

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
17	04/13/09	Open	Action	04/07/09

Subject: Charging for Parking at Light Rail Park-and-Ride Lots

## ISSUE

Whether or not to authorize charging \$1 per day for parking at RT light rail park-and-ride lots and authorize the General Manager/CEO to implement charging.

## RECOMMENDED ACTION

Adopt Resolution No. 09-04-\_\_\_\_\_, Authorizing Charging \$1 Per Day for Parking at Light Rail Park-and-Ride Lots, and Authorizing the General Manager/CEO to Implement Charging.

## FISCAL IMPACT

Estimated annual revenue after start up costs are \$1 million per year charging \$1 per day. Initial start-up costs are estimated at \$210,000 for equipment, installation and support.

## DISCUSSION

At the RT Board Meeting on February, 23, 2009, information was presented to the Board related to proposed parking fees at light rail park-and-ride lots. Board Members requested that staff provide them with information concerning each lot, including the impact to surrounding properties and neighborhoods and what out reach efforts would be taken in the event parking fees were approved.

Staff requests Board approval to take the necessary steps to implement charging parking fees at these lots. In support of its recommendation, staff will present information regarding the conditions at each park-and-ride lot and the potential impacts on surrounding areas.

The Board will be provided detailed outreach plans designed to mitigate the impacts of the parking fees. Attachments 1 and 2 are letters of support from the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Sacramento Area Bicycle Advocates (SABA).

### *FOCUS GROUPS*

At the February 23, 2009 RT Board Meeting, the Board received copies of the Focus Group report. The focus groups concluded that a \$1 parking fee would not discourage ridership and the preferred methods of payment are included in this implementation plan. These conclusions are supported by the attached SMAQMD and SABA letters.

### *REVENUE/COSTS*

An analysis shows that charging \$1 per day would generate an additional \$1,000,000 annually. Additional revenue may result from parking citations, although it is difficult to estimate such an

Approved:



General Manager/CEO

Presented:



Chief of Facilities and Business Support Services



Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
17	04/13/09	Open	Action	04/07/09

Subject: Charging for Parking at Light Rail Park-and-Ride Lots

impact. However, the City of Sacramento receives more income from violations than they do from the collection of parking fees. Therefore, RT anticipates it may reasonably assume up to \$500,000 in revenue from parking citation. The costs per station for equipment are estimated to be approximately \$4,500, with collection being accomplished by existing personnel who currently service the Fare Vending Machines (FVM). Enforcement of the parking regulations will be accomplished with existing staff. It is contemplated that parking passes will be sold online; combined with passes; and using other technologies including a hybrid smart card, Radio Frequency Identification (RFID) cards/stickers and printed parking passes. The budget estimate is \$220,000 to implement charging for parking at light rail park-and-ride lots. This includes purchasing vending machines (\$94,500), electronic equipment, Web site work, signage, media (both parking tickets and citations), outreach (\$15,000), and a 15 percent contingency.

### *OUTREACH*

The outreach plan is focused on public notification to ensure that riders who park at the lots know about this change prior to implementation. In addition to the outreach conducted by Facilities Management staff to neighborhoods and businesses adjacent to RT park-and-ride lots, Marketing and Communications staff will implement a six-month public awareness campaign to inform and educate RT passengers and potential passengers.

Marketing and Communications staff will utilize both electronic and print materials to introduce the new fee, provide detailed step-by-step instructions on how to pay, and publicize the rules and conditions of use. Notifications will be issued at monthly intervals to “remind” passengers of the implementation date.

Electronic media will include the RT Web site; Facebook page; “Transit Talk with the General Manager” online chat; e-mail blasts to Transportation Management Associations, major employment sites and community groups.

Print materials will include news releases; Next Stop News passenger newsletter; mini-posters on buses and light rail trains; rack cards on buses and light rail trains; flyers placed on cars at all park-and-ride lots; timetable book; system map; light rail station kiosk signage, A-frame signage at park-and-ride lots; and The Connection employee newsletter.

Prior to the implementation of the new fee, RT staff will provide demonstrations on how to use vending machines at key park-and-ride lots. For demonstration purposes, a vending machine will be placed at the Customer Service and Sales Center at 1225 R Street where staff will provide instruction on its use.

During the first week of implementation, RT staff will also be available at key park-and-ride lots to provide assistance.

### *SALES AND PERMITS*

The implementation will include several options for patrons related to the sale of parking permits: online Web site sales, on site sales, sales at RT’s Customer Service and Sales Center, and bundled with monthly passes. The Web site sales are part of new sales venues approved by the



Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
17	04/13/09	Open	Action	04/07/09

Subject: Charging for Parking at Light Rail Park-and-Ride Lots

Board earlier this year. As part of this expansion, customers will be able to purchase most of the products sold by RT via a Web-based sales tool using a service such as PayPal. Another choice for riders is using a new RT Parking Card to debit their account based upon usage at the light rail station parking vending machine. Onsite sales will be accomplished using a vending machine located near the Fare Vending Machine (FVM). The vending machine will accept cash, credit and RT Parking Cards. To use the patron enters their parking stall number and pays; the vending machine keeps a record of which stalls have been paid for by this method. At RT’s Customer Service and Sales Center, a patron will be able to purchase either a RT Parking Card or a Radio Frequency Identification (RFID).

The RT Parking Card functions much like a gift card. It has a set amount of money in its “purse” (stored value) and debits that amount as it is used. The card can be refilled with additional funds either at the RT Customer Service and Sales Center or online.

The RFID tag is a duration type pass similar to the RT Parking Card with patrons choosing their funding choices. The patron purchases a week or month for their tag, which allows the patron to park for that period of time at any RT park-and-ride lot. The RFID tag’s expiration can be extended. The patron can choose to add funds to pay for additional periods. The patron places the RFID tag in the vehicle to identify the car to RT staff as having paid.

The parking lot vending machines planned for this implementation are large vandalism-resistant machines currently in use at a number of downtown Sacramento locations. The machines are fabricated from metal and are robust in their design. The customer receives a receipt from the machine at the time of purchase.

**ENFORCEMENT**

Enforcement of a parking charge is allowed by citation upon authorization by the RT Board as allowed under Vehicle Code Section 40200. At a subsequent Board Meeting, the Board will be asked to authorize citations for non-payment of the parking fee. Staff will develop rules and regulations that provide appropriate administrative review and appeals similar to those processes developed for implementation of Senate Bill 1561. The adjudication process will offer persons cited for non-payment of the parking charge with an opportunity to appeal the fine and/or demonstrate they did not commit the violation. RT will retain 100 percent of these citation fees and penalties.

Security guards at the light rail stations will provide monitoring as part of their rounds within the parking lots. RT staff will be notified by the security guards of violations. Warnings and citations may be issued by authorized RT staff, Police Officers and designated security guards. Police Officers would not include this as a part of their normal duties, but will have the ability to write citations if needed.

Warnings will be issued for the first 60 days following the implementation of parking fees at each park-and-ride location. Additional warnings may be issued in lieu of writing a citation. Citations are intended to be used for repeat violators. Warnings will require payment of the parking fee, but may waive the enforcement penalties except in the cases of repeated violations.



Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
17	04/13/09	Open	Action	04/07/09

Subject: Charging for Parking at Light Rail Park-and-Ride Lots

The RT Facilities Management department will maintain the parking lot vending machines. The funds will be collected by the FVM team while on site collecting funds from the FVMs.

Staff believes that an agreement will be needed with Caltrans related to the Watt/I-80, Roseville Road, and Watt/I-80 West light rail stations, because these park-and-ride lots are located within Caltrans' right of way. The Caltrans approval process is expected to take 30 days. Agreements may also be necessary for the Glenn and Iron Point light rail station park-and-ride lots, which are owned by the City of Folsom but operated and maintained currently by RT. Staff does not believe that these exceptions will pose significant problems to the uniform implementation of parking fees at all park-and-ride lots. If the Board approves this item, staff will formally begin discussions with Caltrans and the City of Folsom.

**IMPACT**

Attachment 3 includes summaries and aerial photographs specific to each park-and-ride lot. As part of our analysis each lot was visited and surveyed for potential problems. Most of the lots are isolated. In other cases the park-and-ride lots are more attractive for long term parking because of the presence of the security guards. The common concern from RT's security team is that this work will cause the security guards to spend more time in the parking lots and some what less time on the platforms.

Our analysis concluded potential problems may be experienced at the following stations: Watt/Manlove, Mather Mills, Sunrise, Iron Point, Historic Folsom, Florin, and Meadowview stations. A common potential problem with each of these stations is the migration of riders into communities and businesses adjacent to our park-and-ride lots. In each of these cases, we have identified the expected impact areas and will work with the cities and county to mitigate the effects prior to implementation.

**SUMMARY**

The attached Resolution will approve a \$1 parking charge at all RT park-and-ride lots. The Resolution directs the GM/CEO to return to the Board with an ordinance establishing administrative rules and regulations for RT Parking program. Attachment 4 provides a schedule showing the tasks to be completed, the longest of which will be stall numbering and installation of the vending machines.

Staff recommends adoption of the resolution so that RT can begin the work of implementing the proposed parking fees by October 1, 2009 to help meet fiscal year 2009 budget requirements.





March 18, 2009

Regional Transit Board of Directors  
Sacramento Regional Transit District  
P.O. Box 2110  
Sacramento, CA 95812-2110

**Subject: Charging for Parking at Light Rail Park and Ride Lots**

Dear Chair Cohn and Board of Directors:

On February 23, 2009, the Board of Directors heard an informational report from staff titled "Charging for Parking at Light Rail Park and Ride Lots" which discussed the effects of charging for parking at Regional Transit park and ride lots. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is supportive of the parking charges because it will help further its mission of "protecting public health and the environment by achieving clean air."

The majority of exhaust emissions from automobiles comes from the cold start (starting the car) and the hot soak (shutting off the car), not driving the car. While shortening vehicle trips through park-and-ride lots is helpful for reducing criteria air pollutants and their precursors, eliminating vehicle trips is the most valuable way to reduce emissions. Charging for parking at park-and-ride lots would encourage transit users to leave their cars at home and utilize walking, bicycles, carpooling or buses to complete their trips.

Like most transit agencies in the State, Regional Transit is currently looking for ways to cover losses from the State Transit Assistance Fund and falling sales tax revenues. Regional Transit currently has the second highest base fare in California and additional fare increases or service cuts would be detrimental to effectively get people out of their cars. Charging for parking would provide Regional Transit additional funding to meet their mission, whose success is a critical component for meeting the District's objective of reducing vehicle trips and their attendant emissions.

At the February 23, 2009 meeting, several RT Board members expressed reservations regarding paid parking, especially with respect to spill-over parking. While these concerns are serious, SMAQMD believes that local jurisdictions would be able to adopt policies to mitigate these impacts, such as installing permit parking around park-and-ride lots, time limits in commercial lots, or other neighborhood parking policies and enforcement measures. SMAQMD believes that the health and air quality benefits of charging for parking are significant and encourages Regional Transit to work with the local jurisdictions to mitigate these issues to the best of their ability.



SMAQMD staff thanks the District for the opportunity to present our comments and any questions may be sent to Paul Philley (916-874-4882 | [pphilley@airquality.org](mailto:pphilley@airquality.org)).

Sincerely,

A handwritten signature in dark ink, appearing to read "L. Greene", written in a cursive style.

Larry Greene  
Executive Director/Air Pollution Control Officer  
Sacramento Metropolitan Air Quality Management District

cc: Mike Wiley, General Manager/CEO





Attachment 2

REGIONAL TRANSIT

MAR - 9 2009

Clerk To The Board

909 12<sup>th</sup> Street Ste 114 Sacramento, CA 95814 (916) 444-6600 [www.sacbike.org](http://www.sacbike.org)

Regional Transit Board  
Sacramento Regional Transit  
P.O. Box 2110  
Sacramento, CA 95812-2110

Advisory Board

**Jane Hagedorn**  
CEO  
*Breathe California of  
Sacramento-Emigrant Trails*

**Dr. Eric Heiden**  
Orthopaedic Surgeon  
*Sports Medicine UC Davis*

**Wendy Hoyt**  
President  
*The Hoyt Company*

**Matt Kuzins**  
President  
*Matt Kuzins & Kumpany*

**Michele McCormick**  
Principal  
*MMC Communications*

**James Moose**  
Partner  
*Remy, Thomas, Moose and  
Manley, LLP*

**Craig Stradley**  
Principal  
*Mogavero Notestine  
Associates*

**Jim Streng**  
Partner  
*Streng Brothers Rentals*

March 5, 2009

Re: Parking charges at Park and Ride lots

Dear Board Members:

The Sacramento Area Bicycle Advocates urges you to approve parking fees at Regional Transit Park and Ride lots. Regional Transit should be willing to take the lead on a progressive and symbolic policy change.

Access to light rail stations—the “last mile”—is vitally important. We believe the very best access, based on cost-effectiveness and other factors, is provided by walking, biking and buses via Complete Streets. Access via car conflicts with and discourages these other modes.

Perhaps more importantly, having parking lots at light rail stations is contrary to the principles of Transit Oriented Development and RT's draft Transit Master Plan. While conditions may vary based on the urban or suburban context, parking lots are not the highest and best use of land near the community's enormous investment in station, tracks and trains.

Parking lots tend to be active only for a few hours in the morning and afternoons on weekdays. The rest of the time they are virtually empty of life and become a barren, but expensive automobile warehouse. Parking lots do not maximize transit use or activate the area; they hamper transit use and minimize activity.

In general, we believe RT should not be in the vehicle parking business. If it is to engage in the parking business, it should operate in a businesslike matter and charge what the market will bear. Parking is a commodity that has real value and is available only after the outlay of real expenses. It is likely that a great many light rail riders park at RT lots primarily to avoid paying for parking in the central city. Parking is never free, whether it is provided at a station, shopping center, on the



street or downtown. The consistent, and seemingly uniformly expected, parking subsidy in the United States works to the disadvantage of most transit users and active transportation advocates.

Parking fees are reasonable in the light of the costs of real estate, lot construction, lot maintenance and the security that must be provided. Providing parking for free is not only unreasonable, it is inequitable to those that don't park. While all forms of transportation are subsidized in one way or another, subsidies should make sense. Social goods should be subsidized, social "bads" shouldn't be. Parking subsidies, especially in the form of free parking, don't make sense because they promote driving. We suffer from an excess of driving, not from too little.

In the short term, RT may lose ridership because some customers don't want to pay for parking. It is difficult to start charging for something that has been given away. Because it is been free, demand for parking has been high. As someone asked at a conference on parking, "If you gave away pizza, would there be enough pizza?" In the longer term, letting the market work for parking fees should increase RT's revenues.

As your board discussed, there could be some problems created by RT customers seeking to park elsewhere near stations to avoid parking fees. These problems should be solved by parking management practices and more universal parking charges. The expectation of ample free parking will always be available should change as the world changes. We have an increasingly urgent need to address global warming, scarce energy supplies, traffic congestion and lack of routine physical activity.

SABA is an award-winning nonprofit organization with more than 1,400 members. We represent bicyclists. Our aim is more and safer trips by bike. We're working for a future in which bicycling for everyday transportation is common because it is safe, convenient and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient and least congesting form of transportation.

Yours truly,



Walt Seifert  
Executive Director

cc: Mike Wiley, General Manager



## Station Revenue Impact

### Watt/ I-80 Station

#### Lot and Surrounding Area Description:

Capacity is 243, with average weekday usage at 38.7. Isolated by freeway

#### Impact:

None

#### County/City official's comments

Contacted

#### Police comments:

Will reduce platform coverage if security guard is to do parking enforcement.



Google™

walt/I 80



**Watt/I-80 West Station**

Lot and Surrounding Area Description:

Capacity is 248 with average weekday usage at 168. Isolated by freeway

Impact:

None

County/City official's comments

Contacted

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement.



© 2007 Google™

Watt / I 80 west



**Roseville Road Station**

Lot and Surrounding Area Description:

Capacity is 1087 with average weekday usage 951 Isolated by freeway

Impact:

None

County/City official's comments

Contacted

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement.



© 2007 Google™

Roseville Rd



**Marconi Arcade Station**

Lot and Surrounding Area Description:

Capacity is 416, average weekday usage 134.3. Commercial and residential surroundings. Most businesses gated. Residential too far away to walk. Blocked access to Auburn Road

Impact:

Possible. No restricted parking on Academy Way.

County/City official's comments:

Concern about increased on street parking and impact on residential area.

County – contacted

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement. Could impact ability to assist with LRV cuts.

Other:

Caltrans is using lot while Lumberjack curve is being removed. To be completed by November 09



© 2009 Tele Atlas

Google

marconi Arcade



**Swanston Station**

Lot and Surrounding Area Description:

Capacity is 311, average weekday usage 104.7 Warehouse area

Impact:

Possible. No restrictions to on street parking

County/City official's comments

Incidental comments concerning parking fee and increased sales tax in general.

County –contacted

Police comments:

Less impact to security due to underutilized lot.



© 2009 Tele Atlas

Google™

Swanston



**Arden Del Paso Station**

Lot and Surrounding Area Description:

Capacity is 45, average weekday usage 43.3. Small lot, at capacity. Residential and park area parking shared with park. Minimum alternative parking for overflow.

Impact:

Low, posted, on street parking prohibited

County/City official's comments

Concern with potential impact on overflow parking in residential neighborhood.

County – contacted

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement.



Arden Del Paso



## **Power Inn Station**

### Lot and Surrounding Area Description:

Capacity is 299, average weekday usage is 266.3. Commercial area across major street. Not easily accessed. Lot backs up to open fields.

Public parking is available in the lot in front of the Carol Miller Justice Center. The cost for a parking pass is \$2.00 for two hours of parking and \$1.00 for every hour thereafter, for a maximum of \$8.00 per day. The parking pass machines accept coins, bills, and credit and debit cards.

### Impact:

Unlikely

### County/City official's comments

Will parking be free for disabled customers with handicapped placard? Is day 12 hours or 24 hours? Will funds be used for parking lot maintenance, cleaning?

City of Sacramento - contacted

### Police comments:

Lot regularly used by non RT people. Will reduce platform coverage if security guard is to do parking enforcement.





Power Inn Station



**Watt/Manlove Station**

Lot and Surrounding Area Description:

Capacity is 498, average weekday usage is 307.7 Commercial and residential mix.  
Residential area not easily accessed. Commercial across Folsom

Impact:

Possible. Large parking area across Folsom

County/City official's comments

Contacted

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement.





Wattman Love



**Butterfield Station**

Lot and Surrounding Area Description:

Capacity is 245, average weekday usage is 136. Residential area set back across Folsom.  
State employee parking gated

Impact:

Unlikely- Isolated lot

County/City official's comments

Concern about impact on surrounding businesses

Police comments:

Considering cutting security due to budget. State building has security. No parking enforcement available.



Butterfield



**Matherfield Mills Station**

Lot and Surrounding Area Description:

Capacity is 291, average weekday usage is 245.3. Commercial and warehouse mix set well away from station.

Impact:

Possible, but not easily accessible

County/City official's comments

County – concern about impact on surrounding businesses

Rancho Cordova – contacted

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement. Platform out of view of lot.



Matherfield Mills



**Sunrise Station**

Lot and Surrounding Area Description:

Capacity is 487, average weekday usage is 401.7. Commercial/retail area across Sunrise and Folsom

Impact:

Possible impact on business in the area. Some business posted nearby.

County/City official's comments

Will parking be free for disabled customers with handicapped placard? Is day 12 hours or 24 hours? Will funds be used for parking lot maintenance, cleaning? Possible impact on businesses in the area.

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement.





Sunrise Station



**Hazel Station**

Lot and Surrounding Area Description:

Capacity is 432, average weekday usage is 154. Commercial and residential. Arojet gated with security. Apartments across Folsom, not easily accessible.

Impact:

Unlikely, isolated

County/City official's comments

Concern about potential overflow parking on surrounding businesses in vicinity of Sunrise and Hazel light rail stations. Suggest contacting Marriott and Nimbus Winery before implementing.

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement. Security will be combined with Iron Point Station for cost cutting measures.





© 2007 Google™

Hazel Station



**Iron Point Station**

Lot and Surrounding Area Description:

Capacity is 227, average weekday usage is 219.3. Commercial/retail/Gas station. No parking along Folsom. Lot full

Impact:

Likely, easy access to retail parking

County/City official's comments

Potential impact on Folsom Outlet parking

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement. Security will be combined with Hazel Station for cost cutting measures.



Iron Point



**Glenn Station**

Lot and Surrounding Area Description:

Capacity is 187, average weekday usage is 183. Business Park, most post permit required. Limited on street parking available. Lot full

Impact:

Possible, easy access to business parking

County/City official's comments

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement. Security will be combined with Historic Folsom Station for cost cutting measures.





© 2017 Google™

Glenn



**Historic Folsom Station**

Lot and Surrounding Area Description:

Capacity is 98, average weekday usage is 91. Commercial/retail/residential. Easy access to retail and limited residential parking. Retail parking structure across the street. Small, end of line lot, to capacity.

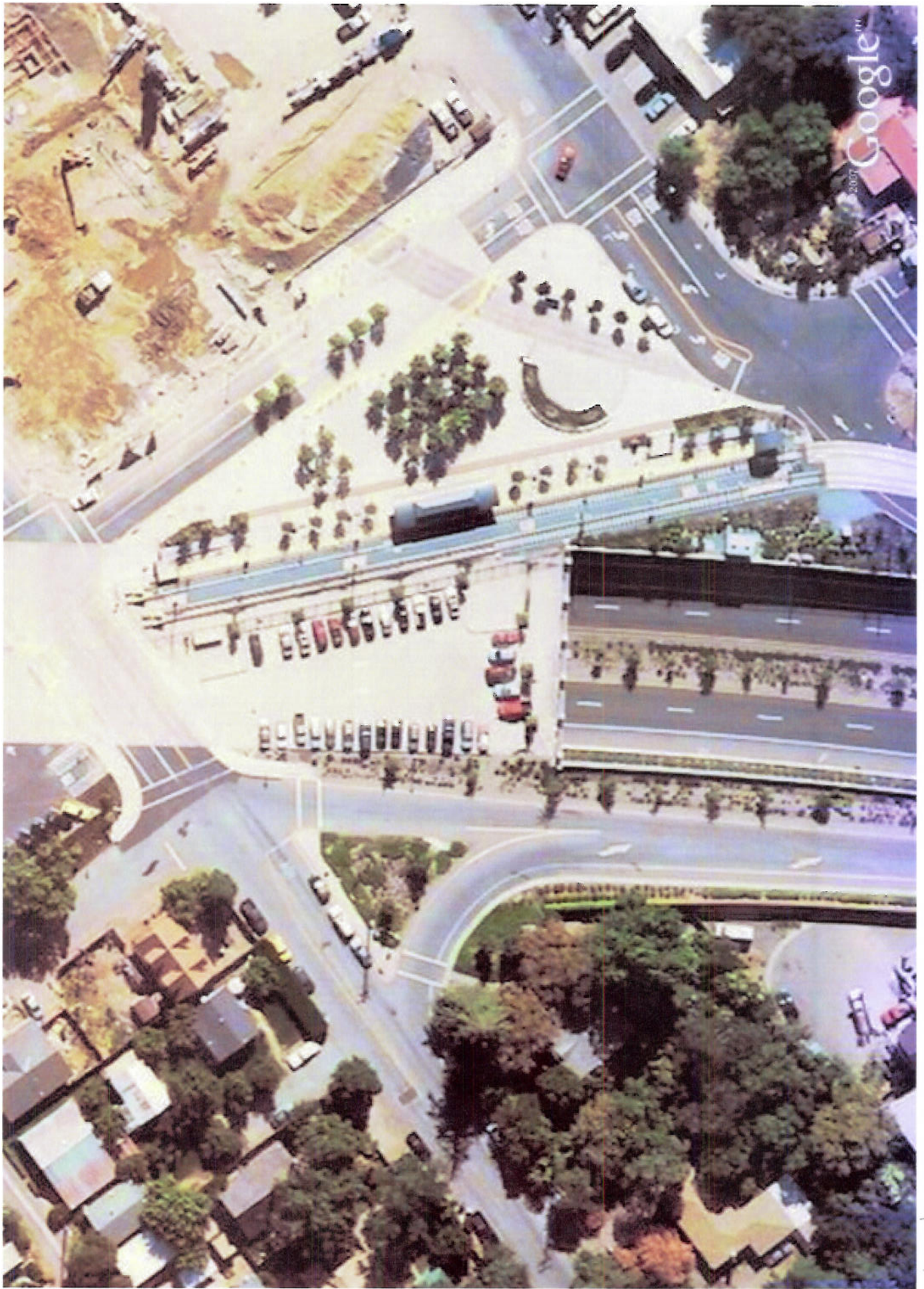
Impact:

Highly likely due to congestion

County/City official's comments

Police comments:

Will reduce platform coverage if security guard is to do parking enforcement. Security will be combined with Glenn Station for cost cutting measures.



Historic Folsom Station



**47<sup>th</sup> Avenue Station**

Lot and Surrounding Area Description:

Capacity is 423, average weekday usage 143.3. Industrial/commercial area.

Impact:

Possible on 27<sup>th</sup>, westside industrial parking, limited on east side.

County/City official's comments

County – concern with potential impact on surrounding businesses and/or residential neighborhood. Suggest RT consider reduced rate for low-income riders

City of Sacramento – No concerns right now – could have some during/after implementation

Police comments:

Easy to see parking lot from platform



© 2007 Google™

27th Avenue



**Florin Station**

Lot and Surrounding Area Description:

Capacity is 1079, average weekday usage is 350. Residential area, underutilized lot

Impact:

Possible on street parking

County/City official's comments

Concern with potential impact on surrounding businesses and/or residential neighborhood.

Police comments:

Underutilized lot, high platform priorities. Will reduce platform coverage if security guard is to do parking enforcement.





Florin Station



**Meadowview Station**

Lot and Surrounding Area Description:

Capacity is 690, average weekday usage 721.7 lot is well used. End of line lot. Residential on south side is far and across major street

Impact:

Possible, New residential development across parking lot

County/City official's comments

Concern with potential impact on surrounding businesses and/or residential neighborhood.

County – RT should consider reduced rate for low income riders

Police comments:

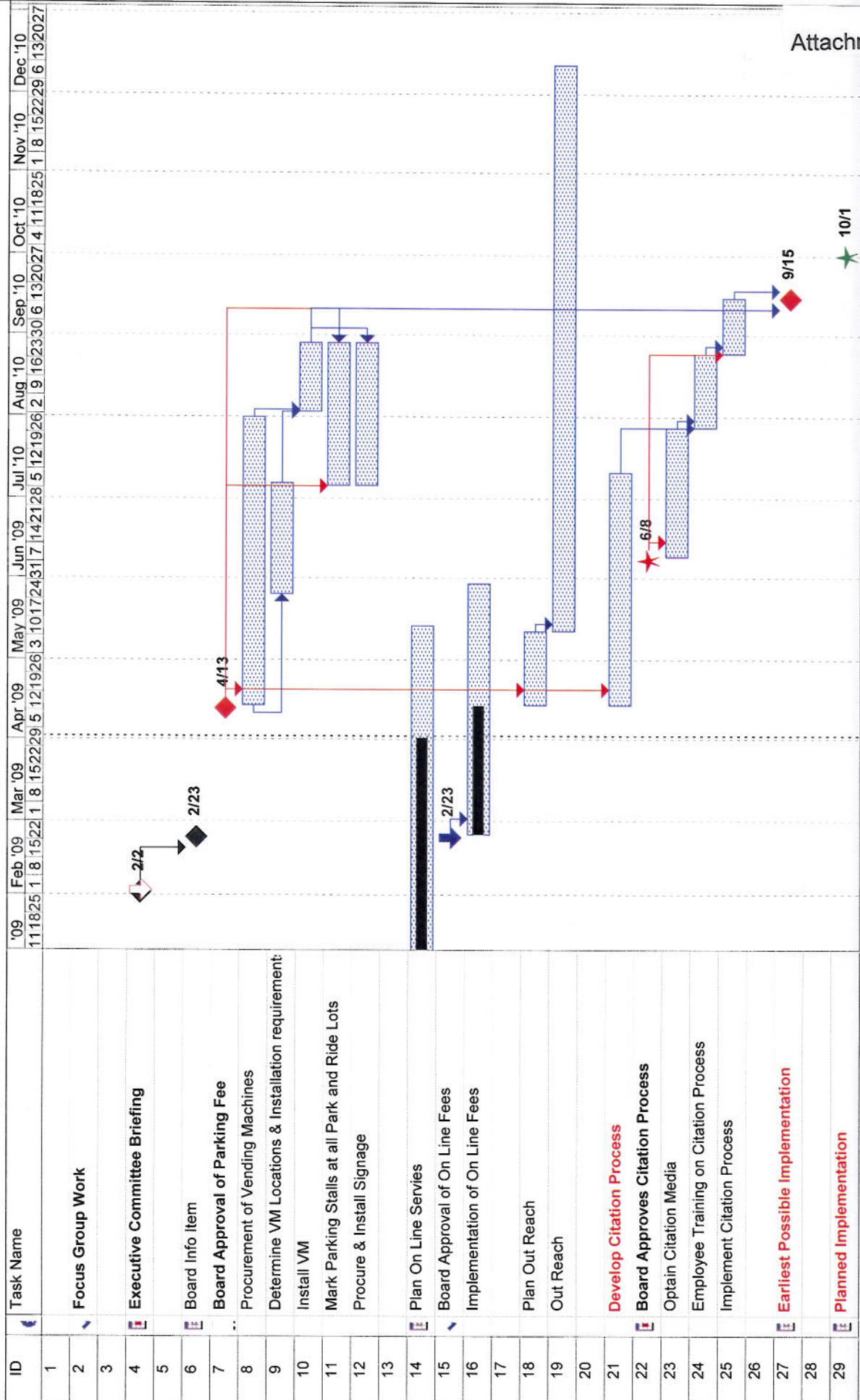
Will reduce platform coverage if security guard is to do parking enforcement. This lot requires the most strategic deployment.



Meadows View



Parking Fee Implementation Schedule



Task  
 Milestone  
 Summary  
 Project Summary  
 External Tasks  
 External Milestone  
 Deadline

Project: Implementation Plan for Parki  
Date: Thu 4/2/09

RESOLUTION NO. 09-04-\_\_\_\_\_

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

April 13, 2009

**AUTHORIZING CHARGING \$1 PER DAY FOR PARKING AT LIGHT RAIL PARK-  
AND-RIDE LOTS, AND AUTHORIZING THE GENERAL MANAGER/CEO TO  
IMPLEMENT CHARGING**

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE  
SACRAMENTO REGIONAL TRANSIT DISTRICT (RT) AS FOLLOWS:

THAT, the Board of Directors of Regional Transit is authorized to fix the rates, rentals, and charges for all transit services as provided by Public Utilities Code section 102285.

THAT, it is contemplated that daily rates of \$1.00 shall be charged at all of the District's park-and ride facilities.

THAT, the Board directs the General Manager/CEO to draft the necessary ordinances, resolutions, rules and regulations regarding Regional Transit parking facilities regarding the use of such facilities, including but not limited to, the payment, collection and enforcement of parking fees as may be established by the Board of Directors.

\_\_\_\_\_  
STEVE COHN, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary