



Board Report

File #: 2015-1038, File Type: Ordinance / Administrative Code

Agenda Number: 69.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JULY 16, 2015

SUBJECT: METRO PARKING ORDINANCE, METRO PARKING RATES AND PERMIT FEE RESOLUTION

ACTION: ADOPT METRO PARKING ORDINANCE, METRO PARKING RATES AND PERMIT FEE RESOLUTION

RECOMMENDATION

EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (5-0):

- A. adopting the attached **Parking Ordinance, as set forth in Attachment A (“Metro Parking Ordinance”)**, enacting a new Title 8 to Metro’s existing Administrative Code;
- B. adopting the attached Fee Resolution, as set forth in Attachment B (“Metro Parking Rates and Permit Fee Resolution”) establishing parking rates and permit fees at all Metro operated parking facilities and proposed new parking fees at Los Angeles Union Station;
- C. authorizing the Chief Executive Officer to implement and begin regulating the adopted Metro Parking Ordinance and Parking Fee Resolution at all Metro operated parking facilities. Systemwide including proposed new fees at Los Angeles Union Station; and
- D. authorizing the Chief Executive Officer to deposit all additional revenues generated into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

ISSUE

At the March 2015 Board Meeting, staff introduced to the Board a draft of Metro’s first Parking Ordinance, and Parking Rates and Permit Fee Resolution to regulate parking and standardize existing parking rates and policies. The objective of the Parking Ordinance is to establish enforcement tools that promote safety and enhances the patrons’ experience. Metro is currently operating without a parking ordinance, which makes enforcement difficult, if not impossible. The California Vehicle Code (“CVC”) 21113 (d) allows government agencies to adopt their own parking ordinances to regulate parking. If adopted, the Parking Ordinance will be incorporated into Metro’s Administrative Code as Title 8 to regulate at Metro parking facilities.

Furthermore, Metro is currently operating its preferred parking permit program at several locations and at Union Station without a Board adopted Parking Rates and Permit Fee Resolution. Adopting a Parking and Permit Fee Resolution will standardize the existing fee structure at all parking facilities and set up parameters for future parking fee adjustments. Included in the Fee Resolution will be the parking fee adjustments at Los Angeles Union Station which are expected to go into effect in winter of 2015. The Parking Rates and Permit Fee Resolution will also include a fee structure for all parking violations.

DISCUSSION

The recommended Parking Ordinance does not contain significant substantive changes from current parking law, policy or practices. The Parking Ordinance standardizes existing policies which include, but are not limited to, the following; (1) obeying posted signage; (2) ensuring vehicles park within a single parking space; (3) non parking related activities are prohibited; (4) ensuring that vehicles parked within a parking facility do not exceed 14,000 lbs. or twenty-four (24) feet in length; and (5) prohibit vehicles from parking longer than seventy-two (72) consecutive hours in a parking space or exceeding the posted time limit at park and ride facilities.

Vehicles other than automobiles such as bicycles and electric carts will also be regulated through the proposed Parking Ordinance when parked or left standing at any Metro parking facility. The Parking Ordinance also includes parking citation issuance procedures, the appeal process, hearing process and the policy on removal of vehicles.

The Parking Rates and Permit Fee Resolution does not propose any changes in the parking rates at park and ride facilities. However, it proposes new rates at Los Angeles Union Station. Below are the new proposed parking rates for the Los Angeles Union Station;

Los Angeles Union Station Parking Rates		
Parking Rates	Current	Proposed Rates
Transient (Time Increment)	\$2.00/20min.	\$2.00/15min.
Daily Max	\$6.00	\$8.00
Monthly (General Public)	\$70.00	\$110.00

- Event parking fees will be established based on market rate conditions.
- Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.

Following the March 2015 Board meeting, staff published the draft Parking Ordinance and Parking Rates and Permit Fee Resolution for public comment. Staff has presented the Ordinance to Regional Service Councils and other stakeholders groups, and has received and responded to all comments. Modifications were made to the Parking Ordinance and Parking Rates and Permit Fee Resolution in response to the comments and are reflected in the final Parking Ordinance and the Parking Rates and Permit Fee Resolution attached (Attachment A & B)

The Parking Ordinance and Parking Rates and Permit Fee Resolution will go into effect 30 days after the required “cooling off” period following the adoption by the Board.

BACKGROUND

Currently, there are over 22,000 parking spaces along the Metro Rail, Orange and Silver Line Stations. With current and future rail station expansions under way, and assuming the Caltrans park and ride facilities are transferred to Metro this number will continue to grow. It is essential to have policies in place that address current issues and allow for a more efficient operation of our parking system. Since Metro does not currently have an adopted Parking Ordinance in place, Metro cannot properly enforce rules that protect Metro transit riders.

This Parking Ordinance and Parking Rates and Permit Fee Resolution are a part of a larger set of activities developed to improve Metro’s parking program to better serve our patrons. Additional activities will include returning to the Board for the authorization of the Supportive Transit Parking Program (STPP) Master Plan Study in Fall 2015. Staff will also be returning to the Board for the adoption of a parking management strategy, Metro’s Parking Strategic Implementation Plan (5 to 10 year program) and the STPP Master Plan Study. Staff anticipates the STPP Master Plan Study will be completed by Fall 2016. Modifications to the Ordinance and Parking Rates may be proposed as part of the STPP Master Plan Study.

POLICY IMPLICATIONS

Adoption of the Parking Ordinance and Parking Rates and Permit Fee Resolution will essentially continue existing policies, with minor updates to comply with current law. It will administratively consolidate current policies into one document and clarify parking citation issuance procedures and the appeals process.

ALTERNATIVES CONSIDERED

The Board may choose to maintain the status quo. This is not recommended, as Metro authorized enforcement agencies capabilities are currently limited. Maintaining the status quo would also result in no adjustment of Metro policies to address concerns regarding security, non-transit rider use and long term parking.

FINANCIAL IMPACT

The total cost associated with the implementation of the Parking Ordinance is estimated at \$100,000. Funding is available in the FY16 budget in cost center 3046 - Parking Management with Enterprise Funds under Project 308001. Enterprise Funds are eligible for bus/rail operating and capital expenses. Costs are associated with signage fabrication at all park and ride entrances and various locations within the parking lots. Additional costs include printing materials such as flyers, pamphlets and flyer distribution.

The gross revenue impact by the adjustment of parking rates at the Los Angeles Union Station is estimated at \$400,000 annually. The additional revenues generated will be deposited into the RISA,

pending Board approval of the full concept.

NEXT STEPS

Upon Board approval of this item, staff will initiate the installation of official signage at park and ride facility entrances and major pathways and make the Parking Ordinance and Parking Rates and Permit Fee Resolution available online. To notify customers, staff will distribute printed information and continue community outreach. Staff anticipates enforcement will begin next fiscal year.

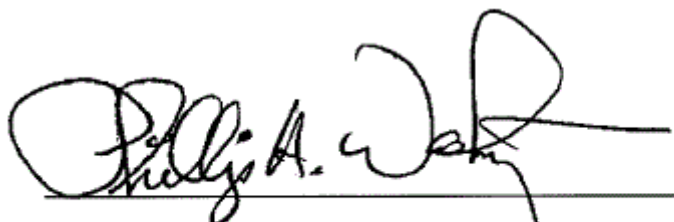
Staff will continue efforts on the STPP Master Plan Study and return to the Board for the adoption of a parking management strategy. Any additional net revenues generated through modification of the parking rates will be deposited into the RISA.

ATTACHMENTS

- A. Metro Parking Ordinance
- B. Metro Parking Rates and Permit Fee Resolution

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