4313200

1.	<b>Contract Number:</b> PS4313200		
2.	<b>Contractor:</b> iNet, Inc., doing business as (dba) iParq		
3.	<b>Mod. Work Description:</b> Modification No. 1 implements the first phase of the Parking Management Pilot Program at the three parking facilities along the Expo II extension opening on May 20, 2016.		
4.	<b>Contract Work Description:</b> Permit Parking Management Program		
5.	<b>The following data is current as of:</b> 03/09/16		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	02/08/16	<b>Contract Award Amount:</b> \$432,220
	<b>Notice to Proceed (NTP):</b>	02/08/16	<b>Total of Modifications Approved:</b> \$0
	<b>Original Complete Date:</b>	02/08/19	<b>Pending Modifications (including this action):</b> \$353,350
	<b>Current Est. Complete Date:</b>	02/08/19	<b>Current Contract Value (with this action):</b> \$785,570
7.	<b>Contract Administrator:</b> Jesse Zepeda		<b>Telephone Number:</b> (213) 922-4156
8.	<b>Project Manager:</b> Frank Ching		<b>Telephone Number:</b> (213) 922-3033

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 1 to implement Phase 1 of the Parking Management Pilot Program (Pilot Program) at three parking facilities along the Expo II extension for the grand opening on May 20, 2016. The additional locations are Expo/Bundy, Expo/Sepulveda and 17th Street/Santa Monica College for a total of 577 parking spaces. This modification is the result of staff introducing the Pilot Program to the Board at the February 2016 Planning and Programming Committee meeting.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

Contract No. PS4313200 with iNet, Inc. dba iParq, was issued on February 8, 2016 to manage Metro's Permit Parking Management Program. The period of performance is for three years. This Modification is for Phase I of the Pilot Program which will operate as a pay upon entry model where the customer pays for parking when entering the parking facility.



Refer to Attachment B – Contract Modification/Change Order Log.

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis and cost analysis. iParq's unit rates remain unchanged from the basic contract PS4313200 awarded on February 8, 2016. The cost of labor for parking attendants, equipment, supplies, applicable parking taxes and credit card transactions are the same as the basic contract. Therefore, in order not to duplicated costs, it is more cost effective and beneficial to modify this contract in support of the Phase 1 Pilot Program.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$353,350	\$363,350	\$353,350

**CONTRACT MODIFICATION/CHANGE ORDER LOG**  
**PARKING MANAGEMENT PILOT PROGRAM/PS4313200**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>Amount</b>
1	Implementation of the Phase I of the Parking Management Pilot Program	PENDING	PENDING	\$353,350
	<b>Modification Total:</b>	<b>PENDING</b>	<b>PENDING</b>	<b>\$353,350</b>
	<b>Original Contract:</b>	<b>APPROVED</b>	<b>02/08/2016</b>	<b>\$432,220</b>
	<b>Total:</b>			<b>\$785,570</b>

## DEOD SUMMARY

## PERMIT PARKING MANAGEMENT PROGRAM/PS4313200

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a goal for this procurement. This is a revenue generating procurement and does not utilize local, state, and/or federal funding.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this Contract Modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$16.04 per hour (\$11.17 base + \$4.87 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

# ATTACHMENT D

## METRO PARKING MANAGEMENT PILOT PROGRAM PHASE I OPERATING PLAN

### 1.0 OBJECTIVE

The objective of the Pilot Program is to implement a self-sustaining parking solution to retain and improve parking resources for Metro transit patrons. The first phase of the Pilot Program will focus on three locations along the Expo II extension and test approaches to a fee structure, fee collection, facilities management and enforcement. The locations are Expo/Sepulveda, Expo/Bundy and 17<sup>th</sup> St/SMC. This program will consist of daily and monthly fee based parking for 577 parking spaces. The first phase of the Pilot Program will be in place until the second phase of the Pilot Program is ready for implementation, anticipated within one year of implementation. The maximum time for Phase I is two years.

### 2.0 PARKING PAYMENT PROCESS

#### 2.0.1 Overview

The Pilot Program will offer a discounted daily parking rate to parkers that can verify use of the Metro system as well as other providers using TAP cards, within a 96-hour period. Verification will be provided by linking the automobile to a valid TAP card. Non-transit riders will pay a much higher daily parking rate. Daily and monthly parking fees will be available as well as a Carpool Program. The Pilot Program will not replace the existing Preferred Permit Parking program, which provides reserved spaces for a daily or monthly fee. A summary fee table for initial implementation of the Pilot Program is below; the fee options are described in more detail below and fees may be adjusted pursuant to the process described in Section 2.0.5.

Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	Non-Transit Rider Daily Rate	Attended or Permit Facility	# of Parking Spaces
Expo/Bundy	Expo II	\$2	\$39	\$25	\$20	Permit	250
Expo/Sepulveda	Expo II	\$2	\$39	\$25	\$15	Attended	260
17 <sup>th</sup> St / SMC	Expo II	\$2	\$39	\$25	\$20	Attended	67
<b>Total</b>							<b>577</b>

#### 2.0.2 Payment Processing Equipment

Payment processing devices, TAP Card/ridership verification and revenue processing handheld devices will be purchased to implement the first phase of the Pilot Program. This equipment will have the capability of reading TAP cards and accepting cash, credit card and mobile payments. Parking attendants will use the devices in order to process payments and notate customer information, including linking TAP cards to users for future verification purposes.

### 2.0.3 Transit User Identification

A parking patron is considered a transit user if they use the system, or transit provided by other systems using a TAP card, within 96 hours of parking at a Metro Transit Parking facility. The time period of 96 hours can occur prior to or after the patron parks their vehicle. The TAP card reader will allow the parking attendant to verify transit versus non-transit riders. TAP card readers will be installed on the parking attendant's handheld devices.

Once the TAP card is read, the last transaction will be identified. If that transaction happened within the last 96 hours, the patron is eligible for the discounted transit patron parking rate. Transit patrons without a TAP card or without a transaction in the prior 96 hours can still qualify for the discounted transit patron parking fee. The parking attendant will issue an "exception transaction" ticket for the patron. The patron must use the transit system within 1 hour of parking their vehicle. After using the transit system, the patron can verify ridership and secure the discounted transit parking fee by linking their TAP card to their license plate notated on the exception ticket. This process can occur either online, through mobile payment, or with the on-duty parking attendant within the next 96 hours.

Any un-identifiable parking customers or unpaid transactions will be submitted to DMV through Metro's Parking Permit Processor (iParq). The registered owner of the vehicle will be billed for collection of the non-transit user parking rate.

### 2.0.4 Parking Payment Process

There are 3 options for parking payment: Daily Parking, Monthly Permit Parking and Carpool

#### *Daily Parking Transactions*

Parking attendants will be scheduled at each entrance to the parking facility. The attendants will be equipped with handheld devices to verify transit ridership and process payments. Vehicles will pay the appropriate parking fee upon entry to the parking facility. The parking fee will be determined by the Transit User Identification Process described above. Once the parking rate is determined, the patron's license plate will be notated and their payment (cash or credit card) will be processed. The patron will then park their vehicle. Their license plate will be entered into the system and serve as proof of payment. A receipt will be given but is not required to be displayed as proof of payment.

Any intended transit users without a TAP card or prior ridership transaction within 96 hours will be issue an exception ticket and their license plate will be notated upon

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entering the parking facility. The patron can settle the parking fee payment after completing the ridership transaction. (See section 2.0.3)

### *Monthly Permit Parking Transactions*

The patron will arrive at the parking facility and show their permit to the parking attendant. The parking attendant will verify that the parking permit is valid. Once verified, the patron may park their vehicle without accruing any additional parking fees.

If the patron's permit is not valid, they will be responsible for paying the appropriate daily parking fee per the processes described above.

Monthly Parking Permits will be sold on a monthly basis and will be available for online purchase. These permits will require transit users to provide their TAP card number in order to be eligible for the permit. Once issued, the patron must maintain a minimum of ten (10) daily transactions using their TAP card, per month, in order to renew their permit for the following month.

### *Monthly Carpool Program*

A Monthly Carpool Parking Program will be implemented at all three (3) pilot locations. In order to be eligible for this program, a minimum of 3 patrons must register their TAP card numbers and license plate numbers through the online customer portal. In order to retain eligibility, each registered TAP card must maintain a minimum of ten (10) daily transactions, per month.

Once registered and paid, a Monthly Carpool Permit will be issued. This permit must be displayed in the windshield of the vehicle used for the carpool. Only one of the registered vehicles will be able to enter the parking facility with the Carpool Permit. If another vehicle that is registered to the Carpool Permit enters the parking facility, they will be expected to pay the prevailing daily parking rate.

### 2.0.5 Parking Rates and Permit Fee

All parking rates and permit fees will be collect according to the adopted Metro Parking Rates and Permit Fee Resolution without exceptions. The Daily Parking rate calculation is based on a 24 hour cycle. Monthly Permit Parking is based on the first day to the last day of the calendar month cycle. All parking rates and permit fees are applied 24 hours a day, 7 days a week.

### *Pricing Adjustments*

Staff will assess the impacts of the Pilot Program every two (2) months, identifying occupancy levels (targeted at 85%), any impacts on ridership and other factors based

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on feedback from transit patrons and the parking attendants. Based on these factors, parking rates may be adjusted. The Pilot Program will have a maximum parking fee of \$5.00 daily and any pricing adjustments will require 30 days' notice (both increases and decreases). Pricing adjustments shall not occur more frequently than every two months.

### 3.0 OPERATIONAL PLAN

#### 3.0.1 Parking Facilities

Each facility can be described as either an Attended Parking Facility or a Permit Only Parking Facility. Attended parking facilities will have parking attendants available to process transactions during operating hours, generally from 5:00am to 2:00pm. Permit Only Parking Facility will be depend on permit enforcement operation.

##### *Attended Parking Facilities*

The Expo/Sepulveda and 17th St/SMC facilities will be attended parking facilities during the first phase of the Pilot Program. Parking attendants will be available during operating hours, between 5:00am to 2:00pm to identify transit users and process parking payment. They will also be available to answer general customer service questions and help patrons.

Parking attendants will also inventory the parking facilities at the beginning and the end of their shift to ensure all parked vehicles have paid and are billed properly. Please refer to section 2.0.3 for the process of handling un-identifiable parking customers and the unpaid transaction process.

##### *Permit Only Parking*

The Expo/Bundy parking facility consists of 250 on-street parking spaces. For the Pilot Program, 175 of these spaces will be available only through Monthly Parking Permits. The remaining 75 will be daily permit parking. Patrons can pay for their monthly or daily permit parking fee either through a mobile application, by dial-in to a customer service provider or online. These parking spaces will be patrolled by officers of Metro-authorized parking enforcement agencies. Any violators will be subject to issue a citation or tow.

#### 3.0.2 Budget

The costs associated with Phase I implementation include labor (parking attendants), equipment, supplies, parking tax (if applicable), and credit card transaction costs. For Phase I, the equipment investment is primarily handheld devices to be used for TAP verification. The budget for Phase I Implementation is below:

## ATTACHMENT D

Labor Cost	Equipment & Supplies	Parking Tax	Credit Card & Transaction Processing	Total
\$192,570	27,520	\$42,260	\$91,000	\$353,350

In order to implement Phase I of the Pilot Program simultaneous with the opening of the Expo II, staff will use the existing contract with iParq, Metro's new permit processing operator. Implementation costs will be paid from the gross revenue generated during the first year of the program, thus requiring no cash outlay from Metro. Anticipated net revenues for the first year of implementation are \$400,000.

### 4.0 OUTREACH & COMMUNICATION

Internal and external stakeholder outreach is critical to the success of the Parking Management Pilot Program. Parking Management staff will work with Metro's Marketing and Communications departments to design outreach plans for the communities and facilities involved in the Pilot Program, as well as through messages for internal Metro communications.

#### 4.0.1 External Stakeholder Outreach

Several different channels will be used to ensure that the participating communities are informed about the Parking Management Pilot Program. Starting in February 2016, Regional Service Council meetings, Technical Advisory Committee (TAC), as well as other appropriate subcommittees were visited by Parking Management staff to explain the Pilot Program and respond to any questions that may arise. These meetings will be visited again after implementation of the Pilot Program to address any follow up questions or issues.

Outside of the Service Council and Advisory Committee meetings, the general public will be informed of the Pilot Program through emails, social media, news outlets, the Metro website, Metro TPIS monitors and signage and flyers at the participating parking facilities. Public communications will be created in early April 2016, including instructions for parking and a Frequently Asked Questions document, with a full launch to the public after Board adoption of the Pilot Program.

#### 4.0.2 Metro Internal Department Communications

Meetings will be coordinated with the departmental staff and appropriate personnel of Parking Enforcement, Transit Court, Community Relations and Customer Relations in order to explain details of the Parking Management Pilot Program. A Frequently Asked Question document will be created and distributed to these departments for reference when they receive questions about the Pilot Program. Parking Management staff will also offer training sessions for any department that requests training.



# ATTACHMENT D

## 5.0 REPORTING AND PHASE II

### 5.0.1 Reporting

Parking Management staff will provide updates on the Pilot Program to the Board every 3 months, with the first report in September 2016.

### 5.0.2 Phase II

A Phase II Operations Plan will be presented to the Board for consideration in Fall 2016, and will include 6 additional stations. A new parking operator will be procured for implementation of Phase II as well as to purchase additional equipment. A key component to Phase II will be implementation of multi-space parking machines to simplify and facilitate the payment process. A list of parking facilities for Phase II and a preliminary pricing table are provided below.

Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	Non-Transit Rider Daily Rate	# of Parking Spaces
Expo/Bundy	Expo II	\$2	\$39	\$25	\$20	250
Expo/Sepulveda	Expo II	\$2	\$39	\$25	\$15	260
17th St/SMC	Expo II	\$2	\$39	\$25	\$20	67
La Cienega/Jefferson	Expo I	\$2	\$39	\$25	\$17	485
Culver City	Expo I	\$2	\$39	\$25	\$17	586
Sierra Madre Villa	Gold	\$2	\$29	\$20	\$17	965
Atlantic	Gold	\$2	\$29	\$20	\$15	284
Universal	Red	\$3	\$55	\$45	\$25	546
North Hollywood	Red	\$3	\$59	\$45	\$25	1,310
<b>Total</b>						<b>4,753</b>

# ATTACHMENT E

## A RESOLUTION OF THE METRO BOARD OF LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ESTABLISHING PARKING RATES AND PERMIT FEES FOR ALL METRO PARKING FACILITIES AND RESOURCES

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) operates parking facilities throughout the Los Angeles County in the City of Los Angeles, Pasadena, Long Beach, North Hollywood, Culver City, Norwalk, Downey, Lynwood, Hawthorne, Inglewood, El Segundo, Redondo Beach, Compton, El Monte and Gardena. At Metro Blue Line Stations at: Florence, Willowbrook, Artesia, Del Amo Willow and Wardlow Stations. Metro Gold Line Stations at: Atlantic, Indiana, Heritage, Lincoln Heights and Sierra Madre and Metro Red Line Stations at: Universal, North Hollywood and MacArthur Park. Metro Expo Line Stations at Expo/Crenshaw, La Cienega/Jefferson and Culver City. Metro Orange Line Stations at: Van Nuys, Sepulveda, Balboa, Reseda, Pierce College, Canoga, Sherman Way and Chatsworth Stations. Metro Silver Line Stations at: Slauson, Manchester, Rosecrans, Harbor Freeway, Harbor Gateway Transit Center and El Monte. Metro also operates the parking at Los Angeles Union Station.

WHEREAS, Metro has designated preferred parking zones throughout its parking facilities with parking restrictions to manage parking availability to patrons; and

WHEREAS, the Metro Board of Directors is authorized to set parking rates and permit fees, by resolution, at Metro owned, leased, operated, contracted and managed parking facilities and preferred parking zones; and

WHEREAS, the METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility; and

WHEREAS, adopting the parking rates and permit fees as a means of regulating the use of all Metro parking facilities and resources will distribute the parking load more evenly between transit patrons and non-transit users, and maximize the utility and use of Metro operated parking facilities and resources, enhance transit ridership and customer service experience, thereby making parking easier, reducing traffic hazards and congestion, and promoting the public convenience, safety, and welfare;

NOW, THEREFORE, THE BOARD OF DIRECTORS OF METRO DOES RESOLVE AS FOLLOWS:

SECTION 1. The parking rates established in this Resolution are effective as of September 24, 2015 at all Metro Parking Facilities.

SECTION 2. As used in this Resolution, the term “daily” means a consecutive 24-hour period commencing upon the time of entry of a vehicle into a parking facility.

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SECTION 3. The parking rates listed in this Resolution shall apply to vehicles entering the specified Metro off-street parking facility for the specified times, and rates unless a special event is scheduled that is anticipated to increase traffic and parking demands. If an event is scheduled, the rate may be determined by Metro with approval of Parking Management staff, which approval may be granted based on Metro's best interests. The maximum rate may be set as either a flat rate per entry or an increased incremental rate based upon time of entry and duration of parking.

SECTION 4. The following fees are established at the Metro Florence Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 5. The following fees are established at the Metro Willowbrook Blue Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 6. The following fees are established at the Metro Artesia Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 7. The following fees are established at the Metro Del Amo Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.

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- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 8. The following fees are established at the Metro Wardlow Blue Line Station:

- a. Parking rates shall be as follows:
- b. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 9. The following fees are established at the Metro Willow Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 10. The following fees are established at the Metro Norwalk Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 11. The following fees are established at the Metro Lakewood Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 12. The following fees are established at the Metro Long Beach Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

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SECTION 13. The following fees are established at the Metro Avalon Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 14. The following fees are established at the Metro Harbor Freeway Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 15. The following fees are established at the Metro Vermont Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 16. The following fees are established at the Metro Crenshaw Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 17. The following fees are established at the Metro Hawthorne Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 18. The following fees are established at the Metro Aviation Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 19. The following fees are established at the Metro El Segundo Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

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SECTION 20. The following fees are established at the Metro Redondo Beach Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 21. The following fees are established at the Metro MacArthur Park Red Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 22. The following fees are established at the Metro Universal Red Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$55.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$3.00 flat rate per 24 hours.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$25.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$45.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- ~~a. Parking prior to 11am will require a \$55.00 flat rate at designated preferred parking spaces on a monthly basis.~~
- ~~b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.~~
- ~~c. After 11am all parking spaces become available to all transit patrons.~~
- ~~d. Parking on weekends is free to all transit users.~~
- e.g. Parking is available on a first come first serve basis.

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SECTION 23. The following fees are established at the Metro North Hollywood Red Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$59.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$3.00 flat rate per 24 hours.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$25.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$45.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- ~~a. Parking prior to 11am will require a \$59.00 flat rate at designated preferred parking spaces on a monthly basis.~~
- ~~b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.~~
- ~~c. After 11am all parking spaces become available to all transit patrons.~~
- ~~d. Parking on weekends is free to all transit users.~~
- ~~e.g. Parking is available on a first come first serve basis.~~

SECTION 24. The following fees are established at the Metro Atlantic Gold Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$15.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$20.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered

- vehicles/license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
  - f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
  - ~~a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.~~
  - ~~b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.~~
  - ~~c. After 11am all parking spaces become available to all transit patrons.~~
  - ~~d. Parking on weekends is free to all transit users.~~
  - e.g. Parking is available on a first come first serve basis.

SECTION 25. The following fees are established at the Metro Indiana Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 26. The following fees are established at the Metro Lincoln/Cypress Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 27. The following fees are established at the Metro Heritage Square Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$20.00 flat rate at designated preferred parking spaces on a monthly basis.



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- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 28. The following fees are established at the Metro Fillmore Gold Line Station:

Parking rates shall be as follows:

- a. Parking will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking is only available Monday through Friday.
- c. Parking is available on a first come first serve basis.

SECTION 29. The following fees are established at the Metro Sierra Madre Gold Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$17.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$20.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- ~~a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.~~
- ~~b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.~~
- ~~c. After 11am all parking spaces become available to all transit patrons.~~
- ~~d. Parking on weekends is free to all transit users.~~
- ~~e-g. Parking is available on a first come first serve basis.~~

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SECTION 30. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge.
- b. Parking is only available from Monday at 2 am through Sunday at 2am.
- c. Parking is available on a first come first serve basis.

SECTION 31. The following fees are established at the Metro La Cienega/Jefferson Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$17.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- ~~a. Parking is available free of charge seven days a week.~~
- ~~b.g. \_\_\_\_\_~~ Parking is available on a first come first serve basis.

SECTION 32. The following fees are established at the Metro Culver City Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.

- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$17.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- ~~a. Parking is available free of charge seven days a week.~~
- g. Parking is available on a first come first serve basis.

SECTION 33. The following fees are established at the Metro Expo/Sepulveda, Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$15.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.

SECTION 34. The following fees are established at the Expo/Bundy Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$20.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.

SECTION 35. The following fees are established at the 17<sup>th</sup> St/SMC Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$20.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate

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- adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.

SECTION **3336**. The following fees are established at the Metro Van Nuys Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION **3437**. The following fees are established at the Metro Sepulveda Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION **3538**. The following fees are established at the Metro Balboa Orange Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$20.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION **3639**. The following fees are established at the Metro Reseda Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION **3740**. The following fees are established at the Metro Pierce College Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

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SECTION 3841. The following fees are established at the Metro Canoga Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 3942. The following fees are established at the Metro Sherman Way Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 403. The following fees are established at the Metro El Monte Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 414. The following fees are established at the Metro Slauson Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 4245. The following fees are established at the Metro Manchester Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 4346. The following fees are established at the Metro Rosecrans Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 4447. The following fees are established at the Metro Harbor Gateway Transit Center Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

## ATTACHMENT E

SECTION [4548](#). The following fees are established at Los Angeles Union Station Gateway:

Parking rates shall be as follows:

- a. Each 15 minutes is \$2.00.
- b. Daily Maximum shall be \$8.00 per entry per every 24 hour stay.
- c. Monthly fees for the general public are \$110.00
- d. Event parking fees can be established based on market rate conditions.
- e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
- f. Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.
- g. Parking is available on a first come first serve basis.
- h. All rates apply seven days a week.

SECTION [4649](#). The following fees are established at Los Angeles Union Station West:

Parking rates shall be as follows:

- a. Monthly fees for parking garage reserved stalls shall be \$130.00.
- b. Monthly fees for parking garage tandem spaces shall be \$82.50.
- c. Valet parking shall be \$20.00.
- d. Valet parking for special events shall be \$25.00.
- e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
- f. Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.

SECTION [4750](#). All parking fees and rate structures, including hourly, daily, weekly, and monthly parking shall be approved and established by resolution of the METRO Board. METRO Staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

The METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility.

SECTION [4851](#). The following fees shall be established for all preferred parking zones:

1. Initiation fee shall be \$7.00.
2. Replacement of a lost or stolen preferred parking permit shall be \$7.00.

SECTION [4952](#). Short-term reserved parking may be purchased by phone or by internet web-page.

## ATTACHMENT E

SECTION ~~5053~~. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION ~~5454~~. Parking passes or permits that are issued via access cards shall require payment of an initial non-refundable fee of \$25.00.

SECTION ~~5255~~. All parking rates set forth in this Resolution include city's parking tax if applicable.

SECTION ~~5356~~. The following fees are established for each type of violation:

1. Failure to Obey Signs shall be \$63.00.
2. Non-Parking Activities are Prohibited shall be \$63.00.
3. Vehicles parked longer than seventy-two (72) hours shall be \$53.00.
4. Temporary No Parking shall be \$53.00.
5. Illegal Parking Outside of Defined Space or Parking Space Markings shall be \$63.00.
6. Parking in a Restricted Parking Space area shall be \$38.00.
7. Parking within a Marked Bicycle Lanes shall be \$48.00.
8. Illegal Parking in a Bus Loading Zone shall be \$263.00.
9. Illegal Parking in a Loading Zone shall be \$53.00.
10. Illegal Parking in a Commercial Loading Zone shall be \$78.00.
11. Vehicles Exceeding Posted Weight Limits shall be \$53.00.
12. Parking a Disconnected Trailer shall be \$53.00.
13. Vehicle Parking in Alleys shall be \$53.00.
14. Illegal Parking in Red Zones shall be \$53.00.
15. Failure to pay for adopted parking fees at Metro Park and Ride Facilities shall be \$55.00.
16. Parking in an Accessible Parking Space without a valid placard or Authorization and Misuse of the Placard or Parking in a Crosshatched Accessible Area shall be \$338.00.
17. Parking on Grades shall be \$48.00.
18. Angled Parking shall be \$48.00.
19. Double Parking shall be \$53.00.
20. No Parking Anytime shall be \$53.00.
21. Parking on the Wrong Side of the Street shall be \$53.00.
22. Blocking Street or Access shall be \$53.00.
23. Improper Parking of a Vehicle causing a Special Hazard shall be \$53.00.
24. Parking at/blocking a Fire Hydrant shall be \$68.00.
25. Parking at Assigned / Reserved Space without a valid permit or permission shall be \$53.00.
26. Non Taxi Vehicle Parked in a Taxicab Assigned Stand shall be \$33.00.
27. Parking At/Adjacent to a Landscape Island or Planter shall be \$53.00.
28. Permit Provisions Violation shall be \$63.00.
29. Expired Meter or Pay Station shall be \$53.00.
30. Illegal Parking during Facilities Cleaning, Maintenance and Capital Projects areas \$53.00.
31. Non Electric Vehicle Parked in an Electrical Vehicle Assigned Parking Space shall be \$53.00.
32. Parking on Sidewalk/Parkway shall be \$53.00.



## ATTACHMENT E

33. Parking in Peak Hour Traffic Zones shall be \$53.00.
34. Parking Prohibited for Vehicles over Six (6) Feet High, Near Intersections shall be \$53.00.
35. Non Car Share or Vanpool Vehicle Parked in a Car Share or Vanpool Assigned Space shall be \$53.00.
36. Exceeding Posted Speed Limit shall be \$35.00.
37. Operating a Vehicle in a Non-Vehicular Access location shall be \$63.00.
38. Bicycle Violations shall be \$38.00.
39. Parking of Motorized Bicycles, Motorcycles and Mopeds Violations shall be \$38.00.

SECTION ~~5457~~. The Parking Fee Resolution adopted by the Metro Board of Directors on, September 24, 2015, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION ~~5558~~. If there are any conflicts between the parking rates adopted in this Resolution and any parking rates adopted by prior resolution, the rates adopted in this Resolution shall take precedence.

SECTION ~~5659~~. The Metro Board shall certify to the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.