



Board Report

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PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016

SUBJECT: PAID PARKING PILOT PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **introduction of the Paid Parking Pilot Program.**

ISSUE

This report provides an introduction to a proposed Paid Parking Pilot Program (“Pilot Program”) at nine (9) Metro parking facilities consisting of 4,753 spaces. The Pilot Program is being developed in response to Board direction as well as the need to improve first/last mile options for transit customers and **improve the transit customer experience. The Pilot Program will allow Metro to test and adapt best practices in parking demand management in order to (1) ensure parking is available for transit customers (2) reduce the number of non-transit rider “poachers” at Metro’s park and ride facilities; and (3) generate revenues to support needed technology enhancements and maintenance at Metro’s parking facilities.** After this initial review of the Pilot Program by the Board and targeted stakeholders, staff will bring a complete Pilot Program to the Board for consideration in March, with the intent to conduct broader outreach in April and start operation in May 2016. The Program would be evaluated every three (3) months for needed adjustments to ensure customer satisfaction and that ridership is not adversely affected, with a final report on performance results in September 2016. Preliminary estimates of net revenue for the first year of operations are \$600,000.

BACKGROUND

At its September 2015 meeting the Metro Board authorized the Metro Chief Executive Officer to award a contract to **Walker Parking Consultants** (“Walker”) to develop the STPP Master Plan. The study will be completed in twelve (12) months and will consider implementing a paid parking system at Metro’s Park and Ride facilities. Consideration of a Pilot Program was suggested by Walker, with staff concurrence. A Pilot Program was also requested by Metro Board Director Bonin at the September 2015 Planning and Programming Committee meeting, and was included as a new initiative in the Risk Allocation Matrix (RAM) adopted by the Metro Board in January 2016.

DISCUSSIONWhy paid parking?

With 22,000 current spaces and 25,000 expected by summer 2016, Metro's transit parking program is an important first/last mile strategy and a key service to transit customers. With a recent focus on improving Parking Management, it has become increasingly clear that Metro needs to look to industry best practices to maximize availability and quality of transit parking and improve the transit customer experience. Best practices amongst parking practitioners as well as academia support appropriate paid parking policies as an important approach to achieving these goals. Paid parking policies are recommended to be implemented such that pricing can be adjusted to maximize available parking spaces, without encouraging inappropriate uses (such as long term parking where short term serves the community, non-transit riders parking in transit customer parking). A paid parking program will also generate financial resources to fund the parking control equipment and staffing necessary to properly manage the system.

Pilot Program Overview

The Pilot Program will consist of a pricing strategy assessment at nine (9) Metro parking facilities which include 4,753 spaces at the Metro Gold, Red, Expo I and Expo II Line Stations. These facilities and number of parking spaces are listed below:

Station	Rail Line	# of Parking Spaces
Expo/Bundy	Expo II	250
Expo/Sepulveda	Expo II	260
17th St/SMC	Expo II	67
La Cienega/Jefferson	Expo I	485
Culver City	Expo I	586
Sierra Madre Villa	Gold	965
Atlantic	Gold	284
Universal	Red	546
North Hollywood	Red	1,310
Total		4,753

The Pilot Program represents an opportunity to evaluate and gather real performance data for development of long-term parking management strategies, understand the relationship between parking demand and transit ridership, and ultimately improve customer satisfaction with Metro's parking program. The Pilot Program will assess a variety of factors related to parking utilization and ridership, including, and not limited to the following:

1. Parking occupancy before and after pricing implementation;

2. Changes in parking occupancy as pricing is adjusted;
3. Refinements in operating practices such operating hours and fee structure;
4. Parking enforcement needs; and
5. Innovative solutions for parking operations and management.

Recommended Facilities

The stations recommended for the Pilot Program were carefully selected by staff and Walker based on their capacity, utilization and recent facility assessment findings. Walker also found the following on the selected parking facilities:

- Free parking at North Hollywood typically reaches capacity by 7am or earlier on weekdays.
- Free parking at Universal City and Sierra Madre typically reaches capacity by 8 am on weekdays.
- Utilization at La Cienega/Jefferson continues to increase, as the Culver City station, which is one mile away, has reached capacity. Capacity at his station will be reduced to 280 spaces upon commencement of construction of a city TOD project.
- Parking facilities along Expo II have been considered for the Pilot Program due to its location, anticipated demand for parking and limited transit parking being provided along the extension. In addition, all of the parking facilities available for public use nearby charge for parking, creating a strong potential for poaching by non-transit riders.
- Parking facilities along the Gold Line Foothill Extension are not included in this Pilot Program due to the relative large number of parking facilities being offered along the extension and the availability of reasonably priced parking options nearby.

Pricing Schedule

The proposed pricing schedule at the nine transit stations is as follows:

Station	Transit User Daily Rate	Transit User Monthly Rate	Non-Transit Rider Daily Rate
Expo/Bundy	\$2	\$59	\$20
Expo/Sepulveda	\$2	N/A	\$15
17th St/SMC	\$2	\$59	\$20
La Cienega/Jefferson	\$2	N/A	\$17
Culver City	\$2	N/A	\$17
Sierra Madre Villa	\$2	\$29 (existing rate)	\$17
Atlantic	\$2	\$29 (existing rate)	\$15
Universal	\$3	\$55 (existing rate)	\$25
North Hollywood	\$3	\$59 (existing rate)	\$25

Pricing recommendations were based on an analysis of:

- Current permit parking program rates;
- The cost of adjacent/nearby parking options both on and off-street; with the guiding philosophy that Metro parking should be less expensive for Metro transit patrons than non-transit patrons;
- The impact on total commuting costs;
- Pilot Program Operating Costs.

Ridership Implications

Implementation of the Pilot Program is not expected to cause significant reduction in ridership since a small portion of transit riders at the selected parking facilities drive and park at the stations. Initial data provided by Metro, reviewed by Walker and summarized in the table below found that a large percentage of patrons arriving to Culver City, Sierra Madre, Universal City and North Hollywood arrive through another form of public transit. For example, 60% of transit patrons at Universal City and 62% at the North Hollywood Station arrive via transfer from other forms of public transit. Of the remaining 40% and 38%, respectively, only approximately 10% park and ride. Other arrival methods include bike, walk-up, drop-off and ride-share. With the high volume of ridership at these stations and the relatively low number of park and ride patrons, losing some patrons due to the Pilot Program would result in minimal impacts to ridership. That said, if significant drops in ridership occur, the Pilot Program will capture that data and adjust accordingly, including the option to terminate the Program at any impacted station.

	Weekday Boardings	% of Park and Ride at Station	% Arrive by Public Transit	% of Arrive by other Methods
North Hollywood	15,841	9%	62%	29%
Universal City	6,945	13%	60%	27%
Atlantic	2,138	8%	62%	30%
Culver City	4,713	15%	50%	35%

Parking Permit Program Waiting List

Currently there is a wait list for the permit parking program, exceeding 100 patrons at both the North Hollywood and Universal Stations. This program has a \$59 and \$55 monthly rate, respectively. Sierra Madre currently has a waiting list of over 50 patrons. These wait lists are the highest in the system and indicate the willingness of transit patrons to pay to secure a parking space.

Paid Parking and Public Perception

Some non-driving transit patrons carry the perception that their transit fare is subsidizing parking. Parking operations and maintenance are paid for in Metro’s annual budget and currently do not generate significant revenue to absorb related costs. Implementing the Pilot Program will allow Metro to recover a portion of the costs required to operate certain parking facilities along the Metro system. For those patrons concerned with equity and an increase to the overall commute cost, the next section will demonstrate that the proposed pricing structure still results in lower commuting costs than

driving. Finally, as noted above, if significant changes in ridership are noted, staff can adjust pricing or terminate the Pilot Program.

Commuting Cost Analysis

This program is not expected to significantly increase the overall commuting costs for Metro transit riders when compared with drive alone options. Walker conducted a study to identify the impact on commuter cost to Metro patrons upon implementation of the Pilot Program at the selected parking facilities. The table below provides a high level overview of the analysis. Current savings from a drive alone option for the average Metro commuter going from North Hollywood to Downtown Los Angeles is about 74%. With the Pilot Program, savings over a driving commute will still result in a 53% overall savings. Further, time savings are not included in the analysis and may be substantial. Commute time from the Metro Red Line North Hollywood to the 7th Street/Metro Center Station is 25 minutes by subway versus driving which may take over one (1) hour during congested traffic.

Station	Monthly Cost of Metro Commute Including Paid Parking at first location	Total of Gas + Monthly Parking in Downtown LA	Savings % - with Metro Parking Charge	Savings % - Free Metro Parking
North Hollywood	\$130.00	\$274	53%	74%
Universal City	\$130.00	\$258	50%	73%
		Average	51%	74%

Conceptual Operating Plan

The Pilot Program will operate as a pay upon entry model where the customer pays for parking upon entering the facility. At the beginning of the program, payment will only be required during the period that parking attendants are scheduled to be onsite, from 5am to 2pm on weekdays. Staff is also recommending the purchase of pay machines which are able to accept cash, credit cards and mobile payments. Once the pay machines are in operation, payments will be required 24 hours per day, 7 days a week. TAP Card readers will also be used to allow verification of transit users versus non-transit users by the multi-space pay machine. Parkers will need to provide proof of fare payment to receive the discounted transit user rate listed above, and non-transit users would pay the non-transit user rate. TAP Card readers will be used to allow the parking system to verify the purchase of fare and proof that the user took transit within the last 96 hours in order to receive the discounted rate. Current permit holders will be converted to a monthly parking permit. A permit holder will continue to utilize the set aside parking spaces during the restricted hours at no additional cost. For any existing shared use agreements that are in place, Metro will ensure they can continue with the new paid parking system.

Identifying Transit versus Non-Transit Users

Parking Management staff has been working 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 within 96 hours. This Pilot Program will identify the extent of poaching by non-transit parkers at parking facilities along the Metro transit system. This program will utilize innovative parking solutions to provide discount incentives for transit users and charge an above market rate fee to non-transit users as a means of limited their use.

Outreach Program

Staff has developed the following Outreach Program. Prior to the March 2016 Board meeting:

- Present Pilot Program at Regional Service Council Meetings in February 2016.
- Present Pilot Program at Technical Advisory Committee in February 2016.

If the Board adopts the Pilot Program staff will launch a broader stakeholder and transit user Outreach Program with input and support from the Community Relations and Marketing Departments. Outreach effort will include:

- Signage at Paid Parking Pilot Program Stations.
- Direct email blast notifications to TAP card users.
- Information message at Metro.net website.
- Social Media

Staff will report back to the Board with findings of the Pilot Program in September 2016.

DETERMINATION OF SAFETY IMPACT

Piloting a Paid Parking 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 multi-space meters and signage.

NEXT STEPS

After receiving feedback from the Board and stakeholders, staff will return to the Board in March 2016 with a complete operating plan, budget and Fee Resolution adjustment for the Pilot Program. Staff will monitor and evaluate the Pilot Program every three months and will update the Board at the September 2016 Board meeting on the performance of this program.

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Phillip A. Washington
Chief Executive Officer

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.

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.

- 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.

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.

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.
- g. Parking is available on a first come first serve basis.

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.
- 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.
- 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.
- 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.
- g. Parking is available on a first come first serve basis.

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.
 - 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.
- 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 17th 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 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 36. 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 37. 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 38. 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 39. 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 40. 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.

SECTION 41. 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 42. 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 43. 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 44. 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 45. 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 46. 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 47. 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.

SECTION 48. 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 49. 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 50. 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 51. 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 52. Short-term reserved parking may be purchased by phone or by internet web-page.

SECTION 53. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION 54. Parking passes or permits that are issued via access cards shall require payment of an initial non-refundable fee of \$25.00.

SECTION 55. All parking rates set forth in this Resolution include city's parking tax if applicable.

SECTION 56. 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 shall be \$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.
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 57. 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 58. 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 59. 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.

Interview with Frank Ching, Metro's Director of Parking Management

By Joe Linton Apr 24, 2017  8



Though the Expo Culver City park-and-ride lot is now closed, Expo Line ridership has continued to grow. Photo by Eric Bruins

Starting today, Metro began charging for parking at its two San Fernando Valley Red Line park-and-ride lots: Universal City and North Hollywood. These lots previously provided mostly free parking. Big demand for free parking at these relatively suburban end-of-the-line sites has meant full lots and multi-million-dollar expansions to accommodate more parking. As of last week, on weekdays after around 7 a.m., finding free parking spaces remained basically impossible. [Metro asserts](#) that some drivers park for free and then do not even ride Metro, instead walking to nearby destinations including Universal Studios, which is next door and [charges \\$10 to \\$40 per day to park](#).

Streetsblog L.A. has been [critical](#) of Metro's excessive free parking, which [hurts the poor, the environment, and Metro's fiscal bottom line](#). *SBLA* has [praised Metro's pilot program to charge for parking at thirteen of the agency's most impacted parking facilities](#).

The brains behind Metro's new paid parking pilot is Metro's Director of Parking Management **Frank Ching**. Ching has already had several [success stories](#), including [implementing TAP validation to park in Metro's lots, which has shifted over 500 spaces from non-riders to riders](#). Ching has been busy revamping Metro's overall approach to managing parking, including [implementing paid parking along the western portions of the Metro Expo Line](#).

The interview took place over email last week. It has been edited for readability.

SBLA: How has demand for parking changed as Metro initiated TAP card validation, and/or converted sites to paid parking? What was the agency's experience with the recent parking changeover at the Culver City Station on the Metro Expo Line: how much replacement parking is being offered, where, and at what cost? [Note: As long planned, on February 14, 2017, Metro [closed its Culver City Station parking lot](#) to make way for the five-acre [Ivy Station transit-oriented development](#), which will include homes, offices, retail, pedestrian paths, and 300 Metro parking spaces.]

Frank Ching: With the Culver City closure, Expo Line parking capacity has been reduced by 590 spaces. The city [Culver City] has provided 250 parking spaces at Ince Parking Garage, which is about one and a half blocks away from the station. Other alternative parking locations include nearby Metro park-and-ride lots at La Cienega/Jefferson and Expo/Sepulveda.

At \$3 per day and with TAP card validation at all these locations:

- Ince Garage only parks an average of 50 cars per day.
- Expo/Sepulveda Station parks about 20 additional vehicles.
- La Cienega/Jefferson Station parks 267 daily transit users' cars, plus 147 monthly parking permits have been sold at the location, so the total cars served is 414 per weekday. Not all monthly permit holders show up every day. The garage performed 16 percent over

Metro's projection in number of cars parked, averaging about 100 parking spaces available throughout the day. The occupancy rate remains at 75 percent, and transit users are able to find a parking space at any time.



According to our observations, Expo/Crenshaw station [450 free parking spaces weekdays at West Angeles Church – leased by Metro] occupancy has increased by about 100 cars on weekdays.

So, all in all, based on our calculation, the program [closing Culver City, adding Ince Garage with TAP validation, and paid TAP-validated parking at La Cienega] reduced parking demand by 400 cars per day on the Expo Line.

Has Metro's paid parking pilot impacted ridership, or station boardings? It seems clear that overall Expo ridership is growing, but did Culver City Station experience any significant drop in boarding when parking there changed?

We have continuously monitored the ridership and have not noticed any negative impact.

Culver City Station boarding activities have been declining, but this had to do with preparing the lot to be a construction site, and then the actual closure of the parking lot. Overall Expo Line station boarding activities have not decreased at all.

More boarding activity shows up during slightly later hours. This is similar to new performance at other paid Metro parking facilities: transit patrons arrive at slightly later hours and are able to find a parking space.

How are the parking management systems working so far? What is automated and what is staffed? Is more automation on the way?

The new parking management system has been working well and met our expectations.

All the stations are automated, but we provide parking ambassador services to help our patrons use the pay machines and to explain how they function.

On April 24 we will also implement a mobile payment option.

Note that installation of Metro's Parking Guidance System is underway. [Metro's PGS will send real-time occupancy information to station signage, mobile apps, websites, and emails – see [earlier SBLA coverage](#).] We have installed it at four locations, including Metro parking facilities at Azusa Pacific University/Citrus College, Willow, Wardlow, and Fillmore stations. We are currently fine-tuning all the functions, and preparing to broadcast real-time space availability on the Metro parking webpage and app.

What sort of feedback is Metro hearing from the public – especially people who park at stations – before and after changes?

We have received feedback from both sides. Overall, the public is accepting of the program. It is a long overdue program that was expected by many users.

Many park-and-ride patrons are glad that they can pay a small fee and are able to find a space during later hours – so they don't have to arrive at the station at 6 a.m. We received some feedback from new users stating that before, they [had to] take their chance to find a parking space and use Metro [if they were lucky]. Now they can use our system more frequently, since they can find a parking space.

One concern raised by some is spillover parking – transit riders parking on neighborhood streets around Metro stations. Is Metro aware of issues with spillover parking impacting neighborhoods? Where? What solutions could minimize issues with spillover?

We are certainly sensitive to the spillover situation.

We have notified municipalities' agencies, including LADOT and other city transportation departments in our program. To minimize spillovers, cities need to adjust their parking policies to transition some neighborhood parking to permit parking. For example, [cities can] implement a time limit during commuting hours. Without a time limit, anyone can park on the street for 9 to 10 hours per day, every day. If there is a time limit of four hours Monday through Friday between 7 a.m. and 7 p.m., commuters will not be able to park for the full day. A four-hour time limit is ample for care givers, landscape services, or housekeeping services.

Metro has no jurisdiction over any on-street parking, and can only provide recommendations for communities we serve. We have to realize what is attracting vehicles to the neighborhood, which in some cases is free parking. In our case, the closure of the Culver City Station lot did not create further spillover parking issues because drivers know that there is no point in driving to that location because free parking is no longer an option. If the parking rate is consistent along the entire Expo Line, drivers will travel to the closest station and pay the same fee.

One performance parking recommendation (from parking expert Donald Shoup) is to manage parking by both increasing and decreasing prices – in response to demand. Metro is taking smart steps to modestly increase prices to manage demand at peak



times. How does Metro plan to manage parking on weekends and evenings? Will parking be cheaper or free at those times?



Any implementation of a parking program must be simple, consistent, and user-friendly to succeed. At this point, our main focus is on simple steps: park, TAP, pay, and ride Metro. Any program has to start somewhere, and Metro would like to begin with a user-friendly and consistent performance program before we transition to dynamic pricing, which adds complexity.

Even on the weekend there is high parking demand for events, such as NFL games. Charging higher prices – on event weekends or during any higher occupancy hours – may be slightly too complicated for transit users at this point. We will revisit the program after it is operating.

What is the timeline for the Metro paid parking pilot?

See table below. Please note that these are anticipated dates, and may have adjustments.

Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	# of Parking Spaces	Tentative Implementation Date
Expo/Bundy	Expo	\$3	\$49	\$25	214	May 2016
Expo/Sepulveda	Expo	\$3	\$39	\$25	256	May 2016
17th St/SMC	Expo	\$3	\$59	\$45	63	May 2016
La Cienega/Jefferson	Expo	\$3	\$59	\$45	485	March 2017
Universal	Red	\$3	\$55	\$45	546	April 2017
North Hollywood	Red	\$3	\$59	\$45	1,310	April 2017
APU/Citrus	Gold	\$3	N/A	N/A	200	May / June 2017
Inwindale	Gold	\$3	\$39	\$25	350	May / June 2017
Atlantic	Gold	\$2	\$29	\$20	284	July 2017
*Norwalk	Green	\$2	\$39	\$25	1,720	September / October 2017
*Lakewood	Green	\$2	\$39	\$25	299	September / October 2017
*Aviation	Green	\$3	N/A	\$25	390	September / October 2017
*El Monte	Silver	\$2	\$39	\$25	1,809	October 2017 / November 2017

Chart showing Metro's initial 13-station all-paid parking pilot. Chart via Metro

Filed Under: Metro, Parking

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Metro Committee Approves Expanded Paid Parking for 13 Park&Ride Stations

By Joe Linton | Nov 17, 2016

Yesterday, the Metro board of directors Planning and Programming Committee approved phase two of the agency's pilot program to charge for parking at transit stations. The promising new parking programs will maximize parking usage by people who actually ride Metro, while also generating modest revenues instead of ongoing losses.

Metro Proposes Pilot For All-Paid Parking At Nine Stations

By Joe Linton | Feb 10, 2016

The Metro board will hear a promising proposal [PDF] that increases paid parking at nine stations on three Metro rail lines. According to The Source, the proposal will be presented to the Metro board this month, voted on in March, and go into effect in May if approved. Charging for station parking was recommended under [...]

New Map Shows Metro's 20,000+ Parking Spaces, Mostly Free

By Joe Linton | Sep 23, 2016

News > Business (/News/Business/)

Business Notes: New Dartmouth Coach Station to Open Dec. 1

Staff Reports

Saturday, November 19, 2016

Lebanon — Dartmouth Coach plans to begin operating its service to Boston and New York from its newly constructed Lebanon Transportation Center on Dec. 1.

The new location, the site of the old Miller Chevrolet and Cadillac dealership, is just off Interstate 89 and Route 120 on Labombard Road.

The bus company purchased the site in March 2015, and North Branch Construction began work on the facility in last spring. It will relocate from its existing station and parking lot at 90 Etna Road in Lebanon.

The new facility “will provide the company and its customers improved convenience off the interstate, secure self-service parking, additional dock spaces, and an expanded waiting area,” the company said in a news release.

The price for parking at the new terminal, which will have nearly 400 striped spaces, will be \$3 a day.

“We’re thrilled with how this project has come out on the whole, but the parking is so important to our customers,” Harry Blunt, president of the transportation company, said in the release. “(W)e’ve had to resort to valet-only for the last few years because of space constraints, and we’re excited to offer plenty of self-parking at our new terminal.”

The Etna Road facility will remain in the hands of Dartmouth Coach for maintenance, cleaning and storing of buses.

Keith Skorupski, general manager for Dartmouth Coach, said the company will work to assist those who continue to show up at the old terminal.

"We're planning on signage and staffing to redirect customers for at least the first few weeks that the new Transportation Center is open," he said in the release.

Dartmouth Coach, which became part of Concord Coach Lines in the mid-1990s, makes nine round trips a day to Logan International Airport in Boston, and two round trips a day to New York City using 51 passenger Prevost XL motorcoaches.

The company will transport more than 200,000 people in and out of the Upper Valley in 2016, the release said.

Company News

Vermont Amber Organic Toffee, of White River Junction, Blake Hill Preserves, of Windsor, and Farms for City Kids Foundation/Springbrook Farm, of Reading, Vt., were among the Vermont artisan foodmakers nominated for 2017 Good Food Awards in San Francisco on Monday.

Springbrook Farm was nominated for "Reading," a raclette-style, washed-rind cow's milk cheese. Vermont Amber Organic Toffee was nominated for its Fennel Seed Toffee. Blake Hill Preserves was nominated for its Gooseberry and Elderflower preserves. Grafton Village Cheese Co. also received a nomination for a cheddar produced on Farms for City Kids Foundation/Springbrook Farm.

The awards, organized by the nonprofit Good Food Foundation, are given to producers from across the country who support sustainability and social good within their communities. The winners will be announced on Jan. 20 at an awards ceremony at the historic Herbst Theater in the San Francisco War Memorial.

Upcoming Events

Springfield on the Move and the Springfield Regional Chamber of Commerce are collaborating on the **annual downtown Springfield holiday celebration** on Dec. 2, beginning at 4 p.m., at the Springfield on the Move office at 6 Valley St. There, children may pick up sticker maps before visiting downtown businesses and organizations to get special treats and stickers to put on the map. When the map is full, children will return to the Springfield on the Move office for goodie bags filled with surprises. Caroling with the Springfield Community Band and the Springfield Holiday Community Chorus will begin in the People's United Bank parking lot on Main Street at 5 p.m. Santa and Mrs. Claus are scheduled to arrive at 6 p.m. to light the town's Christmas tree and visit with children. For more information, visit www.springfieldvt.com.

The Vermont Energy and Climate Action Network's ninth annual **Vermont Community Energy and Climate Action Conference** is scheduled for Dec. 3, from 9 a.m.-4:30 p.m., at Lake Morey Resort in Fairlee. The conference is aimed at supporting and growing the statewide network of town energy committees and building the capacity and expertise to help the state meet its goal of getting 90 percent of its energy in 2050 through renewable sources. The event will offer workshops and a keynote address by Soren Hermansen, director of the Energy Academy on the Danish island of Samsø. Space is limited and advance registration is required at www.vecan.net. Cost is \$35, \$45 after Tuesday. Fee includes workshop materials, general sessions, breaks and lunch featuring local foods. For more information, email kemerson@vnrc.org or call 802-223-2328 ext. 118.

The Upper Valley chapter of SCORE is offering a **full-day, hands-on workshop on WordPress** on Dec. 3, from 9 a.m.-4 p.m., at Franklin Pierce University, 24 Airport Road, Lebanon. This course will cover how to use WordPress to build websites and blogs and publish content on the Web. Each participant will have his or her own workstation and work on a dedicated WordPress website or blog. Gary Horsman and Vasilios Georgitsis will present the workshop. Horsman is in charge of marketing at A Global Reach, a business development and internet marketing company in Woodstock. Georgitsis is president of GlobeInt.com Inc. and owner of NHVT Computer Services LLC, both of Lebanon. Cost is \$300. There will be a 1-hour break for lunch (not included) and light refreshments will be available in the room for the morning session. For more information or to reserve a spot, visit www.uppervalley.score.org or call 603-448-3491.

Items of interest to the local business community are published in the Business & Money section of the Sunday Valley News. Submissions may be sent by email to: biznotes@vnews.com, or by mail to: Business Notes, c/o Sunday Valley News, P.O. Box 877, White River Junction, Vt. 05001. All items are subject to editing for clarity or space.

Correction

Parking at the new Dartmouth Coach terminal will be \$3 per day per car. An earlier version of this story inadvertently omitted the price of parking.

Meghan McCarty Carino May 31, 2017

KPCC *Member-supported news for Southern California*

Transit riders at Monrovia, Irwindale and Azusa Pacific/Citrus College stations on the Gold Line Foothill Extension in the San Gabriel Valley will soon have to pay if they want to park their car and ride the train. The Los Angeles County Metropolitan Transportation Authority is expanding its paid parking program after seeing success with it at other stops.

Most Metro parking lots had been free until last year, when the transit agency instituted a small fee at all but one of its Expo Line parking lots. Metro expanded that experiment to several stops on the Gold Line and, earlier this year, at two popular stations on the Red Line subway in the San Fernando Valley. Metro officials hoped charging a \$3 fee to use the lots would help them manage parking demand at popular locations where lots frequently filled to capacity by 6 a.m. or 7 a.m. The agency also instituted a higher fee of about \$20 for those who park in the lot and don't ride transit, all in an effort to deter non-riders from parking in the station lots.

Officials have been pleased with the results so far. They noted last month that two of the most crowded lots at the Universal City and North Hollywood stops on the Red Line now have 80 to 120 spots open on a revolving basis throughout the day.

But has Metro's success in deterring some from parking at the stations also discouraged them from taking the train?

"We have no negative impact at all," said Frank Ching, Metro's director of parking management.

Ching said ridership has remained steady at most stations, and on the lines overall, despite some choosing not to pay the parking fee.

He said the reason for that is partly because people are using other modes of transportation to reach the stations. And parking at other stations is still free, such as those along the Orange Line rapid busway in the San Fernando Valley. There's also a new influx of people catching the train later in the day, when the parking lots used to be full.

While the expense to park at the most popular Metro lots may be higher, Ching said transit users now have a choice of prioritizing convenience over cost and paying to park at a popular station or heading to a less popular, but free parking station.

By the end of June, the Monrovia, Irwindale and Azusa Pacific/Citrus College stations will begin charging transit riders \$3 per day to park. The paid parking program will then expand to the Silver Line bus station in El Monte and some Blue Line and Green Line station lots in the fall.