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Metropolitan Transportation Authority

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**PLANNING & PROGRAMMING COMMITTEE
JULY 16, 2014**

**SUBJECT: MULTI-MODAL TRANSIT IMPROVEMENT OPTIONS FOR RED LINE
SAN FERNANDO VALLEY STATIONS AND PARKING UTILIZATION
STUDY UPDATE**

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this response to the December 5, 2013 Board Motion "San Fernando Valley Red Line Parking, Multi-Modal Transit Improvements" (Item 74 – Attachment A) and the January 14, 2014 Motion on "Parking Utilization" (Item 70 – Attachment B).

ISSUE

At the December 5, 2013 meeting, the Board directed the Chief Executive Officer (CEO) to report back on a long term strategic plan for both the North Hollywood and Universal City/Studio City stations that explores: 1) options and provides recommendations to increase parking availability for both long and short term; 2) potential bicycle and pedestrian improvements, 3) evaluates connections to the stations from Metro and other transit lines and 4) identifies available potential funding sources. At the January meeting the Board directed that Metro prepare a parking utilization study of all current parking facilities or lots whether owned or leased by Metro and report these findings to the Board. This report responds to both Board directives.

DISCUSSION

Management of Metro parking facilities has recently been transferred from Operations to the Real Estate department, which is a part of the Planning Department. The following is based upon research conducted by the Operations department prior to the transfer.

This review focuses on Metro owned/leased and operating parking facilities, approximately 10,360 spaces. There are an additional 17,000 spaces which include those owned by Caltrans (12,000), those under construction as part of the Expo/Gold Lines (2,600) and spaces shared with municipalities or others (2,400).

In 2003, the Board adopted a parking policy to manage demand at those park-and-rides where demand exceeds available parking spaces by 85%. At Universal and North

Hollywood Metro Red Line Stations, among other stations, reserved parking has been implemented to assist in managing demand.

Long Term Strategic Plan for North Hollywood and Universal City/Studio City (Motion 74)

Staff conducted a review of parking demand using Metro's Regional Transportation Modeling Program for the North Hollywood and Universal City stations. The unconstrained parking demand for both stations far exceeds supply. Unconstrained parking demand is defined as the number of spaces required if there are no regulatory or financial restrictions on use of the parking. The 2014 unconstrained parking demand at North Hollywood is 3,075 spaces. Metro provides 951 spaces, leaving an unconstrained demand of 2,124 parking spaces. The 2014 unconstrained demand for parking at Universal City is 1,987 spaces. Metro provides 565 spaces with an additional 281 spaces provided at adjacent County of Los Angeles and Caltrans-owned park-and-ride lots (827 spaces total between the three locations).

Staff has evaluated the following options to address the shortfall in the short and long term.

Increase Parking Availability

North Hollywood: Metro can expand the available parking spaces by 500 spaces over the next two years by initiating the following:

- a. (190 spaces) Complete the previously approved Chandler parking lot currently in procurement – 2014. Estimated Cost \$500,000
- b. (65-95 spaces) Request the City of Los Angeles to explore and if appropriate, install long term daily diagonal parking in the Weddington and Bakman Avenue blocks – and all-day parking meters – 2015.
- c. (150 spaces) Reconfigure the parking layout in the two main North Hollywood lots (lot A = 30 spaces/lot B = 120 spaces) – Estimated cost \$1.1 million.
- d. (100 spaces) Install parking improvements in the Weddington lot (used as construction staging site for the Metro Red to Orange Line Tunnel) – mid 2016. Estimated cost – \$400,000.
- e. (18 spaces) Re-configure the parking layout in the North Hollywood Orange Line Station lot (\$50,000)

In 2007, the development of 1,150 structured public parking spaces, with 1,000 to replace the existing spaces and an additional 150 spaces for expansion were included in the Joint Development proposal for this station. These improvements were part of a proposed 1.5 million square foot mixed use project that failed to proceed as a result of

the real estate recession. The cost of replacing the current 750 spaces in the main North lot with a parking structure to free up a portion of the site for development would likely exceed \$20,000,000. Successfully achieving joint development funded parking space expansion is subject to favorable market conditions supporting new parking structure construction costs as part of the project. Metro joint development staff is evaluating issuing a new RFP for joint development at the site in the current fiscal year.

Universal City: Reconfiguring the layout in the main parking area, relocating and reducing the kiss and ride drop-off area and altering the northwest section of the transit plaza could add 150 spaces.

There are limited opportunities to purchase property in the area without displacing current businesses or established uses. Constructing new structured spaces as part of a Joint Development has been explored in the past during the previous strong real estate cycle. As with North Hollywood, Joint development-funded parking expansion is subject to favorable market conditions.

Bicycle and Pedestrian Access Improvements

Bike hubs with secure bicycle facilities are being planned for the North Hollywood Station where current strong bicycle demand by transit riders has been observed. At the April 24th meeting, the Board directed staff to add North Hollywood and Universal City to the approved First and Last Mile Station area improvements pilot program. This work will address additional specific bicycle and pedestrian access and facility improvements for these two stations.

Parking Utilization Study (Motion 70)

At the Board's direction, staff conducted a utilization study. Attachment C lists the stations, number of parking spaces, fee for parking, if active, the utilization rate and any recent changes to parking at that Station. None of the Metro-owned or leased parking facilities, except those at Union Station charge for non-reserved public parking. Key observations from the utilization study are as follows:

- Eleven parking facilities owned or leased by Metro operate at 85% occupancy or greater. This includes all of the Metro Gold line facilities, 3 of the 5 Blue Line facilities, and both the North Hollywood and Universal City Red Line facilities.
- Of the facilities owned by others, the Culver City Expo facility and Fillmore Gold Line garage exceed 85% occupancy.
- Thirteen Green line stations are served by Caltrans park and ride facilities, three of which are at full capacity (Norwalk, Lakewood, and Aviation). Improvements are currently underway at the Norwalk station that will result in an increase of 100 spaces (a six percent increase to the capacity at the station.)
- Certain Metro Orange line under-utilized lots are made available for filming and other short-term rental uses, including inventory storage for local automobile

dealerships. The majority of under utilized lots along the Silver and Green lines are Caltrans-owned.

Attachments C, D and E provide summary utilization data and projections for each of the parking facilities. Copies of the draft utilization study are available upon request.

Parking Leases

Metro leases two parking facilities for Metro patron parking. The Expo/Crenshaw parking facility contains 450 spaces and is very poorly utilized (9%). The annual lease cost is approximately \$795,000, including base annual lease payments of \$282,000 and annual operating expenses of \$513,000.

Metro also leases spaces for the Orange Line Pierce College station (373 spaces) with a 55% utilization rate. The lot was secured through a prepaid lease payment of \$5.3 million.

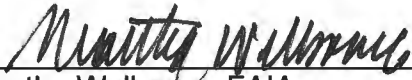
NEXT STEPS

The extent of Metro's parking resources has grown to the point that a comprehensive study of the parking system is now necessary. To date, parking management has been largely focused on addressing immediate deficiencies on a case by case basis. System-wide and policy conflicts have arisen and cannot be reconciled with a piecemeal approach. With over 10,000 spaces under Metro control, the potential of another 12,000 Caltrans spaces being transferred to Metro and 2,600 spaces added as a result of the completion of Expo and Foothill expansions, a system-wide parking management program should be developed. While not deferring critical short term parking improvements, staff intends to begin a comprehensive study with recommendations regarding policy options, pricing policies, short term/long term parking demand, joint development use of parking resources, etc. The work will be done in coordination with planning efforts by the Active Transportation group to develop enhanced first and last mile solutions at the pilot station locations that may help reduce the demand for parking spaces.

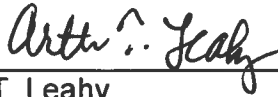
ATTACHMENTS

- A. Motion by Directors Krekorian, Yaroslavsky, Garcetti and Antonovich to Item 74, "San Fernando Valley Red Line Parking, Multi-Modal Transit Improvements" dated December 5, 2013.
- B. Motion by Directors Yaroslavsky, and O'Connor to Item 70, "Parking Utilization" dated January 15, 2014.
- C. Metro Owned or Leased - Utilization Study
- D. 2016 Pay for Parking analysis
- E. 2018 Pay for Parking analysis

Prepared by: Calvin Hollis, Managing Executive Officer, Countywide Planning and Development, (213) 922-7319



Martha Welborne, FAIA
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

Motion by**Directors Paul Krekorian, Zev Yaroslavsky , Eric Garcetti****and Michael Antonovich****San Fernando Valley Red Line Parking, Multi-modal Transit Improvements****December 5, 2013**

The Red Line is the busiest transit line in the entire MTA system, carrying over 4.6 million boardings a month. In the San Fernando Valley, there are two major stops – Universal City/Studio City and the North Hollywood terminus station, which intersects the Orange Line. These stations are some of the most highly traveled in the system. Significant potential exists for increasing ridership on this line, but certain barriers impede expanding use of the line, including insufficient parking (the parking lots at both stations are filled to capacity by 7 am daily), inadequate bicycle facilities and a lack of direct, fast connectivity to and from the stations. Addressing these barriers could facilitate increased ridership, which would have material positive benefits by providing more travel/commuting options, improving air quality and reducing traffic.

The North Hollywood station has the added benefit of being adjacent to vacant properties owned by Metro. This can provide numerous options, such as the potential for joint development, adding parking capacity, and establishing a transit/mobility hub. In order to plan for the future of the line and to attract more riders, it is important that the Board evaluate these options.

WE THEREFORE MOVE that the MTA Board instruct the Chief Executive Officer to report back to the board in March 2014 on a long term strategic plan for the North Hollywood and Universal City/Studio city stations that analyzes the following:

- 1) Explore options and provide recommendations both long-term and short-term to increase parking availability at the Red Line North Hollywood and Universal City/Studio City stations (at the North Hollywood station, the options to be explored should include but not be limited to the creation of additional parking lots on vacant land, construction of a multi-level parking garage, and providing public parking as part of a joint-development);
- 2) Provide recommendations for potential bicycle and pedestrian improvements at those stations and surrounding areas;
- 3) Evaluate existing connections to the stations from Metro transit as well as other transit lines and make recommendations to either, add, adjust or modify existing services in order to maximize ridership;
- 4) Identify available/potential funding sources for parking facilities, bicycle and pedestrian improvements.

ITEM 70

PLANNING AND PROGRAMMING

January 15, 2014

**MOTION BY DIRECTORS YAROSLAVSKY AND O'CONNOR
PARKING UTILIZATION**

Along our rail line system, as well as the Orange Line BRT, numerous parking facilities/lots are available to our patrons and in most instances parking is free of charge. Many of these facilities/lots are at capacity by 7 am and others remain virtually unused all day. Moreover, Phase II of the Exposition Line and the extension of the Gold Line are currently under construction and both lines are set to open late 2015.

In order to better plan, know what the true demand is, and efficiently allocate scarce resources, it is important to understand both current and future needs. It may be necessary to reevaluate our current policies regarding cost for parking and how parking is allocated and made available at those facilities/lots where capacity far exceeds demand. Notwithstanding, at those facilities and parking lots that are minimally used, we may need to reassess how much parking is provided and if Metro owns the facility/lot how the property should be developed. Without a utilization study and subsequent analysis, it will difficult to plan accurately not only for existing lines but those that are expanding and under construction. WE, THEREFORE, MOVE that Metro prepare a parking utilization study of all our current parking facilities/lots whether it is owned or leased by Metro and report these findings to the Metro Board within 90 days.

WE FURTHER MOVE that once the study is completed, Metro develop recommendations on the following: 1) how should parking be available and at what cost on a daily, monthly basis; 2) which facilities/lots should continue to be used for parking or what portion; 3) where should we expand and create facilities.

METRO OWNED/LEASED PARKING INVENTORY

Attachment C

PNR Lots	Total Spaces	Used Spaces	Utilization %	Total Paid Parking Spaces	Used Paid Parking Spaces (before 10:30am)	Paid Parking Utilization % (before 10:30am)	Permits Issued	Fee to Park (Monthly)	Recent Additions
1 Metro Blue Line									
Florence	115	115	100%	20	12	60%	9	\$ 25.00	Added 8 paid spaces in 03/14
Artesia	272	217	80%	40	19	48%	21	\$ 25.00	
Del Amo	367	319	87%	35	29	83%	36	\$ 25.00	
Wardlow (Total)	115	108	94%	29	13	45%	27	\$ 25.00	Added 11 paid spaces in 01/14
North Lot	75	68	91%	29	13	45%			
South Lot	40	40	100%	0	0	0%			
Willow (Total)	899	718	80%	36	17	47%	29	\$ 25.00	
North Lot	103	14	14%	0	0	0%			
South Lot	102	92	90%	26	15	58%			
Parking Structure	694	612	88%	10	2	20%			
2 Metro Expo Line									
La Cienega/Jefferson	485	349	72%	150	19	13%	70	\$ 70.00	
Expo/Crenshaw (leased to Metro)	450	42	9%	0	0	0%	0	\$ -	
Culver City (Owned by Culver City)	559	559	100%	0	0	0%	0	\$ -	
3 Metro Gold Line									
Atlantic (Total)	284	243	86%	9	0	0%	2	\$ 29.00	Added 9 paid spaces in 01/14
North Lot	22	0	0%	0	0	0%			
Parking Structure	262	243	93%	9	0	0%			
Indiana	42	40	95%	5	0	0%	0	\$ 29.00	Added 5 paid spaces in 01/14
Lincoln/Cypress	94	87	93%	10	4	40%	6	\$ 25.00	
Heritage Square	129	127	98%	11	5	45%	6	\$ 20.00	Added 5 paid spaces in 01/14
Sierra Madre	958	946	99%	88	76	86%	123	\$ 29.00	
4 Metro Green Line									
El Segundo	91	15	16%	0	0	0%	0	\$ -	
5 Metro Orange Line									
Van Nuys (Total)	776	171	22%	0	0	0%	0	\$ -	312 total available spaces for patrons
North Lot	87	76	87%	0	0	0%			All 126 spaces leased out
Northwest Lot (leased to business)	126	-	-	-	-	-			45 spaces leased out
South Lot	270	95	35%	0	0	0%			All 293 spaces leased out
Southeast Lot (leased to business)	293	-	-	-	-	-			
Sepulveda	1205	97	8%	0	0	0%	0	\$ -	536 spaces leased out
Balboa	270	213	79%	9	1	11%	2	\$ 20.00	
Reseda (Total)	514	243	47%	0	0	0%	0	\$ -	
Northwest Lot	232	84	36%	0	0	0%			
Southwest Lot	125	58	46%	0	0	0%			
Southeast Lot	157	101	64%	0	0	0%			
Pierce College (leased to Metro)	373	205	55%	0	0	0%	0	\$ -	
Canoga	258	160	62%	0	0	0%	0	\$ -	
Sherman (Total)	205	72	35%	0	0	0%	0	\$ -	
West Lot	101	40	40%	0	0	0%			
East Lot	104	32	31%	0	0	0%			

METRO OWNED/LEASED PARKING INVENTORY

Attachment C

PNR Lots	Total Spaces	Used Spaces	Utilization %	Total Paid Parking Spaces	Used Paid Parking Spaces (before 10:30am)	Paid Parking Utilization % (before 10:30am)	Permits Issued	Fee to Park	Recent Additions
6 Metro Red Line									
Universal City (Total)	827	760	92%	167	113	68%	144	\$ 39.00	Added 26 paid spaces in 03/14. Price to increase to \$59.00
North Lot	550	522	95%	167	113	68%			
Northwest Lot (LA County Owned)	173	131	76%	0	0	0%		\$ -	
South Lot (Caltrans Owned)	104	107	103%	0	0	0%		\$ -	
North Hollywood (Total)	951	867	91%	415	268	65%	416	\$ 39.00	Added 40 paid spaces in 03/14
North Lot	744	663	89%	415	268	65%			
West Lot	18	17	94%	0	0	0%			
South Lot	189	187	99%	0	0	0%			
7 Metro Silver Line									
El Monte (Total)	1915	1383	72%	0	0	0%	0	\$ -	
4 Caltrans Owned Lots	1465	1158	79%						
Gunderson Lot (SE Lot) (in process of purchase)	450	225	50%	0	0	0%	0	\$ -	
Harbor Gateway (owned by Caltrans)	980	350	36%	0	0	0%	0	\$ -	
8 Metro Owned Totals	####	5,629	66%	1,024	576	56%	891	-	104 paid spaces added
9 Leased/ Silverline-Caltrans/Nor	####	2,777	61%	0	0	0%	-	-	-
# Union Station	####	1,200	65%	1,860	1,200	65%	-	-	-
# Metro Owned & Union Station	####	6,829	65%	2,884	1,776	62%	-	-	-

PNR Lots	Total Spaces	Total owned by others	Spaces Used	Utilization %	Current Paid Parking Spaces	Used Paid Parking Spaces (before 10:30am)	Paid Parking Utilization % (before 10:30am)	Permits Issued	% of Permits to Reserved Spaces	Projected paid parking spaces by 2016	New Paid Spaces 2014-2016	Current Fee to Park	Fee 2015
1 Metro Red Line													
	1501		1444	96%	973	551	56%	565		875	302		
Universal City (Total)	827		760	92%				149	94%			\$ 39.00	\$ 55.00
North Lot	550		522	95%	158	142	90%			275	117		
Northwest Lot (LA County Owned)		173	131	76%	0	0	0%			0		\$ -	\$ -
South Lot (Caltrans Owned)		104	107	103%	0	0	0%			0		\$ -	\$ -
North Hollywood (Total)	951		922	97%	415	409	99%			600	185		
North Lot	744		718	97%	0	0	0%	416	100%			\$ 39.00	\$ 59.00
West Lot	18		17	94%	0	0	0%						
South Lot	189		187	99%	0	0	0%						
2 Metro Gold Line													
	1507		1443	96%	171	125	73%	147		433	262		
Atlantic (Total)	284		243	86%	9	2	0%			50	41		
North Lot	22		0	0%	0	0	0%	2	22%			\$ 29.00	\$ 29.00
Parking Structure	262		243	93%	9	0	0%						
Indiana	42		40	95%	5	0	0%	0	0%	21	16	\$ 29.00	\$ 29.00
Lincoln/Cypress	94		87	93%	10	4	40%	6	60%	47	37	\$ 25.00	\$ 25.00
Heritage Square	129		127	98%	11	5	45%	6	55%	65	54	\$ 20.00	\$ 20.00
Sierra Madre	958		946	99%	136	114	84%	133	98%	250	114	\$ 29.00	\$ 35.00
3 Metro Blue Line													
	1768		1477	84%	141	90	64%	122		635	494		
Florence	115		115	100%	20	12	60%	9	45%	58	38	\$ 25.00	\$ 25.00
Artesia	272		217	80%	21	19	90%	21	100%	136	115	\$ 25.00	\$ 25.00
Del Amo	367		319	87%	35	29	83%	36	103%	184	149	\$ 25.00	\$ 25.00
Wardlow (Total)	115		108	94%	29	13	45%		93%	58	29		
North Lot	75		68	91%	29		0%	27		38	9	\$ 25.00	\$ 25.00
South Lot	40		40	100%	0		0%						
Willow (Total)	899		718	80%	36	17	47%		81%	200	164		
North Lot	103		14	14%	0		0%	29				\$ 25.00	\$ 25.00
South Lot	102		92	90%	26		0%						
Parking Structure	694		612	88%	10		0%						

PNR Lots	Total Spaces	Total owned by others	Spaces Used	Utilization %	Current Paid Parking Spaces	Used Paid Parking Spaces (before 10:30am)	Paid Parking Utilization % (before 10:30am)	Permits Issued	% of Permits to Reserved Spaces	Projected paid parking spaces by 2016	New Paid Spaces 2014-2016	Current Fee to Park	Fee 2015
4 Metro Expo Line	485		349	72%	150	19	13%	70		225	75		
La Cienega/Jefferson	485		349	72%	150	19	13%	70	47%	225	75	\$ 70.00	\$ 59.00
(Unused area permits to local business)													
Expo/Crenshaw	Leased	450	42	9%	0	0	0%	0		0	0	\$ -	\$ -
Culver City	City Owned	559	559	100%	0	0	0%	0		0	0	\$ -	\$ -
5 Metro Green Line	91		15	16%	0	0	0%	0		15			
El Segundo	91		15	16%	0	0	0%	0		15	15	\$ -	\$ 20.00
6 Metro Orange Line	3228		956	30%	9	1	11%	2		200	191		
Van Nuys (Total)	776		171	22%	0	0	0%	0		25	25	\$ -	\$ 20.00
North Lot	87		76	87%	0	0	0%						
Northwest Lot (leased to business)	126		-	-	-	-	-						
South Lot	270		95	35%	0	0	0%						
Southeast Lot (leased to business)	293		-	-	-	-	-						
Sepulveda	1205		97	8%	0	0	0%	0		25	25	\$ -	\$ 20.00
Balboa	270		213	79%	9	1	11%	2	11%	50	41	\$ 20.00	\$ 20.00
Reseda (Total)	514		243	47%	0	0	0%	0		25	25	\$ -	\$ 20.00
Northwest Lot	232		84	36%	0	0	0%						
Southwest Lot	125		58	46%	0	0	0%						
Southeast Lot	157		101	64%	0	0	0%						
Pierce College	Leased	373	205	55%	0	0	0%	0		0	0	\$ -	\$ -
Canoga	258		160	62%	0	0	0%	0		55	55	\$ -	\$ 20.00
Sherman (Total)	205		72	35%	0	0	0%	0		20	20	\$ -	\$ 20.00
West Lot	101		40	40%	0	0	0%						
East Lot	104		32	31%	0	0	0%						

PNR Lots	Total Spaces	Total owned by others	Spaces Used	Utilization %	Current Paid Parking Spaces	Used Paid Parking Spaces (before 10:30am)	Paid Parking Utilization % (before 10:30am)	Permits Issued	% of Permits to Reserved Spaces	Projected paid parking spaces by 2016	New Paid Spaces 2014-2016	Current Fee to Park	Fee 2015
TOTAL of Metro Owned	8,489		5,669	67%	1,044	786	75%	906	87%	2,367	1323	-	
Union Station	1,860		1,200	65%	1,860	1,200	65%	-		1,860	-	-	-
Metro Owned & Union Station Totals	10,349		6,869	66%	2,904	1,986	68%	-		4,227	1,323	-	
Owned by Others Above		1659	1002	60%	0	0	0%	0		0	0	\$ -	
Metro Silver Line		2895	1859	64%									
El Monte Lots (4) Caltrans owned		1465	1300	89%	0	0	0%	0		0	0	\$ -	
In the process of purchase- 4 acre - Gunderson Lot (SE Lot)		450	209	46%	0	0	0%	0		0	0	\$ -	
Harbor Gateway (owned by Caltrans)		980	350	36%	0	0	0%	0		0	0	\$ -	
Non-Metro Owned plus the SILVER LINE	Totals	4,554	2,861	63%	0	0	0%	0	0	0	0	-	

There are an additional 40 Caltrans park and ride locations (approximately 50 sites) not included here that have previously been presented to the Metro Board. They are not currently eligible for "charge for parking" (approximately 12,000 spaces).

PNR Lots	Total Spaces	Total owned by others	Spaces Used	Utilization %	Monthly Permit Paid Parking	Daily Permits	Total paid parking spaces by 2018	Remaining Free	Percentage of Paid Spaces	Daily Metered Fee	Fee 2015
1 Metro Red Line	1501		1444	96%	1050	200	1,250	251	83%		
Universal City (Total)	827		760	92%						\$ 4.00	\$ 55.00
North Lot	550		522	95%	350	100	450	100	82%		
Northwest Lot	County Owned	173	131	76%	0	0	0	0		\$ -	\$ -
South Lot	Caltrans Owned	104	107	103%	0	0	0	0		\$ -	\$ -
North Hollywood (Total)	951		922	97%	700	100	800	151	84%	\$ 4.00	\$ 59.00
North Lot	744		718	97%	0	0	0	0			
West Lot	18		17	94%	0	0	0	0			
South Lot	189		187	99%	0	0	0	0			
2 Metro Gold Line	1507		1443	96%	640	155	795	712	53%		
Atlantic (Total)	284		243	86%	100	25	125	159	44%	\$ 3.00	\$ 29.00
North Lot	22		2	9%							
Parking Structure	262		241	92%							
Indiana	42		40	95%	30	5	35	7	83%	\$ 3.00	\$ 29.00
Lincoln/Cypress	94		87	93%	50	10	60	34	64%	\$ 3.00	\$ 25.00
Heritage Square	129		127	98%	60	15	75	54	58%	\$ 3.00	\$ 20.00
Sierra Madre	958		946	99%	400	100	500	458	52%	\$ 3.00	\$ 35.00
3 Metro Blue Line	1768		1477	84%	860	170	1030	738	58%		
Florence	115		115	100%	70	20	90	25	78%	\$ 3.00	\$ 25.00
Artesia	272		217	80%	150	20	170	102	63%	\$ 3.00	\$ 25.00
Del Amo	367		319	87%	150	20	170	197	46%	\$ 3.00	\$ 25.00
Wardlow (Total)	115		108	94%	40	10	50	65	43%	\$ 4.00	\$ 25.00
North Lot	75		68	91%							
South Lot	40		40	100%							
Willow (Total)	899		718	80%	450	100	550	349	61%	\$ 3.00	\$ 25.00
North Lot	103		14	14%							
South Lot	102		92	90%							
Parking Structure	694		612	88%							

	PNR Lots	Total Spaces	Total owned by others	Spaces Used	Utilization %	Monthly Permit Paid Parking	Daily Permits	Total paid parking spaces by 2018	Remaining Free	Percentage of Paid Spaces	Daily Metered Fee	Fee 2015	
4	Metro Expo Line	485		349	72%	200	25	225	260	46%			
	La Cienega/Jefferson	485		349	72%	200	25	225	260	46%	\$ 3.00	\$ 59.00	
	(Unused area permits to local business)												
	Expo/Crenshaw	Leased	450	42	9%	0	0	0	0	0%	\$ -	\$ -	
	Culver City	City Owned	559	559	100%	0	0	0	0	0%	\$ -	\$ -	
5	Metro Green Line	91		15	16%	5	5	10	81				
	El Segundo	91		15	16%	5	5	10	0	11%	\$ 3.00	\$ 20.00	
6	Metro Orange Line	3228		956	30%	45	25	70	3158	2%			
	Van Nuys (Total)	776		171	22%	0	10	10	766	1%	\$ -	\$ 20.00	
	North Lot	87		76	87%	0	0		0				
	Northwest Lot (leased to business)	126		-	-	-	-		-				
	South Lot	270		95	35%	0	0		0				
	Southeast Lot (leased to business)	293		-	-	-	-		-				
	Sepulveda	1205		97	8%	0	0	0	1205	0%	\$ 3.00	\$ 20.00	
	Balboa	270		213	79%	45	15	60	210	22%	\$ 3.00	\$ 20.00	
	Reseda (Total)	514		243	47%	0	0	0	514	0%	\$ -	\$ 20.00	
	Northwest Lot	232		84	36%	0	0		0				
	Southwest Lot	125		58	46%	0	0		0				
	Southeast Lot	157		101	64%	0	0		0				
	Pierce College	Leased	373	205	55%	0	0	0	0	0%	\$ -	\$ -	
	Canoga	258		160	62%	0	0	0	258	0%	\$ 3.00	\$ 20.00	
	Sherman (Total)	205		72	35%	0	0	0	205	0%	\$ 3.00	\$ 20.00	
	West Lot	101		40	40%	0	0		0				
East Lot	104		32	31%	0	0		0					

PNR Lots	Total Spaces	Total owned by others	Spaces Used	Utilization %	Monthly Permit Paid Parking	Daily Permits	Total paid parking spaces by 2018	Remaining Free	Percentage of Paid Spaces	Daily Metered Fee	Fee 2015
Metro Owned Total	8,489		5,669	67%	2,795	575	3,370	5119	40%	-	
Union Station	1,860		1,200	65%	1,860	-	1,860	0	0%	-	
Union Station has over 2,000 daily public users, many that stay for short durations											
Metro Owned & Union Station Totals	10,349		6,869	66%	4,655	575	5,230	5119	40%	-	
Owned by Others Above		1659	1002	60%	0	0	0	1,659	0%	\$ -	
Metro Silver Line		2895	1859	64%				2895			
El Monte Lots (4) Caltrans owned		1465	1300	89%	0	0	0	1,465	0%	\$ -	
In the process of purchase- 4 acre - Gunderson Lot (SE Lot)		450	209	46%	0	0	0	450	0%	\$ -	
Harbor Gateway (owned by Caltrans)		980	350	36%	0	0	0	980	0%	\$ -	
Non-Metro Owned plus the SILVER LINE	Totals	4,554	2,861	63%	0	0	0	4,554	0%	-	

There are an additional 40 Caltrans park and ride locations (approximately 50 sites) not included here that have previously been presented to the Metro Board. They are not currently eligible for "charge for parking" (approximately 12,000 spaces).