



Board Report

File #: 2019-0186, **File Type:** Informational Report

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019**

SUBJECT: INTRODUCTION OF MICRO MOBILITY VEHICLES PROGRAM AT METRO STATIONS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on Introduction of Micro Mobility Vehicles Program at Metro Stations.

(CARRIED OVER FROM MARCH)

ISSUE

Micro mobility is evolving in the transportation industry and is forecasted to grow due to social, cultural, new lifestyle and technological trends. In order to manage this growth it has become necessary to develop a program to regulate these vehicles. These vehicles have the potential to provide a flexible and affordable option and a vital link for the first/last mile connection for transit patrons. Staff has developed an administrative program proposal for Board consideration this month and potentially for adoption next month.

BACKGROUND

Micro mobility refers to a category of alternative vehicles, such as e-scooters and dockless bikes, which have soared in popularity since their introduction in the summer of 2017. Recently, several municipalities in Los Angeles County have developed and implemented regulations and operating permission programs. Up to 60,000 e-scooters and dockless bikes are operating in different parts of Los Angeles County. Micro mobility vehicles, specifically e-scooters and dockless bike share bicycles, are now part of the transportation landscape necessitating urgent action to address community concerns about managing how and where these vehicles operate on Metro properties and rights of way (ROW).

At the September 2018 Board meeting, staff provided a report on the status of the Metro Bike Share Program which included the operation and regulation of dockless bikes and e-scooters. Staff was directed to develop a program to permit the operation of micro mobility vehicles and to ensure that the plan included regulations to address parking so that they do not impede or restrict pedestrian access while on Metro property, parking facilities, and ROW.

At the March 2019 Planning and Programming Committee meeting, staff introduced the proposed Micro Mobility Vehicle Program (“Program”) to the Board. At that meeting Board Directors from the Planning and Programming Committee decided to carry over the item to April for further discussion. Staff was also directed to provide additional information and revisit the fee structure for the program.

DISCUSSION

The Micro Mobility Vehicles Program (Program) is an administrative program that staff proposes to regulate e-scooter and dockless bike operations on Metro property, parking facilities, and ROW. The proposed program’s concept is for operators to lease spaces at Metro properties with regulatory terms and conditions. The focus will be on vehicles parking within Metro ROW only. The proposed program is not intended to govern vehicle capacity and allocation or permission of operation in different parts of Los Angeles County, which is under the jurisdiction of the cities/County.

Observations and Options

Micro mobility vehicles have been observed at approximately thirty (30) Metro stations along transit corridors, parking in or adjacent to ADA parking spaces, blocking fare gates at transit stations, and abandoned in the middle of transit station platforms.

Although Metro does not have jurisdiction to regulate on-street spaces that belong to the cities and the County, Metro does have the authority to regulate these vehicles on its properties, parking facilities, and ROW, and to implement an administrative program for micro mobility vehicle operators who are responsible for regulating their users.

Implementing an administrative program will potentially add value to the first/last mile connection to transit stations by providing additional affordable alternatives for transit users.

Program Concept

The proposed objective of the Program is to implement a self-sustaining solution for operating and parking micro mobility vehicles, specifically e-scooters and dockless bikes, on Metro properties, parking facilities, and ROW. The proposed program is expected to reduce short-distance, single occupancy vehicle (SOV) trips while providing a low cost, flexible mobility option, particularly for those connected to transit, regardless of fitness or ability.

The proposed program’s concept is modeled after Metro’s Car Share program. The concept is for operators to lease micro mobility parking, which would be regulated through an operating license agreement. All vehicles are required to park at the designated area stated in the operating license agreement. Metro Parking Enforcement would be tasked to regulate parking behavior and record all violations of the operating license agreement. Administrative penalties would be tracked and applied to the operators’ monthly invoice and would require all operators to remain in good standing. The non-exclusive license agreement will not consume or procure service by any service provider or operator.

Workshops, Surveys and Other Outreach

Metro Parking Management staff conducted several workshops and outreach meetings during the program development process. Three workshops were conducted for the Micro Mobility Vehicles

Program and consisted of outreach to seven (7) operators and local jurisdictions throughout Los Angeles County.

The first two workshops focused on obtaining input from operators. Seven (7) operators attended a presentation of the proposed program and offered constructive feedback which was incorporated into the program framework.

A third workshop was conducted exclusively for municipalities and the County. All eighty-eight (88) cities in Los Angeles County were invited and representatives from over thirty (30) jurisdictions attended the workshop. Representatives voiced their input and concerns, which allowed staff to address their issues.

Two (2) surveys were conducted in January 2019 and February 2019. The first survey was directed to local jurisdictions throughout Los Angeles County to understand each city's position on regulating or banning micro mobility vehicles. The survey was distributed to eighty-eight (88) Los Angeles County cities. A total of thirty (30) responses were received for the survey. The survey was focused on how each city was approaching micro mobility vehicles, whether through a formal ban, an informal ban or an administrative program. Four (4) cities responded they would institute an informal or temporary ban while four (4) other cities would institute a formal ban. Twenty-one (21) cities responded they would manage or regulate the vehicles through an administrative program, and one (1) city did not have a stance.

The second survey, consisting of six (6) questions, was distributed to e-scooter operators to assess opinions on parking infrastructure. The survey was distributed to seven (7) operators. A total of four (4) responses were received for the survey. The survey focused on how critical it was to have a specifically designated parking space for each operator or a shared combined space. Two (2) operators responded they would prefer a designated space; one (1) operator preferred a combined space, and one (1) operator was indifferent. All four (4) operators are currently planning to design infrastructure and one (1) operator had a proprietary design. Three (3) operators are willing to share infrastructure design, and one (1) operator was not. Three (3) operators responded they would prefer the ability to actively charge e-scooters while parked at a station and one (1) operator was indifferent. Attachment D shows survey results.

Finally, staff met separately with various Metro departments and individually with four (4) e-scooter operators between November 2018 and February 2019.

Rules and Regulations

E-scooters and dockless bike share bicycles are considered 'vehicles', thereby permitting Metro the right to regulate operators and tow violating vehicles. California Vehicle Code (CVC) 21113 gives Metro the authority to adopt its own parking ordinance to regulate Metro's ROW and parking facilities. Metro adopted Parking Ordinance, Administration Code 8, and proposes to incorporate the Micro Mobility Vehicle Ordinance under Chapter 8-07 covering "Vehicles Other than Automobiles" (Attachment A). Metro shall require all operators to execute an operating license agreement prior to the deployment and storage of vehicles on Metro property, parking facilities, and ROW. To ensure operators are permitted to work in specific jurisdictions where Metro stations are located, documentation of authorization from the jurisdictional agency will be required prior to

entering into license agreements with Metro. Additionally, operators will still be subject to the County and municipality regulations in which they operate, which include, but are not limited to, a vehicle cap.

Metro will enforce ADA parking spaces by requiring operators to maintain a clear path of travel at all times. Metro shall allow the operators the opportunity to rectify violations brought to the operator's attention within two hours, with the exception of ADA violations or parking beyond the fare gates area and boarding platform. ADA violations will be immediately removed. Any vehicles parked at non-designated areas will not be considered lost and found articles. Metro will have the authority to have them removed or towed at the operator's expense and subject to a violation.

Enforcement

Enforcement of the micro mobility ordinance is anticipated to be provided by Metro's parking enforcement contractor. Parking enforcement officers will patrol the areas covered in the license agreement to regulate parking behavior and record and track violations. All violations, if any, will result in an administrative penalty which will be applied to the operators' monthly invoices. The invoiced violations will include the vehicle number, date, time and applicable code section.

If the violation is not related to ADA compliance, prior to issuing a citation parking, Metro Parking Enforcement is anticipated to inform the operator to relocate or correct the situation within a two (2)-hour period. If the violation involves blocking a clear path of travel for the disabled parking space(s), enforcement will immediately relocate the vehicle back to the designated parking location and record the violation as an incident.

Any user who violates the ordinance while operating the vehicle and is observed by Metro Security, Police, or a parking enforcement officer, will receive a citation.

Geofencing

Staff researched the geofencing option as a tool for enforcement. Although the geofencing solution will be able to provide heat maps and data gathering functions, the functional value for Metro is different compared to cities. The proposed program will be focused only on Metro stations area and ROW, which is a much smaller footprint compared with a city's enforcement area. Moreover, Metro parking enforcement team already has its duty to patrol and enforce any parking-related activities, so visual identification will be easy and will provide prompt regulating. Metro will provide micro mobility parking areas to operators to incorporate into their software. Attachment E shows additional geofencing research findings.

Two-Hour Correction Period

Per California Vehicle Code (CVC) 22658(f) the owner of off-street property is required to allow one (1) hour of time before a vehicle is removed by a local traffic enforcement agency unless the vehicle poses an emergency or impedes disabled accessibility. Staff is recommending a correction period of up to two (2) hours to allow ample time for coordination and travel to the location by the operating company before Metro enforcement is dispatched.

Due to the nature of fleet operations, where users pick up vehicles at a starting location and drop off vehicles at their destination, many cities have instituted a correction period of one (1) or two (2) hours to correct, relocate or “rebalance” vehicles. Staff surveyed cities that permit operating companies to correct/rebalance and the table below describes the results.

City	Time Period Allow Operator to Correct/Rebalance
Los Angeles, CA	2 hours
Santa Monica, CA	1 hour
Long Beach, CA	2 hours
Austin, TX	2 hours
Denver, CO (RTD)	Continuous Rebalancing
Minneapolis, MN	2 hours
San Antonio, TX	2 hours
Washington D.C.	2 hours

Staff requested corrections and citations data from both the City of Santa Monica and the City of Los Angeles. The City of Los Angeles initiated their program fairly recently and does not have data available yet. The City of Santa Monica required the submission of a public records request for the data, which is pending, however Santa Monica staff shared that an average of 40 citations a month are issued near the three (3) Expo Line stations.

Locations Categories and Fee Structure

Staff has identified four (4) location categories to classify the various station types with potential space for parking for the Micro Mobility Program. Staff also revised the proposed fee structure, and infrastructure requirements based on how the four (4) categories would be implemented.

Category 1 is a station with a feasible parking facility to accommodate physical infrastructure. This category is projected to have the lowest demand for micro mobility vehicles due to the availability of automobile parking for Metro customers. Example stations of this category include the North Hollywood, Norwalk, and Willow stations.

Category 2 is a station with a non-feasible parking facility but has ample space near or around the station to accommodate scooter parking. While physical infrastructure is favored, it may be necessary to utilize stenciling to delineate parking areas. There are property constraints on space that may require removing or relocating bike lockers or bike racks. This category is projected to generate moderate demand for micro mobility vehicles as automobile parking is located a fair distance from the station. Example stations of this category include the Expo/Sepulveda, Westlake/MacArthur, and Irwindale stations.

Category 3 is a station with no parking facility, but with sufficient space near or around the station to accommodate scooter parking. This category will utilize stenciling to delineate parking areas due to real estate restrictions or constraints and may require removing or relocating bike lockers or bike

racks. This category is projected to have the highest demand for micro mobility vehicles due to the absence of automobile parking. Example stations of this category are the Palms and the Westwood/Rancho Park stations.

Category 4 is a station with no parking facility and without ample space near or around the station to accommodate scooter parking. Due to the inability to accommodate scooter parking at this category of station, Metro will assist operating companies to coordinate with the respective city for scooter parking off-site, but near, Metro property. Example stations of this category include the Hollywood/Vine, Expo/ USC and Farmdale stations.

Way-finding signage will direct users to parking areas at Metro parking facilities. Feasible physical infrastructure is recommended as opposed to stenciling in order to create a more pronounced monumental space for pick up or drop off of vehicles, similar to a bus shelter, taxi zone, or valet stand.

Staff has revised the program fee structure in accordance with the aforementioned station categories provided in the table below after the March 2019 Planning and Programming Committee meeting discussion.

Location Category	Application Fee	Proposed Fee	Proposed Violation Fee
Category 1	\$1500 per license agreement	\$125 per space per month	\$100 per occurrence
Category 2	\$1500 per license agreement	\$175 per space per month	
Category 3	\$1500 per license agreement	\$250 per space per month	

Staff learned that municipalities that look a lenient approach to enforcement had the most significant issues with compliance, therefore, staff is recommending the violation fee to be set at \$100 per occurrence, and the monthly rental fee is reduced from \$500 to \$125-\$250 per space to encourage compliance and regulate behavior of the operating companies and users.

Attachment C summarizes the fee structures from other governing entities. Attachment B shows the proposed revisions to the Metro Parking Rates and Permit Fee Resolution for micro mobility violation fees.

Equity Platform

By developing the proposed Micro Mobility Vehicle Program, Metro will potentially provide an additional affordable alternative first and last mile option to connect with Metro transit system. This Program is planned to be implemented at various stations, including disadvantaged communities.

The proposed program is providing parking spaces for micro mobility vehicles solely focusing within Metro ROW. Metro can only govern the distance between the parking location and the station platform and cannot govern the demographic of micro mobility vehicle deployment throughout the County. The license agreement with the operating company will be in accordance with the local city

or jurisdiction’s regulations as part of the permission requirement of the local jurisdiction.

The table below summarizes three local jurisdictions equity requirements.

City	Equity Requirements
Los Angeles, CA	- Detailed criteria of plans offered, including a cash option, non-smartphone option, and a low-income plan. - Plan for low-income customers that include waiving any hold deposits and unlimited free trips less than 30 minutes in duration. - Plan to verify low-income status. - All Operators must have a cash, non-smart phone payment, and reservation option available. - All Operators must submit a quarterly report with all outreach conducted to educate customers on these options. Providers must also provide a quarterly report of the usage rates for each of these options.
Santa Monica, CA	- Operators must establish and promote low-income qualified rates, and provide a system for user sign up and payment that enables easy use of the reduced rates. Operators must offer incentives such as education and outreach and payment plans for low-income or other disadvantaged users are strongly encouraged. In addition to equitable device distribution discussed in earlier sections, it is desirable that Operators offer a means of accessing devices that do not require the use of a smartphone and/or access to a credit or debit card.
Long Beach, CA	The City has six operators participating in the pilot program and the city is split into three zones. Each operator needs to maintain twenty percent of its fleet in each zone so that city residents will have the opportunity to see how different operators do business in their areas.

DETERMINATION OF SAFETY IMPACT

The introduction of Micro Mobility Vehicles Program proposal receive and file report will not have any adverse safety impacts on Metro employees and patrons. The implementation of this program will enhance safety by ensuring an appropriate location for micro mobility vehicles to be parked.

FINANCIAL IMPACT

The proposed program is a revenue-generating initiative program. Anticipating the program to be adopted, revenue to Metro is estimated at \$600,000 per year through the license agreements, application process and anticipated violations revenue. Enforcement expenses are estimated at \$100,000 in labor and \$50,000 in equipment during the first year. Therefore, the net revenue is estimated at \$450,000.

Impact to Budget

Enforcement expenses are anticipated to be absorbed by the current parking enforcement contract

budget without additional funding request or impact to budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementing the Micro Mobility Vehicles Program at Metro Stations will support:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system;
3. Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may direct staff not to continue develop the Program. However, this is not recommended as the micro mobility vehicles will continue to park at Metro Stations and will cause a vehicle littering issue.

NEXT STEPS

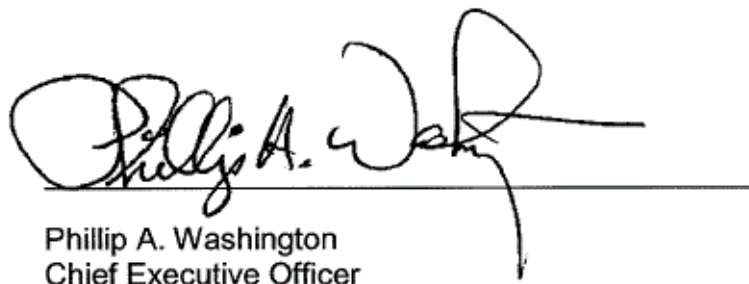
Staff will continue to perform more outreach efforts to introduce the Program and return to the Board in May 2019 for potential adoption of the Micro Mobility Vehicles Program.

ATTACHMENTS

- Attachment A - Metro Parking Ordinance
- Attachment B - Metro Parking Rates and Permit Fee Resolution
- Attachment C - Fee Structure Survey
- Attachment D - Surveys Results
- Attachment E - Geofencing Research Findings

Prepared by: Kimberly Sterling, Senior Transportation Planner, Countywide Planning & Development, (213) 922-5559
Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033
Holly Rockwell, SEO, Countywide Planning & Development, (213) 922-5585

Reviewed by: Laurie A. Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Administrative Code

Title 8

METRO Parking Ordinance

Chapter 8-01

General

8-01-010 Authority to Regulate

The Los Angeles County Metropolitan Transportation Authority's ("METRO") authority to regulate parking, vehicles (including vehicles other than automobiles), and traffic upon the driveways, paths, parking facilities, METRO Right-of-Way (ROW), and the grounds of METRO is conferred by section 21113 of the California Vehicle Code ("CVC").

8-01-020 Laws and Enforcement on the METRO Property

The California Vehicle Code and the regulations contained within this Title (Title 8, METRO Parking Ordinance) shall be in effect and will be enforced on METRO property 24 hours daily, 365 Days a Year, including holidays.

8-01-030 Responsibility for Compliance

Temporary parking on properties owned, leased, financed, contracted, operated or managed for METRO use is a privilege available only as provided by the parking policies and regulations of METRO, which reserves unto itself the right to revoke this privilege at any time because of inappropriate behavior, violation of any regulation in this ordinance or misuse of parking facilities, METRO ROW, or services. METRO reserves the right to establish what are inappropriate behaviors and the misuse of its property.

The operator of a vehicle on property owned, leased, financed, contracted, operated and managed for METRO use is responsible for complying with all state, local or METRO parking and traffic laws, ordinances and regulations and is subject to established penalties for violations thereof.

If a vehicle operator's identity cannot be determined, as in the case of a parked and locked vehicle, the registered owner and driver, rentee, or lessee of a vehicle cited for any violation of any regulation governing the parking of a vehicle under this code, under any federal statute or regulation, or under any ordinance enacted by a local authority shall be jointly liable for parking penalties imposed under this article, unless the owner can show that the vehicle was used without the consent of that person, express or implied. An owner who pays any parking penalty, civil judgment, costs, or administrative fees pursuant to this Article

shall have the right to recover the same from the driver, rentee, or lessee in accordance with CVC section 40200(b).

By entering onto METRO owned, leased, financed, operated, managed or contracted for property, the owner of a Vehicle grants METRO the right to examine the exterior of their vehicle for any legal purpose described herein, including the authorization to remove or tow the vehicle from the property.

8-01-040 Fees to be Paid for Parking in METRO Parking Facilities

All vehicles parked in any METRO parking facility at any time shall require payment of the applicable fee established by the Parking Rates and Permit Fee Resolution. Except as otherwise provided herein, such fees shall be collected from all persons desiring to park vehicles in such facilities, including the officers and employees of METRO, the state, any public or private firm or corporation, any municipality, state or federal agency or any public district. No fee shall be charged to nor collected from any officer or employee of METRO for the parking of a METRO-owned vehicle in any METRO parking facility at such times when such officer or employee is engaged in METRO business.

All parking fees, rates and charges for the use of the facilities shall be collected in cash or electronic payment from the registered owner, operator or person in charge of the vehicle desiring to park. Any person who willfully fails to pay or is unable to pay the fees, rate and charges for use of the METRO parking facilities are subject to citation. Any person who fails to pay fees, rate and charges for use of the METRO parking facilities and removes the vehicle from the facility without having received a citation, shall be given a "Notice to Pay" indicating non-payment of daily or monthly fee for the duration a vehicle is parked in a METRO facility.

No vehicle may be removed from any METRO parking facility until all fees, rates and charges have been paid and discharged, except as provided in subsections (a) of this section:

- a. In the event that the person operating a vehicle parked in any METRO parking facilities attempts to remove the vehicle from the facility but willfully fails to pay the fees, or is unable to pay all fees, rates and charges due at such time, such person shall remove such vehicle from the facility, be required to pay any unpaid fees, rates and charges within 21 days of being issued a "Notice to Pay.". A copy of such notice shall be delivered by U.S. mail to the vehicles registered owner. Such notice shall set forth the location of the facility, the date and approximate time that the vehicle was removed, the name of the registered owner, the vehicle license number, the registration expiration date, if available, the last four digits of the vehicle identification number, if available, the color of the vehicle, and, if possible, the make of the vehicle. Such notice shall require payment to METRO of all unpaid fees, rates and charges, plus an administration fee in an amount established by resolution of the Board or its designee, no later than 21 days after the agreement is received, and shall indicate the address to which payment may be delivered or sent or other means for delivering payment. If full payment is not made within such 21 day period, METRO shall mail a notice of late payment to the vehicle's registered owner. Such notice shall

require payment to METRO of the unpaid fees, rates and charges, and administration fee, plus a late payment fee in an amount established by resolution of the Board, no later than seven (7) days after the date of such notice. In the event that such amount is not fully paid within such seven (7) day period, a final notice of late payment, requiring payment of all owed parking and late fees in an amount established by resolution of the Board, shall be mailed to the vehicle's registered owner. All owed parking fees will be subject to submit for collection process and potential hold of vehicle registration with the Department of Motor Vehicles. The above agreement shall include a reference to this section.

- b. **Evidence of parking fee payment**, such as, but not limited to, parking permit, tickets, receipt or electronic display devices, is required during entire parking duration time.
- c. **Prohibition of Selling, Reselling, Leasing or Reserving for Compensation of Parking Spaces.** No person shall sell, resell, lease or reserve for compensation, or facilitate the selling, reselling, leasing or reserving for compensation of any METRO owned, leased, financed, contracted, managed and operated spaces or property without authorization from METRO.

By entering a METRO parking facility and parking a vehicle in such facility, the registered owner, operator or person in charge of such vehicle shall be deemed to have consented to the provisions of subsections A, B and C of this section. Any notices required to be mailed under subsections A, B and C of this section shall be deemed served on the day that they are deposited in the U.S. mail, first class, postage prepaid. The issuance and review of notices of parking violation and delinquent parking violation, and the liability for and payment and collection of parking violation penalties, shall be governed by sections 40200 et seq. of the CVC and this Chapter.

8-01-050 Parking Facility Use, Designation, and Closure

METRO reserves the right to limit the temporary use of its parking area to specific vehicle types as required by facility design or aesthetic considerations. METRO may change any parking zone designation. METRO may close, either temporarily or permanently, any parking area. Notice of parking area changes or closings will be provided whenever practical. However, failure to give such notice shall not create any liability on the part of METRO, its directors, officers, employees, agents, representatives, assigns or successors to any third party.

8-01-060 Liability

The use of a METRO owned, leased, financed, contracted, operated and managed parking facility or METRO ROW shall not create, simply by the condition of ownership, management or operation liability or responsibility for damage to any person or personal property. In addition, such use shall not result in METRO assuming liability or responsibility for damage, vandalism, theft or fire to any person or personal property, which may result from the use of METRO Parking Facilities, METRO ROW, or services, or enforcement of laws or regulations.

8-01-070 Parking Policy and Regulation Notification or Changes

Parking policies and regulations are public information and are available online on METRO's website at metro.net/parking. Changes in parking policy or regulation are effective upon approval by the Board of Directors. Whenever possible, the public will be notified in a timely manner prior to implementation of changes to METRO's parking policies and regulations.

8-01-080 Administrative Review of Parking Citation Issuance

A registered owner or operator of a vehicle who believes a parking citation has been issued in error or in an improper manner may request an administrative review of the conditions for issuance of the citation as set forth in section 8-09-020.

8-01-090 Towing Vehicles

METRO is authorized by CVC section 21113 and CVC section 22650 et seq. to remove vehicles as set forth below in Chapter 8-11.

8-01-100 Permissions, Space Assignment, Signage and Parking Management Approvals

Any changes, assignment, permission to park and space allocation to all METRO owned, leased, financed, contracted, operated and managed parking facilities must be authorized by METRO Parking Management, included, but not limited to:

- A. Space designations, space assignments, and permissions to park;
- B. Permits issued by METRO's Parking Management, which will be deemed valid for parking enforcement purposes; and,
- C. All signage installations within at any METRO parking facilities must be approved by Metro Parking Management.
- D. Contractor or vendor parking at any METRO parking facilities may be short- or long-term, as needed while engaged in work for METRO. Requests for any parking, but not to exceed thirty (30), must be submitted in writing and approved by the project manager and notify METRO Parking Management for approval, fourteen (14) days prior to parking, for permission and arrangement.
- E. Any parking space use arrangement, other than parking purpose, included but not limited to, construction, staging, and special event must be submitted in writing and approved by the project manager and notify METRO Parking Management, fourteen (14) days prior to parking, for permission and arrangement.

Chapter 8-03

Parking Definitions

Chapter 8-03-010 Definitions

The words or phrases hereinafter in this Chapter are defined in this chapter and they shall have the meanings respectively ascribed to them unless the context indicates the contrary. Whenever any words or phrases used in this chapter are not defined, but are in the California Vehicle Code of this State, such definitions as now existing are incorporated herein and shall be deemed to apply to such words and phrases as used in this Chapter as though set forth in full.

Accessible Parking Space. “Accessible Parking Space” means any parking space designated for the exclusive use of a vehicle displaying a special identification license plate or distinguishing valid placard subject to the provisions stated in section 22511.5 of the CVC. Accessible parking spaces shall be marked in accordance with section 22511.7 of the CVC.

Accessible Parking Space Path of Travel. “Accessible Parking Space Path of ” means any blue cross-hatched path between accessible parking spaces or along the designated path for which a vehicle operator with disabilities may travel from an accessible parking space to the accessible entry of a building, pedestrian area, or METRO transit or rail vehicle.

Agency. “Agency” shall mean METRO or its authorized agent that processes and issues parking citations and issues notices of delinquent parking violations on behalf of METRO.

Alley. “Alley” means any highway, as defined in this Chapter, unnamed, and having a width of less than twenty-five feet, and not provided with a sidewalk or sidewalks.

Alternative Fuel. “Alternative Fuel” as defined by the Energy Policy Act of 1992 includes vehicles powered by methanol, ethanol, and other alcohols; blends of 85% or more of alcohol with gasoline (E85); natural gas and liquid fuels domestically produced from natural gas; propane; hydrogen; electricity; biodiesel (B100); coal-derived liquid fuels; fuels, other than alcohol, derived from biological materials; and P-Series fuels, which were added to the definition in 1999

Automobile. “Automobile” means a vehicle designed for passenger transportation and is powered by an internal combustion engine or electric motor.

Bicycle. “Bicycle” means a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels.

Bikeway. “Bikeway,” “Bicycle Path,” or “Bike Path” shall mean all facilities provided primarily for bicycle travel.

Board. “Board” means the METRO Board of Directors.

Bus Loading Zone. “Bus Loading Zone” means the space adjacent to the curb or edge of a roadway reserved for the exclusive use of buses during the loading and unloading of passengers marked and designated with signage and/or paint.

Chief Executive Officer. “Chief Executive Officer” or “CEO” is the person designated by the METRO Board of Directors as the CEO of the Los Angeles County Metropolitan Transportation Authority.

Clean Fuel Vehicle. “Clean Fuel Vehicle,” “Clean Fuel Car,” “Clean Air Vehicle,” and “Clear Air Car” shall mean any passenger or commercial vehicle or pickup truck that is fueled by alternative fuels, as defined in Section 301 of the Energy Policy Act of 1992 (P.L. 102-486), and produces emissions which do not exceed standards as defined by regulations of the State Air Resources Board.

Commercial Vehicle. “Commercial Vehicle” means a vehicle which is used or maintained for the transportation of persons for hire or maintained primarily for transportation property. Vanpool is not considered a Commercial Vehicle.

Commercial Vehicle Loading Zone. “Commercial Vehicle Loading Zone” means that space adjacent to the curb reserved for the exclusive use of vehicles loading or unloading passengers or freight marked and designated with signage and/or paint.

Department of Motor Vehicles. “Department of Motor Vehicles” or “DMV”, or “Department” for this section shall mean the California Department of Motor Vehicles.

Defined Parking Zone. “Defined Parking Zone” shall mean an area or space specifically designated for the parking and storage of Micro Mobility Vehicles at METRO Parking Facilities and METRO Right of Way (ROW).

Electric Bicycle. “Electric bicycle” or “e-bike” is bicycle with fully operable pedals and an integrated electric motor that can be used for propulsion. A person operating an e-bike is subject to the same provisions as a person riding a bicycle.

Electric Vehicle. “Electric Vehicle” means a vehicle which is powered by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of electrical current, and which may include a nonelectrical source of power designed to charge batteries and components thereof.

Enforcement Officer. “Enforcement Officer” shall mean a peace officer as defined in Chapter 4.5, commencing with section 830 of Title 3 of the California Penal Code, or the successor statutes thereto, or other issuing officer that is authorized or contracted by METRO to issue a parking citation.

Hearing Officer. “Hearing Officer” shall mean any qualified individual as set forth in the CVC section 40215 appointed or contracted by METRO to adjudicate parking citation contests administratively.

Highway. “Highway” is a way or place of whatever nature, publically maintained and open to the use of the public for purposes of vehicular travel. Highway includes street

Hybrid Vehicle. “Hybrid Vehicle” is a vehicle that uses more than one form of energy for power and propulsion, such as an internal combustion engine and an electric or battery powered motor.

Notice To Pay. “Notice To Pay” shall mean a written notice delivered by U.S. mail indicating non-payment of daily or monthly fee for the duration a vehicle is parked in a METRO Facility.

METRO. “METRO” shall mean the Los Angeles County Metropolitan Transportation Authority.

METRO Facility. “METRO Facility” includes all property and equipment, including rights of way and related tracks, rails, signals, power, fuel, communication systems, ventilation systems, power plants, cameras, signs, loudspeakers, fare collectors or registers, sound walls, stations, vacant parcels, bicycle paths, terminals, platforms, plazas, waiting areas, signs, art work, storage yards, depots, repair and maintenance shops, yards, offices, parking areas, parking lots, facilities, and other real estate or personal property owned or leased by METRO, used for any METRO activity, or authorized to be located on METRO property.

METRO Representative. “METRO Representative” shall mean a METRO security officer, transit operator, or other authorized METRO employee, Board or service council member, or METRO authorized contractor or entity.

METRO Right of Way. “METRO Right of Way” or “METRO ROW” shall refer to METRO owned, leased, financed, contracted, operated and managed property including the area on, below, and above an existing or proposed public roadway, highway, street, bicycle lane or sidewalk, planting strip, and associated adjacent land, in which METRO has a property interest, whether by easement or fee and regardless of how acquired or established.

METRO Transit Court. “METRO Transit Court” means the department authorized by the METRO Board of Directors to conduct parking, fare evasion or similar hearings and assign penalties for this Chapter.

METRO Vehicle. “METRO Vehicle” means a vehicle owned or operated by METRO.

Micro Mobility Vehicle. “Micro Mobility Vehicle” shall mean a compact sized two-wheeled device that has handlebars, a floorboard designed to be stood upon when riding, powered by a motor, and designed to transport only one person; includes any vehicle or device that meets this definition and is powered by a source other than electrical power.

Motor Vehicle. A “motor vehicle” is a vehicle that is self-propelled, but does not include a self-propelled wheelchair, motorized tricycle, or motorized quadricycle, if operated by a person who, by reason of physical disability, is otherwise unable to move about as a pedestrian.

Motorized Bicycle. “Motorized bicycle” is a two or three wheeled device that is capable of propelling itself at a maximum speed of not more than 30 miles per hour and is equipped with fully operable pedals for propulsion by human power or no pedals if powered solely by electrical energy, and has an automatic transmission.

Motorcycle. “Motorcycle” means a motor vehicle that has a seat or saddle for the use of the rider and is designed to travel on less than three wheels, whose motor displaces more than 150 cubic centimeters, or has a speed greater than 45 miles per hour.

Operating Company. “Operating Company” shall mean any person or business entity that provides a service and enters into and is issued an Operating License Agreement with METRO to provide mobility services, such as Car Share, Vanpool, Bike share, or Micro Mobility vehicles

Operator. “Operator” means any person who is in actual physical control of a vehicle or streetcar.

Operating License Agreement. “Operating License Agreement” shall mean the written agreement between METRO and an Operating Company for an operating permit which authorizes the operation of a mobility service on or at Metro Parking Facilities or Metro ROW.

Owner of the Vehicle. “Owner of the Vehicle” shall mean that last registered owner and legal owner of record.

Park. Or Parking. “Park” or “Parking” shall mean the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers

Parker. “Parker” means any person who holds a valid driver’s license and intends to park a validly registered motor vehicle on METRO owned, leased, financed or contracted for property.

Parking Citation. “Parking Citation” is a notice to the vehicle owner of any failure to comply with METRO parking regulations or the CVC, municipalities or county ordinances. A penalty shall be attached to each violation as described on each violation notice unless otherwise noticed.

Parking Facility. “Parking Facility” includes any covered, enclosed parking garage, facility, and/or deck, any open air or individually covered parking space and or a multiple space parking area. Parking facility types include above grade, below grade or underground, mechanical and automated parking facilities.

Parking Penalty. “Parking Penalty” includes the fine authorized by law for the particular violation, any late payment penalties, administrative fees, assessments, costs of collection as provided by law, and other related fees.

Parking Permit. “Parking Permit” is a non-transferable decal, printed card or tag, or other form of temporary authorization issued for a specific period of time by authority of METRO which is authorized to grant to any eligible person permission to park on METRO owned, leased, financed or contracted property. A parking permit is valid only when issued to an eligible person who has complied with all terms of issuance prescribed by METRO and when the permit is properly displayed.

Parking Space. “Parking Space” is all painted parking stalls located in parking facility that may or may not be marked by a sign, parking meter, and/or other restrictive designation painted on the ground or lot/facility surface.

Parking Violation. “Parking Violation” means the breach or intrusion of a vehicle required to comply with any general parking legislation enforced under the provision of METRO parking regulations or the CVC, municipalities and county ordinances that warrants the issuance of a parking citation penalty to the vehicle’s registered owner.

Parkway. “Parkway” means the portion of a highway other than a roadway or a sidewalk.

Passenger Bus. “Passenger Bus” is any multiple passenger conveyance vehicle over 20’ long and carrying more than 15 persons or exceeding 6,000 pounds in gross weight.

Passenger Loading Zone. “Passenger Loading Zone” means that space adjacent to a curb reserved for the exclusive use of vehicles during loading and unloading of passengers, marked and designated with white paint.

Pedestrian. “Pedestrian” means a person who is afoot or who is using any of the following:

- (1) A means of conveyance propelled by human power other than a bicycle.
- (2) An electric personal assistive mobility device.

“Pedestrian” includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move afoot,

Pedestrian Conveyance Device. “Pedestrian Conveyance Device” shall mean any instrument of conveyance propelled by human power other than a bicycle including skateboards, roller skates, rollerblades, in-line skates, other skating devices, foot-powered scooters and other similar devices.

Person. “Person” means and includes a natural person, firm, co-partnership, association, limited liability company, or corporation.

Rail Car. “Rail Car” includes any passenger railway rolling stock that is designed to carry passengers. This term includes heavy weight, lightweight, commuter, bi-level or other type of rail industry vehicles.

Rebalance. “Rebalance” shall mean moving Micro Mobility Vehicles from one location to another, generally for the purpose of avoiding an excess of devices in one location.

Registered Owner. “Registered Owner” shall mean the person whose name is recorded by the Department of Motor Vehicles as having ownership of a particular vehicle.

Respondent. “Respondent” shall mean any “operator” or “registered owner” as defined in this section who contests a parking citation.

Rideshare. “Rideshare” is an arrangement in which a participant travels in a private vehicle driven by the owner for free or for a fee, as arranged by means of website or mobile-based application.

Roadway. “Roadway” means that portion of a highway improved, designed, or ordinarily used for vehicular travel and parking.

Safety Zone. “Safety Zone” is the area or space lawfully set apart within a roadway for the exclusive use of pedestrians and which is protected, or which is marked or indicated by vertical signs, raised markers or raised buttons, in order to make such area or space plainly visible at all times while the same is set apart as a safety zone.

Section. “Section” means a section of the ordinance codified in this Division 1 unless some other ordinance or statute is specifically mentioned.

Sidewalk. “Sidewalk” means that portion of a highway between the curb line or traversable roadway and the adjacent property lines that dedicate for pedestrian use.

Street. “Street” means and includes the portion of any public street, road, highway, freeway, lane, alley, sidewalk, parkway or public place which now exists or which may hereafter exist within METRO Facilities.

Taxicab. “Taxicab” means any passenger vehicle for hire for the directed transportation of not more than eight passengers, excluding the driver, at rates based on the distance, duration or number of trips, or waiting time, or any combination of such rates.

Taxicab Zone. “Taxicab Zone” means and includes the portion of the street area designated for the standing or stopping of taxicabs while awaiting employment.

Transit Access Pass (TAP) Card. “Transit Access Pass Card” or “TAP card” is a reusable, reloadable card that is accepted as a fare payment for travel across different agencies.

ATTACHMENT A

Transit Patron. “Transit Patron” for purposes of this ordinance means any person who has used the transit system within 96 hours of parking their vehicle.

Transit System. “Transit System” is the compilation of METRO buses and trains in Los Angeles County, and other agencies accepting the Metro TAP card.

Vehicle. “Vehicle” means every motorized device by which any person or property is or may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks.

Vehicle Operator. “Vehicle Operator” shall mean any individual driving and/or in possession of a vehicle at the time a citation is issued or the registered owner of the vehicle.

Violation. “Violation” shall mean any parking, equipment, or other vehicle violations as established pursuant to state law or METRO ordinances and administrative code.

Chapter 8–05

Parking Regulations

8-05-010 Parking Activities

Unless otherwise authorized by METRO in writing, METRO owned, leased, financed, contracted, operated and managed parking facilities and METRO ROW shall only be used for parking, entering and exiting, loading and unloading activities.

8-05-020 Enforcement Practice

Citations will be issued according to the printed and posted regulations as appropriate. The frequency with which parking citations are issued is dependent on the nature of the violation and time control restrictions for each of the various parking zones. METRO is also authorized by CVC section 21113 to remove vehicles consistent with Chapter 10 (commencing with Section 22650) of Division 11 of the CVC.

8-05-030 Illegal Parking Outside of a Defined Parking Space or Parking Space Markings

No vehicle or vehicle other than Automobile shall be parked or cause to be parked within any METRO parking facility or METRO ROW except between the lines indicating where vehicles shall be parked and no person shall not park any vehicle so as to use or occupy more than one marked parking space. METRO may install and maintain parking space markings to indicate parking spaces adjacent to any curb where parking is permitted. When such parking space markings are placed in the right-of-way, no vehicle shall be stopped or left standing other than within the markings of a single space.

8-05-040 Failure to Obey Signs

No person shall fail or refuse to obey or comply with any sign, marking or device erected, made or placed to indicate and carry out the provisions of this Chapter.

8-05-050 Exceeding Posted Time Limit

METRO may post signs indicating a maximum parking time limit in a space of lot. If a vehicle has been parked in an area restricting parking to a specific time interval, such vehicle shall not be re-parked in the same spaces, or same lot, or within a distance of five hundred feet of the place initially parked within a period of four (4) hours thereafter. Vehicles used for vending or peddling purposes shall also comply with the provisions of this section.

8-05-060 Temporary No Parking

Whenever METRO finds that traffic congestion, or the disruption of the normal flow of traffic is likely to result from the operation, stopping, standing or parking of vehicles during the holding of public or private special events, assemblages, gatherings or functions, during

construction, alteration, repair, sweeping, filming or other reasons, METRO may place or cause to be placed temporary signs prohibiting the operation, stopping, standing or parking of vehicles at least seventy-two (72) hours prior to and during the period such condition exists. In the event of an emergency, METRO may act under this section without providing the seventy-two (72) hour notice required herein. Any vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC and Chapter 8-11 of this Ordinance.

8-05-070 Restricted Parking

Whenever any parking area is assigned for the exclusive use of the occupants of a facility a person, other than an occupant of the facility, shall not park any vehicle in such parking area. The property owner manager or manager's designee responsible for overseeing the parking area may request that a parking violation be issued by METRO.

8-05-080 Parking Within Marked Bicycle Lane

A person shall not operate a vehicle in a bicycle lane except to cross at a permanent or temporary driveway, or for the purpose of parking a vehicle where parking is permitted or where the vehicle is disabled.

8-05-090 Illegal Parking in Commercial Loading Zone

A vehicle shall not be stopped for any purpose other than loading or unloading between the hours of 6:00 a.m. and 6:00 p.m. on any day except Sunday, or at such other times as designated by METRO in a place marked as a commercial loading zone. Such stop shall not exceed the time it takes to load and unload passengers or goods for a commercial vehicle. METRO shall place signs or curb markings to designate areas as commercial loading zones. Commercial loading zones shall be a minimum of thirty (30') feet and not exceed forty-eight (48') feet in length, and may be established in a parking meter/pay station location. Parking meters/pay station spaces shall be enforced during posted hours when the loading zone is not in effect.

8-05-100 Vehicle Exceeds Load Size Limit

- a. No person shall park or leave standing in METRO Facility and/or lot any vehicle having either of the following:
 - 1. A manufacturer's rated load capacity greater than 14,000 lbs.; or
 - 2. A length in excess of twenty-four (24) feet.
- b. The following vehicles are hereby exempt from the provisions of this section:
 - 1. Any vehicles properly displaying a large vehicle permit. Large vehicle permits shall be issued for special events. Under any circumstances on any of the following vehicles: tour buses, movie, television, or photographic production

- vehicles, limousines, or mobile billboards in accordance with Chapter 8 of this code.
2. Any authorized emergency vehicle, METRO Transit Security, any authorized highway work vehicle or any vehicle used in the construction, installation, or repair of a utility or public utility in accordance with sections 22512 and 35702 of the CVC;
 3. Any vehicle engaged in loading or unloading;
 4. Any vehicle making pickups or deliveries of goods, wares, and merchandise; and
 5. Any vehicle picking up or delivering materials used in the actual or bona fide repair, alteration, remodeling or construction of any building or structure for which a building permit or building construction authorization has been obtained.
- c. Pursuant to section 40200 *et seq.*, of the CVC, any violation of this section shall be punishable as a civil penalty in accordance with the provisions of Chapter 8-09 of the METRO Administrative Code. Any vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC.
- d. Large vehicle parking permits shall be issued by METRO pursuant to METRO policies and procedures for the issuance of such permits. Such policies shall be consistent with the provisions of sections 8-05-010 through 8-05-440 of the METRO Administrative Code.
- e. The fee for a large vehicle parking permit shall be according to METRO fee schedule.

8-05-110 Disconnected Trailer

Parking any trailer or semi-trailer in any METRO facility, while detached from or attached to a vehicle, is prohibited.

8-05-120 Bus Loading Zones

A vehicle or vehicle other than Automobile shall not be parked or stopped from in any METRO owned, leased, financed, contracted, operated and managed parking facilities or METRO ROW in a bus loading zone. No bus shall stop in any bus loading zone longer than necessary to load or unload passengers, except at a terminus station. Appropriate signs or red curb markings or both shall indicate a bus loading zone. METRO shall place signs or red curb markings or both at locations where METRO determines bus loading zones are appropriate to establish. Unless otherwise specified by METRO or its designees, bus loading zones shall not exceed eighty (80') feet in length.

8-05-130 Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone

- a. A vehicle shall not be parked more than three (3) minutes, or for such other amount of time as may be indicated on the posted sign, to load and unload passengers at any designated Kiss and Ride passenger loading and unloading zone.
- b. METRO may place curb paint markings with ADA compliance design criteria including ramps, minimum dimensions, proper signage and level pavement at locations to make passenger loading feasible.

8-05-140 No Parking – Alley

A vehicle shall not be parked or stopped in any alley for any other purpose other than the loading or unloading of passengers or materials, or both. A vehicle shall not be stopped for the loading or unloading of passengers for more than three (3) minutes nor for the loading or unloading of materials for more than twenty (20) minutes at any time in any alley.

8-05-150 Illegal Parking in Red Zones

A vehicle or vehicle other than Automobile shall not be stopped, parked or otherwise left standing, whether attended or unattended, except in compliance with a traffic sign or signal or direction of an authorized enforcement officer, between a safety zone and the adjacent right hand curb or within the area between the zone and the curb as may be indicated by a sign or red paint on the curb, where a sign or paint was erected METRO owned, leased, financed, contracted, operated and managed parking facilities or METRO ROW. Violating vehicle(s) and vehicle(s) other than automobiles will be towed at the registered owner's expense.

8-05-160 Vehicle Parked Seventy-Two (72) or More Hours

Any vehicle observed parked or left standing longer than seventy-two (72) consecutive hours without authorized permit in the same location may be cited. Any vehicle parked longer than seventy-two (72) hours must obtain permission in advance from METRO. Any vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC and Chapter 8-11 of this Ordinance.

8-05-170 Parking on Grades

When METRO has placed or caused to be placed appropriate signs, a vehicle shall not be parked upon any grade of six percent (6%) or more within any METRO Facilities without turning the wheels of the vehicle toward the curb while parked facing downhill and turning the wheels of the vehicle away from the curb while the vehicle is parked facing an uphill grade.

8-05-180 Angled Parking

Whenever the width of a parking lot, parking bay, parking facility, travel lane, and traffic conditions are such that the parking of vehicles at an angle to the curb instead of parallel to the curb will not impede traffic flow, and where there is need for the additional parking spaces which parking at an angle will provide, METRO shall indicate at what angle vehicles

shall be parked by placing parallel white lines on the surface of the roadway. An operator shall not stop, stand, or park any vehicle except between, at the angle indicated by, and parallel to both such adjacent white lines, with the nearest wheel not more than one foot from the curb.

8-05-190 Double Parking

A vehicle shall not park on the roadway side of another vehicle that is stopped, parked or standing at the curb or edge of the public right-of-way, whether attended or unattended. Violating vehicle(s) will be towed on registered owner's expense immediately.

Authorized emergency vehicles exempt from this section may display flashing or revolving amber warning lights when engaged in the enforcement of parking and traffic regulations.

8-05-200 No Parking Anytime/Posted Hours

Whenever the parking of vehicles at all or certain hours of the day upon any portion of METRO Parking Facilities, travel lanes, or alleys which are open for public constitutes a traffic hazard or impedes the free flow of traffic, or both, METRO shall erect signs stating that parking is prohibited at all or certain hours of the day.

8-05-210 Wrong Side Two Way Traffic or Roadway

A vehicle shall not be parked, whether attended or unattended, regardless of loading or unloading in the public right-of-way within METRO facilities, or other transit/rail/Parking Facilities in such a manner where the vehicle is parked in the direction of opposing traffic. Violating vehicle(s) will be towed at registered owner's expense immediately.

8-05-220 Blocking Street or Access

A vehicle shall not be parked, whether attended or unattended, upon any traffic or travel lane, or alley where the roadway is bordered by adjacent curbs which is open to the public, whether bordered by curbs or not, unless no less than eight feet (8') of the width of the paved or improved or main traveled portion of such traffic, travel lane or alley opposite such parked vehicle is left clear or unobstructed for the free passage of other vehicles. Violating vehicle(s) will be towed at registered owner's expense immediately.

8-05-230 Parking Special Hazard

At any place for a distance not to exceed one hundred feet (100') where METRO finds that parking would unduly hamper the free flow of traffic, resulting in a special traffic hazard, or endanger public health or safety, METRO shall place appropriate signs or markings prohibiting such parking.

8-05-240 Illegal Parking at Fire Hydrant

A vehicle shall not be parked within fifteen feet (15') of a fire hydrant along any unmarked curb or in front of or as prohibited by section 22514 of the CVC or by any other state law. Violating vehicle(s) will be towed at registered owner's expense.

8-05-250 Illegal Parking at Assigned / Reserved Spaces

Whenever any vehicle parking space is assigned for the exclusive use of the occupant of any building, whether residential, commercial or industrial, which parking space is within such building or elsewhere, and at, in or near such parking space there is a legible sign stating either that such space is exclusively assigned, or that parking is prohibited, or both, a person, other than the person to whom such parking space is assigned, shall not park any vehicle in such parking space except with the permission of the person to whom such parking space is assigned.

8-05-260 Illegal Parking at Taxicab Stands

The use of taxicab stand or stands shall be limited exclusively to vehicles that display a taxicab vehicle permit by METRO pursuant to Chapter 8 and attended by a driver in possession of a valid taxi drivers permit issued by the METRO. No person shall park, stop, or stand any attended or unattended vehicle in METRO taxicab stand except as provided in this section.

8-05-270 Illegal Parking at/ adjacent to a Landscape Island or Planter

A vehicle or vehicle other than Automobile shall not be stopped, parked or otherwise left standing whether attended or unattended except in compliance with a traffic sign or signal or direction of a police officer, at or adjacent to a landscape island or planter.

8-05-280 Transient, Daily or Preferred Monthly Parking Permits

Parking permits for transient, daily and monthly parking shall be issued by METRO. METRO shall be responsible for establishing policies, administering procedures and disseminating information regarding the distribution of parking permits for parking in METRO Parking Facilities.

Preferred Parking is an optional program that secures a patron a parking space prior to a specified time according to signage. All spaces become available to the public after the specified time according to signage. Spaces are available on a first come first serve basis.

The number of permits to be issued shall be determined by the parking demand and conditions within each parking facility. Parking permits shall not be issued to any person who has outstanding parking citations.

Permittee shall obey all rules of the parking permit program. All verified parking permits must be current and valid and consistent with the license plate in parking program record. Failure to obey such rules will result in the termination or denial of a permit.

Any of the acts described below shall be a violation of this section which maybe cited pursuant to section 8-07-010.

- a. Failure to properly register vehicle license plate information as instructed by the permit parking terms and conditions.
- b. Parking in a monthly permit parking space without a monthly permit.
- c. More than one vehicle using the same permit at the same time.
- d. Temporary Permits – Place the temporary permit on the dashboard on the driver's side of the vehicle. The entire permit must be clearly visible to compliance officers.

8-05-290 Posting Signs in Preferred Permit Parking Area

- a. METRO may cause appropriate signs to be erected in METRO Parking Facilities, indicating prominently thereon the parking limitation, period for its application, and vehicles with valid permits shall be exempt from the limitations.
- b. If preferred permit parking is allowed in partial areas of a parking lot or parking facility, signs shall be posted only on the selected spaces or portions of a parking lot, parking facility within the prescribed METRO Facility.
- c. A parking permit shall not guarantee or reserve to the holder thereof a parking space within a parking lot or parking facility.
- d. A vehicle on which a valid license plate is registered as a monthly permit holder shall be permitted to stand or be parked in the authorized parking lot, parking facility or designated area within the parking lot or parking facility within the limits of the parking permit program. Except as provided below, all vehicles parking within a permit designated area or parking lot or parking facility shall be subject to the parking restrictions and penalties as provided in this Chapter.

8-05-300 Exemption of Certain Vehicles to Permit Restrictions

No person shall, without a permit therefore, park or leave standing any vehicle trailer in a designated parking permit area or parking lot, parking facility in excess of the parking restrictions authorized pursuant to this Chapter, except for the following:

- a. Repair, maintenance, refueling, utility, or delivery vehicle providing services to METRO within the METRO Facility with METRO's prior written consent.
- b. Emergency vehicles

8-05-310 Permit Penalty Provisions

- a. Unless exempted by the provisions of this Chapter, no person shall stand or park a vehicle in any designated permit parking area, parking lot, or parking facility established pursuant to this Chapter, without a valid permit.
- b. No person shall copy, produce or create facsimile or counterfeit a parking permit, nor shall any person use or display a counterfeited parking permit.
- c. No person who has been issued a parking permit for a specific designated area, lot or facility shall use the permit in another area, lot, or facility.
- d. No person shall alter, deface, or intentionally conceal an expiration date on the face of a parking permit which is displayed in a vehicle parked on a METRO Facility.
- e. A violation of this section shall result in the revocation of the parking permit and rights in any METRO Parking Facilities, which is also punishable by an administrative fine established by the Parking Rates and Permit Fee Resolution adopted by the METRO Board. METRO also reserves the rights to refer the case to local law enforcement.

8-05-320 Expired Meter or Pay Station

- a. ***Deposit of Fees Required.*** A person shall be required to deposit the proper fee for occupying a parking metered /pay station space at a charge set in METRO's fee resolution during the posted hours and days of operation.
- b. ***Parking Lot Requirements when Meters or Pay Station Installed.*** A person shall not park any vehicle on any parking lot, parking facility or public right of way maintained or operated by METRO on which a parking meter or multi-space pay machine is installed at any time without paying the posted and adopted parking fees.

8-05-330 Parking Facilities Cleaning, Maintenance and Capital Projects

No vehicular parking shall be permitted at specific locations in any METRO Parking Facilities during posted hours to allow for routine cleaning, maintenance and capital project implementation.

8-05-340 Electric Vehicle Parking Spaces

METRO has established Electric Vehicle (EV) Charging Station Spaces in Parking Facilities for use by Electric, Clean Fuel, and Hybrid vehicles. No person shall park or leave standing vehicles or vehicles other than Automobiles in EV spaces except as follows:

- a. EV spaces must be signed or marked for EV charging purposes only.

- b. Electric Vehicles must be connected to charging station equipment and/or in the process of charging while parked in EV Charging Station Spaces.
- c. Non-Electric Vehicles shall not park in EV Charging Station Spaces at any time.
- d. Electric Vehicles may only use designated EV Charging Station Spaces for charging vehicles. No other source of vehicle charging will be allowed at METRO facilities.

When not charging, Electric, Clean Fuel, and Hybrid Vehicles may park in any designated parking space at METRO facilities.

8-05-350 Parking on Sidewalk/ Parkway

No vehicular parking shall be permitted on any portion of a sidewalk, nor shall any portion of a vehicle be parked in such a manner to overhang or encroach onto any portion of the sidewalk or parkway. Violating vehicle(s) will be towed at registered owner's expense immediately. METRO is authorized by CVC section 21113 and CVC section 22651 to remove a vehicle found to have been parked in violation.

8-05-360 Areas Adjacent to Schools

Whenever METRO finds that parking on METRO property adjacent to any school property would unduly hamper the free flow of traffic or otherwise constitute a traffic hazard, appropriate signs or markings prohibiting such parking on METRO property shall be posted.

8-05-370 Peak Hour Traffic Zones

Whenever METRO finds that traffic congestion is such that the movement or flow of traffic may be improved by the elimination of parking on METRO property during certain peak travel times, signs prohibiting the stopping, standing or parking of vehicles shall be posted. No vehicle shall park or be left standing a vehicle where a sign indicating a peak hour traffic zone has been posted. Vehicles in violation shall be cited and/or towed whenever the parking of vehicles constitutes a traffic hazard or impedes the free flow of traffic, or both.

8-05-380 Parking Prohibition for Vehicles Over Six Feet High, Near Intersections

Whenever METRO finds that the parking of vehicles, with a height of six feet (6') or more, within one hundred feet (100') of an intersection, creates a visibility limitation resulting in a potential traffic hazard, METRO shall erect signs or markings stating that the parking of vehicles with a height of six feet (6') or more is prohibited within one hundred feet (100') of an intersection.

8-05-390 Interim Parking Regulations

METRO can temporarily waive existing or establish new parking regulations in order to accommodate or to mitigate the impacts of construction projects in the vicinity of the parking lot, parking facility.

8-05-400 Car Share, Vanpool, Bike share, or Micro Mobility Vehicle Authorization Required

No Vehicle or vehicle other than Automobile shall be stopped, parked or left standing any vehicle in a place or a parking space designated for the exclusive parking of Car Share, Vanpool, Bike share, or Micro Mobility vehicles participating in the METRO Car Share, Vanpool, Bike share or Micro Mobility Vehicle Program, unless the Vehicle obtained authorization as a METRO Car Share, Vanpool, Bike share or Micro Mobility Vehicle Program participant and registered as direct by METRO.

An Operating Company is responsible for securing approval and obtaining an Operating License Agreement from METRO prior to the deployment, parking, and storage of Car Share, Vanpool, Bike share, or Micro Mobility vehicles on, within, or adjacent to METRO Parking Facilities and METRO ROW, and properties.

Car Share, Vanpool, Bike share, and Micro Mobility vehicles may be parked or stored on METRO Parking Facilities and METRO ROW only in areas made available and designated specifically for Car Share, Vanpool, or Micro Mobility vehicle parking.

8-05-410 Speed Limit

METRO speed limit is five (5) miles per hour in all parking areas, access roads and drives unless otherwise posted.

8-05-420 Vehicle Access

Operating a vehicle on sidewalks, mall, lawns, or any surface not specifically designated as a road, street, highway or driveway is prohibited.

8-05-430 Penalty for Non-Compliance

Unless exempted by the provisions of this part, no vehicle shall be parked in violation of any parking restrictions established pursuant to this section. Except as provided in Chapter 8-05-100 paragraph (b), a violation of this section may result in the revocation of the parking permit and rights at any METRO Parking Facilities, which is also punishable by METRO's administrative fine schedule for parking violations. METRO may also refer the case to the local law enforcement.

Any vehicle with more than three (3) outstanding parking citations will be towed away at the registered owner's expense. All administrative fines and penalties must be paid and obtain applicable law enforcement agency clearance prior to release of the towed vehicle in addition to tow fees.

8-05-440 Accessible Parking Spaces Designated for Vehicle Operators with Disabilities

Parking in accessible spaces designated for vehicle operators with disability is restricted to those individuals who have secured an authorized disabled license plate or disabled placard pursuant to CVC section 5007, 22511.55 or 22511.59 that is currently in effect. No vehicle or vehicle other than Automobiles shall be stopped, parked or left standing in a parking stall or space in a METRO parking facility that has been designated as parking for Vehicle operators with a disability in the manner required by CVC section 22507.8. In order for a Vehicle to be parked in a designated accessible parking space, disabled parking placards must not be expired and must be properly displayed. Parking is prohibited in any area adjacent to a parking stall or space designated for disabled persons or disabled veterans that is marked by crosshatched lines or space identified as for the loading and unloading of Vehicles parked in such stall or space.

Vehicle operators with a disability are not exempt from the payment of fees for parking a Vehicle on METRO Facility. METRO reserves the right to adopt or amend the disabled parking pricing policy at all METRO Facilities. However, vehicle operators with a disability shall not be charged more than the established parking fees listed for all parking spaces. Valid out of state disabled placards will be accepted at METRO parking facilities.

The number and dimension of accessible parking spaces and van-accessible parking spaces are determined by ADA guidelines and specifications.

8-05-450 Transit Ridership Requirements

METRO Parking Facilities are for transit patrons only. Patron's utilizing METRO Parking Facilities must have a ridership transaction, riding transit via a METRO TAP card, within 96 hours use of METRO parking facility and/or payment of parking fee unless otherwise stated within this ordinance. All alternative and non-transit use of METRO parking facilities must be authorized by METRO Parking Management.

Chapter 8-07

Vehicles Other Than Automobiles

8-07-010 Authority to Create Vehicle Regulations

The METRO Board of Directors is authorized pursuant to section 21113 of the CVC to set forth conditions and regulations pertaining to the operation and parking of vehicles other than Automobiles, including but not limited to bicycles, motorcycles, and Micro Mobility Vehicles, upon METRO property.

All rules and regulations of the CVC shall apply to vehicles other than Automobiles operated on METRO Facilities. All vehicles other than Automobiles must meet the equipment requirements of the CVC, including brakes, lights and reflectors, and shall obey all regulations stated in the Ordinance and shall be regarded in the same manner as Automobiles. . Vehicles other than Automobiles shall comply with all applicable federal, state, and local laws.

8-07-020 Enforcement

This Chapter may be enforced by verbal or written warnings, administrative citations, fines vehicle towing and suspension or expulsion from METRO Facilities. Violations by METRO employees may also result in corrective or disciplinary action. Any appeal arising from the enforcement of this Chapter should be reported to METRO Transit Court, or as otherwise directed.

METRO shall adopt, amend, or abolish a rule or regulation that is not consistent with this ordinance or state law, to accomplish objectives that are consistent with this ordinance. Prior to the adoption of any rule or regulation, METRO shall give 30 days' notice of any proposed rule to be adopted, amended, or abolished to the public.

8-07-030 Bicycles, Motorized Bicycles, and E-bikes at METRO Facilities

1. **Parking Bicycles, Motorized Bicycles, and Electric Bikes (E-Bikes) at METRO Facilities**
 - a. **Bicycles, Motorized Bicycles, and e-bikes shall be parked or stored on METRO Facilities or METRO ROW only in areas designed for bicycle parking. These areas include, but not limited to, bike racks, bike lockers, or enclosed rooms with controlled access, or where signage designates the space as a bicycle parking area.**

2. METRO shall not be liable for any loss, theft, fire or damage of a bicycle or any personal property attached thereto for any bicycle left, parked or stored on METRO Facilities or METRO ROW, regardless of whether the bicycle was in an area designated for bicycle parking.
3. Bicycles, Motorized Bicycles, and e-bikes parked in designated parking areas may not extend into the landscape and may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.
4. Bicycles, Motorized Bicycles, and e-bikes are strictly prohibited from parking, standing, and stopping in ADA parking spaces or ADA access. Violation of ADA regulations will be subject to METRO's Fee Resolution.
5. Operating Bicycles, Motorized Bicycles, Motor-Driven Cycles, and Electric Bikes (E-Bikes) at METRO Facilities
 - a. All riders shall:
 - i. Not operate bicycles, motorized bicycles, and e-bikes when entering transit vehicle lanes (bus lanes), transit platform areas, or onboard METRO transit vehicles.
 - i. Motorcycles may not be used on bike pathways, sidewalk, or other bikeways.
 - ii. Always yield to pedestrians and use bicycle lanes when available, per CVC 21207.5 and 21209.
 - i. If a bicycle lane is not available, riders shall maintain two feet distance from all pedestrians.
 - iii. Obey all state and city traffic laws and signs per CVC 21206 and 21225 and operate the device for its intended purpose and in a safe manner. Riders shall not use any wheeled device unsafely that could cause harm or injury to the rider or other patrons.
 - iv. Not ride against the direction of traffic per CVC 21202.
 - b. METRO may cause bicycles, motorized bicycles, and e-bikes to be removed or relocated under any of the following circumstances:
 - i. Bicycle, motorized bicycle, or e-bike is secured to any item other than a bicycle rack or infrastructure designed for parking bicycles.
 - ii. Prevents use of available vehicle parking spaces, vehicular travel lane, or bike lane.
 - iii. Poses a hazard or impedes pedestrian access per CVC 21235 including an ADA parking space or ADA access.
 - iv. Has been reported stolen and verified by the Agency.
 - v. Appears to be abandoned.
 - a. A bicycle, Motorized Bicycle, or e-bike is considered abandoned if it remains in the same position for more

- than 72 hours and shows signs of neglect including but not limited to, deflated tires, missing wheels, and other parts.
- b. If a locking device must be detached to remove a bicycle, Motorized Bicycle, or e-bike, METRO may remove the securing mechanism, using whatever reasonable means are necessary. METRO is not responsible for any damage to the locking device or for its replacement METRO or METRO authorized enforcement agencies' personnel may attach on to an abandoned bicycle, Motorized Bicycle, and e-bike a notice identifying the condition of the bicycle and the removal date.
- vi. Removed bicycles, motorized bicycles, and e-bikes may be recovered with proof of ownership after required fees are paid within 30 days; before they are released.
 - a. Removed bicycles, Motorized Bicycles, and e-bikes are held for a minimum of 30 days, after which time the bicycle owner is presumed to have relinquished legal title; these bicycles, Motorized Bicycles, and e-bikes are disposed of in accordance with METRO policy.

8-07-040 Motorcycles at METRO Facilities

1. Parking Motorcycles at METRO Facilities
 - a. Motorcycles shall pay as required when parking on METRO Facilities to the same extent as an Automobile would be required.
 - b. Motorcycles shall park in designated motorcycle parking spaces, if available, or within a parking space designated for automobiles.
2. METRO shall not be liable for any loss, theft, fire or damage of a motorcycle or any personal property attached thereto for any motorcycle left, parked or stored on METRO Facilities, regardless of whether the motorcycle was in an area designated for motorcycle parking.
3. Motorcycles parked in designated parking areas may not extend into the landscape and may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.
4. Motorcycles are strictly prohibited from parking, standing, and stopping in ADA parking spaces or ADA access. Violation of ADA regulations will be subject to METRO's Fee Resolution.
5. Operating Motorcycles at METRO Facilities
 - a. All riders shall:
 - i. Be required to wear helmets per CVC 27803.

- ii. Avoid operations on bike pathways, sidewalk, or other bikeways.
 - iii. Obey all state and city traffic laws and signs per CVC 21206 and 21225 and operate the device for its intended purpose and in a safe manner. Riders shall not use any wheeled device unsafely that could cause harm or injury to the rider or other patrons.
- b. METRO may cause motorcycles to be removed, relocated, or towed under any of the following circumstances:
- i. Is secured to an item that is not designed for motorcycle parking.
 - ii. Prevents use of available vehicle parking spaces, vehicular travel lane, or bike lane.
 - iii. Poses a hazard or impedes pedestrian access per CVC 21235, including an ADA parking space or ADA access.
 - iv. Appears to be abandoned.
 - a. A motorcycle is considered abandoned if it remains in the same position for more than 72 hours and shows signs of neglect including but not limited to, deflated tires, missing wheels, and other parts.

8-07-050 Micro Mobility Vehicles at METRO Facilities

1. Parking Micro Mobility Vehicles at METRO Facilities
 - i. Users shall park Micro Mobility Vehicles in defined parking spaces when designated by METRO.
 - ii. Micro Mobility Vehicles shall be parked upright or in a manner that allows clear travel in the right of way and shall not impede the boarding or departure of transit users.
2. METRO shall not be liable for any loss, theft, fire or damage of a Micro Mobility Vehicle or any personal property attached thereto for any Micro Mobility Vehicle left, parked or stored on METRO Parking Facilities, regardless of whether the Micro Mobility Vehicle was in an area designated for Micro Mobility Vehicle parking.
3. Micro Mobility Vehicles parked in designated parking areas may not extend into the landscape and may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.
4. Micro Mobility Vehicles are strictly prohibited from parking, standing, and stopping in ADA parking spaces or ADA access. Violation of ADA regulations will be subject to METRO's Fee Resolution.

5. Micro Mobility Vehicles that are incorrectly parked and/or are observed littering METRO property and METRO ROW will not be considered a Lost and Found article.
 - a. METRO will not be liable for Micro Mobility Vehicles thus violators will be subject to removal, relocation, or towing procedure and will be considered a violation.

6. Operating Micro Mobility Vehicles at METRO Facilities
 - a. All riders shall:
 - i. Cease operations of Micro Mobility Vehicles when entering transit vehicle lanes (bus lanes), transit platform areas, or onboard METRO transit vehicles.
 - ii. Always yield to pedestrians and use bicycle lanes when available, per CVC 21207.5 and 21209.
 - a. If a bicycle lane is not available, riders shall maintain two feet distance from all pedestrians.
 - iii. Shall not ride against the direction of traffic per CVC 21202.
 - iv. Obey all state and city traffic laws and signs per CVC 21206 and 21225 and operate the device for its intended purpose and in a safe manner. Riders shall not use any wheeled device unsafely that could cause harm or injury to the rider or other patrons.
 - v. Obey no ride and no parking zones, which will be designated on METRO Parking Facilities and METRO ROW.
 - a. METRO reserves the right to designate No Ride/No Parking zones at any time as deemed appropriate by METRO.
 - b. Incorrectly parked or overspill capacity shall be rectified by the Operating Company within two (2) hours between the hours of 5 AM – 12 AM daily.
 - b. METRO may cause Micro Mobility Vehicle to be removed, relocated, or towed under any of the following circumstances:
 - i. Has been reported by the Operating Company for any reason.
 - ii. Poses a hazard or impedes pedestrian access, per CVC 21235, including ADA vehicle parking space or ADA access.
 - iii. Prevents use of available vehicle parking spaces, vehicular travel lane, or bike lane.
 - iv. Is not parked in the defined parking space.

- v. Unauthorized Micro Mobility Vehicle operations conducted on METRO property or on or within a METRO parking facility or METRO ROW without approval.

Chapter 8-09

Parking Citations

This Chapter shall be known as the “Parking Citation Processing Ordinance” of METRO.

8-09-010 Authority to Contract with Outside Agencies

METRO may issue and/or process parking citations and notices of delinquent parking violations, or it may enter into a contract with a private parking citation agency, or with another city, county, or other public issuing Agency.

Any contract entered into pursuant to this section shall provide for monthly distribution of amounts collected between the parties, except amounts payable to the County pursuant to Chapter 09 (commencing with section 76000) of Title 8 of the California Government Code, or the successor statutes thereto, and amounts payable to the METRO pursuant to CVC section 4763 or the successor statute thereto.

METRO’s Board of Directors or Chief Executive Officer shall designate the officers, employees or law enforcement contractors who shall be authorized to issue notices of violation and citation and any requisite training for such persons.

8-09-020 Appeal Review Process

The agency may review appeals or other objections to a parking citation pursuant to the procedures set forth in METRO’s Administrative Code.

- a. A person who violates any provision of the Title 8 may, within twenty-one (21) days of the issuance of such notice of violation, request an initial review of the notice of violation by METRO. The request for review may be made in writing, by telephone or in person. There shall be no charge for this review. If following the initial review METRO is satisfied that the violation did not occur, or that extenuating circumstances exist, and that the dismissal of the notice of violation is appropriate in the interest of justice, METRO may cancel the notice of violation. METRO shall notify the person requesting the review of the results of the initial review. If the notice of violation is not dismissed, reasons shall be provided for the denial. Notice of the results of the review shall be deemed to have been received by the person who requested the initial review within five (5) working days following the mailing of the decision by METRO.
- b. If the Person subject to the notice of violation is not satisfied with the result of the initial review, the Person may no later than twenty-one (21) days following the mailing of the initial review decision request an administrative hearing of the violation. The request may be made by telephone, in person, or by mail. The person requesting the administrative hearing shall deposit with METRO the amount due under the notice of violation for which the administrative review hearing is requested. A person may request administrative review without payment of the

amount due upon providing METRO with satisfactory evidence of an inability to pay the amount due. An administrative hearing shall be held within ninety (90) days of the receipt of request for an administrative hearing.

If the Person prevails at the administrative hearing, the full amount of the parking penalty deposited shall be refunded.

- c. The administrative hearing shall consist of the following:
1. The person requesting the hearing shall have the choice of a hearing in person or by mail. An in person hearing shall be held within the jurisdiction of METRO, and shall be conducted according to such written procedures as may from time to time be approved by the Chief Executive Officer of METRO or the Chief Hearing Officer. The hearing shall provide an independent, objective, fair and impartial review of the contested violations. METRO will provide an interpreter for the hearing if necessary.
 2. The hearing shall be conducted before a hearing officer designated to conduct the review by METRO's Chief Executive Officer or Chief Hearing Officer. In addition, to any other requirements of employment the hearing officer shall demonstrate those qualifications, training, and objectivity as are necessary and consistent with the duties and responsibilities of the position as determined by METRO's Chief Executive Officer or Chief Hearing Officer.
 3. The person who issued the notice of violation shall not be required to participate in an administrative hearing. The issuing Agency shall not be required to produce any evidence other than the parking citation or copy thereof, photographs taken by citation issuing equipment at the time of the citation (date and time stamped), and information received from the department identifying the registered owner of the vehicle. This documentation in proper form shall be the prima facie evidence of the violation.

The hearing officer's decision following the administrative hearing may be delivered personally by the hearing officer or may be sent by first class mail.

4. The hearing officer's decision at administrative review is final except as otherwise provided by law.

If the contestant is not the registered owner of the vehicle, all notices to the contestant required under this section shall also be given to the registered owner by first-class mail.

8-09-030 Procedures of Parking Citations Issuance

Parking citations shall be issued in accordance with the following procedures:

ATTACHMENT A

- a. If a vehicle is unattended at the time that the parking citation is issued for a parking violation, the issuing officer shall securely attach to the vehicle the parking citation setting forth the violation, including reference to the section of the CVC, the METRO Administrative Code or other parking regulation in the adopted ordinance violated; the date; the approximate time of the violation; the location of the violation; a statement printed on the notice indicating that payment is required to be made not later than twenty-one (21) calendar days from the date of issuance of the parking citation; and the date by which the operation is to deposit the parking penalty or contest the parking citation pursuant to section 8-09-050. The citation shall state the amount of the parking penalty and the address of the agent authorized to receive deposit of the parking penalty.

The parking citation shall also set forth the vehicle license number and registration expiration date, if such date is readable; the last four digits of the vehicle identification number, if the number is readable through the windshield; the color of the vehicle; and, if possible, the make of the vehicle.

The parking citation or copy thereof shall be considered a record kept in the ordinary course of business of the issuing agency and the agency, and shall be prima facie evidence of the facts contained therein.

- a. The parking citation shall be served by attaching it to the vehicle either under the windshield wiper or in another conspicuous place upon the vehicle so as to be easily observed by the person in charge of the vehicle upon the return of that person.
- b. Once the parking citation is prepared and attached to the vehicle pursuant to paragraph (a), above, the issuing officer shall file notice of the parking violation with the Agency.
- c. If during issuance of the parking citation, without regard to whether the vehicle was initially attended or unattended, the vehicle is driven away prior to attaching the parking citation to the vehicle, the issuing officer shall file the notice with the Agency. The Agency shall mail, within fifteen (15) calendar days of issuance of the parking citation, a copy of the parking citation to the registered owner of the vehicle.
- d. If within twenty-one (21) calendar days after the parking citation is issued, the issuing agency or the issuing officer determines that, in the interests of justice, the parking citation should be canceled, the issuing agency shall cancel the citation, or, if the issuing agency has contracted with the a agency, shall notify the agency to cancel the parking citation. The reason for the cancellation shall be set forth in writing.
- e. If after the copy of the notice of parking violation is attached to the vehicle, the issuing officer determines that there is incorrect data on the notice, including but not limited to the date or time, the issuing office may indicate in writing, on a form attached to the original notice, the necessary correction to allow for the timely entry of the notice on the agency's data system. A copy of the correction shall be mailed to the registered owner of the vehicle.

Under no circumstances shall a personal relationship with any public official, officer, issuing officer, or law enforcement Agency be grounds for cancellation of a citation. Initial Review and Hearing shall only be candidates by a Person who has no close personal or financial relationship with the Person cited.

- f. If an agency makes a finding that there are grounds for cancellation as set forth in the METRO Administrative Code, or pursuant to any other basis provided by law, then the finding or findings shall be filed with the agency, and the parking citation shall be canceled pursuant to subsection (c)(3) of section 8-09-120.

8-09-040 Parking Administrative Penalties

- a. Administrative penalties shall initially be established by resolution of the METRO Board and amended throughout to the extent delegated to the Chief Executive Officer or Chief Hearing Officer.
- b. Administrative penalties received by METRO shall accrue to the benefit of METRO.

8-09-050 Parking Penalties Received by Date Fixed – No Contest / Request to Contest

If the parking penalty is received by the Agency and there is no contest by the date fixed on the parking citation, all proceedings as to the parking citation shall terminate.

If the operator contests the parking citation, the Agency shall proceed in accordance with section 8-09-020.

8-09-060 Parking Penalties Not Received by Date Fixed

If payment of the parking penalty is not received by METRO by the date fixed on the parking citation, the agency shall deliver to the registered owner a notice of delinquent parking violation pursuant to section 8-09-110.

Delivery of a notice of delinquent parking violation may be made by personal service or by first class mail addressed to the registered owner of the vehicle as shown on the records of the department.

8-09-070 Notice of Delinquent Parking Violation – Contents

The notice of delinquent parking violation shall contain the information required to be included in a parking citation pursuant to section 8-09-030. The notice of delinquent parking violation shall also contain a notice to the registered owner that, unless the registered owner: (a) pays the parking penalty or contests the citation within twenty-one (21) calendar days from the date of issuance of the parking citation, or (b) within fourteen (14) calendar days after the mailing of the notice of delinquent parking violation or completes and files an affidavit of non-liability that complies with section 8-09-90 or section 8-09-100, the vehicle registration shall not be renewed until the parking penalties have been paid. In addition, the notice of delinquent parking violation shall contain, or be accompanied by, an

affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing an affidavit, and instructions for returning the affidavit to the issuing agency.

If the parking penalty is paid within twenty-one (21) calendar days from the issuance of the parking citation or within fourteen (14) calendar days after the mailing of the notice of delinquent parking violation, no late penalty or similar fee shall be charged to the registered owner.

8-09-080 Copy of Citation upon Request of Registered Owner

- a. Within fifteen (15) calendar days of request, made by mail or in person, the agency shall mail or otherwise provide to the registered owner, or the registered owner's agent, who has received a notice of delinquent parking violation, a copy of the original parking citation.

The issuing agency may charge a fee sufficient to cover the actual cost of copying and/or locating the original parking citation, not to exceed two dollars (\$2.00) per page. Until the issuing or agency complies with a request to provide a copy of the parking citation, the agency may not proceed to immobilize the vehicle merely because the registered owner has received five (5) or more outstanding parking violations over a period of five (5) or more calendar days.

- b. If the description of the vehicle on the parking citation does not substantially match the corresponding information on the registration card for that vehicle, the agency shall, on written request of the operator, cancel the notice of the parking violation.

8-09-090 Affidavit of Non-liability – Leased or Rented Vehicle

A registered owner shall be released from liability for a parking citation if the registered owner files with the agency an affidavit of non-liability in a form satisfactory to METRO and such form is returned within thirty (30) calendar days after the mailing of the notice of delinquent parking violation together with proof of a written lease or lessee and provides the operator's driver's license number, name and address.

8-09-100 Affidavit of Non-liability – Sale

A registered owner of a vehicle shall be released from liability for a parking citation issued to that vehicle if the registered owner served with a notice of delinquent parking violation files with the agency, within thirty (30) calendar days of receipt of the notice of delinquent parking violation, an affidavit of non-liability together with proof that the registered owner served with a notice of delinquent parking violation has made a bona fide sale or transfer of the vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged violation. The agency shall obtain verification from the department that the former owner has complied with the requirements necessary to release the former owner from liability pursuant to CVC section 5602 or the successor statute thereto.

If the registered owner has complied with CVC section 5602 or the successor statute thereto, the agency shall cancel the notice of delinquent parking violation with respect to the registered owner.

If the registered owner has not complied with the requirement necessary to release the owner from liability pursuant to CVC section 5602, or the successor statute thereto, the agency shall inform the registered owner that the citation must be paid in full or contested pursuant to section 8-09-050. If the registered owner does not comply, the agency shall proceed pursuant to section 8-09-060.

8-09-110 Collection of Unpaid Parking Penalties

Except as otherwise provided below, the agency shall proceed under subsection (a) or subsection (b), but not both, in order to collect an unpaid parking penalty:

- a. File an itemization of unpaid parking penalties and other related fees with the California Department of Motor Vehicle collection unit pursuant to CVC section 4760 or the successor statute thereto.
- b. If more than four hundred dollars (\$400.00) in unpaid parking penalties and other related fees have been accrued by any one registered owner or the registered owner's renter, lessee or sales transferee, proof thereof may be filed with the court which has the same effect as a civil judgment. Execution may be levied and such other measures may be taken for the collection of the judgment as are authorized for the collection of unpaid civil judgments entered against a defendant in an action against a debtor.

The agency shall send notice by first-class mail to the registered owner or renter, lessee, or sales transferee indicating that a civil judgment has been filed and the date that the judgment shall become effective. The notice shall also indicate the time that execution may be levied against that person's assets, that liens may be placed against that person's property, that the person's wages may be garnished, and that other steps may be taken to satisfy the judgment. The notice shall also state that the agency will terminate the commencement of a civil judgment proceeding if all parking penalties and other related fees are paid prior to the date set for hearing. If judgment is entered, then the Agency may file a writ of execution or an abstract with the court clerk's office identifying the means by which the civil judgment is to be satisfied.

If a judgment is rendered for the agency, that agency may contract with a collection agency.

The agency shall pay the established first paper civil filing fee at the time an entry of civil judgment is requested.

- c. If the registration of the vehicle has not been renewed for sixty (60) calendar days beyond the renewal date, and the citation has not been collected by the department pursuant to CVC section 4760, or the successor statute thereto, then the agency may

file proof of unpaid penalties and fees with the court which has the same effect as a civil judgment as provided above in section 8-09-110 (a).

- d. The agency shall not file a civil judgment with the court relating to a parking citation filed with the Agency unless the agency has determined that the registration of the vehicle has not been renewed for sixty (60) calendar days beyond the renewal date and the citation has not been collected by the Agency pursuant to CVC section 4760 or the successor statute thereto.

8-09-120 Obligation of Agency Once Parking Penalty Paid

If the operator or registered owner served with notice of delinquent parking violation, or any other person who presents the parking citation or notice of delinquent parking violation, deposits the penalty with the person authorized to receive it, the agency shall do both of the following:

1. Upon request, provide the operator, registered owner, or the registered owner's agent with a copy of the citation information presented in the notice of delinquent parking violation. The agency shall, in turn, obtain and record in its records the name, address and driver's license number of the person actually given the copy of the citation information.
2. Determine whether the notice of delinquent parking violation has been filed with the department or a civil judgment has been entered pursuant to section 8-09-110 (b).
 - a. If the agency receives full payment of all parking penalties and other related fees and the agency neither files a notice of delinquent parking violation nor entered a civil judgment, then all proceedings for that citation shall cease.
 - b. If a notice of delinquent parking violation has been filed with the department and has been returned by the department pursuant to the provisions of the CVC and payment of the parking penalty has been made, along with any other related fees, then the proceedings for that citation shall cease.
 - c. If the notice of delinquent parking violation has been filed with the department and has not been returned by the department, and payment of the parking penalty along with any other fees applied by either the department or the agency or both have been made, the agency shall do all of the following:
 1. Deliver a certificate of payment to the operator, or other person making payment;
 2. Within five (5) working days transmit payment information to the department in the manner prescribed by the department;
 3. Terminate proceedings on the notice of delinquent parking violation;

4. Deposit all parking penalties and other fees as required by law.

8-09-130 Deposit of Parking Penalties with METRO

All parking penalties collected, including process services fees and costs related to civil debt collection, shall be deposited to the account of the agency, and then remitted to METRO, if METRO is not also the agency.

If METRO is not the agency, then METRO shall enter into an agreement with the agency for periodic transfer of parking citation receipts, along with a report setting forth the number of cases processed and the sums received.

8-09-140 Bailment Schedule

METRO shall adopt a penalty schedule for parking violation penalties and administrative penalties and any necessary additional procedures in furtherance of enforcement of this Code. The schedule and any procedures deemed necessary shall be subject to the approval of the Chief Executive Officer. The Schedule shall be deposited and maintained at all times by the METRO Transit Court for use and examination by the public.

Chapter 8-11

Removal of Vehicles

8-11-010 Towing and Impounding Vehicles

METRO may remove, tow or impound vehicles and vehicles other than Automobiles in accordance with CVC section 22650 et seq., including but not limited to vehicles and vehicles other than Automobiles that:

- a. Have three or more outstanding (unpaid) METRO parking violations.
- b. Have five or more outstanding (unpaid) parking violations from any agency in the State.
- c. Display lost, stolen, altered, counterfeit, or unauthorized permits.
- d. Have expired vehicle registration (more than six months), or have no license plates or other evidence of registration displayed.
- e. Park in tow away zones, such as disabled, reserved and no parking areas.
- f. Park in emergency/fire access lanes.
- g. Park on any surface not specifically marked for parking of motor vehicles, such as, but not limited to: lawns, open spaces, sidewalks, plazas, unmarked curbs, roadways, drive aisles, and bikeways.

8-11-020 Post-storage Hearing

- a. Whenever METRO directs removal of a vehicle pursuant to this Chapter, the vehicle's registered and legal owners of record, or their agents, will be provided an opportunity for a post storage hearing to determine the validity of the storage.
- b. METRO will mail or personally deliver a notice of the storage to the registered and legal owners within 48 hours, excluding weekends and holidays, and shall include all of the following information:
 1. The name, address, and telephone number of the agency providing the notice.
 2. The location of the place of storage and description of the vehicle, which shall include, if available, the name or make, the manufacturer, the license plate number, and the mileage.
 3. The authority and purpose for the removal of the vehicle.

ATTACHMENT A

4. A statement that, in order to receive their post storage hearing, the owners, or their agents, shall request the hearing in person, writing, or by telephone within ten (10) days of the date appearing on the notice.
- c. The post storage hearing shall be conducted within forty-eight (48) hours of the request, excluding weekends and holidays. METRO may authorize its own officer or employee to conduct the hearing if the hearing officer is not the same person who directed the storage of the vehicle.
- d. Failure of either the registered or legal owner, or his or her agent, to request or to attend a scheduled hearing shall satisfy the post storage hearing requirement.

ATTACHMENT B

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: Willow, Wardlow, Del Amo, Artesia, Willowbrook/Rosa Parks, 103rd St/Watts Towers, and Florence. Metro Green Line Stations at: Norwalk, Lakewood Blvd, Long Beach Blvd, Avalon, Harbor Freeway, Vermont/Athens, Crenshaw, Hawthorne/Lennox, Aviation/LAX, El Segundo, Douglas and Redondo Beach and Metro Red Line Stations at: Westlake/MacArthur Park, Universal City/Studio City and North Hollywood. Metro Gold Line Stations at: Atlantic, Indiana, Lincoln Heights/Cypress, Heritage Square, Fillmore, Sierra Madre, Arcadia, Monrovia, Duarte/City of Hope, Irwindale, Azusa Downtown and APU/Citrus College. Metro Expo Line Stations at 17th St/SMC, Expo/Bundy, Expo/Sepulveda, Culver City, La Cienega/Jefferson, and Expo/Crenshaw. 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 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;

ATTACHMENT B

WHEREAS, Metro is entering an agreement with car share and micro mobility vehicle operators subject to the negotiated license agreement which will set aside designated areas for these operators;

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 February 1, 2018 at all Metro Parking Facilities.

SECTION 2. As used in this Resolution, the term “daily”, for transit patrons, means a consecutive 24-hour period commencing upon the time of entry of a vehicle into a parking facility. The term “daily” for public patrons, means a consecutive 24-hour period, unless time restrictions do not allow for 24 consecutive hours, then “daily” refers to the time of entry into the parking facility until the expiration of the time limitation, not exceeding 24-hours. All “daily” parking commences at 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 on-street and off-street parking facilities 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 the METRO CEO, 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 Willow Blue Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.

ATTACHMENT B

- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 8. The following fees are established at the Metro Willowbrook/Rosa Parks Blue Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 9. The following fees are established at the Metro 103rd St/Watts Tower Blue Line Station:

ATTACHMENT B

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 10. The following fees are established at the Metro Florence Blue Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
 - c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
 - c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

ATTACHMENT B

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 16. The following fees are established at the Metro Vermont/Athens Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 18. The following fees are established at the Metro Hawthorne/Lennox Green Line Station:

Parking information and rates shall be as follows:

ATTACHMENT B

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 19. The following fees are established at the Metro Aviation/LAX Green Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 20. The following fees are established at the Metro El Segundo Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 21. The following fees are established at the Metro Douglas Green Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 22. The following fees are established at the Metro Redondo Beach Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

ATTACHMENT B

SECTION 23. The following fees are established at the Metro Westlake/MacArthur Park Red Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 24. The following fees are established at the Metro Universal City/Studio City Red Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 25. The following fees are established at the Metro North Hollywood Red Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 26. The following fees are established at the Metro Atlantic Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Daily parking rate for non-transit users without verified ridership within 96 hours of parking their vehicle will require \$3.00 rate per 3 hour period with a maximum parking time of 3 hours.

ATTACHMENT B

Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 28. The following fees are established at the Metro Lincoln/Cypress Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 29. The following fees are established at the Metro Heritage Square Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 30. The following fees are established at the Metro Fillmore Gold Line Station:

Parking information and rates shall be as follows:

ATTACHMENT B

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.
- c. Rates may be negotiated between Metro and tenant, government or business entity.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 31. The following fees are established at the Metro Sierra Madre Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 32. The following fees are established at the Metro Arcadia Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 33. The following fees are established at the Metro Monrovia Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Daily parking rates for non-transit users without verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

ATTACHMENT B

SECTION 34. The following fees are established at the Metro Duarte/City of Hope Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 35. The following fees are established at the Metro Irwindale Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
 - c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 36. The following fees are established at the Metro Azusa Downtown Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 37. The following fees are established at the Metro APU/Citrus College Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
 - c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 38. The following fees are established at the Metro 17th St/SMC Expo Line Station:

ATTACHMENT B

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 39. The following fees are established at the Expo/Bundy Expo Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 40. The following fees are established at the Metro Expo/Sepulveda Expo Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Non-transit monthly permit parking will require a \$120.00 monthly flat rate.
- d. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 41. The following fees are established at the Metro La Cienega/Jefferson Expo Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 42. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:

ATTACHMENT B

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- c. Rates may be negotiated between Metro and tenant, government or business entity.

Parking is only available from Monday at 2 AM through Sunday at 2 AM.

SECTION 43. The following fees are established at the Metro Chatsworth Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 44. The following fees are established at the Metro Sherman Way Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 45. The following fees are established at the Metro Canoga Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 46. The following fees are established at the Metro Pierce College Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 47. The following fees are established at the Metro Reseda Orange Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.

ATTACHMENT B

- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 48. The following fees are established at the Metro Balboa Orange Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 49. The following fees are established at the Metro Sepulveda Orange Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 50. The following fees are established at the Metro Van Nuys Orange Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 51. The following fees are established at the Metro El Monte Silver Line Station:

Parking information and rates shall be as follows:

ATTACHMENT B

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 52. The following fees are established at the Metro Slauson Silver Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 53. The following fees are established at the Metro Manchester Silver Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 54. The following fees are established at the Metro Rosecrans Silver Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 55. The following fees are established at the Metro Harbor Gateway Transit Center Silver Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Rates may be negotiated between Metro and tenant, government or business entity.
- e. METRO CEO is hereby authorized to adjust parking rates based on parking demand.

SECTION 56. The following fees are established at Los Angeles Union Station Gateway:

ATTACHMENT B

Parking information and rates shall be as follows:

- a. Each 15 minutes is \$3.00.
- b. Daily Maximum shall be \$8.00 per entry per every 24 hour stay.
- c. Monthly fees for the general public are \$110.00 monthly flat rate.
- 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.
Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.

SECTION 57. The following fees are established at Los Angeles Union Station West:

Parking information and rates shall be as follows:

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

SECTION 58. 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.

- a. The METRO CEO is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand.
- b. 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.
- c. The METRO CEO will review and authorize adjustments to the parking rates pursuant to the parking management program, parking demand and the targeted occupancy levels. Parking rate adjustments requires 30 days' notice for pricing changes (increase or decrease) and only allows for price adjustments every 90 days. Parking rate adjustments will be within the current Metro Board approved fee structure and range.

ATTACHMENT B

SECTION 59. The following fees shall be established for all parking permits:

- a. Initiation fee of parking passes or permits, including access cards, shall be a non-refundable fee of up to \$25.00.
- b. Replacement of a lost or stolen parking permit or access card shall be up to \$25.00.
- c. Permit holder must maintain permit eligibility requirements as defined in the permit program terms & conditions. Patrons not meeting the eligibility requirements may file an appeal for exemption. The application administration fee is up to \$10.00 per application.
- d. Any vehicle parked over 72 consecutive hours requires an Extended Parking Permit. Extended Parking Permit administration fee of \$10.00 flat rate will be assessed per application.
- e. Permit holders requesting a monthly statement to be mailed to a physical address will be charged an administrative fee up to \$5.00.

SECTION 60. Short-term reserved parking may be purchased by phone or by internet web-page.

SECTION 61. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION 62. Transit parking rates also encompass non-Metro public transit agencies that accept Metro's TAP Card as fare payment.

SECTION 63. Daily parking fees, where applicable, are valid seven days per week.

SECTION 64. All parking rates set forth in this Resolution include city's parking tax, if applicable.

SECTION 65. Permit holders, including all monthly carpool participants, must maintain permit eligibility requirements as defined in the permit program terms & conditions.

SECTION 66. Parking is available on a first-come, first-served basis.

SECTION 67. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will not exceed a \$5.00 daily flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution. Monthly parking rates for transit users with verified ridership will not exceed a \$99.00 flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution.

SECTION 68. The following fees are established for each type of violation:

	Chapter	Title	Citation Fee
1	8-01-100	Permissions, Space Assignment, Signage and Parking Management Approvals	\$63.00
2	8-05-030	Illegal Parking Outside of a Defined Parking Space or Parking	\$63.00

ATTACHMENT B

		Space Markings	
3	8-05-040	Failure to Obey Signs	\$63.00
4	8-05-050	Exceeding Posted Time Limit	\$53.00
5	8-05-060	Temporary No Parking	\$53.00
6	8-05-070	Restricted Parking	\$53.00
7	8-05-080	Parking Within Marked Bicycle Lane	\$63.00
8	8-05-090	Illegal Parking in Loading Zone	\$53.00
9	8-05-100	Vehicle Exceeds Load Size Limit	\$53.00
10	8-05-110	Disconnected Trailer	\$53.00
11	8-05-120	Bus Loading Zones	\$263.00
12	8-05-130	Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone	\$53.00
13	8-05-140	No Parking – Alley	\$53.00
14	8-05-150	Illegal Parking in Red Zones	\$53.00
15	8-05-160	Vehicle Parked Seventy-Two (72) or More Hours	\$53.00
16	8-05-170	Improperly Parked on Parking Grades	\$63.00
17	8-05-180	Improperly Parked in Angled Parking	\$63.00
18	8-05-190	Double Parking	\$53.00
19	8-05-200	No Parking Anytime/Posted Hours	\$53.00
20	8-05-210	Wrong Side Two Way Traffic or Roadway	\$53.00
21	8-05-220	Blocking Street or Access	\$53.00
22	8-05-230	Parking Special Hazard	\$53.00
23	8-05-240	Illegal Parking at Fire Hydrant	\$68.00
24	8-05-250	Illegal Parking at Assigned / Reserved Spaces	\$53.00
25	8-05-260	Illegal Parking at Taxicab Stands	\$53.00
26	8-05-270	Illegal Parking at/ Adjacent to a Landscape Island or Planter	\$53.00
27	8-05-280a	Failure to Properly Register Vehicle License Plate Information	\$53.00
28	8-05-280b	Parking in a Permit Parking Spaces Without a Permit	\$53.00
29	8-05-280c	Display and Altered, Counterfeit, or Expired Permit	\$53.00
30	8-05-280d	Display a Permit Registered to Another Vehicle	\$53.00
31	8-05-280e	Failure to Properly Display the Permit as Instructed by Parking Terms and Conditions	\$53.00
32	8-05-310	Permit Penalty Provisions	\$53.00
33	8-05-320	Expired Meter or Pay Station	\$53.00
34	8-05-330	Parking Facilities Cleaning, Maintenance and Capital Projects	\$53.00
35	8-05-340	Electric Vehicle Parking Spaces	\$53.00
36	8-05-350	Parking on Sidewalk/ Parkway	\$53.00
37	8-05-370	Peak Hour Traffic Zones	\$53.00
38	8-05-380	Parking Prohibition for Vehicles Over Six Feet High, Near Intersections	\$53.00
39	8-05-400	Car Share, Vanpool, or Micro Mobility Vehicle Authorization Required	\$53.00
40	8-05-410	Speed Limit	\$53.00
44	8-05-420	Motor Vehicle Access	\$63.00
42	8-05-440	Accessible Parking Spaces Designated for Vehicle Operators with Disabilities	\$338.00

ATTACHMENT B

43	8-07-030a	<u>Improperly Parked Bicycles outside of Designated Bicycle or Micro Mobility Vehicle Parking Areas</u>	<u>\$100.00</u>
44	8-07-030b	Bicycle parked in Landscaped Areas Violation	\$38.00
45	8-07-040c	<u>Operation of Motorcycles on Bicycle Pathways or Sidewalks</u>	<u>\$100.00</u>
46	8-07-050a	<u>Improperly Parked Micro Mobility Vehicles outside of Designated Micro Mobility Vehicle Parking Areas</u>	<u>\$100.00</u>
47	8-07-050b	<u>Operation of Micro Mobility Vehicle on Transit Platform, Transit Vehicle Lane, or Transit Vehicle</u>	<u>\$100.00</u>
48	8-07-050c	<u>Improperly Parked Micro Mobility in ADA Spaces and ADA Accessible path of travel for Vehicle Operators with Disabilities</u>	<u>\$338.00</u>
49	8-07-050c	<u>Abandoned Micro Mobility Vehicle on transit platform, transit vehicle lane, or transit vehicle</u>	<u>\$338.00</u>

SECTION 69. The Parking Fee Resolution adopted by the Metro Board of Directors on, May 18 2017, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION 70. 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 71. 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.

Attachment C – Fee Structure Survey

City	Permit Fee	Application Fee	Per Vehicle Fee	Performance Bond	ROW Maint. and Repair Fee
Culver City	-	-	\$1/day	-	-
Duarte	-	-	-	-	-
Long Beach	\$25,000	-	\$120/annually (\$40 in low-income)	-	-
Los Angeles	\$20,000	N/A	\$130/annually (\$39 in low-income)	\$80/vehicle/annually	-
Santa Monica	\$20,000	-	\$130/annually	-	\$1/day/vehicle
San Francisco	\$25,000	\$5,000	N/A	N/A	\$10,000/year
Oakland	\$30,000	\$2,500	\$64	N/A	N/A
Austin, TX	\$30	-	\$1/day/vehicle	\$100/vehicle/annually	-
Denver, CO (RTD)	\$150	\$15,000	\$30	-	-
Minneapolis, MN	-	-	\$20	-	-
Indianapolis, IN	-	\$15,000	\$1/day	-	-
Raleigh, NC	\$290	-	\$300/annually	-	-
San Antonio, TX	\$500	-	\$10/annually	-	-
Washington D.C.	\$50	\$250	-	\$10,000	\$25 1-time Tech. Fee; \$100 Annual Fee

Attachment D – Other Surveys Results

Survey Results: Operating Companies	
Would you prefer a designated space specifically for your brand or would you prefer a combined space where multiple brands can park? (5/7)	40% Designated Space 40% Combined Space 0% Neither 20% Either/Or – doesn't matter
If you prefer a designated space for your brand, how critical is it if a METRO authorized Micro Mobility Vehicle utilizes your designated space? (5/7)	20% Very critical – the space should be designated for my brand only 0% Somewhat critical – the space should be primarily designated for my brand, but it wouldn't be a big deal 60% Not critical – doesn't matter if another brand uses the space 20% Not applicable – I don't want a designated space
Do you have an infrastructure design or concept for scooter parking? (EG: rack, bin, etc.) (5/7)	80% Yes 0% No 20% Not planning to design infrastructure
If you have an infrastructure design or concept, is it a proprietary design? (IE: will it accommodate other brands or your specific brand) (5/7)	20% Yes 60% No 20% Not planning to design infrastructure
If you have an infrastructure design or concept, would you be willing to share the infrastructure with other brands? (5/7)	60% Yes 20% No 20% Not planning to design infrastructure
How critical is it for your scooter(s) to be actively charging while parked/docked at a station? (5/7)	20% Very critical – the ability to have fully charged scooters would be great 60% Somewhat critical – I could live with or without it 20% Not critical – not a major concern 0% Don't care
If the Micro Mobility Vehicle program is adopted at the end of April, will you be ready for the program launch in May/June? (3/7)	100% Yes

Survey Results: Cities in Los Angeles County

<p>What is your city's intention in regards to Micro Mobility Vehicles (aka e-scooters)? (30/272)</p>	<p>13.3% 70% 13.3% 3.3%</p>	<p>Informal (temporary) band Manage or regulate through an administrative Formal ban Do nothing</p>
<p>If your city/local jurisdiction is administering a Micro Mobility Vehicle (e-scooter) program, will you permit Operating Companies a 2 hour window to rectify incorrectly parked scooters? (22/272)</p>	<p>29.17% 4.17% 4.17% 62.5%</p>	<p>Yes Yes, but only 1 hour No Not applicable</p>

Attachment E – Geofencing Research Findings

With the rising popularity of dockless micro-mobility vehicles, geofencing has become a tool to curb random parking by users. Geofencing is used by operating companies to manage micro-mobility vehicles through the global positioning system (GPS), radio-frequency identification (RFID), wireless fidelity (Wi-Fi), or other cellular data functions by triggering a pre-programmed action when a mobile device or RFID tag enters or exits a geographical location, known as a “geofence”.

In order to use geofencing as a management tool, an administrator or developer must first establish a virtual boundary around a specified location in GPS- or RFID-enabled software. When an authorized device enters or exits the specified boundary of a geofence, it will trigger a programmed response.

Geofencing boundaries are most commonly demarcated within a mobile application, and users need to opt in to location services for the geofence to work. For example, users have to download an application (“app”) that will deliver information about the service which is managed by the operating company.

As part of LADOT’s dockless mobility pilot program, operating companies are required to integrate with the city’s MyLA311 system, which is used by the public to report incorrectly parked scooters. LADOT also requires operating companies to close out outstanding MYLA311 service request tickets. Operating companies are required to respond to open service requests within a two (2)-hour window. Failure to respond to open service requests within the prescribed time frame may result in revocation of their permit or a reduction of existing fleet size.

Metro staff spoke with three (3) cities in Los Angeles County and four (4) agencies outside of LA County regarding their experience with geofencing. While it is too early for city staff to give an opinion about their experience, they voiced concerns about operator accuracy in setting up the vehicles for geofencing and managing them. Since operators may not geofence every vehicle accurately, there are situations more vehicles littered at the locations than the system indicated. All of the comments from cities included the importance of having a strong enforcement policy and dedicated personnel for carrying out the duties of enforcement in the field. Table below details responses from the agencies.

City	Geofencing
Los Angeles, CA	The City reserves the right to determine where vehicle parking is prohibited or to create geo-fenced stations within certain areas where vehicles shall be parked. The City will make this information available via the check-parking API or alternative method.
Santa Monica, CA	In Santa Monica, companies like Bird and Lime introduced a geo-speed-limiting feature which allows the company to instantly slow a scooter’s speed while within the boundaries of a geofenced site. Once the geo-speed-limiting feature is activated the operating

	company sends a push notification to the user’s smart phone, notifying the rider when he or she has entered a reduced speed zone.
Long Beach, CA	Each vendor will be allowed to deploy an initial 150 scooters during the pilot program and will be required to identify, geo-fence, and physically mark locations for placement of the scooter fleet during initial deployment and daily rebalancing. Each operator will be required to geo-fence their designated operating area for the purpose of nightly charging and re-deployment. In addition, operators will be required to use city-approved floor graphic decals to mark drop zones for scooters located in the public right-of-way that also must be geo-fenced on the vendor’s app.
Austin, TX	Austin requires operating companies to build in the capability to let users know when they have parked in a geofenced, city-approved parking area with the use of the app.
Denver, CO (RTD)	The agency has requested that operators employ geofencing to emphasize specific areas where parking and riding is prohibited or where parking is encouraged.
Minneapolis, MN	If officials see patterns of parking violations in certain areas, they could impose additional restrictions on where scooters can be left, or “geofencing”.
San Antonio, TX	The San Antonio City council has discussed building more parking spaces for scooters and using GPS to keep alert riders about being in restricted areas.

Micro Mobility Vehicles Program

Planning and Programming Committee; Thursday, April 17, 2019; Legistar File I.D.#: 2019-0086



DISCUSSION

- Staff introduced Micro Mobility Vehicles Program at Planning and Programming Committee meeting in March 2019
- Staff was asked to provide additional information on the proposed program. The item carried over to April 2019 meeting for further discussion.
 - Location Categories & Concepts
 - Geo-Fencing Technology
 - Revised Fee Structure Recommendation
 - Equity Platform



LOCATION CATEGORIES

Category	Description	Example Station
Category 1	Station with a feasible parking facility at the station.	North Hollywood, Norwalk, Willow
Category 2	Station with a non-feasible parking facility, but has sufficient space near or around the station to accommodate scooter parking.	Expo/Sepulveda, Westlake/MacArthur Park, Irwindale
Category 3	Station with no parking facility, but with sufficient space near or around the station to accommodate scooter parking.	Palms, Westwood/Rancho Park
Category 4	Station with no parking facility and without sufficient space near or around the station to accommodate scooter parking.	Hollywood/Vine, Expo/USC, 26 th St/Bergamot

LOCATION CATEGORIES

Category	# of Stations
Category 1	61
Category 2	24
Category 3	14
Category 4	67

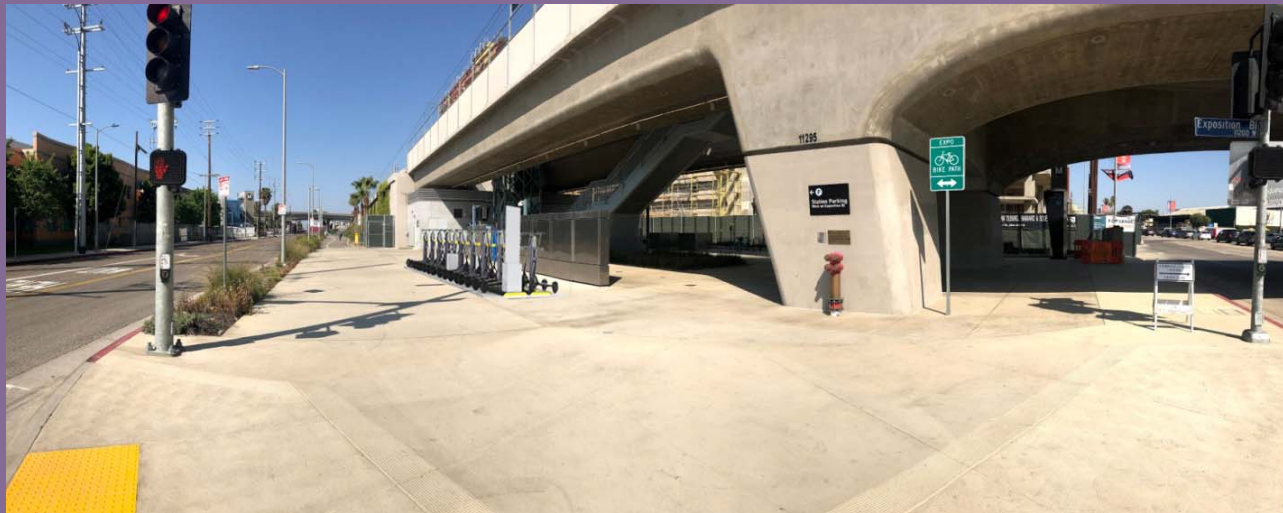
EXAMPLE: CATEGORY 1



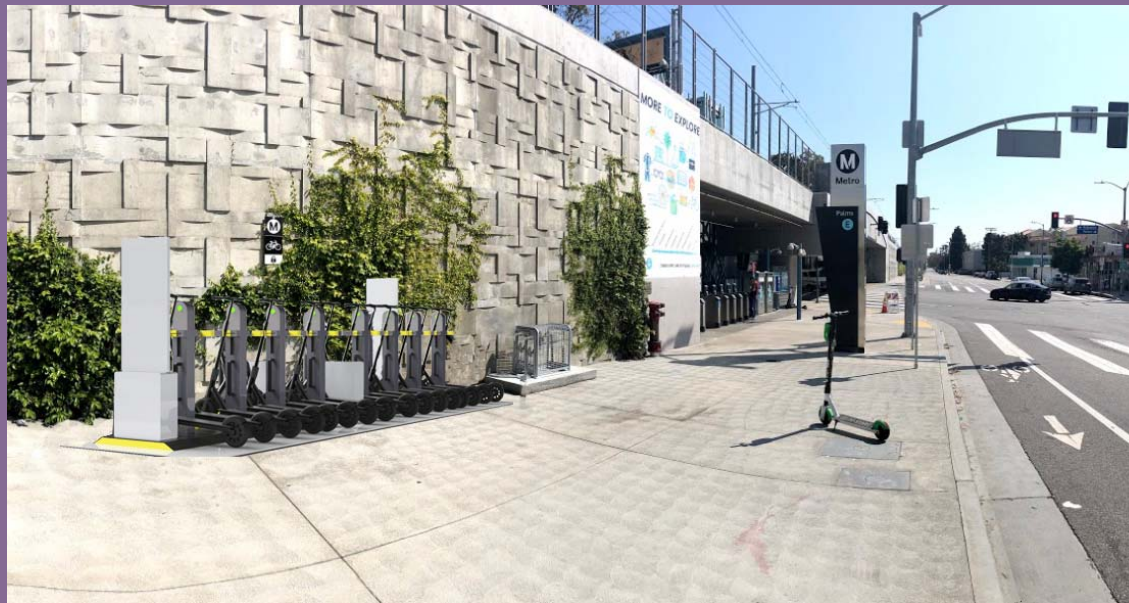
Metro

North Hollywood

EXAMPLE: CATEGORY 2



EXAMPLE: CATEGORY 3



Palms



Metro

EXAMPLE: CATEGORY 4



Farmdale



PROPOSED FEES & ESTIMATED REVENUE

Category	Proposed Application Fee	Proposed Fee	Proposed Violation Fee
Category 1	\$1500 per license agreement	\$125 per space per month	\$100 per occurrence
Category 2	\$1500 per license agreement	\$175 per space per month	
Category 3	\$1500 per license agreement	\$250 per space per month	

- Estimated Revenue
 - \$553,000 License Agreement + \$10,500 Application + Violation Fee
 - Gross Revenue Estimate = \$600,000 annually - \$150,000 Enforcement Cost
 - Net Revenue Estimate = \$450,000



NEXT STEPS

➤ Next Steps

- Continue outreach effort and obtain input
- Conduct Additional Inter-Departmental Meeting
- Return to the Board for adoption in May 2019