

BEFORE THE BOARD OF DIRECTORS OF THE SAN FRANCISCO BAY AREA RAPID TRANSIT  
DISTRICT

In the Matter of Adopting a New Parking Pricing  
Policy

Resolution No. \_\_\_\_\_

WHEREAS, pursuant to Public Utilities Code Section 29038, the Board of Directors of the San Francisco Bay Area Rapid Transit District (“District”) must set the fees for rapid transit service to be furnished by the District; and

WHEREAS, the District expends significant funds on its parking program including investments such as security, facility maintenance, parking management, and fee collection; and

WHEREAS, the District’s expenses to operate and maintain parking have continued to increase but BART’s Parking Pricing Policy has not been updated since 2013; and

WHEREAS, the District has no mechanism to gradually increase parking prices over time to keep pace with inflation and providing such a mechanism will help the District cover its costs to provide parking;

WHEREAS, when station parking areas fill, adjusting parking prices based on demand will help ensure that parking is available for those who most need it and incentivize others to use alternative modes of station access; and

WHEREAS, effective parking management will be essential at stations with planned transit-oriented development where parking supply will be significantly reduced; and

WHEREAS, by extending pricing to weekends and afternoons at stations that fill during these periods, the District can ensure that limited parking is prioritized for BART riders; and

WHEREAS, the Board has requested that District staff study and make proposals concerning possible parking rates and charges, including an update to the District’s parking policy; and

WHEREAS, a Title VI Equity Analysis was conducted to examine the impacts of the proposed policy on low income and minority populations, and the resulting Title VI Parking Policy Equity Analysis Report determined the proposal would not have a disparate impact on minority parkers but may potentially create a disproportionate burden on low-income parkers, and recommended mitigations to address this impact; and

WHEREAS, on May 25, 2023, the Board reviewed and adopted the findings from the Title VI Parking Policy Equity Analysis Report; and

WHEREAS, the recommended mitigations from the Title VI Equity Analysis have been incorporated into the Parking Pricing Policy Proposal in Attachment A; and

WHEREAS, the District has conducted outreach to the public to collect input from under-represented populations on the proposed policy, as documented in the public participation report provided by District staff; and

WHEREAS, a public hearing was held on May 25, 2023 to consider the proposed policy;

NOW, THEREFORE, the Board hereby makes the following findings:

1. After careful study of staff recommendations, public comment, and due deliberations, the Board determines, as required by Public Utilities Code Section 29038, that the rates and charges for parking, as modified by this Resolution, are reasonable; and that insofar as practicable, these rates and charges are calculated to result in revenue which will:
  - a. Pay for certain operating expenses of the District; and
  - b. Provide repairs, maintenance, and depreciation of works owned and operated by the District;
2. After making any current allocation of funds for the foregoing purposes and by the terms of any indebtedness incurred under Public Utilities Code Articles 6 (commencing with Section 29240) and 7 (commencing with section 29250) of Chapter 8, the District shall provide funds for any purpose the Board deems necessary and desirable to carry out the purposes of Part 2 of Division 10 of the Public Utilities Code.
3. After careful study of staff recommendations, public comment, and due deliberations, the Board also determines that the updated Parking Policy is exempt from the California Environmental Quality Act per Section 21080 (b)(8) of the Public Resources Code, and that the rates and charges for parking, as modified by this Resolution and set forth in Attachment A, are for the purposes of:
  - a. Meeting operating expenses such as employee wage rates and fringe benefits,
  - b. Purchasing or leasing supplies, equipment or materials;
  - c. Meeting financial reserve needs and requirements; and
  - d. Obtaining funds for capital projects, necessary to maintain service within existing service areas.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that:

1. The General Manager is authorized to implement the updated Parking Policy including updated parking rates as set forth in Attachment A.
2. The BART parking rates implemented as set forth in Attachment A are statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to public resources code §21080(b)(8) and CEQA Guidelines, 14 Cal. Code Regs §15273 and that Notices of Exemption shall be filed in the four affected counties.

BE IT FURTHER RESOLVED that this Resolution shall take immediate effect after its passage and shall supersede Resolution No. 5207.

PASSED AND ADOPTED by the Board of Directors of the San Francisco Bay Area Rapid Transit District, this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:



## Attachment A: San Francisco Bay Area Rapid Transit District – Parking Pricing Policy

### 1) Objective

BART sets parking rates to effectively manage demand and improve parking availability while ensuring financial stability.

### 2) Parking Rates

Rates are set by parking product, by station, within an allowed range based on demand.

Parking Product <sup>1</sup>	Definition	Allowed Range (2023)*	
		Floor	Ceiling <sup>2</sup>
Daily Fee	Purchase daily on a first come, first served basis	\$3/day	\$6.30/day
Single/Multi-day	Purchase in advance, one or more days at a time	\$4/day	\$11/day
Monthly	Purchase on a monthly basis	\$84/month	\$220/month

\*Rates do not include taxes which may be assessed by local governments.

### 3) Rate Adjustments: the following rate adjustments are permitted within the allowed range:

- A. Rates may increase by up to 30 percent at a time no more frequently than every six months, and may be lowered at any time.
- B. Parking rates may increase if occupancy or sales is higher than 90 percent and may be lowered if below 70 percent.
- C. Rates for monthly and single/multi-day reserved parking will be at least 20 percent higher per day than for Daily Fee parking, to reflect the additional benefits offered by these products.
- D. Rates may be discounted within the established ranges during periods of lower demand (such as by time of day, day of week, or time of year).
- E. Beginning on January 1, 2025, each time transit fares are adjusted for inflation, the floor and ceiling of the allowed parking price range may be adjusted by the same percentage, not to exceed \$8/day, \$11/day, and \$220/month for Daily Fee, Single/Multi-Day, and Monthly parking, respectively.
- F. Rates may be rounded to the nearest ten cents.

Additionally:

- G. Factors such as the presence of waitlists, fill times, and sales or occupancy trends may be considered when deciding whether to raise or lower rates.
- H. Rates may be discounted up to 50% below the allowed range for promotional purposes.

### 4) Time periods when fees are in effect

Parking fees may be charged Monday through Friday up until 3 PM at all stations. The hours may be extended until 6 PM, and the days extended to include Saturdays or Sundays, at a given station if occupancy during these periods exceeds<sup>3</sup> 90 percent.

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<sup>1</sup> The Daily Fee price range also applies to non-BART and carpool parking. The single/multi-day reserved price range also applies to advanced-reserved EV parking.

<sup>2</sup> There is no ceiling on parking prices at the West Oakland Station.

<sup>3</sup> Or is forecast to exceed, upon implementation of new parking configurations (e.g. transit-oriented development).