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Sponsoring Agency: King County Metro Transit Department



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Pricing and Enforcement of Transit Customer Parking at Park & Ride Facilities

I. Purpose

To implement the provisions of [King County Code Section 4A.700.650](#) regarding establishment and adjustment of user fees for Metro Transit Park & Ride facilities, to implement the provisions of King County Code Section 28.96.010 regarding enforcement of parking restrictions on Metro Transit property, and to provide a process to appeal parking violations.

Applicability and Audience: Metro Transit Department; transit customers that use Park & Ride facilities; Metro Transit customers; contracted Park & Ride lot management firms; towing operators.

II. Definitions

"Business days" means every day of the week except Saturday and Sunday and except for days on which fall the official holidays observed by the State of Washington.

"Daily User Fee" means the regular fee charged to park a vehicle at a Park & Ride per business day and is dependent on the Park & Ride location and whether the vehicle is parked in a Reserved Area.

"High Occupancy Vehicle," "HOV" or "carpool" means a vehicle with two or more individuals parking at a Park & Ride where the individuals continue their journey on public transportation (bus transit, rail transit, carpool, or vanpool).

"Permit" means a physical permit or virtual permit associated with a vehicle license plate number to park that vehicle at a Park & Ride on a daily or monthly basis after paying a Daily User Fee, Monthly User Fee, or Special Event Daily User Fee (if applicable).

"Monthly User Fee" means the regular fee charged to park a vehicle at a Park & Ride on a monthly basis and is dependent on the Park & Ride location and whether the vehicle is parked in a Reserved Area.

"Park & Ride" means a parking lot or garage at which persons park their individual vehicles and transfer to public transportation.

"Parking Enforcement Staff" means the individuals authorized to enforce Metro parking rules under K.C.C. 28.96.010.A, including but not limited to King County employees, Sound Transit employees, or employees of such firm(s) as Metro Transit may contract with from time to time to manage certain aspects of its Park & Ride facilities.

"Permit holder" or "Permittee" means a person holding a physical permit or virtual permit associated with a vehicle license plate number to park in Park & Ride facility stalls reserved for SOVs or HOVs.

"Reserved Area" means certain vehicle parking stalls in a Park & Ride that are specifically reserved to ensure reliability of parking access and that are subject to a higher Daily User Fee or Monthly Use Fee.

"Single Occupancy Vehicle" or "SOV" means a vehicle with a single occupant (the driver) parking at a Park & Ride where the individual continues their journey on public transportation (bus transit, rail transit, carpool, or vanpool).

"Special Event Daily User Fee" means a fee charged to park a vehicle at a Park & Ride per day during a regionally significant event that is expected to temporarily increase the demand for parking at Park & Rides. This fee is dependent on the Park & Ride location and whether the vehicle is parked in a Reserved Area.

III. Policy

A. Setting and Adjusting User Fees

1. Introducing Performance-Based Parking Management. The "Pricing and Enforcement of Transit Customer Parking at Park & Ride Facilities" Public Rule establishes a performance-based parking management policy and methodology for Metro Transit to actively manage transit customer parking to achieve agency parking management goals. Daily and Monthly User Fees will be consistent with goals established in [King County Code Section 4A.700.650](#), the rate-setting and adjustment methodology described in Section III.A.2. and within the minimum and maximum rates described in Table 1 in Section III.A.4.

User Fees per lot will be established and actively managed to achieve Metro Transit's parking management goals to encourage use of transit, spread peak-of-the-peak demand for transit, increase ridership in the region, improve access to transit parking for low-income populations, communities of color, immigrants and refugees, limited-English-speaking populations, transit-dependent populations, individuals who work nontraditional schedules or during off-peak travel periods and other transit riders, increase the use of carpooling, and cover program costs per [King County Code Section 4A.700.650](#).

2. Setting and Adjusting Daily and Monthly User Fees. SOV Daily User Fees will be charged per vehicle per day. SOV Monthly User Fees will be charged per vehicle per month.

Metro Transit may set and adjust Daily or Monthly User Fees for transit customer parking at Park & Ride facilities owned or managed by Metro Transit according to the methodology described below. Daily and Monthly User Fees may be differentiated, or adjusted by facility, based on utilization, local and regional market conditions, and the price and availability of parking and transit access alternatives.

a. Minimum Rate. Daily or Monthly User Fees must be sufficient to recover, at a minimum, the administrative costs of active management of transit customer

parking at each facility, including but not limited to program administration, facility operations and maintenance, fee payment verification, and compliance management.

- b. Maximum Rate. Daily or Monthly User Fees must be established consistent with local and regional market rates for parking, including but not limited to rates for parking within one mile of eligible Park & Ride facilities.
- c. Daily and Monthly User Fees for ORCA Lift Eligible Customers. Both Daily and Monthly User Fees for ORCA Lift eligible customers shall be set at a reduced rate that is no more than 50% of the otherwise-applicable Daily or Monthly User Fee.
- d. HOV Daily and Monthly User Fees. Rates for high occupancy vehicles will be discounted or not charged at all to incentivize the use of HOV parking over SOV parking.

3. Setting and Adjusting Daily and Monthly User Fees Applicable to Reserved Areas. Daily and Monthly User Fees for Reserved Areas shall be charged at a higher rate than regular stalls due to the higher value of reserved or guaranteed access to parking stalls for customers. The higher rate for Reserved Areas will be established on a per-lot basis to achieve Metro Transit's parking management goals as described in Section III.A.1. and [King County Code Section 4A.700.650](#). SOV Daily User Fees for Reserved Areas will be charged per vehicle per day. SOV Monthly User Fees for Reserved Areas will be charged per vehicle per month.

Metro Transit may set and adjust Daily or Monthly User Fees for Reserved Areas at Park & Rides owned or managed by Metro Transit according to the methodology described below. Daily and Monthly User Fees for Reserved Areas may be differentiated, or adjusted by facility, based on utilization, local and regional market conditions, and the price and availability of parking and transit access alternatives.

- a. Rates for Reserved Areas. Daily and Monthly User Fees for Reserved Areas must be sufficient to recover, at a minimum, the administrative costs of active management of transit customer parking at each facility. Daily or Monthly User Fees for Reserved Areas must be established to achieve Metro Transit's parking management goals and be consistent with local and regional market rates for parking.
- b. Prioritizing HOV Reserved Areas. Metro Transit will continue to prioritize the establishment and marketing of HOV Reserved Areas for Daily and Monthly Users.

4. Rates. The minimum and maximum Daily and Monthly User Fees for Regular stalls and Reserved Area stalls in Park & Rides are set forth in Table 1 and shall be reviewed at least annually for potential adjustments based on market considerations and the parking management goals of the Metro Transit Department. Current signage at

each Park & Ride location will inform users whether fees are being charged at that location, and, if fees are in effect at a Park & Ride location, signage shall display the current Daily User Fees, Monthly User Fees, Reserved Areas, and other restrictions in place at that particular location. Similar current information may be found on the Metro Transit Department website.

Table 1 Minimum and Maximum Daily and Monthly User Fees

Daily User Fee	Regular Stall		Reserved Area	
	Minimum	Maximum	Minimum	Maximum
SOV	\$3.00	\$10.00	\$6.00	\$20.00
Orca Lift Eligible SOV	\$1.50	\$5.00	\$3.00	\$10.00
HOV	\$0.00	\$10.00	\$0.00	\$20.00
Monthly User Fee	Regular Stall		Reserved Area	
	Minimum	Maximum	Minimum	Maximum
SOV	\$45.00	\$140.00	\$90.00	\$250.00
Orca Lift Eligible SOV	\$20.00	\$70.00	\$40.00	\$125.00
HOV	\$0.00	\$140.00	\$0.00	\$250.00

5. Special Event Daily User Fees. Special Event Daily User Fees may be established at select Park & Ride facilities during certain dates and times when parking is projected to be fully utilized during off-peak periods. Special Event Daily User Fees may be differentiated, or adjusted by facility, based on utilization, local and regional market conditions, and the price and availability of parking and transit access alternatives. The minimum and maximum Special Event Daily User Fees for Regular stalls and Reserved Area stalls in Park & Rides are set forth in Table 2 and shall be reviewed at least annually for potential adjustments based on market considerations and the parking management goals of the Metro Transit Department. Application of Special Event Daily User Fees should be consistent with Metro Transit’s parking management goals and local and regional market rates for parking.

Table 2 Minimum and Maximum Special Event Daily User Fees

Special Event Daily User Fee	Regular Stall		Reserved Area	
	Minimum	Maximum	Minimum	Maximum
SOV	\$3.00	\$30.00	\$6.00	\$60.00
Orca Lift Eligible SOV	\$1.50	\$15.00	\$3.00	\$30.00
HOV	\$0.00	\$30.00	\$0.00	\$60.00

6. Review of User Fees. Pursuant to [King County Code Section 4A.700.650.C.](#), Metro Transit shall review Park & Ride facility usage and user fees at least annually and may

adjust the user fees within the minimum and maximum rates shown in Table 1 and Table 2 of this public rule based on market considerations and the department's parking management goals. Any adjustments by Metro Transit to the user fees outside of the minimum and maximum rates shown in Table 1 and Table 2 of this public rule shall be done through an amendment of this public rule. Metro Transit shall post signage at its parking facilities to notify the public of its parking facilities user fee program and rules.

B. Enforcement of Parking Restrictions at Metro Park & Ride Locations; Appeals Review Process; Towing and Impoundment of Vehicles Improperly Parked

1. Regulatory Framework. King County Code Section 2.16.038 specifies that the Metro Transit Department is responsible to manage and maintain Metro Transit facilities. King County Code Section 4A.700.650 grants Metro Transit the authority to establish user fees for public use of vehicle parking stalls at Park & Ride lots and garages located on property owned, managed, or leased by the Metro Transit Department. King County Code Chapter 28.96.010.A.7 specifies that operating, stopping, standing, or parking a vehicle in any roadway or location restricted for use only by transit vehicles or otherwise restricted is a civil infraction punishable by fine under RCW 7.80, unless a greater penalty or criminal sanction applies. King County Code Chapter 28.96.010.A.20 specifies that using transit property, including, but not limited to, park and ride lots or garages, without paying a fee or obtaining a permit if a fee or permit is required for the use of such property, is a civil infraction punishable by fine under RCW 7.80, unless a greater penalty or criminal sanction applies. In RCW 46.55.010(14)(a)(iii), state law provides that vehicles left unattended in a publicly-owned or -controlled parking facility in violation of restrictions properly posted under RCW 46.55.070 may be towed immediately.

2. Citation or Towing of Vehicles Parked Without Paying Required Fees. Parking in a Park & Ride stall without paying the required fee or without a proper permit or other authorization is a violation of K.C.C. 28.96.010.A and is punishable by fine as a civil infraction under RCW Chapter 7.08 or by towing under RCW Chapter 46.55.

3. Citation or Towing of Vehicles Improperly Parked in Restricted Areas. In furtherance of its responsibility to manage customer facilities, Metro Transit has established restricted parking areas in its Park & Ride facilities, including but not limited to parking stalls reserved for Metro service vehicles, for disabled parking, for electric vehicles, for permit parking, and Reserved Areas. Parking rules are posted at each Park & Ride facility entrance and restricted stalls are clearly marked with signage, paint markings, or by other means. Parking in a restricted Park & Ride stall or without a proper permit or other authorization is a violation of K.C.C. 28.96.010.A and is punishable by fine as a civil infraction under RCW Chapter 7.08 or by towing under RCW Chapter 46.55.

4. Enforcement of Parking Restrictions-Citations and Fines Before Towing. The following rules will guide enforcement of posted parking restrictions at Metro Park & Ride facilities.

- a. If a vehicle is parked in a Park & Ride without paying the required fee, or the vehicle is parked in a designated permit area or Reserved Area during the

restricted time period (1) without paying the required fee or without a valid virtual permit associated with the vehicle's license plate, or (2) with an improperly displayed or invalid permit, or (3) not properly parked within the marked parking stall, or (4) where fewer than two people are observed by Parking Enforcement staff to have exited a car registered with an HOV permit, then that vehicle is in violation and will initially receive a citation and fine. A written warning may be issued for the first violation in lieu of a citation and fine. Four violations within a 12-month rolling basis (from the date of the first violation) may result in towing and impounding the vehicle on the fourth violation. Upon the third violation, the citation will include notification that the next violation may result in a towing and impound.

- b. For cars permitted through a virtual permit, the vehicle license plate associated with the permit must be visible and legible from the outside of the vehicle.
- c. Examples of improperly-displayed physical permits include, but are not limited to: Leaving it on a dashboard face down; hanging it from the mirror but covering it with something else; leaving it on a seat; or displaying it in such a way that Parking Enforcement Staff cannot verify its validity from outside of the car.
- d. Examples of displaying an invalid permit include, but are not limited to: Displaying an expired permit; displaying a permit that is valid for parking at a facility other than the one in which the vehicle is located; or displaying a VAN permit (valid for transit agency issued VanShare or TripPool vehicles only) in a private vehicle.
- e. Parking Enforcement Staff will provide warnings or citations that specify the nature of the infraction that led to the warning or citation, applicable fines and late fees, and information about the process to appeal the citation, including contact information. The equipment utilized may change over time as technology advances and enforcement needs evolve.
- f. Parking violation fines may not exceed \$20, or as otherwise established in K.C.C. 14A.50.180 for unlawful parking, standing, and stopping. Fines not paid by the deadline identified on the citation are subject to a late fee not to exceed \$25, or as otherwise established in K.C.C. 14A.50.190 for failure to respond to notice of a traffic infraction. Per King County Code section 4A.700.650, Metro is authorized to use a collections agency to recoup unpaid debts exceeding \$300.

5. Appeals of Citations. If a vehicle owner wishes to contest a citation, then the owner shall follow the appeal process set forth in K.C.C. 23.20. This rule does not provide a different or additional process to appeal or contest a citation.

6. Towing Vehicles; Contesting Tows Under State Law. Vehicles that have received three citations or warnings for failure to pay required fees and/or for unauthorized parking in a permit parking area or Restricted Area may be towed upon a fourth citation or warning within a 12-month rolling basis (from the date of the first citation or warning). Vehicles improperly parked in other Park & Ride facility areas in violation of posted Park

& Ride facility rules may be towed immediately without any citation or warning as provided under RCW chapter 46.55. The following procedure will apply:

- a. Parking Enforcement Staff will request the vehicle be towed consistent with state law in RCW 46.55. Parking Enforcement Staff will utilize the tow vendor identified on the signage posted at the entrance to the Park & Ride facility where the offending vehicle is parked.
- b. If the vehicle owner contests the tow, the vehicle owner should follow the appeal process set forth in state law at RCW 46.55 and file for a tow court hearing at district or municipal court as provided by law. This rule does not provide a different or additional process to appeal or contest a vehicle tow or impoundment.
- c. If the court rules the tow was improper then under state law at RCW 46.55 the Parking Enforcement Staff that authorized the tow (typically, a contracted parking management firm; potentially King County Metro Transit) will be responsible to pay the cost of the towing fees and such other costs as are provided by law. This rule does not provide a different or additional remedy for an improper vehicle tow or impoundment other than those available under RCW chapter 46.55.

IV. Implementation Plan

A. This public rule is effective thirty days after filing with King County Archives, Records Management and Mail Services (ARMMS). The Metro Transit Department is responsible for the implementation of this rule.

V. Maintenance

A. This rule will be maintained by the Metro Transit Department, or its successor agency.

VI. Consequences for Noncompliance

A. Written citations, written warnings, fines, late fees, or towing as described in Section III above.

Appendices: None