



## **Notice of Public Hearing**

**Washington Metropolitan Area Transit Authority**

### **Docket B18-05: Parking Program Proposal**

**Purpose**

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the docket mentioned above as follows:

**Hearing No. 621**  
**Tuesday, October 23, 2018**  
**Metro Headquarters Building**  
**600 5<sup>th</sup> Street, NW**  
**Washington, DC 20001**

**Open House at 5:30 pm – Public Hearing at 6:00 pm**

**Please note that this date is subject to the facility's cancellation policy.**  
**In the event of a cancellation, Metro will post information about the new hearing on**  
**[wmata.com](http://wmata.com)**

The locations for all Metro public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at (202) 962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call (202) 962-2582 as soon as possible prior to the public hearing date.

**For more information please visit [wmata.com/hearings](http://wmata.com/hearings)**

In accordance with Sections 62 and 76 of the WMATA Compact, Metro will conduct a public hearing at the location listed in this notice. Information on the hearing will be provided in Metrorail stations, at Park & Ride facilities, at area libraries, and online at [wmata.com/hearings](http://wmata.com/hearings).

**HOW TO REGISTER TO SPEAK** – All organizations or individuals desiring to be heard with respect to this docket will be afforded the opportunity to present their views, make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

There will be no advance registration to speak. Those wishing to provide oral testimony will sign up to speak at the hearing, will be called to testify in the order they sign up, and can sign up to speak at any time prior to the close of the hearing. Elected public officials will be allowed to provide their testimony as soon as feasible after their registration. If you will not be able to stay to provide your testimony orally when your name is called, staff will help you to submit your comments into the public record, including through the use of a digital recorder to record your oral comments.

Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

**HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING** – Testimony about this proposal may be submitted online via a survey at [wmata.com/hearings](http://wmata.com/hearings). The survey will open by 9 a.m. on Saturday, October 6, 2018 and will close on Monday, October 29, 2018 at 9 a.m. The survey will also provide the opportunity to submit freeform comments. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 9 a.m. on Monday, October 29, 2018 to be included in the public record.

The comments received by the Office of the Board Secretary, along with the survey results and public hearing comments, will be presented to the Board and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

For those who do not have access to computers or internet, note that copies of the docket in its entirety can be requested from Metro's Office of the Board Secretary by calling 202-962-2511, and are available for inspection during normal business hours at Metro's Headquarters at 600 Fifth Street, NW, Washington, DC 20001. Please call 202-962-2511 in advance to schedule an appointment.

**BACKGROUND** – Metro owns and operates approximately 62,000 parking spaces at 44 Metrorail stations throughout the Washington region. Metro parking is managed and priced primarily to provide access to automobile drivers and to encourage them to use the Metrorail system. Parking is also a source of revenue for Metro and is used to support transit system operations. Metro staff is proposing several new parking programs, and is seeking public input on the impact of these proposals.

### **Current Parking Pilots**

Some of the proposals in this package are already being tested through a pilot program that was authorized by the Metro Board of Directors in July 2017. These proposals were initiated on

February 5, 2018 and have been approved to extend through December 2018. The three pilot programs that are currently implemented are:

- (i) weekday revenue collection hours begin at 7:30 a.m. instead of at 9:30 a.m. and weekday revenue collection hours end at 2 a.m.;
- (ii) Saturday revenue collection hours from 10am to 2am; and,
- (iii) Reduced parking fees at underutilized Metro parking facilities (pilot at Landover and West Falls Church Metrorail stations).

After reviewing the results of the pilot to date, Metro staff has decided not to pursue reduced parking fees at underutilized stations as part of the parking programs proposal package, because this pilot did not increase ridership or revenues for Metro. However, extending weekday revenue collection hours and introducing weekend revenue collection hours are being considered for permanent adoption and therefore require public input.

This docket also seeks comment regarding three programs that have not been piloted, but that are anticipated to enhance revenues and improve customer experience:

- (i) Expand Special Event non-rider rate program to include all parking facilities;
- (ii) Authorize the use of innovative technologies for parking fee collection; and
- (iii) Revise and expand the multi-day parking program and fees associated therewith.

## **PARKING PROGRAMS PROPOSALS FOR PUBLIC INPUT AND CONSIDERATION**

### **(1) Extending weekday revenue collection hours**

Historically, Metro closed its Park & Ride gates at 9:30 a.m., after the morning rush hour, after which point parking customers would be required to pay to leave the Park & Ride facility. Over time, WMATA has observed people parking in Metro's Park & Ride facilities overnight who are not riding the Metrorail or Metrobus system; these people park overnight and leave before 9:30 a.m., thereby parking for free. Between the implementation of the parking pilot on February 5, 2018, and May 31, 2018, Metro recorded 38,312 transactions between 7:30 a.m. and 9:30 a.m. The majority of these early morning transactions are non-transit riders. Closing the exit gates before 9:30 a.m. is primarily capturing revenue from non-transit users and therefore generating new revenue for the Metrorail system without impacting transit riders.

Metro's proposal for public feedback is the permanent adoption of weekday revenue collection hours that begin as early as when the Metrorail stations open and that end one hour after the Metrorail station closes.

### **(2) Revenue collection on weekends and on Federal holidays**

Metro has not historically charged for parking on Federal holidays or weekends. However, most other public (including public street parking) and private parking operators charge parking fees at least on Saturdays, if not also on Sundays and Federal holidays. Metro's proposal for public feedback is to charge up to weekday daily parking rates on Saturday, Sunday and Federal holidays during revenue collection hours. Weekend and Federal holiday revenue collection hours of operation are proposed to match weekday hours of operation, which is to begin as early as when the Metrorail station open and to end one hour after the Metrorail station closes.

### **(3) Regional Event parking rate**

Should the Board of Directors determine that Metro will not permanently implement a parking fee on all weekends and on federal holidays, Metro staff proposes to charge a “Regional Event” parking rate on weekends and on federal holidays during regional events, defined as follows: “events, festivals, marches, and other activities that draw large crowds to use Metro parking facilities and ride the Metrorail system.” Examples of such Regional Events include: the Fourth of July fireworks on the National Mall, Presidential inaugurations, visits by national or global dignitaries, festivals held on the National Mall (such as the Cherry Blossom Festival), and the 2018 Women’s March. The reason for implementing a Regional Event parking rate on weekends and on federal holidays, if weekend and federal holiday parking rates are not authorized year-round, is because these events could be an important source of new revenue to Metro that supports the ultimate mission of providing transit services to the region. For example, on the Saturday of the Women’s March in January 2017, Metro estimated it would have earned \$296,000 in parking revenue if it had been permitted to charge the daily rider parking rate that Saturday.

The proposal to implement a Regional Event parking rate on weekends or federal holidays is distinct from Metro’s proposal (in Docket B18-06) to charge peak rail fares during certain Regional Events when providing peak levels of rail service. Metro is proposing to implement a Regional Event parking rate on weekends and federal holidays whether or not additional Metrorail service is provided. Determinations of whether an event is a Regional Event triggering this parking rate would be made by the General Manager and Chief Executive Officer.

### **(4) Special Event fee for non-riders system-wide**

Metro has long had a “Special Event” non-rider rate at Park & Ride facilities for events that take place near or around the Largo Town Center, Morgan Blvd, and College Park Metrorail stations. These three stations are permitted to charge a Special Event fee because FedEx Field (in Landover, Maryland) and the University of Maryland (in College Park) each host major sporting events and concerts that draw large crowds, and many attendees park at Metro’s parking facilities without riding the Metrorail station and walk to the nearby event. The current parking fee for Special Events is up to \$25 per day for non-riders and is a source of revenue that does not impact Metro’s transit riders, while at the same time makes full use of Metro’s parking facilities.

Metro seeks public feedback on its proposal to apply the Special Event non-rider fee at any Metrorail station, not limited to the three stations listed above. For example, if a circus or festival or other local event took place near a Metrorail station, Metro could apply a Special Event fee of up to \$25 per day for non-riders and provide parking for people going to that event. This Special Event fee would not apply to people who have ridden Metrorail or Metrobus within two hours of exiting the parking facility fare gate and would be applied only at the impacted parking facility.

### **(5) Parking fee collection using new technologies**

Metro is proposing new payment technologies to allow parking customers to pay with phone-based and/or computer-based parking applications. Examples of these technologies include: ParkMobile, MobileNOW!, SpotHero, license plate recognition software, and pay stations. The purpose of offering new payment methods and technologies is to provide more convenient access to Metro’s parking customers. This proposal would add a convenience fee to Metro’s regular parking fee for those customers who choose to pay using these methods, because the software application companies will require Metro to pay a fee for offering this service. Metro’s parking customers will still have the option of other forms of payment (that is, with coins/cash, credit card or SmarTrip®

card). Metro seeks public feedback on the use of new payment technologies for the payment of parking rates.

#### **(6) Multi-day parking**

Multi-day parking can be a benefit to Metro, particularly along Metrorail lines that easily access other transportation hubs, such as airports, train stations, or national bus stations. Currently, Metro has three multi-day parking lots at Franconia Springfield, Greenbelt, and Huntington Metrorail stations. Parking customers are currently allowed to park up to 10 consecutive days, but only pay a fee that equals one day of parking. In the future, Metro is proposing to expand multi-day parking to multiple Metrorail stations, as well as to charge for each day of parking. The proposed multi-day parking fee is:

- First Day: Highest applicable parking fee (e.g., Non-Rider Parking Fee if present) for that Metrorail station
- For each subsequent day: Daily Rider Parking Fee for that Metrorail station

The above fee structure is needed to prevent non-riders from avoiding the non-rider fee by parking in the multi-day lot. Metro seeks public input on both its proposal to expand where multi-day parking is offered as well as the proposed multi-day parking fee structure.