

REGIONAL TRANSIT ISSUE PAPER

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Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	12/10/18	Open	Action	12/04/18

Subject: Eliminate Park & Ride Fees

ISSUE

Whether or not to eliminate Park & Ride fees at SacRT parking lots, excluding the Cosumnes River College parking structure.

RECOMMENDED ACTION

- A. Motion: Waive First Reading of Ordinance No. 19-01-01, Amending Ordinance No. 09-01-01, an Ordinance Approving Regulations For Charging Fees at RT Park and Ride Lots and Establishing Enforcement Procedures For Parking Violations at RT Facilities, to Eliminate Parking Fees At Watt/I-80, Watt West, and Roseville Road; and
- B. Adopt Resolution No. 18-12-____, Repealing Resolution No. 15-08-0093 and Resolution No. 16-08-0095 to Eliminate Fees Charged at SacRT Park & Ride Lots and Re-imposing Fees at Cosumnes River College.

FISCAL IMPACT

Table 1 below displays the fiscal impact analysis performed by Staff for the Pay, Park & Ride program.

Table 1

Park & Ride Revenues Subject to Elimination	(\$208,346)
Park & Ride Program Expenses	
Annual Software Licensing Agreements	\$51,160
Parts & Other Repairs	26,009
Total Expenses	\$77,169
Net Revenue loss if program is eliminated	(\$131,177)
Revenue potentially generated (new ridership) if program is eliminated	\$95,250
Estimated net fiscal impact of proposed elimination of Pay, Park & Ride Fees	(\$35,927)

Staff estimates that an additional \$169,398 in labor expenses are incurred each year to administer this program. Elimination of the program would not reduce SacRT's annual labor cost, but would allow Staff to reallocate resources to other needs.

Approved:

Presented:

Final 12/5/18

General Manager/CEO

Electronic Fare Collection Systems Administrator
J:\Board Meeting Documents\2018\16 December 10, 2018\12-10-18 Elimination of Park & Ride Fees.docx

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DISCUSSION

SacRT is focused on building ridership and making the system more convenient for passengers to use. Recent initiatives to this effect approved by the Board include temporary fare reductions, the temporary addition of low cost transfers, and more frequent service for light rail passengers on the weekends.

Amidst a budget crisis in 2009, Staff recommended and the Board approved a fee structure associated with parking in some of SacRT's park & ride lots. The fees were initially imposed only at Watt/I-80, Watt West and Roseville Road lots through Ordinance No. 09-09-01, which also authorizes the enforcement of other parking restrictions at SacRT lots and facilities. In 2015, the Board officially expanded the program to additional lots through Resolution No. 15-08-0093. SacRT currently has parking available at 24 light rail stations. However, parking fees are enforced at only 8 of these lots (shown below):

- Roseville Road
- Watt West
- Watt I-80
- Power Inn Road
- Meadowview Road
- Florin Road
- Franklin Blvd
- Cosumnes River College

Under the terms of the 2011 Lease and Joint Use Agreement with Los Rios Community College District (LRCCD) regarding use of the parking garage at Cosumnes River College (CRC), SacRT passengers using the CRC parking structure are required to pay the daily rate (\$2) charged by CRC, with all fees generated being reserved in an account for maintenance of the parking facilities at CRC. In 2015, LRCCD agreed to honor the SacRT monthly parking pass, but only if RT compensated LRCCD for use of the pass in the amounts of \$15 per pass for September 2015 to August 2016 and \$20 per pass for September 2016 to August 2020.

It is important to note that under the proposed actions, passengers who wish to park in the CRC parking structure will still be subject to these fees. Staff anticipates that many of these passengers will begin parking at the nearby Franklin Road light rail station if fees are eliminated.

Initially the Pay, Park & Ride program brought in over \$300k in annual revenue to SacRT. Currently, however, the program generates approximately \$208,000 annually in revenues. Usage at parking lots where fees are charged peaked in the summer of 2008, when 2,170 vehicles parked in those lots per day. By the time fees were enforced in early 2009, this number had dropped to 1,640 vehicles per day. Currently the fee enforcement lots are visited by approximately 1,050 cars per day, a 52% reduction since the peak in 2008.

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In addition to the lost revenue and vehicle traffic over the years, the program has become more difficult and costly to administer. The equipment is getting older and due for costly repairs and maintenance. Changes to the program over time have added additional layers of complexity and administration costs that are offsetting much of the revenues collected. Table 2 below displays the FY2018 revenue generated from the parking program as well as the costs associated with administering it.

Table 2

Pay, Park & Ride Program Revenues (Annual)	\$208,346
Pay, Park & Ride Program Expenses (Annual)	
Annual Software Licensing Agreements	\$51,160
Parts & Other Repairs	26,009
Maintenance Labor (0.5 FTE)	60,674
Fare Collection Labor (0.25 FTE)	25,524
Customer Service Labor (1.0 FTE)	83,200
Total Expenses	\$246,567
Net Income (Loss) from Pay, Park & Ride Program	<u><u>\$(38,221)</u></u>

The pay for park program has become a financial burden for SacRT over time. Decreased revenues and increased operational expenses have led to the current circumstance where annual expenses actually exceed the revenues generated by the program.

Staff believes eliminating this fee will provide for a simpler, easier to understand fee structure that would be attractive to new and existing riders. It is possible that elimination of the program could increase ridership at SacRT by 75,000 riders per year and generate fare revenue of approximately \$95,250 annually, all of which would have an added benefit of slightly improving the SacRT's fare box recovery ratio.

It is important to note that changes made to the Pay, Park & Ride program are not subject to a Title VI analysis.

Staff recommends that the Board take action to eliminate the Pay, Park & Ride program at SacRT, except where the fee is required at CRC. Because imposition of the fee at Watt/I-80, Watt West and Roseville Road is contained in the parking ordinance, elimination of the fees at those lots requires a change to the ordinance, which necessitates a first reading of an ordinance making that change before final action at the January Board meeting. The proposed new ordinance is contained in Attachment 1.

Elimination of fees at the other lots can be done immediately through repeal of Resolution No. 15-08-0093 and Resolution No 16-08-0095.

ATTACHMENT 1

ORDINANCE 19-01-01

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

January 14, 2019

AMENDING ORDINANCE 09-09-01, AN ORDINANCE APPROVING REGULATIONS FOR CHARGING FEES AT RT PARK AND RIDE LOTS AND ESTABLISHING ENFORCEMENT PROCEDURES FOR PARKING VIOLATIONS AT RT FACILITIES, TO ELIMINATE PARKING FEES AT WATT/I-80, WATT WEST, AND ROSEVILLE ROAD

WHEREAS, pursuant to the California Vehicle Code, local agencies may establish regulations governing parking at agency facilities; and

WHEREAS, in September 2009, the Board of Directors adopted Ordinance 09-09-01, which established procedures for the imposition of fees at RT lots, the issuance of parking citations for violations of posted parking requirements, and administrative appeals; and

WHEREAS, the Board desires to eliminate fees at three parking lots specifically identified in the Ordinance, while preserving the ability to identify lots subject to fees in the future by resolution.

NOW, THEREFORE, the Board of Directors of the Sacramento Regional Transit District do ordain as follows:

Section 1: Authority

This Ordinance is adopted pursuant to California vehicle Code Sections 40200 et seq.

Section 2: Parking lot rates

Section 3.03, "Parking lot rates" of Ordinance No. 09-09-01 is hereby amended to read in its entirety as follows:

"The Board of Directors may, by resolution or resolutions, establish a per hour, day or month fee authorizing the parking of one passenger vehicle or light truck within a parking space at specified RT light rail station parking lots.

Each such resolution must contain a description of each lot and the rates to park per hour, day, and month.

The payment of any required parking fee shall not constitute a bailment and shall not subject RT, its officers, agents or employees to liability for the loss of a vehicle or its contents."

Section 3: Severability

This Ordinance shall be liberally construed to effectuate its purposes. The provisions of this Ordinance are severable. If any of the provisions, clauses, sentences, sections, subsections, words or portions thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstance, such portion shall be deemed, to the maximum extent possible, a separate, distinct, and independent provision, so that such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, subsections, words or portions of this Ordinance or their application to other persons or circumstances. If any section, subsection, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, the invalidity shall not affect the remaining portions of this Ordinance.

Section 4: Effective Date

This Ordinance will become effective 30 days after the date of its passage.

Section 5: Ordinance Publication

Within 15 calendar days after adoption, the Secretary is hereby directed to publish this Ordinance in full in a newspaper of general circulation published within RT's activated boundaries.

Passed and adopted at a regular meeting of the Sacramento Regional Transit District on this 14 day of January, 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 18-12-_____

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

December 10, 2018

**REPEALING RESOLUTION NO. 15-08-0093 AND RESOLUTION NO. 16-08-0095 TO
ELIMINATE FEES CHARGED AT SACRT PARK & RIDE LOTS, AND RE-IMPOSING
FEES AT COSUMNES RIVER COLLEGE PARKING STRUCTURE.**

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

THAT, Resolution No. 15-08-0093, which imposed parking fees at the Meadowview, Power Inn, Florin, Franklin and Cosumnes River College (CRC) and established a monthly pass rate for parking, and Resolution No. 16-08-0095, which imposed an additional \$5 fee for monthly parking at CRC, are hereby repealed.

THAT, pursuant to Section 3.03 of Ordinance 09-09-01, a daily rate of \$2 applies to parking at CRC. THAT, pursuant to Section 3.03 of Ordinance 09-09-01, a monthly rate of \$20 applies to parking at CRC.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary