

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Agenda - Canceled

Thursday, March 19, 2020

11:30 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Executive Management Committee

James Butts, Chair

Eric Garcetti, Vice Chair

John Fasana

Paul Krekorian

Sheila Kuehl

Hilda Solis

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL**

21. **SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE** [2020-0169](#)

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report.

Attachments: [Attachment A - System-Wide Law Enforcement Overview January 2020](#)
[Attachment B - MTA Supporting Data January 2020](#)
[Attachment C - Key Performance Indicators January 2020](#)
[Attachment D - Transit Police Summary January 2020](#)
[Attachment E - Homeless Update January 2020](#)

(ALSO ON OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE)

23. **SUBJECT: STATE AND FEDERAL REPORT** [2020-0175](#)

RECOMMENDATION

RECEIVE AND FILE State and Federal Legislative Report.

24. **SUBJECT: STATE LEGISLATION** [2020-0173](#)

RECOMMENDATION

ADOPT staff recommended positions:

- A. Senate Bill 1366 (Archuleta) - Los Angeles County Metropolitan Transportation Authority: light rail: West Santa Ana Branch Transit Corridor.
WORK WITH AUTHOR

Attachments: [Attachment A - SB 1366 \(Archuleta\) Legislative Analysis](#)

25. **SUBJECT: CHIEF COMMUNICATIONS OFFICER REPORT** [2020-0068](#)

RECOMMENDATION

RECEIVE Chief Communications Officer Oral Report and Presentation

Attachments: [Attachment A - CCO Oral Report Presentation](#)

- 26. SUBJECT: INVENTORY OF SUITABLE LOCATIONS FOR
TEMPORARY HOMELESS HOUSING ON METRO LAND**

[2020-0080](#)

RECOMMENDATION

CONSIDER:

1. RECEIVING AND FILING Metro Property Inventory for Temporary Sheltering of the Homeless Report (Attachment A); and
2. DELEGATING authority to the Chief Executive Officer (CEO) to enter into no-fee leases with local jurisdictions for temporary (less than five years) supportive homelessness-related facilities, including bridge housing for Metro-owned properties that do not have a conflicting transit or joint development purpose.

Attachments: [Attachment A - Metro Property Inventory for Temporary Sheltering of the Homeless Presentation](#)

- 27. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL
MEMBER APPOINTMENT**

[2020-0095](#)

RECOMMENDATION

CONSIDER:

- A. APPOINTING the Chinese American Construction Professionals (CACP) organization to the Transportation Business Advisory Council membership.

- 28. SUBJECT: METRO PARKING MANAGEMENT PROGRAM AND
SYSTEMWIDE PARKING OPERATOR SERVICES**

[2020-0051](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING revisions to Metro's Parking Ordinance Administrative Code Title 8 (Attachment C) and Metro's Parking Rates and Fee Resolution (Attachment D) in support of the implementation of the Parking Management Program.
- B. AUTHORIZING the Chief Executive Officer ("CEO") to execute a five-year base period, firm fixed price Contract No. PS66007000 to L & R Auto Parks, Inc. DBA Joe's Auto Parks for systemwide parking operator services in the amount of \$26,878,513 with two, one-year options, in the amounts of \$5,840,059 and \$7,651,918, respectively, for a total amount of \$40,370,490, through a revenue generating contract where the contractor will be compensated for their operating costs from the parking revenue collected and Metro will receive the net revenue amount collected, subject to resolution of protest(s) if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Metro Parking Ordinance](#)
 [Attachment D - Metro Parking Rates and Permit Fee Resolution](#)
 [Attachment E -Supportive Transit Parking Program Master Plan](#)
 [Presentation](#)

32. SUBJECT: CORONAVIRUS (COVID-19) UPDATE

[2020-0209](#)

RECOMMENDATION

RECEIVE oral report regarding Coronavirus (COVID-19).

SUBJECT: GENERAL PUBLIC COMMENT

[2020-0185](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

**COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION**

Adjournment



Board Report

File #: 2020-0169, **File Type:** Informational Report

Agenda Number: 21.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 19, 2020**

SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report.

ISSUE

This report reflects January 2020 performance data as reported under the transit policing deployment strategy which is a combination of in-house fare compliance officers, private security for fixed assets and a multi-agency law enforcement deployment strategy by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LAPD). The information in this report summarizes Crimes Against Persons, Crimes Against Property, and Crimes Against Society data under Uniform Crime Reporting (UCR) Program, average emergency response times, assaults on bus operators, and Metro's fare compliance and homeless outreach efforts. The Six Key Performance Indicators (KPI) are Uniform Crime Reporting guidelines, Average Emergency Response Times, Percentage of Time Spent on the System, Ratio of Staffing Levels vs Vacant Assignments, Ratio of Proactive vs Dispatched Activity, and Number of Grade Crossing Operations.

BACKGROUND

UCR is a National Incident-Based Reporting System from the US Department of Justice. It captures crime offenses in one of three categories: Crimes Against Persons, Crimes Against Property, and Crimes Against Society.

DISCUSSION

DEPLOYMENT ANALYSIS AND FORMULA DEVELOPMENT

The System Security and Law Enforcement (SSLE) is currently reviewing its deployment practices and developing strategies to achieve a higher felt presence on the system with existing resources. This assessment includes conducting an in-depth deployment analysis of where all levels of security and law enforcement are deployed. We are working with our law enforcement partners to understand their deployment strategies, assess their effectiveness, and enhance accountability where needed. A

portion of this analysis will seek to develop a security personnel formula to support the continued expansion of Metro's transportation system. This formula will factor in mileage and number of bus/rail stops. We will report back to the Board with updates on these efforts. Our top priority is to provide a safe experience for our customers, and we will be able to achieve that by making the best use of our law enforcement resources.

NATIONAL CRIME VICTIMIZATION SURVEY

As requested by Board Chair Butts, staff has convened a working group with Metro's Survey Team to explore the idea of implementing a National Crime Victimization Survey (NCVS). Staff has drafted a survey based on the NCVS methodology and it's being reviewed internally by management. Once the draft has been approved internally, staff will report back to the Board with a proposed plan, cost, and schedule.

COMPLIANCE - MPV UPDATE

In October 2019, Los Angeles Metro executed Modification No. 8 with Axiom Xcell, Inc. (Contractor) under Contract No. PS30203139 (TAP Mobile Phone Validator Application), to extend the period of performance and proceed with implementing new enhanced features to improve functionalities and capabilities for the Mobile Phone Validator (MPV) used by fare compliance officers.

One of the new enhancement features is designed to increase safety by displaying the location of law enforcement and fare compliance officers, and support SSLE's Compliance team with monitoring contract compliance. Currently, the upgrade has not met expectations. The MPV Mobile Device Management system should locate the MPV devices in real-time. If the new MPV Mobile Device Management system functions as designed, it could improve device management and resource tracking. It will report and display an animation of the officer's route/path and activity on to a map region between specified times.

In January 2020, Metro staff moved forward with implementing a 3.0 version test pilot program over 4 days and on 10 officers. The pilot program was to mitigate unforeseen software and server ITS bugs, before fully integrating and reprogramming 211 MPV devices from the 2.0 version to the new 3.0 version. Metro staff completed the pilot program, reprogrammed a total of 211 MPV devices, and issued a total of 50 MPV devices with version 3.0 to Metro Transit Security officers without interrupting their fare compliance operations.

In February 2020, Metro staff moved forward with the second phase of reprogramming an additional 266 MPV devices in preparation for issuing them to Metro's contracted law enforcement officers. Currently, Metro staff has issued an additional 13 devices to Metro Transit Security, 162 devices to LAPD, prepared 19 devices for LBPD, and continues to reprogram 233 MPV devices in preparation for LASD. Concurrently, Metro staff continues to meet weekly with Axiom to discuss issues and review progress of the new features.

The goal is to be able to search and display on a map, real-time or historically, variables on personnel names, deployment watch, and location, and allow data retrieval of dates going back six

months to a year. When utilizing these features, they should reflect the queried variables and generate reports. Map information should be translated into a format compatible with Google Chrome for future review to support monitoring contract compliance.

As the devices are being reprogrammed and field tests continue, SSLE will determine if the upgrade is effective. The design of the current dashboard is slow and labor intensive to draw information on accountability. SSLE will work with the vendor to ensure contract compliance and determine if the upgrade will meet the compliance, and accountability requirements needed.

Based on the modification's list of milestones, the enhancement features related to the Map are anticipated to be completed by July 24th and July 31st, 2020. We will update the Board on progress or setbacks.

HOMELESS OUTREACH SERVICES

Dream Center

The Dream Center is a Los Angeles faith-based organization. The mission of the Dream Center is “to connect broken people to a community of support by providing free resources and services that address immediate and long-term needs in the areas of homelessness, hunger, poverty, addiction, abuse, education, and human trafficking.” The Dream Center provides “opportunities for people to rebuild and transform their lives through the Center’s tools, education programs, and support through various community programs. All services are free of charge.”

The Dream Center’s leadership is committed to partnering with Los Angeles Metro to assist in reducing the number of homeless persons on Metro’s system while providing responsive, coordinated services to the unsheltered on Metro’s system. The Dream Center has the expertise and resources to provide immediate aid to homeless individuals in need 24-hour.

The Dream Center offers additional late-night resources to engage individuals suffering from addiction, cognitive struggles, or experiencing homelessness. These resources will enhance our ability to serve individuals forced off the system at the end of the line.

The expected launch of the pilot program will take place at Union Station during hours that trains shut down. They will work in tandem with our partner, PATH, LA DOOR, and law enforcement, to complement outreach at Union Station. If the concept proves successful, we will seek additional resources to provide services at subsequent end of the line stations. The Dream Center and Los Angeles Metro MOU is expected to be fully executed by mid-March.

PATH

PATH’s current level of staffing is 26 outreach workers and is down 14 workers. Two teams are deployed throughout the System. The Day team covers the system from 7 a.m. - 3:30 p.m. The Swing team covers the system from 3:00 a.m. - 11:30 a.m. Due to lack of staffing, there is no

coverage on Metro's system between the hours of 3:30 p.m. and 3:00 a.m. PATH is actively interviewing staff for both swing and day shifts. They are receiving applications through their website, epath.org.

L.A. DOOR Pilot Program

LA DOOR is a recidivism reduction & drug diversion unit within the Los Angeles City Attorney's office. LA DOOR is a comprehensive, health-focused, preventative approach that proactively engages individuals at elevated risk of returning to the Los Angeles City Attorney's Office. LA DOOR presents a new approach to addiction. Rather than waiting to charge new arrests, LA DOOR delivers peer-led multidisciplinary social services to "hotspot" locations. Union Station and MacArthur are two of the "hotspots."

A funding requirement of LA DOOR's grant is to provide consistent outreach to five locations; hence, Union Station and MacArthur Park are two of the locations that will receive LA DOOR outreach during a three-year period.

LA DOOR, in conjunction with PATH Outreach Teams and law enforcement, will convene to discuss outreach strategies beginning with deployment at Union Station. This concerted outreach is pending the MOU between Metro and the Dream Center being executed. Discussion with LA DOOR is in progress.

7-Day Homeless Count

The ground-breaking 7-day homeless count on Metro's system and properties is in the planning stage. The overarching objective is to count homeless persons on Metro's system and properties. The use of technology will be used to assist in the count, the analysis of data and tracking the presence of homeless persons on Metro's system in real-to-near-time.

This capability will enable the deployment of appropriate resources in a timely manner. Bus operators will have access to counting the homeless on the bus using an additional feature on buttons already in place on the buses. New fareboxes will also be used to collect tallies.

At present, the fareboxes are being upgraded.

Referral Definitions

As requested by Metro Director, Krekorian, staff has standardized the definition of referrals for LAPD, LASD, and LBPd. Our law enforcement partners will use the following definition for *referrals*: a contact that resulted in a positive connection to outreach workers or service providers. We will refer to *individuals contacted*, when information is provided on resources and services, but not accepted by the individual.

These revised definitions will be reflected in February's data set on the April board report.

SEXUAL HARASSMENT RESOURCES

Metro's partnership with Peace Over Violence (POV) commenced in December 2016 to provide a toll-free hotline for victims/Metro Transit customers who have experienced sexual harassment on our system. Staff is currently evaluating current practices to seek areas for improvement on how Metro can better support victims. As expressed by the Board Directors and after staff review, it's been recommended that Metro should update its sexual harassment messaging from callers contacting POV to instead contacting 911.

Currently, most of the calls POV receives are not sexual harassment-related. With this revised approach, law enforcement can respond to all calls, reducing response times, and determining if a crime has occurred. Those incidents of harassment that have not yet become a crime, SSLE will develop an incident intake using the Transit Watch mobile application for law enforcement to document incidents and share suspect information. SSLE will work with POV to develop sexual harassment training for officers to be provided at all roll calls. To improve our response to these incidents, it is imperative to provide first responders with training opportunities and tools to treat sexual harassment cases with sensitivity and a sense of urgency, such as effective techniques for victim interviews. Staff will report back to the Board with an update.

GRADE CROSSING & BUS LANE ENFORCEMENT MEDIA CAMPAIGN

Law enforcement officers enforce traffic regulations involving rail and bus rights-of-way and dedicated bus lanes with the additional responsibility of enforcing vehicle code violations committed in and around Metro buses that impact a bus operator's ability to safely operate the bus. Staff is working on developing and launching a media campaign to highlight the importance of safe grade crossing and proper use of bus lanes. Through this campaign, it will help improve public safety and support Metro's bus operators by clearing the bus lanes for their routes. Staff will provide updates as soon as a media plan is in place.

BUS OPERATOR ASSAULTS

In January, there was a total of 6 batteries on bus operators, with 5 batteries occurring in LAPD's jurisdiction and 1 battery occurring in LASD's jurisdiction. Of the 6 batteries, 2 suspects spat on the bus operators, 2 suspects threw objects, and 2 suspects used hands as their method of battery. In addition, the downtown Los Angeles area has experienced an influx in calls for service due to criminal activity occurring on bus and/or bus stops. Effective immediately, LAPD has re-deployed its Bus Riding Teams (BRT) to focus their bus boarding efforts specifically to the Skid Row area. The areas of focus is from Alameda to Main Street and 5th Street to 7th Street.

Metro is committed to improving security and creating a safe experience for our employees and

customers. Staff will continue to monitor crime trends, reassess deployment strategies, and reallocate resources where needed the most.

ATTACHMENTS

Attachment A - System-Wide Law Enforcement Overview January 2020

Attachment B - MTA Supporting Data January 2020

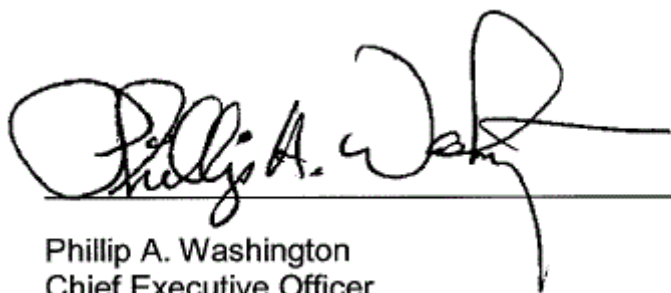
Attachment C - Key Performance Indicators January 2020

Attachment D - Transit Police Summary January 2020

Attachment E - Homeless Update January 2020

Prepared by: Jimmy Abarca, Senior Administrative Analyst, System Security and Law Enforcement,
(213) 922-2615

Reviewed by: Bob Green, Chief System Security and Law Enforcement Officer, (213) 922-4811



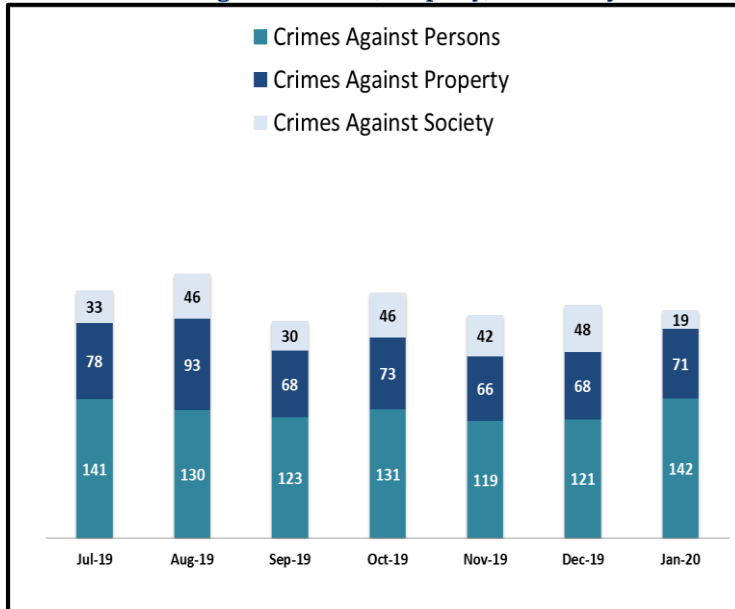
Phillip A. Washington
Chief Executive Officer

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

JANUARY 2020

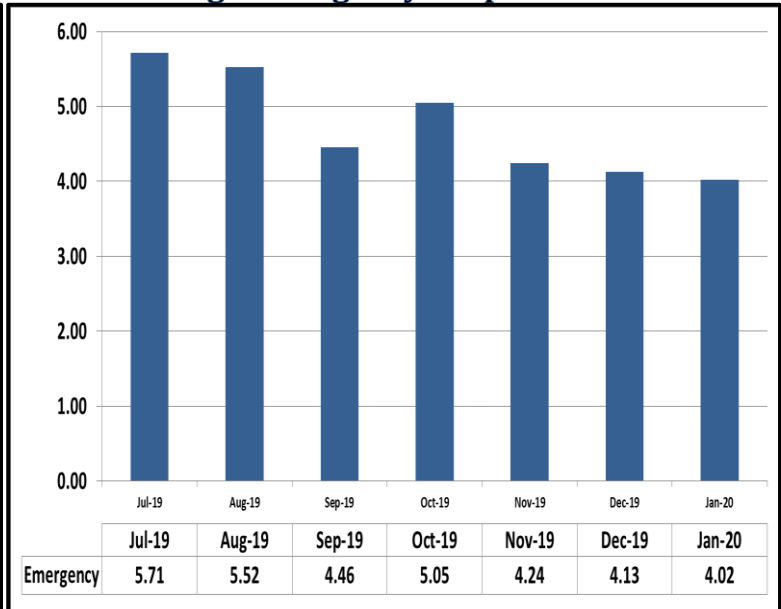
Attachment A

Crimes Against Persons, Property, and Society



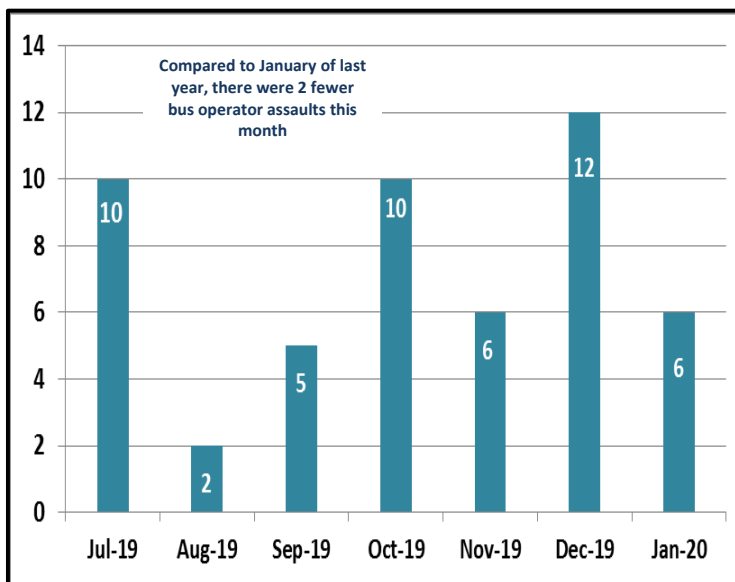
When compared to the same period last year, Crimes Against Persons increased by 15 crimes, Crimes Against Property decreased by 24 crimes, and Crimes Against Society decreased by 6 crimes.

Average Emergency Response Times

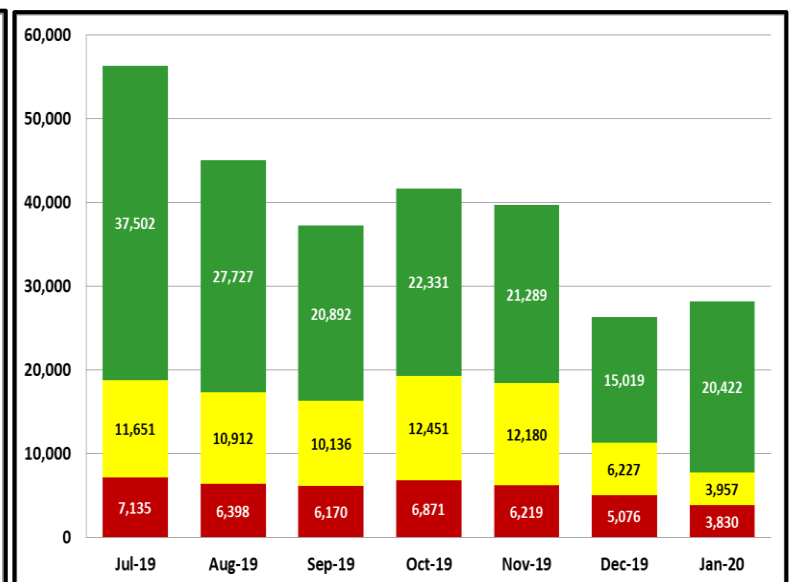


Average emergency response time was 4.02 mins.

Bus Operator Assaults



Fare Compliance



Green Checks- Occurs when a patron has valid fare

Yellow Checks- Occurs when a patron has valid fare, but did not tap at transfer station

Red Checks- Occurs when a patron has invalid fare

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2020

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBPDP	FYTD
Homicide	0	0	0	0
Rape	0	0	0	1
Robbery	1	3	1	24
Aggravated Assault	0	4	0	14
Aggravated Assault on Operator	0	0	0	0
Battery	3	2	0	32
Battery Rail Operator	0	0	0	0
Sex Offenses	1	0	0	5
SUB-TOTAL	5	9	1	76
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPDP	FYTD
Burglary	0	0	0	1
Larceny	0	3	1	22
Bike Theft	0	0	0	0
Motor Vehicle Theft	0	1	0	4
Arson	0	0	0	0
Vandalism	0	4	0	16
Other	0	0	0	0
SUB-TOTAL	0	8	1	43
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPDP	FYTD
Weapons	0	0	0	11
Narcotics	0	4	0	48
Trespassing	0	1	0	10
SUB-TOTAL	0	5	0	69
TOTAL	5	22	2	188

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	2	0	0	12
Pico	0	0	0	3
Grand/LATTC	0	0	0	0
San Pedro St	0	0	0	1
Washington	1	0	0	4
Vernon	0	0	0	2
Slauson	1	1	0	10
Florence	5	0	1	18
Firestone	2	0	0	9
103rd St/Watts Towers	2	0	0	7
Willowbrook/Rosa Parks	0	3	1	36
Compton	1	0	1	29
Artesia	0	4	1	22
Del Amo	0	0	1	5
Wardlow	0	0	0	1
Willow St	0	0	0	8
PCH	0	1	0	6
Anaheim St	0	0	0	4
5th St	0	0	0	1
1st St	0	0	0	2
Downtown Long Beach	1	0	0	7
Pacific Av	0	0	0	1
Blue Line Rail Yard	0	0	0	0
Total	15	9	5	188

ARRESTS				
AGENCY	LAPD	LASD	LBPDP	FYTD
Felony	5	8	5	156
Misdemeanor	6	30	46	625
TOTAL	11	38	51	781

CITATIONS				
AGENCY	LAPD	LASD	LBPDP	FYTD
Other Citations	679	36	56	8,651
Vehicle Code Citations	572	7	222	7,180
TOTAL	1,251	43	278	15,831

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPDP	FYTD
Routine	14	63	5	508
Priority	24	73	49	820
Emergency	0	20	21	208
TOTAL	38	156	75	1,536

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPDP
Dispatched	40%	2%	4%
Proactive	60%	98%	96%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	93%
Blue Line-LASD	87%
Blue Line-LBPDP	70%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPDP	FYTD
Washington St	15	0	0	85
Flower St	5	0	0	42
103rd St	0	0	0	2
Wardlow Rd	0	0	3	18
Pacific Ave.	0	0	0	2
Willowbrook	0	33	0	230
Slauson	6	1	0	41
Firestone	0	5	0	30
Florence	0	9	0	69
Compton	0	14	0	152
Artesia	0	6	0	30
Del Amo	0	2	0	28
Long Beach Blvd	0	0	0	8
TOTAL	26	70	3	737

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	
Long Beach Police Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	2	3
Robbery	1	4	26
Aggravated Assault	0	2	11
Aggravated Assault on Operator	0	0	0
Battery	1	1	29
Battery Rail Operator	0	0	0
Sex Offenses	0	1	3
SUB-TOTAL	2	10	72
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	1	3
Larceny	2	1	13
Bike Theft	0	0	1
Motor Vehicle Theft	0	0	2
Arson	0	1	1
Vandalism	0	2	6
SUB-TOTAL	2	5	26
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	11
Narcotics	0	1	20
Trespassing	0	0	1
SUB-TOTAL	0	2	32
TOTAL	4	17	130

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	1	0	1	5
Douglas	0	0	0	0
El Segundo	0	0	0	3
Mariposa	0	0	0	1
Aviation/LAX	0	0	0	2
Hawthorne/Lennox	1	0	0	7
Crenshaw	0	1	0	9
Vermont/Athens	3	0	1	11
Harbor Fwy	2	1	0	8
Avalon	0	1	0	7
Willowbrook/Rosa Parks	3	1	0	36
Long Beach Bl	1	1	0	22
Lakewood Bl	1	0	0	10
Norwalk	0	2	0	11
Total	12	7	2	132

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	12	53
Misdemeanor	0	18	237
TOTAL	0	30	290

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	7	22	319
Vehicle Code Citations	17	4	84
TOTAL	24	26	403

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	2	103	690
Priority	9	69	579
Emergency	0	17	93
TOTAL	11	189	1,362

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	18%	3%
Proactive	82%	97%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	92%
Green Line-LASD	84%

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	3	0	21
Aggravated Assault	5	0	13
Aggravated Assault on Operator	0	0	0
Battery	6	0	32
Battery Rail Operator	0	0	0
Sex Offenses	2	0	11
SUB-TOTAL	16	0	77
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	5	0	48
Bike Theft	1	1	16
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	2
SUB-TOTAL	6	1	67
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	2
Narcotics	0	0	1
Trespassing	1	0	5
SUB-TOTAL	1	0	8
TOTAL	23	1	152

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	1	0	0	7
Pico	0	0	0	0
LATTC/Ortho Institute	0	0	0	18
Jefferson/USC	1	0	0	8
Expo Park/USC	0	0	0	4
Expo/Vermont	3	0	0	11
Expo/Western	3	2	0	17
Expo/Crenshaw	2	1	0	10
Farmdale	0	0	1	11
Expo/La Brea	1	1	0	13
La Cienega/Jefferson	0	1	0	10
Culver City	0	1	0	8
Palms	2	0	0	6
Westwood/Rancho Park	0	0	0	1
Expo/Sepulveda	3	0	0	9
Expo/Bundy	0	1	0	15
26th St/Bergamot	0	0	0	3
17th St/SMC	0	0	0	3
Downtown Santa Monica	0	0	0	8
Expo Line Rail Yard	0	0	0	0
Total	16	7	1	162

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	5	0	35
Misdemeanor	10	1	85
TOTAL	15	1	120

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	37	7	201
Vehicle Code Citations	22	0	151
TOTAL	59	7	352

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	21	75	510
Priority	34	48	535
Emergency	0	7	56
TOTAL	55	130	1,101

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	23%	11%
Proactive	77%	89%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	87%
Expo Line-LASD	96%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	184	0	844
Santa Monica	N/A	6	124
Culver City	N/A	0	4
TOTAL	184	6	972

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2020

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	1	1
Robbery	5	23
Aggravated Assault	6	33
Aggravated Assault on Operator	0	0
Battery	23	119
Battery Rail Operator	0	0
Sex Offenses	2	12
SUB-TOTAL	37	188
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	10	82
Bike Theft	1	7
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	2	8
SUB-TOTAL	13	97
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	1	28
SUB-TOTAL	1	28
TOTAL	51	313

ARRESTS		
AGENCY	LAPD	FYTD
Felony	19	202
Misdemeanor	98	715
TOTAL	117	917

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	195	3,432
Vehicle Code Citations	83	1,158
TOTAL	278	4,590

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	49	96
Priority	96	183
Emergency	11	15
TOTAL	156	294

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	26%
Proactive	74%
TOTAL	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	4	2	0	50
Civic Center/Grand Park	3	2	0	11
Pershing Square	4	1	0	24
7th St/Metro Ctr	7	4	0	32
Westlake/MacArthur Park	2	1	1	42
Wilshire/Vermont	2	2	0	21
Wilshire/Normandie	0	0	0	5
Vermont/Beverly	3	0	0	18
Wilshire/Western	0	0	0	11
Vermont/Santa Monica	3	0	0	16
Vermont/Sunset	1	0	0	8
Hollywood/Western	0	0	0	9
Hollywood/Vine	3	0	0	15
Hollywood/Highland	1	0	0	17
Universal City/Studio City	0	0	0	7
North Hollywood	4	1	0	25
Red Line Rail Yard	0	0	0	0
Total	37	13	1	311

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Red Line- LAPD	84%

LEGEND
Los Angeles Police Department

GOLD LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	1	0	2
Robbery	0	0	7
Aggravated Assault	1	2	12
Aggravated Assault on Operator	0	0	0
Battery	3	0	27
Battery Rail Operator	0	0	0
Sex Offenses	0	0	2
SUB-TOTAL	5	2	50
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	2	2	27
Bike Theft	0	1	7
Motor Vehicle Theft	0	2	4
Arson	0	1	1
Vandalism	0	0	14
SUB-TOTAL	2	6	53
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	2
Narcotics	0	0	6
Trespassing	0	0	1
SUB-TOTAL	0	0	9
TOTAL	7	8	112

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	2	33
Misdemeanor	1	13	126
TOTAL	1	15	159

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	14	13	313
Vehicle Code Citations	13	1	91
TOTAL	27	14	404

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	7	70	895
Priority	16	76	828
Emergency	1	10	105
TOTAL	24	156	1,828

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	20%	3%
Proactive	80%	97%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	1	0	7
Azusa Downtown	0	0	0	2
Irwindale	0	0	0	6
Duarte/City of Hope	0	0	0	5
Monrovia	0	0	0	7
Arcadia	0	0	0	2
Sierra Madre Villa	0	2	0	8
Allen	0	0	0	4
Lake	0	0	0	4
Memorial Park	0	1	0	8
Del Mar	0	0	0	1
Fillmore	0	0	0	1
South Pasadena	0	0	0	2
Highland Park	0	0	0	5
Southwest Museum	0	0	0	3
Heritage Square	0	1	0	2
Lincoln/Cypress	1	0	0	4
Chinatown	0	0	0	3
Union Station	3	1	0	10
Little Tokyo/Arts Dist	0	0	0	4
Pico/Aliso	0	0	0	2
Mariachi Plaza	0	0	0	3
Soto	0	0	0	5
Indiana (both LAPD & LASD)	1	0	0	4
Maravilla	0	0	0	1
East LA Civic Ctr	0	0	0	2
Atlantic	2	2	0	7
Total	7	8	0	112

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	89%
Gold Line-LASD	78%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	93	0	583
Arcadia Station	0	12	68
Irwindale	0	11	30
Monrovia	0	2	33
City of Pasadena	0	33	168
Magnolia Ave	0	0	0
Duarte Station	0	10	17
City Of Azusa	0	11	86
South Pasadena	0	20	97
City Of East LA	0	13	62
Figueria St	44	0	272
TOTAL GOAL= 10	137	112	1,416

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2020

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	1
Rape	0	0
Robbery	1	6
Aggravated Assault	0	7
Aggravated Assault on Operator	0	0
Battery	1	12
Battery Bus Operator	0	1
Sex Offenses	0	0
SUB-TOTAL	2	27
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	6
Bike Theft	1	3
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	4
SUB-TOTAL	2	13
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
SUB-TOTAL	0	0
TOTAL	4	40

ARRESTS		
AGENCY	LAPD	FYTD
Felony	0	9
Misdemeanor	3	25
TOTAL	3	34

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	437	1,856
Vehicle Code Citations	196	1,425
TOTAL	633	3,281

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	4	28
Priority	10	111
Emergency	1	8
TOTAL	15	147

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	17%
Proactive	83%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Orange Line- LAPD	89%

LEGEND
Los Angeles Police Department

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	0	0	0	10
Laurel Canyon	0	0	0	0
Valley College	0	0	0	0
Woodman	0	0	0	0
Van Nuys	2	1	0	8
Sepulveda	0	0	0	2
Woodley	0	0	0	1
Balboa	0	0	0	2
Reseda	0	0	0	2
Tampa	0	1	0	2
Pierce College	0	0	0	2
De Soto	0	0	0	0
Canoga	0	0	0	2
Warner Center	0	0	0	0
Sherman Way	0	0	0	1
Roscoe	0	0	0	1
Nordhoff	0	0	0	2
Chatsworth	0	0	0	5
Total	2	2	0	40

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	1
Aggravated Assault	0	0	2
Aggravated Assault on Operator	0	0	0
Battery	0	0	1
Battery Bus Operator	0	0	0
Sex Offenses	0	0	2
SUB-TOTAL	0	0	6
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	2	0	5
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
SUB-TOTAL	2	0	5
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	2
Trespassing	0	0	0
SUB-TOTAL	0	0	2
TOTAL	2	0	13

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
El Monte	0	0	0	2
Cal State LA	0	0	0	0
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	0	0	1
Downtown	0	0	0	3
37th St/USC	0	0	0	0
Slauson	0	0	0	0
Manchester	0	0	0	0
Harbor Fwy	2	0	0	3
Rosecrans	0	0	0	1
Harbor Gateway Transit Ctr	0	0	0	2
Carson	0	0	0	0
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	1
Total	2	0	0	13

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	1
Misdemeanor	4	0	60
TOTAL	4	0	61

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	278	0	1,829
Vehicle Code Citations	305	0	2,047
TOTAL	583	0	3,876

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	3	3	31
Priority	4	0	52
Emergency	0	0	6
TOTAL	7	3	89

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	17%	0%
Proactive	83%	100%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	91%
Silver Line- LASD	73%

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JANUARY 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	3	0	41
Aggravated Assault	3	0	50
Aggravated Assault on Operator	0	0	6
Battery	21	8	171
Battery Bus Operator	5	1	44
Sex Offenses	0	2	26
SUB-TOTAL	32	11	338
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	8	1	120
Bike Theft	2	0	9
Motor Vehicle Theft	0	0	1
Arson	0	0	0
Vandalism	3	0	29
SUB-TOTAL	13	1	159
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	2	13
Narcotics	0	3	69
Trespassing	0	0	5
SUB-TOTAL	0	5	87
TOTAL	45	17	584

LASD's Crimes per Sector		
Sector		FYTD
Westside	2	10
San Fernando	3	9
San Gabriel Valley	5	29
Gateway Cities	1	75
South Bay	6	70
Total	17	193

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	2	11
West Valley	1	2
North Hollywood	3	13
Foothill	0	3
Devonshire	0	3
Mission	1	4
Topanga	1	5
Central Bureau		
Central	3	65
Rampart	2	25
Hollenbeck	2	5
Northeast	2	6
Newton	3	33
West Bureau		
Hollywood	2	8
Wilshire	1	21
West LA	1	8
Pacific	0	5
Olympic	4	38
Southwest Bureau		
Southwest	2	55
Harbor	0	5
77th Street	14	58
Southeast	1	18
Total	45	391

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	3	4	78
Misdemeanor	7	54	508
TOTAL	10	58	586

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	12	54	617
Vehicle Code Citations	8	22	285
TOTAL	20	76	902

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	8	128	825
Priority	18	140	1,153
Emergency	2	20	131
TOTAL	28	288	2,109

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	
Dispatched	18%	2%	
Proactive	82%	98%	
TOTAL	100%	100%	

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	88%
LASD BUS	75%

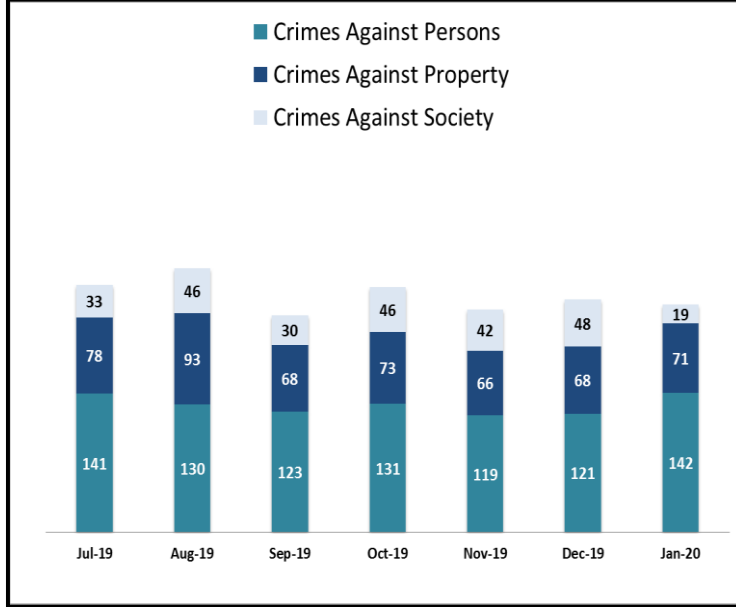
LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

KEY PERFORMANCE INDICATORS

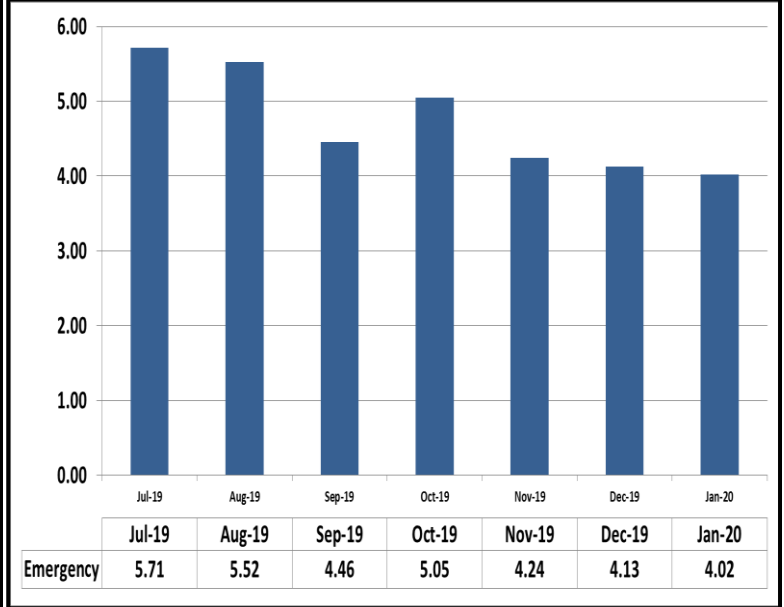
JANUARY 2020

Attachment C

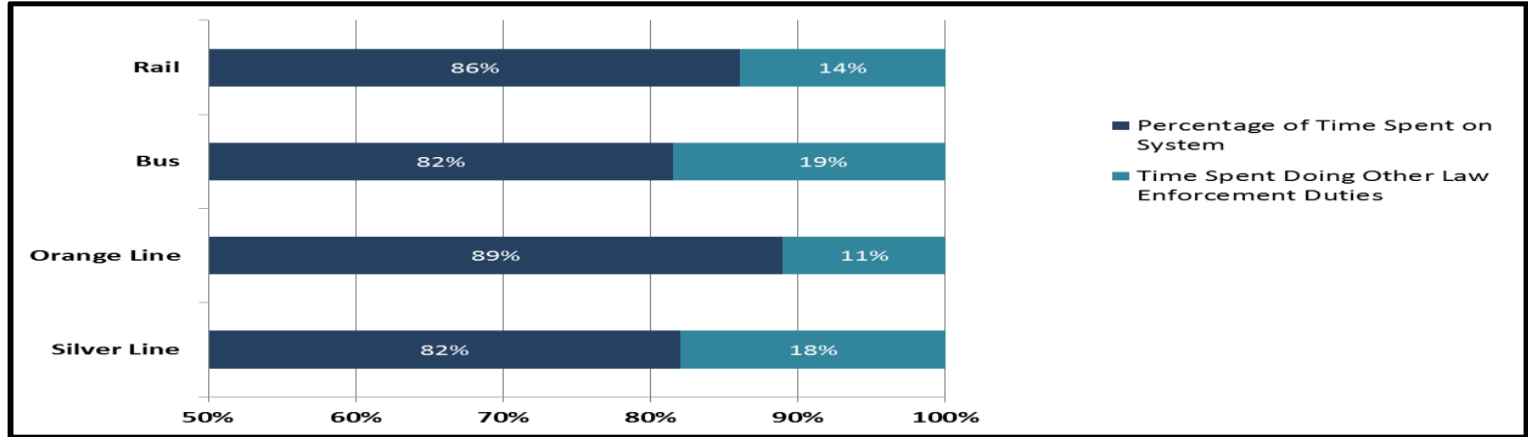
Crimes Against Persons, Property, and Society



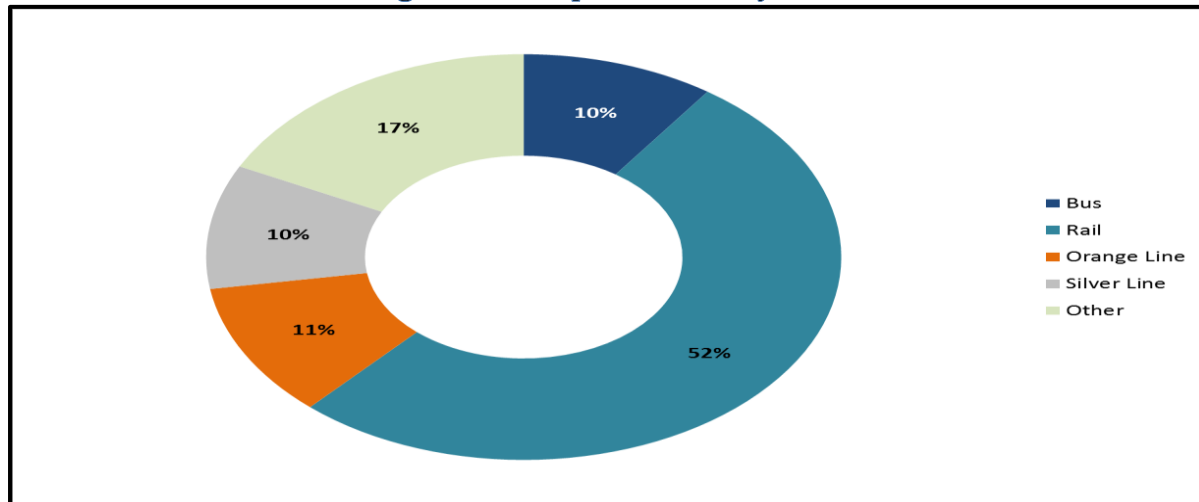
Average Emergency Response Times



Percentage of Time Spent on the System



Percentage of Time Spent on the System as a Whole

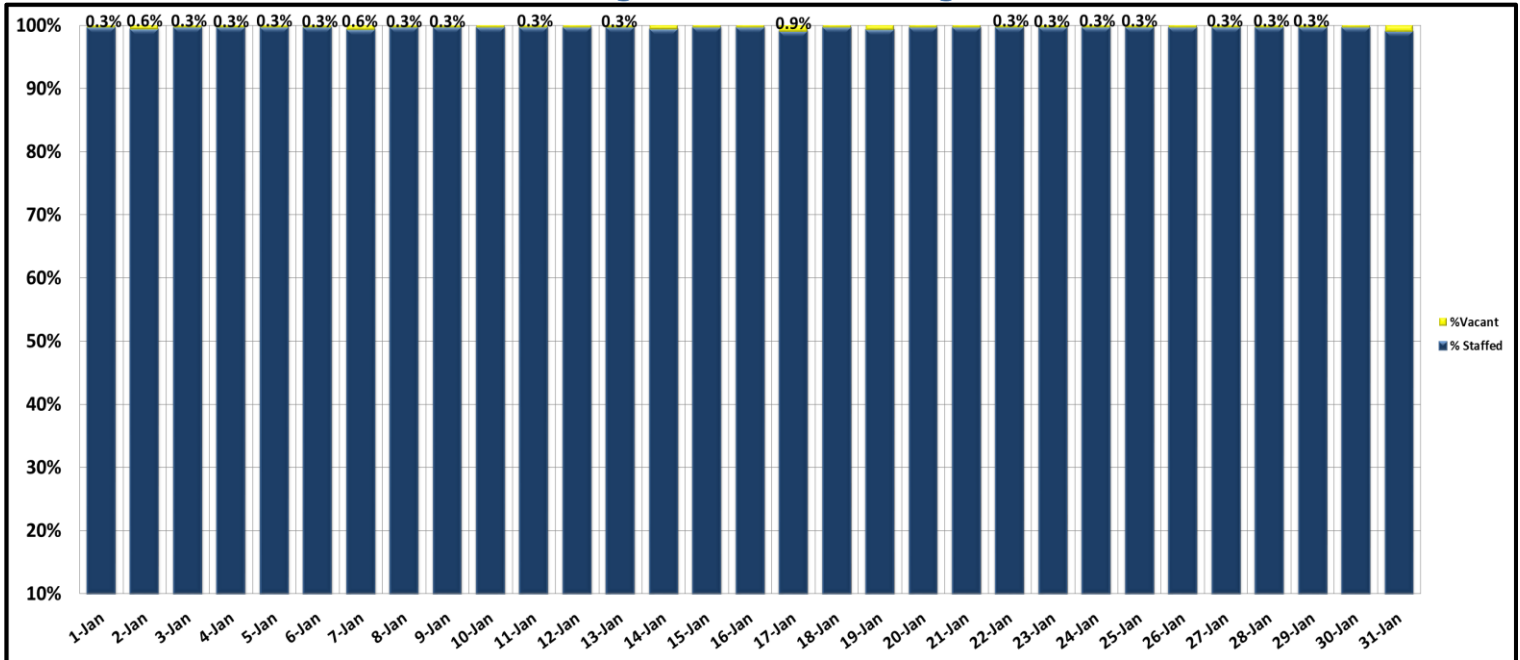


KEY PERFORMANCE INDICATORS

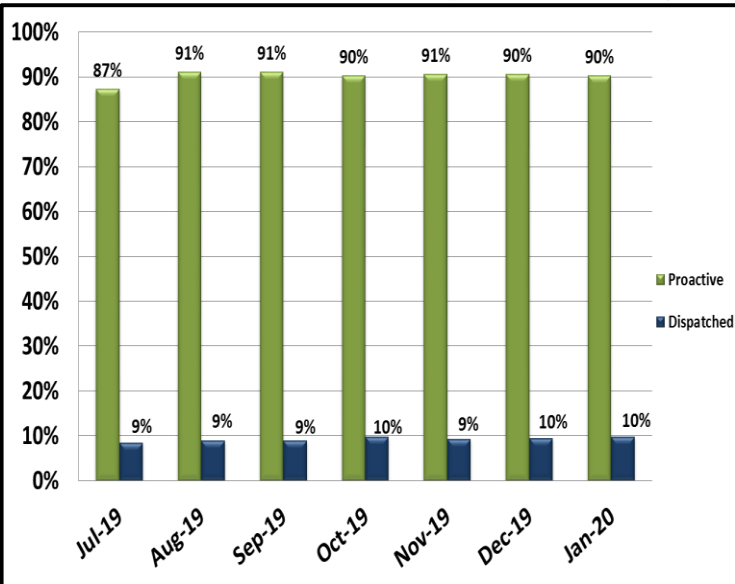
JANUARY 2020

Attachment C

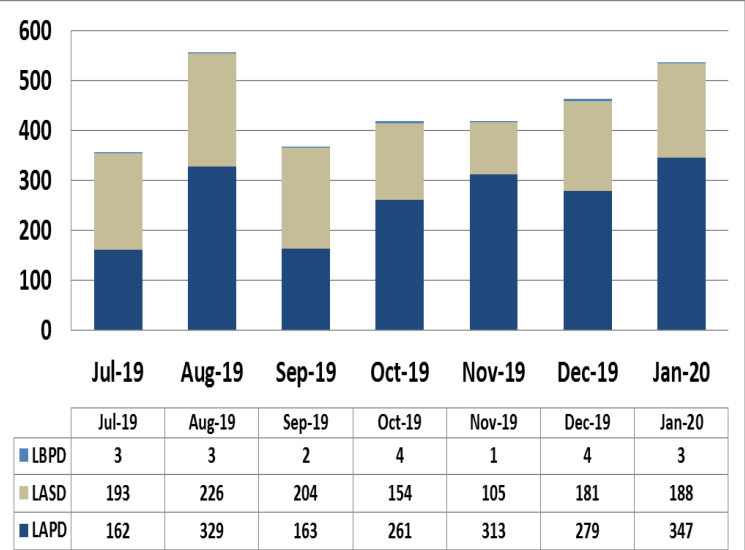
Ratio of Staffing Levels vs Vacant Assignments



Ratio of Proactive vs Dispatched Activity



Grade Crossing Operations



Grade Crossing Operation Locations January:

1. Blue Line Stations (99)
2. Expo Line Stations (190)
3. Gold Line Stations (249)

Transit Police

Monthly Crime Report



Attachment D

	2019	2020
	January	January
CRIMES AGAINST PERSONS		
Homicide	0	0
Rape	1	4
Robbery	29	23
Aggravated Assault	25	23
Aggravated Assault on Operator	0	0
Battery	55	78
Battery Rail Operator	8	6
Sex Offenses	9	8
SUB-TOTAL	127	142
CRIMES AGAINST PROPERTY		
Burglary	1	1
Larceny	77	45
Bike Theft	5	7
Motor Vehicle Theft	3	3
Arson	0	2
Other	0	0
Vandalism	9	13
SUB-TOTAL	95	71
CRIMES AGAINST SOCIETY		
Weapons	4	3
Narcotics	12	8
Trespassing	9	8
SUB-TOTAL	25	19
TOTAL	247	232
ENFORCEMENT EFFORTS		
Arrests	258	380
Citations	1,007	3,359
Fare Checks	116,551	28,209
Calls for Service	922	1,374



Metro

To provide excellence in service and support

Metro's Homeless Efforts

In spring 2016, Metro created the Metro Homeless Task Force to address the displaced persons that have turned to Metro system and property for alternative shelter. Out of the Task Force, Metro created the Metro Transit Homeless Action Plan which was presented to the Metro Board of Directors in February 2017. The Action Plan's goals are to enhance the customer experience, maintain a safe and secure system, and provide coordinated outreach. Components of the plan include Metro's coordination with County and City Measure H and Measure HHH. The plan also called for the hiring of two C3 teams (County, City, Community) through the County Department of Health Services as indicated by Metro's Board of Directors. The C3 teams are to provide coordinated and responsive outreach to the homeless and to ultimately get them in housing resources.

Metro's C3 Homeless Outreach Teams

Metro's C3 Homeless Outreach teams' twelve-month pilot program began on May 22, 2017 with initial homeless outreach on the Red Line. Since the launch of Metro's C3 Homeless Outreach teams they have provided substantial homeless outreach-with 6,665 total unduplicated homeless contacts, 1,832 of whom have been linked to permanent housing solutions with a total of 206 homeless persons permanently housed. In FY19 Metro expanded the C3 teams from two to eight teams to cover rail, bus and Union Station.

C3 Homeless Outreach January 1, 2020 through January 31, 2020

Performance Measure	January Number Served	Project Year to date Number Served
Number of unduplicated individuals' initiated contact (pre-engagement phase)	169	6,665
Number of Unduplicated individuals engaged (engagement phase)	97	3,465
Number of unduplicated individuals who are provided services or who successfully attained referrals*	86	2,878
Number of unduplicated individuals engaged who successfully attained an interim housing resource (this includes crisis and/or bridge housing)	46	1,235
Number of unduplicated individuals engaged who are successfully linked to a permanent housing program	5	391
Number of unduplicated individuals engaged who are permanently housed	16	206

During the month of January, the team had individuals refuse beds in Skid Row 166 times. On 13 occasions, the team had people willing to accept shelter, even in Skid Row, but there were no beds available.

LAPD made nine referrals to the team this month. Four individuals worked with the team, but then ceased contact and haven't been located. One person is continuing to work with the team. One family was placed in a motel where they are awaiting another placement. Two individuals were reunified with their families out-of-state. One family was placed in a motel room, and subsequently permanently housed.

January Motel Report

Secured 18 motel rooms for a total of \$32,220. The demographics and justification for each of these placements are attached.

Brief Demographic Overview:

- A total of 36 homeless persons were housed in 18 motel rooms.
- 26 of the clients were a combination of couples, couples with children and family members.
- 10 clients were singularly housed.

PATH Impact Story resulting in Stable Housing

Outreach services were provided in Spa 4, Metro Service Planning Area.

Client is a 22 year old female. She has a diagnosis of Schizoaffective disorder. Client was in a violent relationship with her boyfriend; her young child was taken from her. The team engaged the Client at the 7th and Metro station. She was referred to interim housing at Good Shepherd and attained a bed. The team maintained regular contact with Client once she was placed and began addressing her substance abuse and mental health needs. The team worked on improving life skills, seeking safety and money management. Outreach team connected client to employment services and referred her to permanent housing. Client is currently in her own apartment. Client has stated her next goal is to get enrolled in a community college. Client is taking psychiatric medication and working toward regaining custody of her child. The client has reported hope for her future and is now smiling and laughing when the team meets with her.

C3 Coordination with Law Enforcement

With Metro System Security and Law Enforcement personnel as the lead, Metro's C3 teams coordinate with LAPD's Homeless Outreach and Protective Engagement (HOPE) Teams, LASD's Mental Evaluation Teams (MET), Long Beach PD's Quality of Life Officers, and Metro's Transit Security Officers to engage the homeless and provide placement into services. These law enforcement entities provide gap service on the lines for homeless outreach when the C3 Teams are off duty or working another portion of the system.

LAPD Outreach Impact Story resulting in Stable Housing

January 22, 2020, TRSG HOPE Officers made contact with Kendall (a 23-year-old woman) living unsheltered on the MTA bike path near the MTA Expo Line Westwood/Rancho Park Platform. Officers were concerned for Kendall's safety because she appeared too young to be homeless and was utilizing the MTA greenway as a place to sleep. Additionally, Kendall appeared to be in emotional as well as mental distress because she had limited access to both food and shelter.

At first, Kendall was service resistant and was unwilling to be placed into a winter shelter. Officers were able to convince Kendall to meet with PATH who had access to additional homeless services.

The following day, Officers responded with PATH to link Kendall to homeless services. Additionally, the HOPE Team DMH clinician responded to assess Kendall for indicators of mental illness to connect her with the appropriate mental health services. Officers then contacted Kendall's mother (who resides in Phoenix, Arizona) to ascertain additional information relating to her daughter's status as well as condition. Kendall's mother informed Officers that her daughter suffers from both anxiety and depression. Kendall's mother was aware that her daughter was homeless but had no idea that she was living on the street. She advised Officers that she did not have the financial means to pay for her daughters return to Arizona., but would be grateful if Officers could reunite her with her daughter

TRSG HOPE Officers were able to convince Kendall to return home to her mother where she could receive the proper mental health services that she so desperately needed. Kendall had been living in Los Angeles in this condition for approximately four (4) months with no plan on how to lift herself out of homelessness. To ensure that Kendall could be reconnected with her mother, Officers purchased Kendall a bus ticket to Phoenix, Arizona and transported her to the bus terminal. Officers stood by at the bus terminal to ensure that she safely got onto the bus.

Once Kendall arrived home, she texted Officers expressing her gratitude for all their efforts. She strongly believed that without their intervention, she would still be homeless on the street. Additionally, Kendall's grandmother contacted Officers to thank them for finally reuniting her family. She believed that her granddaughter would have ended up as a statistic on the streets of Los Angeles had it not been for the TSRG HOPE Team.

Sheriff Mental Evaluation Team (MET) Contacts January 5, 2020 through February 1, 2020

These monthly statistics only include contacts of the Transit MET Units. They do not include contacts made by other Transit Services Bureau personnel. In addition to the data reported below, Transit MET Units:

- Transported 12 clients to other homeless outreach connection services.
- All teams attended TMET Staff meeting with Sgt. Finley and Lt. Jaime – 01/08/2020.
- 3 teams and Sgt. Finley assessed a homeless encampment at a non-revenue line on Garfield Ave/Petterson Ln, Paramount, CA – 01/09/2020.

- 3 teams assisted MTA regarding 602 P.C. posting at a homeless encampment on a non-revenue line at Rosecrans Ave/Aviation Blvd., El Segundo, CA – 01/22/2020.
- 3 teams attended a Pasadena Police Department Homeless Committee meeting – 01/28/2020.
- 3 teams assisted MTA regarding a homeless encampment clean-up on a non-revenue line at 61st/Blue Line – 01/29/2020.
- 9 teams attended a TMET staff meeting with Sgt. Finley at Downey Division 4 – 01/29/2020.

Long Beach Quality of Life Officers Update January 2020

In addition to the metrics reported below, Quality of Life Officers engaged on these dates:

- Wednesday, January 8th, Metro Quality of Life Officers assisted Cal Trans with encampment clean-up for persons experiencing homelessness. Location of the clean-up, north of the Wardlow Station, adjacent to, but not part of Metro property.
- Wednesday, January 13th, Quality of Life Officers encountered a subject who was a victim of a robbery which took place on the Metro Rail system. Upon investigation, it was discovered that the subject was also experiencing homelessness. A Long Beach Quality of Life Officer contacted and interviewed the subject and found out that the subject was originally from Oklahoma. The subject was taken to the Multi Service Center for shelter and services. Employees at the Multi Service Center and a Quality of Life Officer were able to convince the subject to return home for additional support. The brother of the subject was contacted and offered to purchase a bus ticket for the subject. The Quality of Life Officer drove the subject to the Greyhound Bus Station and placed him on a bus to Oklahoma. The subject's brother was notified of the arrival time to pick up the subject.
- Wednesday, January 15th, Quality of Life Officers assisted the Long Beach Environmental Services Bureau (Public Work Department) at 20th Street and Long Beach Blvd with persons experiencing homelessness encampment clean-up. The clean-up is not part of Metro property.
- Wednesday, January 22nd, Quality of Life Officers contacted a subject experiencing homelessness sleeping across three seats on the train at the Downtown Long Beach Metro Station (128 W. 1st Street). The subject had been experiencing homelessness on and off for 20 years. The subject willingly let Quality of Life Officers transport him to the Multi Service Center for an evaluation. During the evaluation, it was revealed that the subject should have been

receiving Social Security Income funds, but the funds were being sent to an incorrect person. The subject was given a meal, allowed to shower and placed in temporary shelter.

Law Enforcement Homeless Outreach Metrics, January 2019

ACTION	LAPD HOPE	LASD MET	LBPB
Contacts	1,089	536	65
Referrals	55	338	17
5150 Holds	9	11	1
Mental Illness	42	172	31
Substance Abuse	99	145	48
Veterans	8	2	1
Shelter	7	5	1
Motel Housing Plan	0	0	0
VA Housing	0	0	0
Return to Family	2	1	1
Transitional Long Term Housing	4	0	0
Detox	4	0	0
Rehab	3	0	0

Cleared Encampments Within Metro ROW:

Incident Date:	Location:	Work Required:	Comments:
01/07/2020	Taylor Yard, North San Fernando Rd	Abandoned	Clean-up completed Jan 7th
01/13/2020	Santa Ana IROW - Garfield Ave	Abandoned	Clean-up completed Jan 13th
01/24/2020	L Line (Gold) MPM 2.0 Track #1	LAPD removed camper	Clean-up completed Jan 24 th

Cleared Encampments Outside, Adjacent to Metro Right-of-Way:

No activity this reporting period

Measure H Generalist

Metro's Homeless Action Plan integrates itself into the work provided under Measures H and HHH. Part of the E6 Strategies of Measure H includes 40 additional outreach workers otherwise known as "generalists" to conduct outreach on government properties including Metro, and countywide parks, libraries, beaches and harbors. These generalists do not go past the fare gates and their data, per the county will not be extrapolated for Metro. However, these generalists currently work with the C3 teams to provide outreach services.

Connect Days

Connect Days provide comprehensive homeless resources at location sites throughout LA County. These resource opportunity events are led by Council Districts (CD) and are utilized by Metro's C3 and Measure H teams when the Connect Days are adjacent to Metro properties. CD1 hosts a standing Connect Day at MacArthur Park that was not utilized in January by Metro's C3 teams to provide comprehensive resources to the homeless.

Mental Health Outreach Workers

The LA County Department of Mental Health has provided a mental health clinician and an intern to one of Metro's contracted HOPE teams. Mental Health professionals are paired with all MET Teams.

Faith Based Partnership

Since January 2019, Metro has hosted nine regional faith leader roundtable discussions to identify ways that Metro and the Faith based community in LA County may partner to serve the homeless. There is a major opportunity for faith based groups to provide additional resources to homeless contacts on Metro in several ways: hosting Connect Days; partnering with entities that provide necessities (food, shelter, clothing) and providing referral information. Metro invites faith based groups and local nonprofits interested in providing resources to transit located homeless to contact Metro's System Security and Law Enforcement Department.

Peace over Violence

In 2014, a Los Angeles County Metropolitan Transportation Authority survey of nearly 20,000 passengers asked whether they felt unsafe during the last month while riding Metro due to "unwanted touching, exposure, comments, or any other form of unwanted sexual behavior." About 21% of rail passengers and 18% of bus passengers said yes. About 17% of bus riders and 13% of train riders said they felt unsafe while waiting at bus stops or train stations.

In December 2016, Metro approached Peace Over Violence (POV) to help address the response of safety and sexual harassment. Together both entities decided to create the Sexual Harassment Off Limits Hotline, which is 1-844-OFF-LIMITS or 1-844-633-5464. The Off Limits Hotline is a toll-free hotline for victims/Metro Transit customers who have experienced sexual harassment on the bus, bus stop, train or platform. The Off Limits Hotline is publicized by Metro on their buses, Metro lines, etc. for riders to make them aware of the support that is available to them. This hotline is customized to address the needs of Metro customers and Metro transportation. Peace Over Violence also distributes the Off Limits Hotline number throughout the community, whether that is through trainings, presentations, networking events, etc. POV maintains advertising of the hotline.

From August 2017 to January 31, 2020, POV has received a total of **1,225 calls** through the Off Limits Hotline. In addition to the 24-hour response via the hotline, Peace Over Violence also provides:

- 72 hour follow up
- Advocacy on behalf of the caller to report an incident or address any specific needs (with law enforcement, Metro representatives, other service providers)
- Counseling

Our comprehensive case management services for survivors of sexual violence plus our emergency response services to survivors at local police stations, Sexual Assault Centers and ER hospitals is also offered to callers. Customized services that our POV representatives also provide are:

- Assisting callers in reporting abuse/harassment
- Processing complaints against bus drivers/operators

The Off Limits Hotline has been able to provide Metro riders with additional resources to report and receive support after sexual violence or trauma. Advocates have been able to provide immediate crisis intervention, safety planning and continuation of services for Metro customers.

Peace Over Violence Performance Metrics, January 2020

Performance Measure	January 2020
	Number Served
Total Number of individuals that contacted POV Line	18
Number of individuals that contacted POV Line regarding sexual harassment	3

Number of individuals that requested counseling services	3
Number of police reports filed or intended to file regarding sexual harassment	3
Number of active cases	3



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2020-0173, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 24.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 19, 2020

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

ADOPT staff recommended positions:

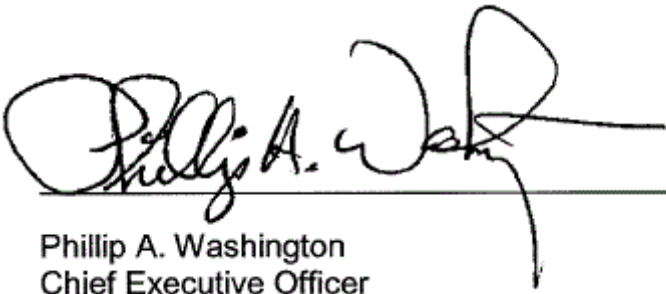
- A. Senate Bill 1366 (Archuleta) - Los Angeles County Metropolitan Transportation Authority: light rail: West Santa Ana Branch Transit Corridor. **WORK WITH AUTHOR**

ATTACHMENT

Attachment A - SB 1366 (Archuleta) Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
Desarae Jones, Senior Manager, Transportation Planning/State Legislative Affairs,
Government Relations, (213) 922-2230

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: SENATE BILL 1366
AS INTRODUCED FEBRUARY 21, 2020

AUTHOR: SENATOR BOB ARCHULETA (D-PICO RIVERA)

SUBJECT: LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY: LIGHT RAIL: WEST SANTA ANA BRANCH
TRANSIT CORRIDOR.

STATUS: READ FIRST TIME

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board of Directors adopt a WORK WITH AUTHOR position on Senate Bill 1366 (Archuleta) as introduced.

ISSUE

This bill was introduced on February 21, 2020 to section 130265 to the Public Utilities Code.

Specifically the bill would:

- Require the authority, or another entity, if it constructs a light rail project within the right-of-way for the West Santa Ana Branch Transit Corridor, to include or construct, as applicable, 11 specified stations as part of an initial operating segment.

DISCUSSION

SB 1366 (Archuleta), as introduced, would require Metro or another entity that constructs a light rail project in the West Santa Ana Branch Transit Corridor to include eleven stations in the initial operating segment. The bill is co-authored by Assembly Speaker Anthony Rendon (D-Lakewood) and Senator Lena Gonzalez (D-Long Beach). Included in the provisions of the bill are the following eleven stations:

- (1) Union Station
- (2) Slauson Station
- (3) Pacific/Randolph Station
- (4) Florence/Salt Lake Station
- (5) Firestone Station
- (6) Rio Hondo Confluence Station, if determined to be feasible by the authority or entity, as applicable
- (7) Gardendale Station
- (8) I-105/Green Line Station
- (9) Paramount/Rosecrans Station
- (10) Bellflower Station

(11) Pioneer Station

The West Santa Ana Branch (WSAB) project is a proposed light rail transit line included in Measure M that would connect southeast Los Angeles County to Downtown Los Angeles. Measure M and Metro's Long Range Transportation Plan (as amended) allocates \$4 billion to fund the project's construction in two decades. The WSAB has also been identified as one of the Board's "Four Pillar Projects" which aims to prioritize funding and planning efforts around key transportation improvement projects throughout the County.

In September 2019 – the Board approved staff's recommendation to evaluate the entire project alignment and two Initial Operating Segments (IOSs) as part of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for CEQA/NEPA clearance.

The Environmental document will evaluate the following alternatives:

- **Alternative 1: Los Angeles Union Station to Pioneer** (previously Alternative E Alameda Underground)
- **Alternative 2: 7th St/Metro Center to Pioneer** (previously Alternative G Downtown Transit Core Underground)
- **Alternative 3: Slauson/A Line to Pioneer** (previously IOS 2)
- **Alternative 4: I-105/Green Line to Pioneer** (previously IOS 1)

The consideration of Initial Operating Segments is typical when projects are considered for federal funding. The WSAB project is currently in both the state and federal environmental review processes which will enable the project to compete for federal funds. The Draft EIS/EIR is set to be released for public comment in Winter 2021. Staff is planning to make a recommendation to the Board to select the Locally Preferred Alternative in Mid-2021. At this point in the process the Board has not selected any locally preferred alternative.

Local funding availability is included in two phases for the project according to the Measure M expenditure plan – FY 2028 includes \$1 billion in funding, with \$3 billion available in FY 2041. The updated project cost estimates (based on 5 percent project design) is \$6.5-\$6.6 billion (2018\$). This figure does not include additional costs related to Right of Way acquisitions, agreements with Union Pacific Railroad and does not include funding for First/Last mile project planning and construction. The project was awarded \$300 million in Senate Bill 1 State transportation funding in 2018.

Staff is evaluating methods to accelerate construction of the project, including the option of entering into a Public Private Partnership (P3) to accelerate the second funding cycle and complete the project in advance of the Measure M timeline. Alternatively, the Board has adopted an aggressive Twenty-Eight by 2028 project delivery timeline which would seek to accelerate the project construction to meet the transportation demands of the upcoming 2028 Olympic and Paralympic Games in Los Angeles.

The exact light rail project description, terminus, alignment and stations are not included in the Measure M Expenditure plan and are instead defined through the environmental

review process. SB 1366 (Archuleta) could predetermine the outcome of the environmental review and locally preferred alternative alignment evaluation process by including a specified list of stations that are to be constructed in the IOS. The bill's provisions include Union Station in the construction of the IOS. According to previous staff reports on the WSAB project twelve stations are currently being environmentally cleared for the entire project.

Staff recommends that the Board adopt a WORK WITH AUTHOR position on SB 1366 (Archuleta) to give staff the authorization to work with the author to determine how to find alternatives of the bill that will have the least impact to the funding and construction of the WSAB and other Measure M projects. Staff would also like to work with the author to evaluate strategies that will actually accelerate the delivery of the WSAB and the projects included in Measure M and the LRTP.

Staff has evaluated two potential outcomes if the legislation passes as drafted. One outcome would require Metro (or a JPA) to build a project connecting Union Station to the Pioneer Station in one Initial Operating Segment (IOS). This could potentially add significant project delays due to the timing of available local, state and federal funding for the project. If Metro is required by state law to construct the project in one segment, other projects included in the Measure M expenditure plan may be delayed to make funding available for WSAB. The alternate option is that the Board would be required to make a determination that the project would need to be delayed until the project funding becomes available.

By identifying specific stations the bill does appear to prejudice the outcome of the environmental process. For example, the identification of Union Station has not been determined as the final alignment. The environmental process is evaluating alignment options for the northern segment which includes extensive outreach to stakeholders along that section of the alignment. The planning, design and construction of the \$6 billion+ WSAB project is reliant on significant local funding. The state's funding commitment to the WSAB at this time is currently \$300 million.

Additionally – the bill references a joint powers authority that may construct the light rail project. Staff would recommend seeking an amendment to eliminate the reference to the joint-powers authority as an entity that would build the WSAB.

For these reasons, staff recommends that the Board adopt a WORK WITH AUTHOR position on Senate Bill 1366 (Archuleta).

DETERMINATION OF SAFETY IMPACT

Passage of the legislation would not have an immediate impact on safety.

FINANCIAL IMPACT

The estimated financial impact of this action is still being evaluated. Potentially, the funding determinations for Measure M projects will need to be re-evaluated if the legislation passes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal # 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a support or oppose position on the bill. A support position would be inconsistent with Metro's Board approved 2020 State Legislative Program Goal #3: work to ensure implementation of Metro's Board-adopted Long Range Transportation Plan (LRTP). An oppose position would preclude staff's ability to work with the author on potential amendments and alternative solutions to address the issue.

NEXT STEPS

Should the Board approve the adoption of a WORK WITH AUTHOR position on the legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2020-0068, File Type: Oral Report / Presentation

Agenda Number: 25.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 19, 2020

SUBJECT: CHIEF COMMUNICATIONS OFFICER REPORT

ACTION: ORAL REPORT

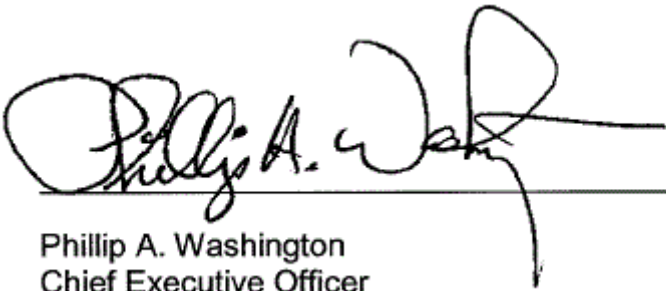
RECOMMENDATION

RECEIVE Chief Communications Officer Oral Report and Presentation

ATTACHMENTS

Attachment A - CCO Oral Report Presentation

Prepared by: Yvette Rapose, Chief Communications Officer, (213) 418-3154



Phillip A. Washington
Chief Executive Officer

Attachment "A"

Chief Communications Officer Report

Executive
Management
Committee

March 2020



Community Relations



**NextGen
Bus Plan
Workshops**

**Caltrans
Local Grant
Workshops**



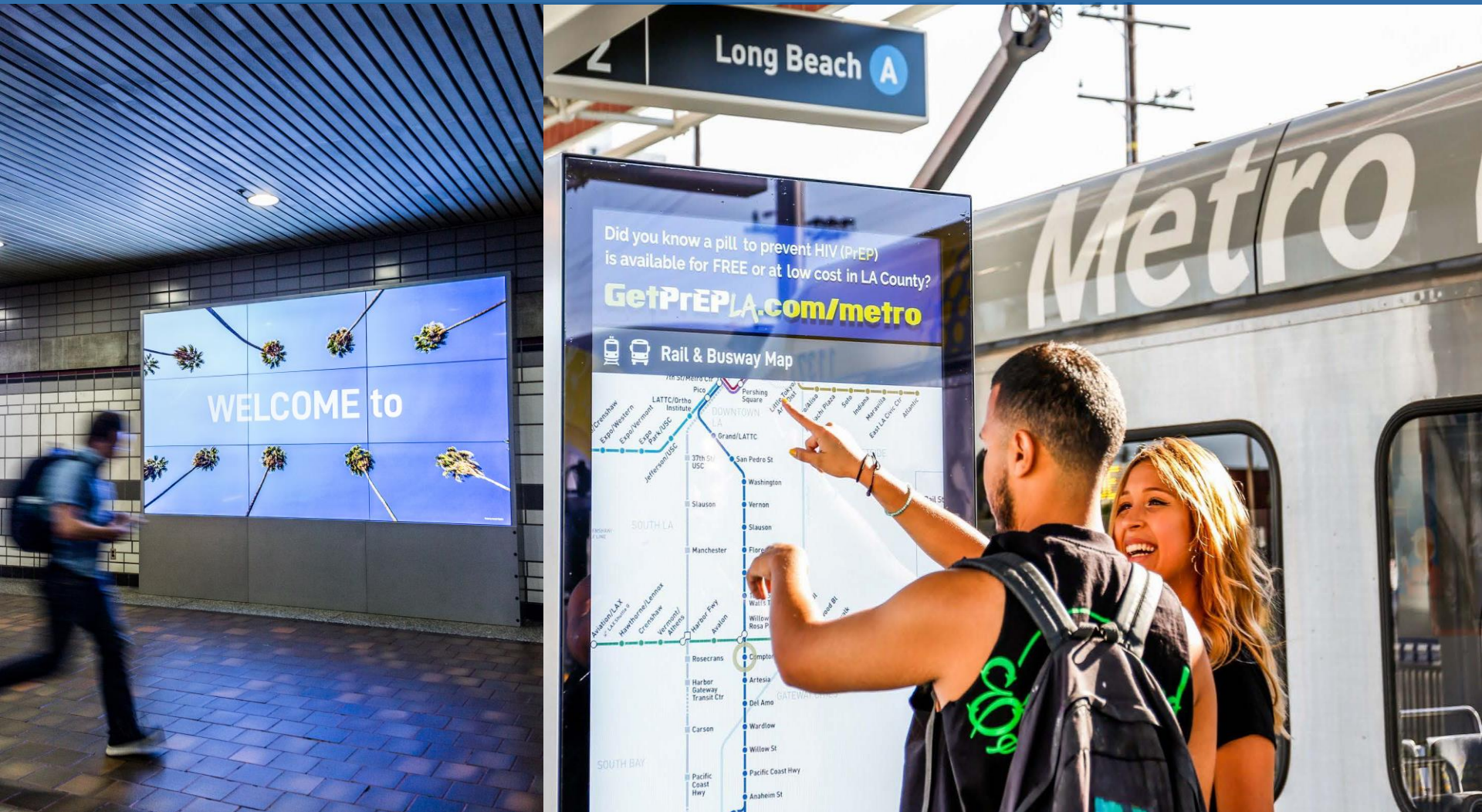
Safety 1st at CSArts-SGV



**North
Hollywood to
Pasadena Bus
Rapid Transit
(BRT)
Workshops**



Marketing - Revenue Advertising



- Initial roll-out of digital equipment funded by advertising (\$3.3M)
- A Line: 100 digital map cases, 7thSt/Metro: 9-panel video wall

Arts and Design



Snoop with his brand-new Art on TAP card

Public Relations



Government Relations



State Highlight:

Metro-sponsored bills are moving forward in Sacramento

Federal Highlight:

Purple Line Section 3 FFGA





**Thank you.
Questions?**



Board Report

File #: 2020-0080, **File Type:** Informational Report

Agenda Number: 26.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 19, 2020

**SUBJECT: INVENTORY OF SUITABLE LOCATIONS FOR TEMPORARY HOMELESS HOUSING
ON METRO LAND**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

1. RECEIVING AND FILING Metro Property Inventory for Temporary Sheltering of the Homeless Report (Attachment A); and
2. DELEGATING authority to the Chief Executive Officer (CEO) to enter into no-fee leases with local jurisdictions for temporary (less than five years) supportive homelessness-related facilities, including bridge housing for Metro-owned properties that do not have a conflicting transit or joint development purpose.

ISSUE

According to the 2019 Greater Los Angeles Homeless Point-in-Time Count released by Los Angeles Homeless Services Authority (LAHSA), 36,300 homeless individuals reside in the City of Los Angeles, 27,221 of who are unsheltered. In May 2018, Metro prepared an inventory of Metro-owned property suitable for temporary homeless housing. This item is to update the inventory of available properties as of February 2020 and delegate authority to the CEO to enter into no-fee leases in order to facilitate processing of temporary homeless shelters.

BACKGROUND

At the May 2018 Board meeting (File #: 2018-0214), the Real Estate staff, working with System Safety and Law Enforcement, provided an inventory of locations suitable for use as sites to locate temporary housing of the homeless.

The updated inventory has utilized the following criteria:

1. Level site conditions;
2. Site is at least 285 feet by 125 feet;
3. Water, power, and sewer in the adjacent street;
4. Available for a minimum of three years; and

5. Not subject to a binding agreement.

DISCUSSION

The updated inventory provides 7 sites suitable for temporary shelters based on the established criteria. The sites are situated along the Orange Line, West Santa Ana right of way, and the southeastern portions of the City of Los Angeles.

The total available square footage is calculated at approximately 1.7 million square feet or 40 acres. Three sites are located within the City of Los Angeles: two within Paramount and one each within Artesia and Bellflower.

Equity Platform

The inventory and any eventual site provide an opportunity for Metro's underutilized land to ameliorate the circumstances many of the county's residents face around housing security.

FINANCIAL IMPACT

There is no direct financial or budgetary impact from the development of this inventory. The sites will be made available with no lease fee for temporary homeless uses. There is a potential loss of revenue from not leasing the properties at market rent, but also a potential to lower maintenance costs for unutilized sites.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of a temporary shelter location inventory correlates to Metro's Strategic Goal 4 to "Transform LA County through regional collaboration and national leadership" by engaging in the region's most challenging issue and providing support and assistance to those agencies actively working to end homelessness.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the CEO to execute the no-fee leases. This is not recommended as homelessness continues to be a challenging issue that requires housing and supportive services, and obtaining board approval delays the timeframe in which leases can be executed.

NEXT STEPS


Real Estate will make the inventory available to the county and cities in which these properties are located and work with those agencies to determine if there is a suitable fit. Real Estate staff will return to the Board for any proposed lease which would have a potential impact on the timing or construction method of a transit project or joint development project, or which would reduce asset management revenues being utilized for transit operations.

ATTACHMENTS

Attachment A - Metro Property Inventory for Temporary Sheltering of the Homeless

Prepared by: John Potts, Executive Officer, Countywide Planning & Development, (213) 928-3397
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

METRO PROPERTY INVENTORY

FOR TEMPORARY SHELTERING OF THE HOMELESS

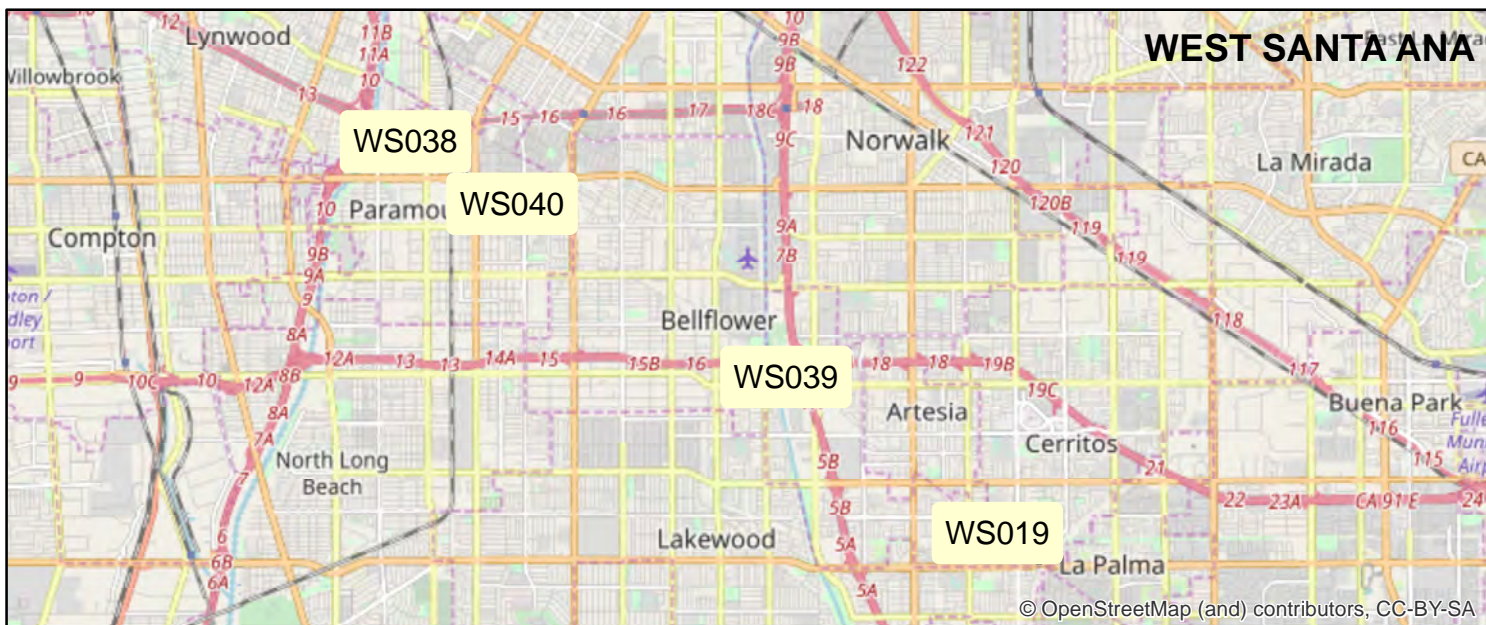
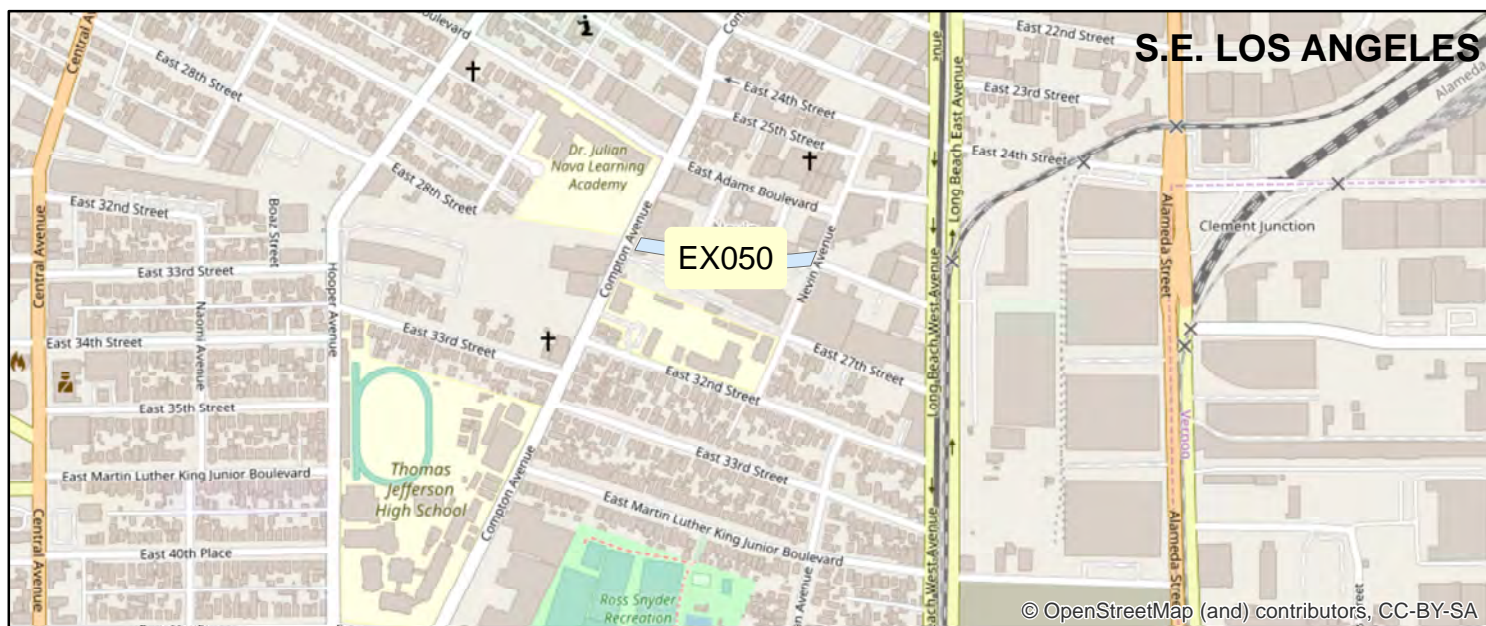
METRO REAL ESTATE DEPARTMENT

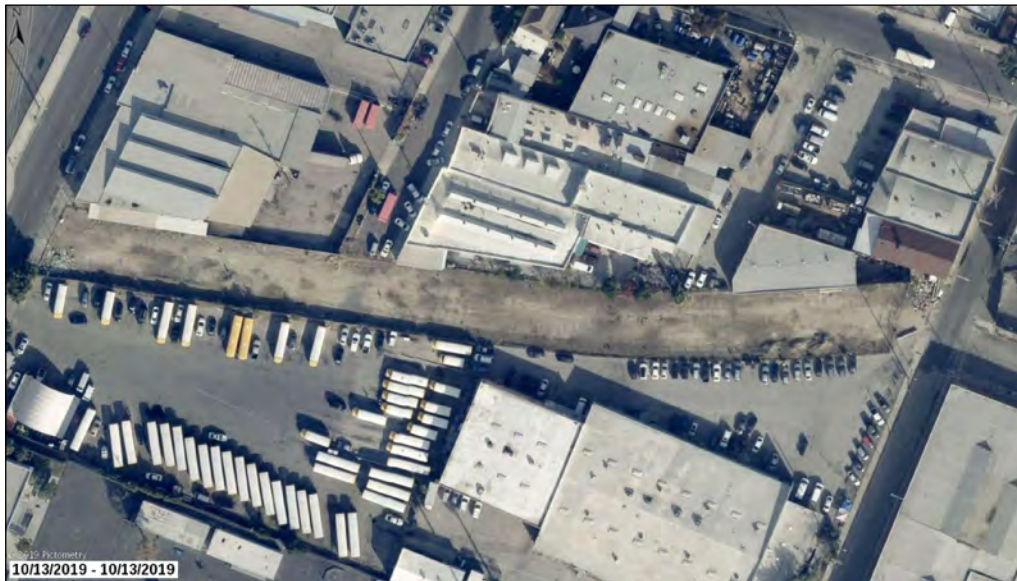
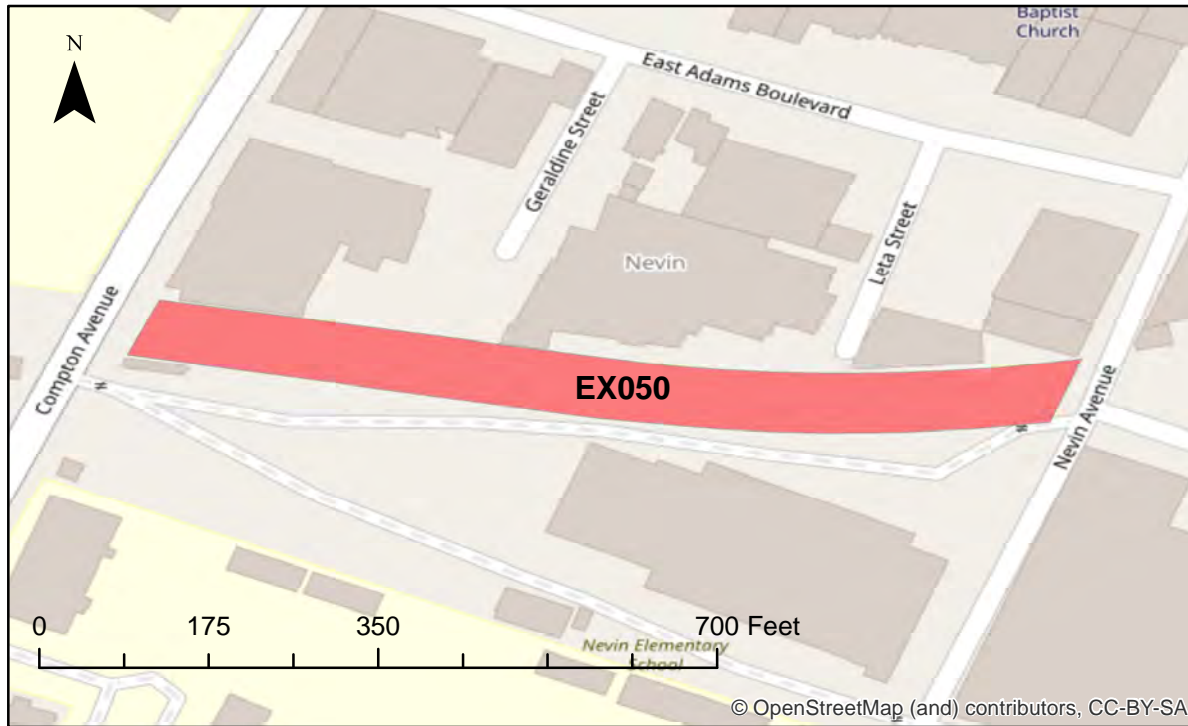
MARCH 2020



Version 2.0

OVERVIEW OF SITE LOCATIONS





SITE INFORMATION

Site Conditions

Dirt lot.

Area (Square Feet)

48,838

Metro POC

Frances Impert
Real Estate Project Manager
213-9222410

Parcel Number(s)

5118-015-900

Current Use

Vacant Land.

Future Use

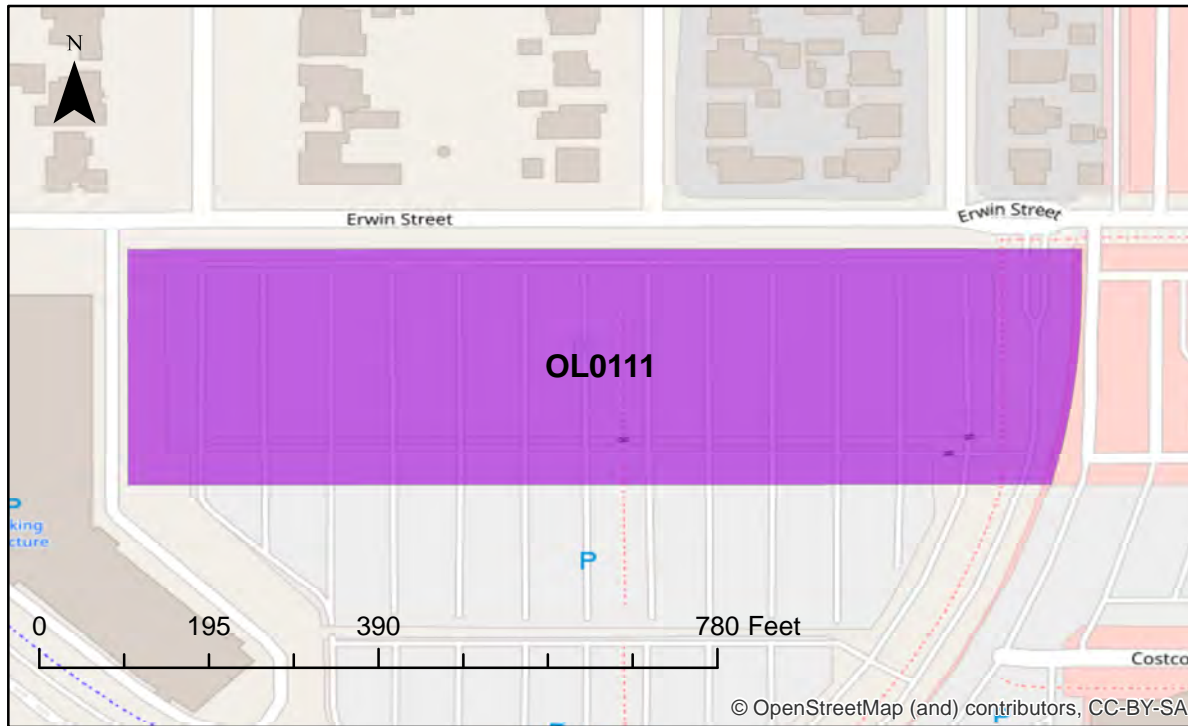
Maintenance of Way has expressed interest as storage but no project or operational uses are confirmed.

Districts

Supervisor District 2,
Council District 9



15330 W. Erwin St.
Los Angeles



SITE INFORMATION

Site Conditions

Parking Lot.
Adjacent to Sepulveda OL Park 'n Ride.

Area (Square Feet)

243,092

Metro POC

Maria Garcia
Senior Real Estate Officer
213-922-4678

Parcel Number(s)

2242-001-903

Current Use

Month-to Month Keyes Auto Lease.

Future Use

Orange Line Improvements
Laydown Yard in two to three years.

Districts

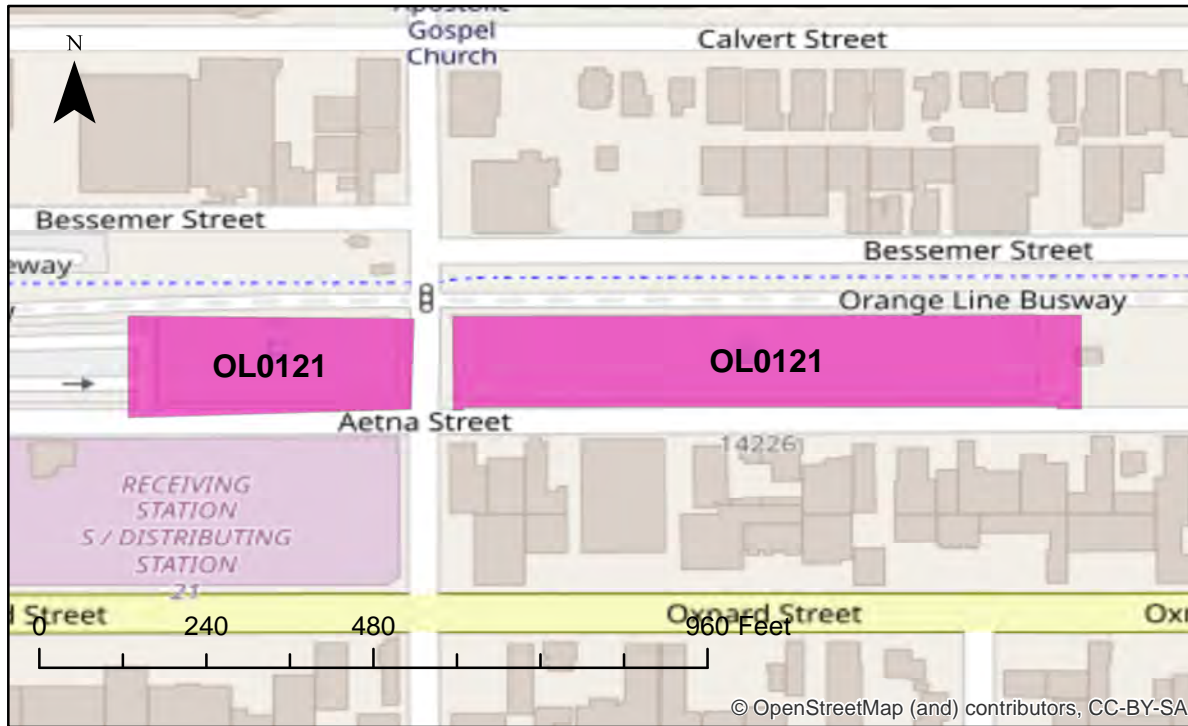
Supervisor District 3,
Council District 6



**Aetna and Tyrone
Los Angeles**

SITE ID

OL0121



SITE INFORMATION

Site Conditions

Parking Lot.
Adjacent to Van Nuys OL Park 'n Ride.

Area (Square Feet)

115,423.3

Metro POC

Maria Garcia
Senior Real Estate Officer
213-922-4678

Parcel Number(s)

2240-008-903

Current Use

Center Street Automotive Lease.
Month-to-month effective May 1, 2020.

Future Use

Available August 15, 2023.

Districts

Supervisor District 3,
Council District 6

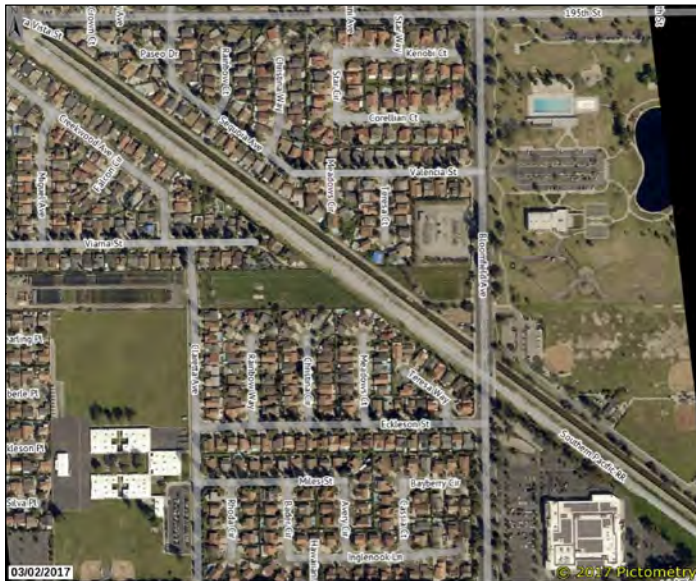
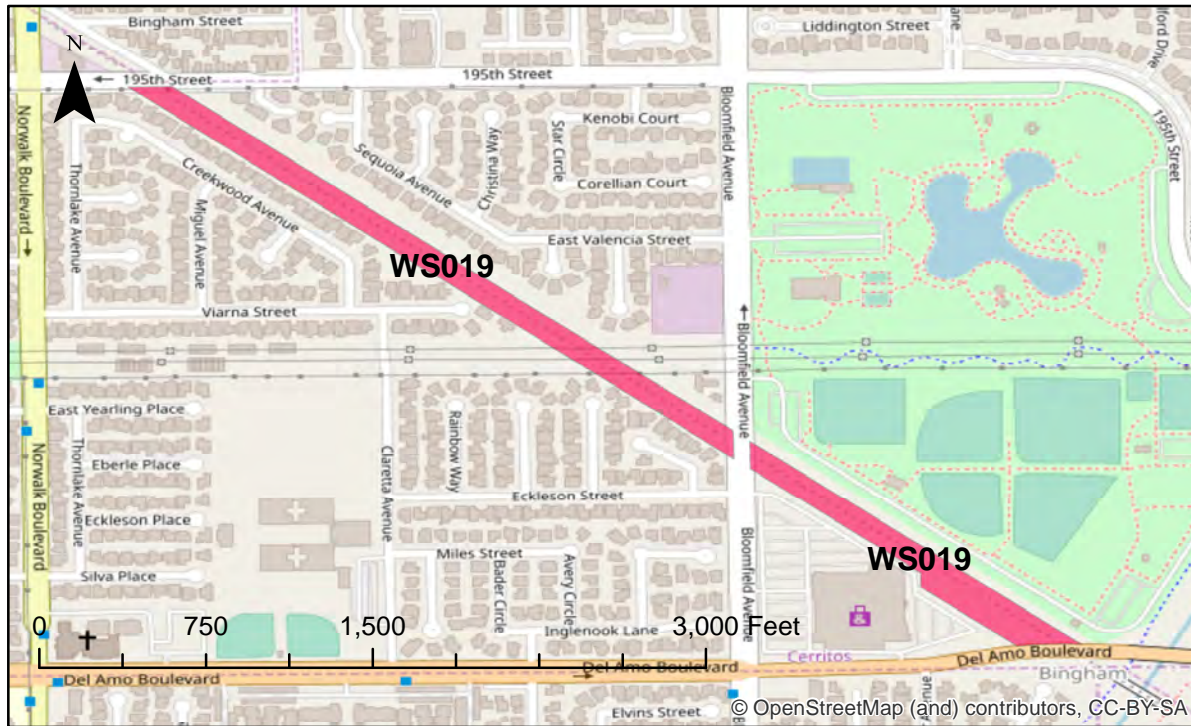
TEMPORARY SHELTER/HOUSING LOCATIONS



Norwalk Blvd & Del Amo Blvd Artesia

SITE ID

WS019



SITE INFORMATION

Site Conditions

Dirt lot.

Area (Square Feet)

488,811

Metro POC

Aaron Demirci,
Real Estate Officer
213-922-2427

Parcel Number(s)

7044-016-910, 7056-00-906,
7056-009-905, 7054-011-900

Current Use

Vacant Land.

Future Use

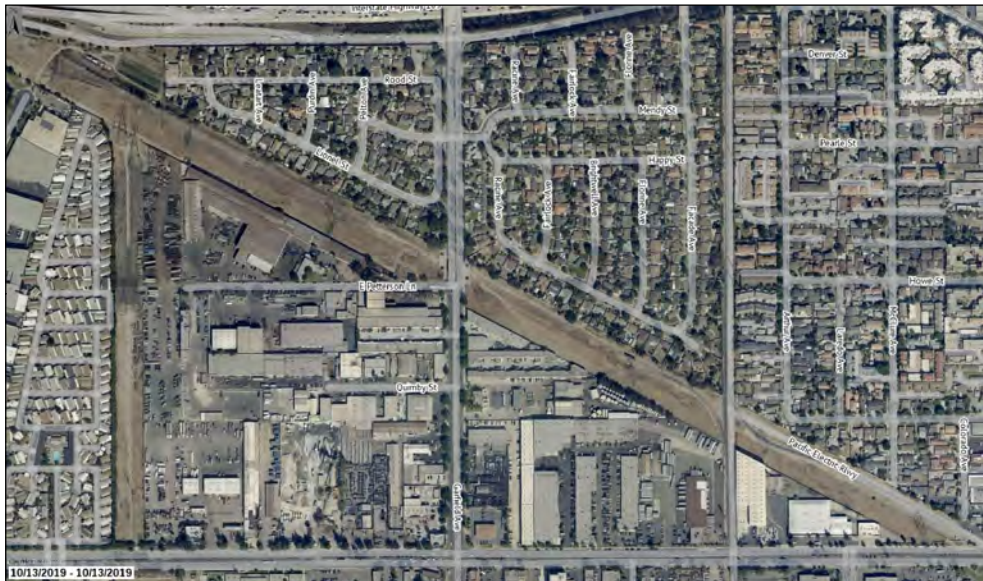
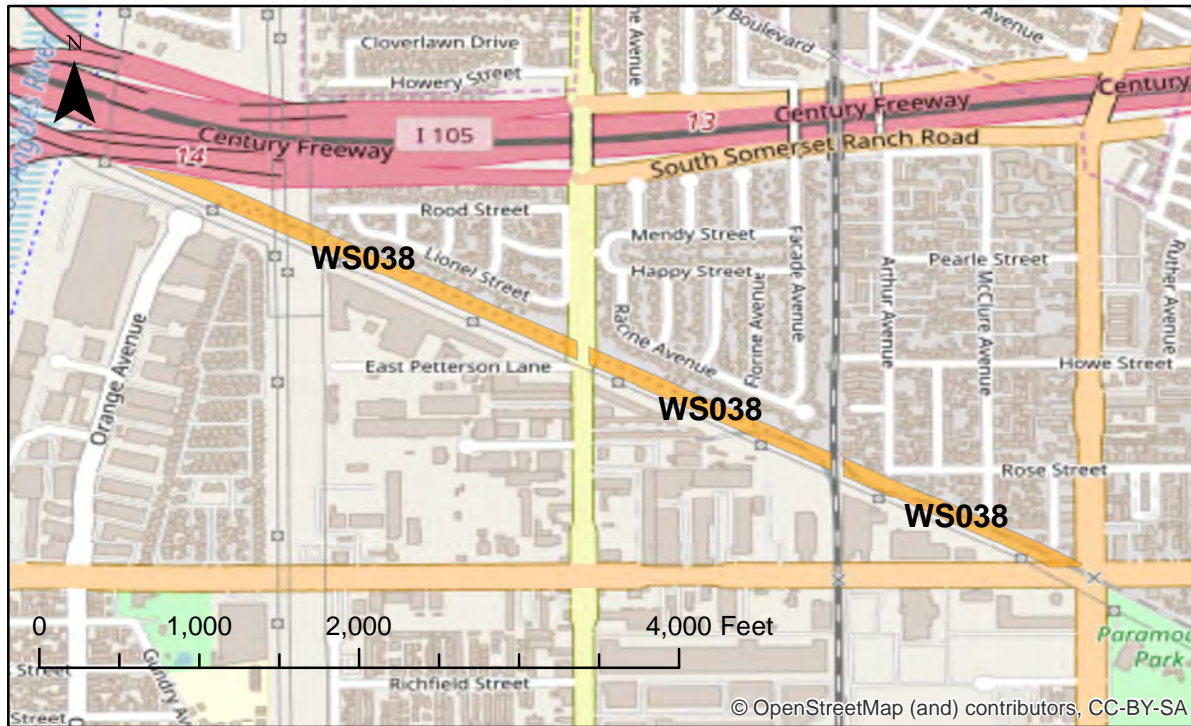
West Santa Ana
Light Rail in July 2023.

Districts

Supervisor District 4



105 Freeway & Paramount Blvd. Paramount



TEMPORARY SHELTER/HOUSING LOCATIONS

SITE INFORMATION

Site Conditions

Dirt lot.

Area (Square Feet)

511,614

Metro POC

Aaron Demirci,
Real Estate Officer
213-922-2427

Parcel Number(s)

6236-003-903, 6236-027-900,
6236-027-901, 6242-019-900,
6242-025-901, 6242-025-902

Current Use

Vacant Land.

Future Use

West Santa Ana
Light Rail in July 2023.

Districts

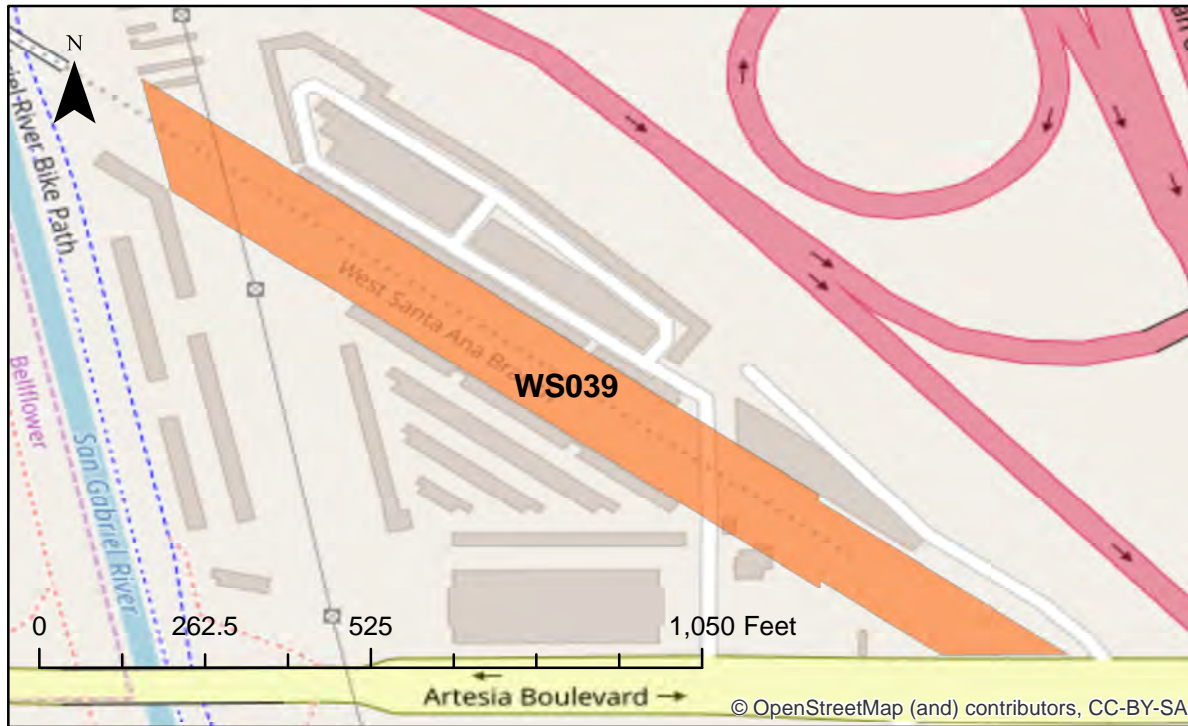
Supervisor District 4,
Council District 12



**LA River & Artesia Blvd.
Bellflower**

SITE ID

WS039



SITE INFORMATION

Site Conditions

Dirt lot.

Area (Square Feet)

167,810

Metro POC

Aaron Demirci,
Real Estate Officer
213-922-2427

Parcel Number(s)

7034-001-901, 7034-001-902

Current Use

Kia Auto Lease on
month-to-month basis.

Future Use

West Santa Ana
Light Rail in July 2023.

Districts

Supervisor District 4,
Council District 12

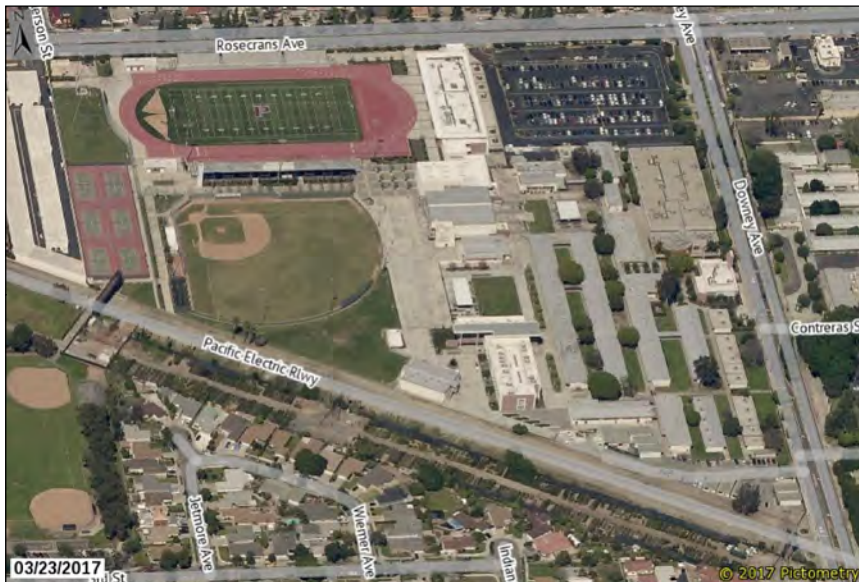
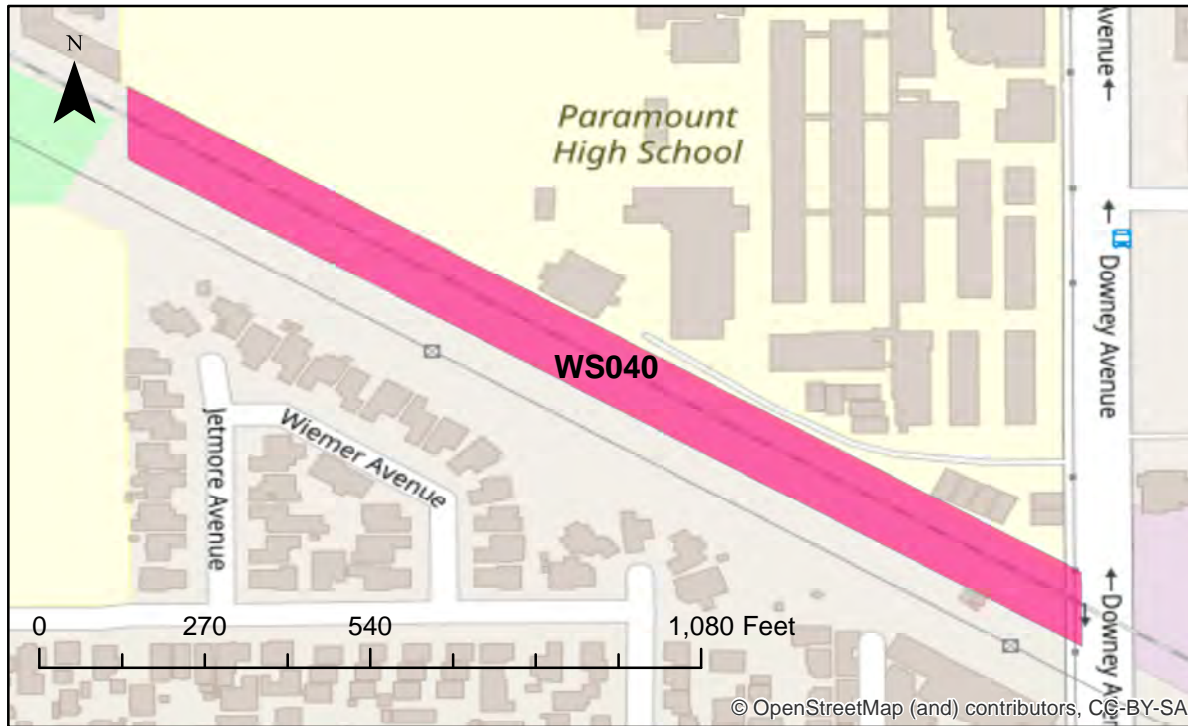
TEMPORARY SHELTER/HOUSING LOCATIONS



Paramount Blvd & Downey Ave. Paramount

SITE ID

WS040



SITE INFORMATION

Site Conditions

Dirt lot.

Area (Square Feet)

147,913

Metro POC

Aaron Demirci,
Real Estate Officer
213-922-2427

Parcel Number(s)

6241-001-911, 6241-001-910

Current Use

Vacant Land.

Future Use

West Santa Ana
Light Rail in July 2023.

Districts

Supervisor District 4,
Council District 12

METRO PROPERTY INVENTORY

For Temporary Sheltering of the Homeless

Executive Management Committee

March 19, 2020

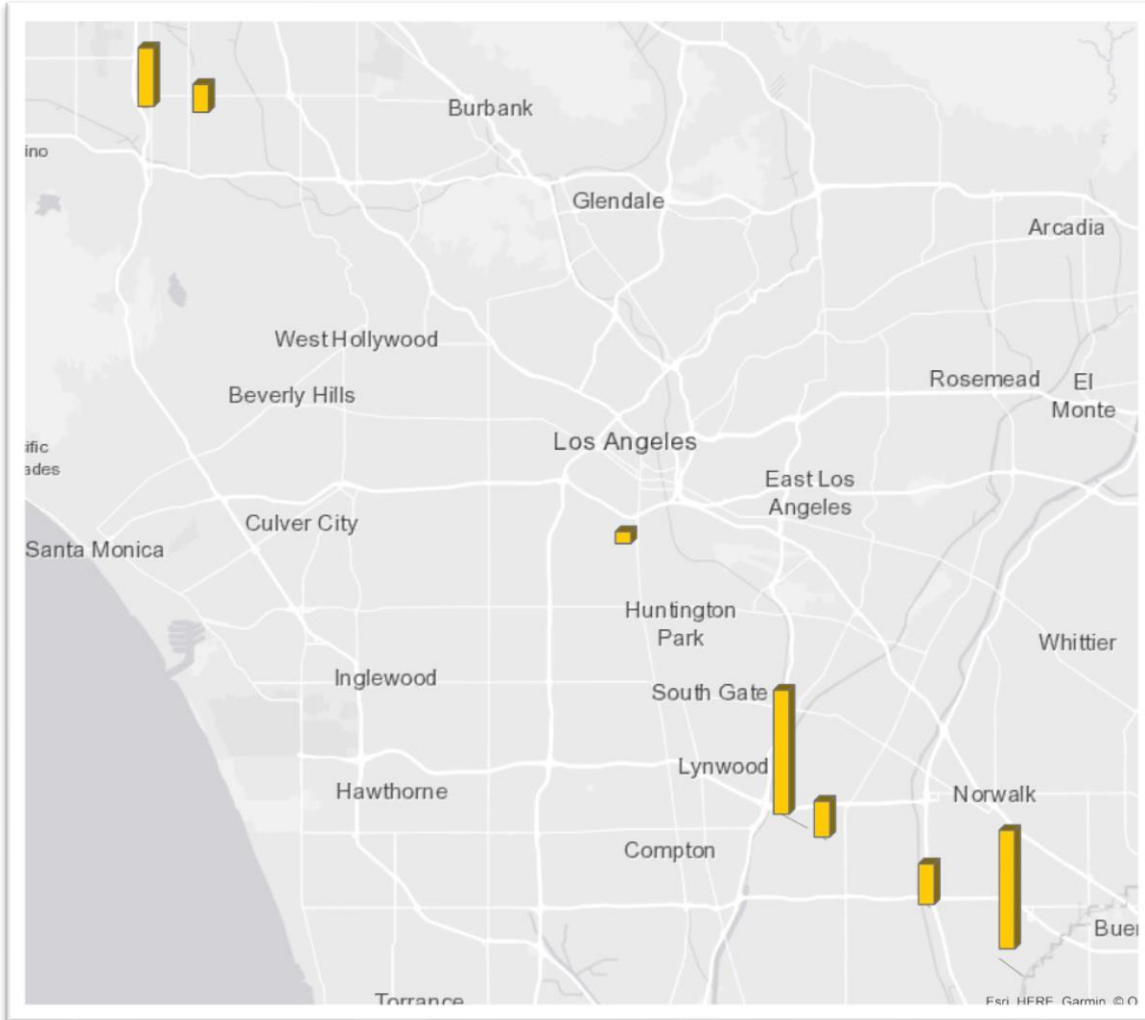
Legistar 2020-0080



BACKGROUND

- May 2018 Board meeting (File #: 2018-0214), Real Estate staff provided an inventory of locations suitable for use as sites to locate temporary housing of the homeless.
- The revised inventory provided has been updated by staff to account for new sites adhering as closely as possible to the following requirements:
 - Level site conditions;
 - Site is at least 285 ft by 125 ft;
 - Water, power, and sewer must be in the adjacent street;
 - Available for a minimum of three years; and
 - Not subject to a binding agreement.

INVENTORY



- Resulting inventory has identified **seven** suitable sites as provided in *Attachment A*.
- Map at left shows locations and relative size in square footage.
- Many of the sites have a date of *availability* for use as temporary sheltering or a *need-by* date for Metro's planned use.

QUESTIONS





Board Report

File #: 2020-0051, File Type: Policy

Agenda Number: 28.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 19, 2020

**SUBJECT: METRO PARKING MANAGEMENT PROGRAM AND SYSTEMWIDE PARKING
OPERATOR SERVICES**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING revisions to Metro's Parking Ordinance Administrative Code Title 8 (Attachment C) and Metro's Parking Rates and Fee Resolution (Attachment D) in support of the implementation of the Parking Management Program.
- B. AUTHORIZING the Chief Executive Officer ("CEO") to execute a five-year base period, firm fixed price Contract No. PS66007000 to L & R Auto Parks, Inc. DBA Joe's Auto Parks for systemwide parking operator services in the amount of \$26,878,513 with two, one-year options, in the amounts of \$5,840,059 and \$7,651,918, respectively, for a total amount of \$40,370,490, through a revenue generating contract where the contractor will be compensated for their operating costs from the parking revenue collected and Metro will receive the net revenue amount collected, subject to resolution of protest(s) if any.

ISSUE

The Metro Board adopted the Supportive Transit Parking Program Master Plan ("Master Plan") at the January 2018 Board Meeting. The Master Plan included implementing a Parking Management Program ("Program") at Metro parking facilities over several years. The actions in this Board report will allow for implementation of the Program at Metro parking facilities along transit corridors that consistently surpass 70% utilization rates. If approved, the contract will take effect in the last quarter of FY20 and begin operating in the first quarter of FY21. Program implementation at each facility is dependent on parking occupancy and station proximity, as described in the Master Plan (Attachment E).

Concurrently, Union Station management, working with parking operators, has determined that a rate adjustment for daily and monthly parking fees is necessary to maintain operational standards and security, given parking demand and service level expectations.

Finally, the current contract for parking management services will expire and a new contract award is needed to continue with Program implementation. This parking operator service contract is a net revenue generating contract which includes the procurement of additional parking equipment and parking operator services. The contractor is responsible for the capital investment and business expenses which are then deducted from the generated gross revenue. If approved, the contract will take effect in the last quarter of FY20 and the implementation of additional locations is anticipated to begin in the first quarter of FY21.

BACKGROUND

In February 2016, the Paid Parking Pilot Program (“Pilot”) was introduced to the Metro Board. The goal of the Pilot was to retain parking resources for transit customers by reducing the number of non-transit user parking at the Metro parking facilities. The intent was to develop a self-sustainable program by generating revenue to offset the cost of technology enhancements and operations at multiple parking facilities. The Pilot was introduced at 13 initial locations that had immediate need of a parking demand management plan, including Expo/Bundy, Expo/Sepulveda, 17th St/SMC, La Cienega/Jefferson, North Hollywood, Universal City, APU/Citrus, Irwindale, El Monte, Atlantic, Norwalk, Lakewood and Aviation/LAX. In May 2017, the implementation for Monrovia and Crenshaw stations was approved by the Board, increasing the Pilot locations to 15 stations.

The success of the Pilot led to the adoption of a permanent program in January 2018, as part of the Board-approved Master Plan. After the adoption of the Program, more locations along Metro’s transit corridors showed an immediate need for the Program and were approved by the Board accordingly. These additional high priority locations were Willow, Wardlow, Hawthorne/Lennox, Expo/Crenshaw, Indiana, Arcadia, Duarte and Downtown Azusa, bringing the total approved Program locations to 23. All approved locations will be implemented into the Program by the last quarter of FY20.

DISCUSSION

Case Studies and Lessons Learned

The Pilot was effective and presented several case studies for parking demand management. One goal of the Pilot was to shift demand to underutilized parking facilities. Prior to implementation, the terminus North Hollywood Station reached capacity by 7 am daily. The Program implementation realigned utilization by shifting parkers from the inundated North Hollywood facility to underutilized stations along the G Line (Orange), such as Van Nuys and Sepulveda. The pricing policy enabled patrons to make a choice of which parking resources to use, and the ridership verification system ensured that parkers were transit riders. By using these tools together, parking resources were made available for transit users at the North Hollywood station throughout the entirety of the day.

Another lesson was learned during the L Line (Gold) implementation. The Program was initially executed at the APU/Citrus, Irwindale and Monrovia stations. At that time, the Arcadia and Duarte stations were not above the 70% occupancy threshold for parking implementation. However, these stations were in close enough proximity to be impacted by the Program implementation at the other targeted stations. Utilization at Arcadia and Duarte drastically increased to above capacity levels when the other stations used ridership verification and pricing to manage demand. This impacted not

only the parking facilities but the surrounding streets and communities. Once Arcadia and Duarte were added to the Program, parking occupancy rebalanced and parking became available at all impacted stations along the L Line. The overspill parking into the streets was corrected as transit patrons returned to their home stations for transit parking. Sierra Madre was far enough away and had enough capacity that its utilization stayed lower than 70% after Program implementation.

Program Implementation

Metro currently has 23 locations that have been approved for Program implementation. If this contract is approved, over the course of the next 5 to 7 years, up to 74 stations are marked for implementation. Program implementation, as defined in the Master Plan, will occur at locations that reach 70% occupancy, or are in close proximity to high demand stations (similar to the Arcadia/Duarte circumstance). The chart below identifies stations that have immediate need for Program implementation and are expected to be implemented in the first year.

STATION	LINE	AVG. UTILIZATION
Heritage Square	L	94%
Lincoln/Cypress	L	85%
Harbor Gateway Transit Center	J	91%
Harbor Freeway	J	86%
Florence	A	84%
Culver City *	E	-
Fairview Heights **	C/LAX	-

*Culver City station parking is expected to open in 2020. Utilization at this station's parking lot prior to closure in 2017 v

**Fairview Heights station opening is anticipated for 2020. Program will be implemented upon opening.

Planned future transit corridors, such as the West Santa Ana Branch, East Side Transit Corridor Phase 2, L (Gold) Line Foothill Extension Phase 2B and Crenshaw/LAX Lines are proposed for Program implementation upon opening of the stations. Staff used parking and ridership data from previous program-implemented locations to forecast parking capacity at these upcoming transit corridors and avoid overbuilding parking.

With Program implementation, the approved parking facilities have experienced a manageable level of utilization. Staff has concluded that the combination of a pricing policy and ridership verification yields the desired outcome to allow patrons to locate parking at any hour of the day.

Parking Fee Structure

Daily parking rates will be implemented at all stations meeting the minimum implementation threshold of over 70% parking occupancy, or locations in proximity of high demand stations. The current rate is up to a \$3 flat rate per day, depending on the station parking demand and location. Pricing is strategically determined to have a minimal impact to overall commuting costs. The \$3 daily parking rate plus the cost of transit fare is still reasonable compared to the cost of gas and monthly parking in urban areas. Transit parking rates are significantly below market rates.

A parking rate adjustment can only occur within the Metro Board-approved fee structure range. Rate adjustments, increases or decreases, will not occur more frequently than every 180 days. Any pricing adjustments would occur after initial implementation and staff will utilize the comprehensive outreach program to inform patrons of the changes with a minimum of 30 days advance notice.

Program parking fee structure requires the amendment of Metro's Permit Fee Resolution (Attachment D).

Outreach Program

Program implementation includes a comprehensive outreach and communication plan. Staff will launch a stakeholder and transit user outreach and communications process, working in conjunction with the Community Relations and Communications Departments. Outreach efforts will include, but are not limited to:

- Informational messages on Metro's parking website;
- Signage at stations;
- Email blast notifications;
- Information on social media; and
- Distributed windshield flyers.

Union Station Daily and Monthly Parking Fees

Parking at Union Station is operated commercially by Metro's contracted property manager. Rates at the station were last adjusted in 2016. Since then, there have been rising operational costs for hourly labor and contracted security personnel who police the structure to address increased theft and vandalism and to provide general transit patron safety.

In September 2019, a survey was conducted to determine relative competitiveness in pricing at Union Station compared to other parking facilities in the immediate area. The pricing at Union Station is significantly below market and will continue to be so even with the proposed rate adjustments. The proposed parking rate adjustments are as follows:

STATION	DESCRIPTION	CURRENT RATE	PROPOSED RATE
LAUS East	Daily	\$8	up to \$12
	Monthly Commuter	\$75	up to \$85
LAUS West	Daily	\$16	up to \$18

Metro Parking Ordinance

Metro's Parking Ordinance was adopted by the Metro Board in July 2015. Since then a number of updates have been incorporated into the documents to support the goals of the Master Plan and the

Program. Staff is proposing minor updates to further clarify policy definitions with grammatical corrections and parking fee structure revisions in the fee resolution to be in-line with the Master Plan and the Program.

Equity Platform

This program aligns with the third pillar of Metro's equity platform, Focus and Deliver. By managing parking demand and Metro's parking resources, all transit users, not just early morning commuters, will have an additional choice of how to access transit. In addition, Metro staff anticipates a future discounted parking fee structure, based on LIFE TAP card eligibility.

DETERMINATION OF SAFETY IMPACT

The Program will not create any safety impacts because it will operate within the existing infrastructure. Internally, all contractors and subcontractors are required to attend Metro Safety Training prior to working at any Metro station. Any equipment installation will be coordinated with Metro's Track Allocation program to ensure that proper assistance and support is present.

FINANCIAL IMPACT

Implementation of the Program will not have any impact to Metro's expense budget as this contract is a revenue generating contract where the contractor's operating costs and amortized initial capital investment will be deducted from the parking revenue collected. Metro will receive the net revenue amount collected. No budget expense amendment is required.

Union Station's parking facilities are managed by a third-party. Costs associated with the management and operation of these facilities is a part of the Union Station budget and no budget increases are anticipated with the adjustment in parking rates. There will be no impact to any local, state or federal funds.

Impact to Budget

The Program (excepting Union Station) currently generates approximately \$3,000,000 in net revenue per year and staff anticipates that the net revenue will continue to increase as Program implementation occurs and will potentially be up to \$4,000,000 in net revenue per year after capital amortization and all operating costs are absorbed. All net revenue will be deposited in Account 40707 for parking revenue. There will be no impact to any local, state or federal funds.

Union Station management anticipates the fee adjustment will generate an additional \$1.3 million, bringing total annual gross revenue to \$5.5 million. The additional revenue will be utilized to offset increased maintenance and security costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementing the Program at Metro parking facilities will support:

-
- a. Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The Program reduces patron's travel time by spending less time searching for parking.
 - b. Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Enhancing parking availability and providing well maintained parking facilities improves the patrons' experience of transit trips.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the Metro's Parking Ordinance Administrative Code Title 8 and Metro's Parking Rates and Fee Resolution and not to approve this contract. This is not recommended as Metro's Parking Ordinance, Fee Resolution and Program implementation is a major component of the Master Plan as a long term strategy for managing parking demand. The award of this contract is necessary for the continued implementation of the Program.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS66007000 with L & R Auto Parks, Inc. DBA Joe's Auto Parks for systemwide parking operator services to implement the Parking Management Program.

Union Station's parking adjusted rates will be applied after a minimum 30-day period from Board approval for proper notification of all affected by the rate adjustment.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Metro Parking Ordinance
Attachment D - Metro Parking Rates and Permit Fee Resolution
Attachment E - Supportive Transit Parking Program Master Plan

Prepared by: Stacie Endler, Manager, Countywide Planning & Development, (213) 922-2538
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Demand, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

PROCUREMENT SUMMARY

SYSTEMWIDE PARKING OPERATOR SERVICES/PS66007000

1.	Contract Number: PS66007000	
2.	Recommended Vendor: L&R Auto Parks, Inc. DBA Joe's Auto Parks	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 2, 2019	
	B. Advertised/Publicized: October 1 and 2, 2019	
	C. Pre-Proposal Conference: October 9, 2019	
	D. Proposals Due: November 7, 2019	
	E. Pre-Qualification Completed: January 31, 2020	
	F. Conflict of Interest Form Submitted to Ethics: February 13, 2020	
	G. Protest Period End Date: March 24, 2020	
5.	Solicitations Picked up/Downloaded: 28	Bids/Proposals Received: 4
6.	Contract Administrator: Samira Baghdikian	Telephone Number: (213) 922-1033
7.	Project Manager: Stacie Endler	Telephone Number: (213) 922-2548

A. Procurement Background

This Board Action is to approve Contract No. PS66007000 issued in support of systemwide parking operator services through a revenue generating contract. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

One amendment was issued during the solicitation phase of this RFP to clarify that Exhibit 2, Schedule of Quantities was not required.

A pre-proposal conference was held on October 9, 2019 and was attended by 18 participants representing 13 companies. There were 46 questions asked, and responses were released prior to the proposal due date.

A total of four proposals were received on November 7, 2019.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Parking Management, City of Pasadena and City of Inglewood was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|-------------------------------------|------------|
| • Operational Plan | 35 percent |
| • Experience | 20 percent |
| • Appreciation and Customer Service | 25 percent |
| • Price | 20 percent |

Several factors were considered when developing these weights, giving the greatest importance to the operational plan.

Of the four proposals received, two were determined to be within the competitive range and are listed below in alphabetical order:

1. L&R Auto Parks, Inc. DBA Joe's Auto Parks
2. SP+ Municipal Services

Two firms were determined to be outside the competitive range and were not included for further consideration. Examples that led to no further consideration include an operational plan failing to adequately demonstrate/identify auditing techniques, revenue control measures, and the ability to manage daily operations and staffing volumes and schedules. Quality control and/or operational control measures were not thoroughly explained. In addition, a customer service training plan was lacking or inadequate, and a customer call center requirement was not addressed as required in the RFP.

During the weeks of November 11, 2019 through December 2, 2019, the PET met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to PET's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were operational and staffing plans, and perceived project issues. Each team was asked questions relative to each firm's proposal and previous experience.

Qualifications Summary of Firms within the Competitive Range:

L&R Auto Parks, Inc. DBA Joe's Auto Parks

L&R Auto Parks, Inc. DBA Joe's Auto Parks (Joe's Auto Parks) has been involved in municipal parking operations for over 60 years and manages over 100 parking facilities in the downtown Los Angeles area. Joe's Auto Parks submitted a detailed proposal and assembled a cohesive team that demonstrated that they are knowledgeable, experienced and the most qualified firm to perform the required services.

Joe's Auto Parks is an experienced parking operator service provider and has extensive experience on the Program development and implementation as a capital and service provider. Joe's Auto Parks presented a solid organizational chart with clear management organization and support and was the only proposer to provide staffing volumes. Joe's Auto Parks also provided a thorough explanation of their customer service training program.

Joe's Auto Parks clearly identified a plan for daily operation to implement new facilities into the Parking Management Program and demonstrated experience in opening facilities. The plan outlined what to do pre-implementation, on implementation day and post-implementation of the Parking Management Program. The plan included the operations of payment kiosks, mobile application and revenue collection.

Joe's Auto Parks presented a 24/7 command center that is available for real-time visibility and management of parking facilities around the county. Joe's Auto Parks will have a dedicated line for Metro patrons to access 24/7.

SP+ Municipal Services

SP+ Municipal Services (SP+) is a division of SP Plus Corporation formed in 1929 and offers a wide-array of parking management services. SP+ provides parking management services to municipalities, institutions, and governmental agencies.

SP+'s proposal clearly defined the organizational support from the corporate office and identified the management staff proposed. However, the operational plan staffing levels and schedules were not defined or appropriate for the term of the contract. SP+'s proposal outlined quality control measures relating to reporting and financial analysis but did not clearly identify other quality control measures relating to operations or functionality of the Program.

SP+ demonstrated experience in parking management with municipalities. Although the proposed staff demonstrated extensive parking management experience, SP+ did not outline staff experience in opening new locations. Metro is planning on opening several locations throughout the term of this contract and it is important to have a team experienced in opening new locations.

SP+ is an experienced firm but did not demonstrate understanding of Metro's objectives and requirements for this project.

Following is a summary of the PET evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	L&R Auto Parks DBA Joe's Auto Park				
3	Operational Plan	92.21	35.00%	32.27	
4	Experience	96.67	20.00%	19.33	
5	Appreciation and Customer Service	91.12	25.00%	22.78	
6	Price	90.00	20.00%	18.00	
7	Total		100.00%	92.39	1
8	SP+ Municipal Services				
9	Operational Plan	69.45	35.00%	24.31	
10	Experience	80.67	20.00%	16.13	
11	Appreciation and Customer Service	52.77	25.00%	13.19	
12	Price	80.00	20.00%	16.00	
13	Total		100.00%	69.63	2

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), price analysis, and a technical analysis.

	Proposer Name	Proposal Amount	Metro ICE	Award Amount
1.	L&R Auto Parks DBA Joe's Auto Park	\$40,370,491	\$46,240,000	\$40,370,490
2.	SP+ Municipal Services	\$45,157,049	\$46,240,000	

This Contract is a net revenue generating contract. The contractor shall cover all equipment and operating costs and shall be compensated through the parking revenue collected on behalf of Metro. The purchase of the parking equipment and installation will be amortized throughout the seven-year contract term, on a monthly basis.

D. Background on Recommended Contractor

The recommended firm, L&R Auto Parks DBA Joe's Auto Parks (Joe's Auto Parks), located in Los Angeles, CA, has been in business for over 60 years. Joe's Auto Parks' relationships include a 24-year contract for the parking operations at JFK Airport and a 24-year contract for the parking operations for the county of Los

Angeles, as large as 58 parking facilities and over 30,000 parking spaces. Joe's Auto Parks operates more than 100 facilities nationwide. This portfolio of properties annually collects more than \$120 million in parking receipts.

The proposed team is composed of Joe's Auto Parks and four subcontractors, including Park Consulting, a Metro certified SBE. The proposed team is experienced in managing large-scale parking facilities and the proposed project manager is a 15-year veteran of the parking industry. The proposed project manager's experience includes retail businesses such as The Beverly Center in Los Angeles and City Place in Long Beach, as well as overseeing municipality locations for the City of Long Beach including the Aquarium of the Pacific Parking garage. Currently, Joe's Auto Parks is the parking operator for Metro's parking facilities along Metro's transit corridors and has performed satisfactorily.

DEOD SUMMARY**SYSTEMWIDE PARKING OPERATOR SERVICES/PS66007000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish an SBE/DVBE goal for this revenue generating procurement. However, L & R Auto Parks, Inc. DBA Joe's Auto Parks listed one Small Business Enterprise (SBE) firm to perform services on this contract and made a 0.63% SBE commitment.

Small Business Goal	0% SBE/DVBE	Small Business Commitment	0.63% SBE
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	SBE Subcontractors	% Committed
1.	Park Consulting	0.63%
	Total Commitment	0.63%

B. Living Wage / Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$19.56 per hour (\$14.22 base + \$5.34 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

Attachment C:

http://libraryarchives.metro.net/DB_Attachments/200311_Attachment%20C%20-%20Metro%20Parking%20Ordinance%20Administrative%20Code%20Title%208.pdf

A RESOLUTION OF THE METRO BOARD OF LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ESTABLISHING PARKING RATES AND PERMIT FEES FOR ALL METRO PARKING FACILITIES AND RESOURCES

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) operates parking facilities throughout the Los Angeles County in the City of Los Angeles, Pasadena, Long Beach, North Hollywood, Culver City, Norwalk, Downey, Lynwood, Hawthorne, Inglewood, El Segundo, Redondo Beach, Compton, El Monte and Gardena. At Metro A Line (Blue) Line Stations at: Willow, Wardlow, Del Amo, Artesia, Compton, Willowbrook/Rosa Parks, 103rd St/Watts Towers, and Florence. Metro C Line (Green) Line Stations at: Norwalk, Lakewood Blvd, Long Beach Blvd, Avalon, Harbor Freeway, Vermont/Athens, Crenshaw, Hawthorne/Lennox, Aviation/LAX, El Segundo, Douglas and Redondo Beach and Metro B Line (Red) Line Stations at: Westlake/MacArthur Park, Universal City/Studio City and North Hollywood. Metro L Line (Gold) Line Stations at: Atlantic, Indiana, Lincoln Heights/Cypress, Heritage Square, Fillmore, Sierra Madre, Arcadia, Monrovia, Duarte/City of Hope, Irwindale, Azusa Downtown and APU/Citrus College. Metro E Line (Expo) Line Stations at 17th St/SMC, Expo/Bundy, Expo/Sepulveda, Culver City, La Cienega/Jefferson, and Expo/Crenshaw. Metro G Line (Orange) Line Stations at: Van Nuys, Sepulveda, Balboa, Reseda, Pierce College, Canoga, Sherman Way and Chatsworth Stations. Metro J Line (Silver) Line Stations at: Harbor Beacon, Pacific Coast Highway, Carson, Slauson, Manchester, Rosecrans, Harbor Gateway Transit Center and El Monte. Metro also operates the parking at Los Angeles Union Station.

WHEREAS, Metro has designated preferred parking zones throughout its parking facilities with parking restrictions to manage parking availability to patrons; and

WHEREAS, the Metro Board of Directors is authorized to set parking rates and permit fees, by resolution, at Metro owned, leased, operated, contracted and managed parking facilities and preferred parking zones; and

WHEREAS, the METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility; and

WHEREAS, adopting the parking rates and permit fees as a means of regulating the use of all Metro parking facilities and resources will distribute the parking load more evenly between transit patrons and non-transit users, and maximize the utility and use of Metro operated parking facilities and resources, enhance transit ridership and customer service experience, thereby making parking easier, reducing traffic hazards and congestion, and promoting the public convenience, safety, and welfare;

ATTACHMENT D

WHEREAS, Metro is entering an agreement with car share and micro mobility vehicle operators subject to the negotiated license agreement which will set aside designated areas for these operators;

NOW, THEREFORE, THE BOARD OF DIRECTORS OF METRO DOES RESOLVE AS FOLLOWS:

SECTION 1. The parking rates established in this Resolution are effective as of ~~February~~April 1, 2018~~20~~ at all Metro Parking Facilities.

SECTION 2. As used in this Resolution, the term “daily”, for transit patrons, means a consecutive 24-hour period commencing upon the time of entry of a vehicle into a parking facility. The term “daily” for public patrons, means a consecutive 24-hour period, unless time restrictions do not allow for 24 consecutive hours, then “daily” refers to the time of entry into the parking facility until the expiration of the time limitation, not exceeding 24-hours. All “daily” parking commences at the time of entry of a vehicle into a parking facility.

SECTION 3. The parking rates listed in this Resolution shall apply to vehicles entering the specified Metro on-street and off-street parking facilities for the specified times, and rates unless a special event is scheduled that is anticipated to increase traffic and parking demands. If an event is scheduled, the rate may be determined by the METRO CEO, which approval may be granted based on Metro’s best interests. The maximum rate may be set as either a flat rate per entry or an increased incremental rate based upon time of entry and duration of parking.

SECTION 4. The following fees are established for all Metro stations except for those identified in Sections 5 through 9:~~at the Metro Willow Blue Line Station:~~

Transit ~~P~~parking information and rates shall be as follows:

- a. Daily parking rates will require up to a \$5.00 daily flat rate. ~~Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- b. Monthly parking rate is equivalent to the daily rate multiplied by 20 business days. ~~Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- c. Monthly carpool rate is equivalent to 25% off the monthly parking rate. ~~Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- d.c. Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 5. The following fees are established at the Metro Atlantic L Line Station:~~Wardlow Blue Line Station:~~

Parking information and rates shall be as follows:

ATTACHMENT D

- a. Daily parking rates will require up to a \$5.00 daily flat rate. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Monthly parking rate is equivalent to the daily rate multiplied by 20 business days. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Monthly carpool rate is equivalent to 25% off the monthly parking rate. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Rates may be negotiated between Metro and tenant, government or business entity.
- e. Daily public parking rates will require \$3 for 3 hours flat rate after 11:00 AM and before 4:00 AM, daily. Public parking is prohibited daily between 4:00 AM and 11:00 AM.

SECTION 6. The following fees are established at the Metro Monrovia L Line Station~~Del Amo Blue Line Station~~:

Parking information and rates shall be as follows:

- a. Daily parking rates will require up to a \$5.00 daily flat rate. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Monthly parking rate is equivalent to the daily rate multiplied by 20 business days. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Monthly carpool rate is equivalent to 25% off the monthly parking rate. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Rates may be negotiated between Metro and tenant, government or business entity.
- e. Daily public parking rates will require up to a \$5.00 flat rate after 6:00 PM and before 6:00 AM. Public parking is prohibited daily between 6:00 AM and 6:00 PM.

SECTION 7. The following fees are established at the Metro Expo/Sepulveda E Line Station~~Artesia Blue Line Station~~:

Parking information and rates shall be as follows:

- a. Daily parking rates will require up to a \$5.00 daily flat rate. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Monthly parking rate is equivalent to the daily rate multiplied by 20 business days. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Monthly carpool rate is equivalent to 25% off the monthly parking rate. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Monthly non-transit parking rates will require a \$120.00 flat monthly rate.

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 8. The following fees are established at the Metro Willowbrook/Rosa Parks Blue Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 9. The following fees are established at the Metro 103rd St/Watts Tower Blue Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 10. The following fees are established at the Metro Florence Blue Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~e. Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 11. The following fees are established at the Metro Norwalk Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 12. The following fees are established at the Metro Lakewood Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 13. The following fees are established at the Metro Long Beach Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 14. The following fees are established at the Metro Avalon Green Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 15. The following fees are established at the Metro Harbor Freeway Green Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 16. The following fees are established at the Metro Vermont/Athens Green Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 17. The following fees are established at the Metro Crenshaw Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 18. The following fees are established at the Metro Hawthorne/Lennox Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~d. Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 19. The following fees are established at the Metro Aviation/LAX Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 20. The following fees are established at the Metro El Segundo Green Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 21. The following fees are established at the Metro Douglas Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 22. The following fees are established at the Metro Redondo Beach Green Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 23. The following fees are established at the Metro Westlake/MacArthur Park Red Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 24. The following fees are established at the Metro Universal City/Studio City Red Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 25. The following fees are established at the Metro North Hollywood Red Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 26. The following fees are established at the Metro Atlantic Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
 - ~~d. Daily parking rate for non-transit users without verified ridership within 96 hours of parking their vehicle will require \$3.00 rate per 3-hour period with a maximum parking time of 3 hours.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 27. The following fees are established at the Metro Indiana Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 28. The following fees are established at the Metro Lincoln/Cypress Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 29. The following fees are established at the Metro Heritage Square Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 30. The following fees are established at the Metro Fillmore Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.~~
- ~~c. Rates may be negotiated between Metro and tenant, government or business entity.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 31. The following fees are established at the Metro Sierra Madre Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 32. The following fees are established at the Metro Arcadia Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 33. The following fees are established at the Metro Monrovia Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~d. Daily parking rates for non-transit users without verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.~~

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 34. The following fees are established at the Metro Duarte/City of Hope Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 35. The following fees are established at the Metro Irwindale Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 36. The following fees are established at the Metro Azusa Downtown Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.~~

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 37. The following fees are established at the Metro APU/Citrus College Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 38. The following fees are established at the Metro 17th St/SMC Expo Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 39. The following fees are established at the Expo/Bundy Expo Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 40. The following fees are established at the Metro Expo/Sepulveda Expo Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Non-transit monthly permit parking will require a \$120.00 monthly flat rate.~~
 - ~~d. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 41. The following fees are established at the Metro La Cienega/Jefferson Expo Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 42. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~c. Rates may be negotiated between Metro and tenant, government or business entity.
Parking is only available from Monday at 2 AM through Sunday at 2 AM.~~

~~SECTION 43. The following fees are established at the Metro Chatsworth Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 44. The following fees are established at the Metro Sherman Way Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 45. The following fees are established at the Metro Canoga Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 46. The following fees are established at the Metro Pierce College Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 47. The following fees are established at the Metro Reseda Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 48. The following fees are established at the Metro Balboa Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 49. The following fees are established at the Metro Sepulveda Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 50. The following fees are established at the Metro Van Nuys Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 51. The following fees are established at the Metro El Monte Silver Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 52. The following fees are established at the Metro Slauson Silver Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 53. The following fees are established at the Metro Manchester Silver Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 54. The following fees are established at the Metro Rosecrans Silver Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 55. The following fees are established at the Metro Harbor Gateway Transit Center Silver Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~d. Rates may be negotiated between Metro and tenant, government or business entity.~~
- ~~e. METRO CEO is hereby authorized to adjust parking rates based on parking demand.~~

SECTION ~~568~~. The following fees are established at Los Angeles Union Station ~~East Gateway~~:

Parking information and rates shall be as follows:

- a. Each 15 minutes is \$3.00.
- b. Daily Maximum shall be ~~up to \$12.00~~~~\$8.00~~ per entry, per every 24 hour stay.
- c. ~~Public monthly parking will require up to a \$110.00 monthly flat rate. Monthly fees for the general public are \$110.00 monthly flat rate.~~
- ~~d. Monthly commuter parking will require up to an \$85.00 monthly flat rate.~~
- ~~d.e.~~ Event parking fees can be established based on market rate conditions.
- ~~e.f.~~ Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
~~Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.~~

SECTION ~~579~~. The following fees are established at Los Angeles Union Station West:

Parking information and rates shall be as follows:

- ~~a. Daily Maximum shall be up to \$18.00 per entry, per every 24 hour stay.~~
- ~~a.b.~~ Monthly fees for parking garage reserved stalls shall be \$130.00 monthly flat rate.
- ~~b.c.~~ Monthly fees for parking garage tandem spaces shall be \$82.50 monthly flat rate.
- ~~c.d.~~ Valet parking shall be \$20.00 daily flat rate.
- ~~d.e.~~ Valet parking for special events shall be \$25.00 daily flat rate.
- ~~e.f.~~ Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
~~Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.~~

SECTION ~~5810~~. All parking fees and rate structures, including hourly, daily, weekly and monthly parking shall be approved and established by resolution of the METRO Board.

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METRO staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

- a. The METRO CEO is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand.
- b. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility.
- c. The METRO CEO will review and authorize adjustments to the parking rates pursuant to the parking management program, parking demand and the targeted occupancy levels. Parking rate adjustments requires 30 days' notice for pricing changes (increase or decrease) and only allows for price adjustments every ~~180~~90 days. Parking rate adjustments will be within the current Metro Board approved fee structure and range.

SECTION ~~59~~11. The following fees shall be established for all parking permits:

- a. Initiation fee of parking passes or permits, including access cards, shall be a non-refundable fee of up to \$25.00.
- b. Replacement of a lost or stolen parking permit or access card shall be up to \$25.00.
- c. Permit holder must maintain permit eligibility requirements as defined in the permit program terms & conditions. Patrons not meeting the eligibility requirements may file an appeal for exemption. The application administration fee is up to \$10.00 per application.
- d. Any vehicle parked over 72 consecutive hours requires an Extended Parking Permit. Extended Parking Permit administration fee of \$10.00 flat rate will be assessed per application.
- e. Permit holders requesting a monthly statement to be mailed to a physical address will be charged an administrative fee up to \$5.00.

SECTION ~~60~~12. Parking rates may be negotiated between Metro and tenant, government, or business entity. ~~Short-term reserved parking may be purchased by phone or by internet web page.~~

SECTION ~~61~~13. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION ~~62~~14. Transit parking rates also encompass non-Metro public transit agencies that accept Metro's TAP Card as fare payment.

SECTION ~~63~~15. Daily parking fees, where applicable, are valid seven days per week.

SECTION ~~64~~16. All parking rates set forth in this Resolution include city's parking tax, if applicable.

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SECTION ~~65~~17. Permit holders, including all monthly carpool participants, must maintain permit eligibility requirements as defined in the permit program terms & conditions.

SECTION ~~66~~18. Parking is available on a first-come, first-served basis.

SECTION ~~67~~19. ~~Transit~~Daily parking rates ~~for transit users with verified ridership within 96 hours of parking their vehicle~~ will not exceed a \$5.00 daily flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution. Monthly parking rates ~~for transit users with verified ridership~~ will not exceed the daily rate multiplied by 20 business days, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution. The carpool monthly rate will not exceed 75% of the monthly rate, unless rate is otherwise a \$99.00 flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution.

SECTION ~~68~~20. The following fees are established for each type of violation:

	Chapter	Title	Citation Fee
1	8-01-100	Permissions, Space Assignment, Signage and Parking Management Approvals	\$63.00
2	8-05-030	Illegal Parking Outside of a Defined Parking Space or Parking Space Markings	\$63.00
3	8-05-040	Failure to Obey Signs	\$63.00
4	8-05-050	Exceeding Posted Time Limit	\$53.00
5	8-05-060	Temporary No Parking	\$53.00
6	8-05-070	Restricted Parking	\$53.00
7	8-05-080	Parking Within Marked Bicycle Lane	\$63.00
8	8-05-090	Illegal Parking in Loading Zone	\$53.00
9	8-05-100	Vehicle Exceeds Load Size Limit	\$53.00
10	8-05-110	Disconnected Trailer	\$53.00
11	8-05-120	Bus Loading Zones	\$263.00
12	8-05-130	Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone	\$53.00
13	8-05-140	No Parking – Alley	\$53.00
14	8-05-150	Illegal Parking in Red Zones	\$53.00
15	8-05-160	Vehicle Parked Seventy-Two (72) or More Hours	\$53.00
16	8-05-170	Improperly Parked on Parking Grades	\$63.00
17	8-05-180	Improperly Parked in Angled Parking	\$63.00
18	8-05-190	Double Parking	\$53.00
19	8-05-200	No Parking Anytime/Posted Hours	\$53.00
20	8-05-210	Wrong Side Two Way Traffic or Roadway	\$53.00
21	8-05-220	Blocking Street or Access	\$53.00
22	8-05-230	Parking Special Hazard	\$53.00
23	8-05-240	Illegal Parking at Fire Hydrant	\$68.00
24	8-05-250	Illegal Parking at Assigned / Reserved Spaces	\$53.00
25	8-05-260	Illegal Parking at Taxicab Stands	\$53.00

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26	8-05-270	Illegal Parking at/ Adjacent to a Landscape Island or Planter	\$53.00
27	8-05-280a	Failure to Properly Register Vehicle License Plate Information	\$53.00
28	8-05-280b	Parking in a Permit Parking Spaces Without a Permit	\$53.00
29	8-05-280c	Display and Altered, Counterfeit, or Expired Permit	\$53.00
30	8-05-280d	Display a Permit Registered to Another Vehicle	\$53.00
31	8-05-280e	Failure to Properly Display the Permit as Instructed by Parking Terms and Conditions	\$53.00
32	8-05-310	Permit Penalty Provisions	\$53.00
33	8-05-320	Expired Meter or Pay Station	\$53.00
34	8-05-330	Parking Facilities Cleaning, Maintenance and Capital Projects	\$53.00
35	8-05-340	Electric Vehicle Parking Spaces	\$53.00
36	8-05-350	Parking on Sidewalk/ Parkway	\$53.00
37	8-05-370	Peak Hour Traffic Zones	\$53.00
38	8-05-380	Parking Prohibition for Vehicles Over Six Feet High, Near Intersections	\$53.00
39	8-05-400	Car Share, Vanpool, or Micro Mobility Vehicle Authorization Required	\$53.00
40	8-05-410	Speed Limit	\$53.00
44	8-05-420	Motor Vehicle Access	\$63.00
42	8-05-440	Accessible Parking Spaces Designated for Vehicle Operators with Disabilities	\$338.00
43	8-05-450	Transit Ridership Requirements	\$63.00
44	8-05-460	Designated Clean Air Vehicle Spaces	\$53.00
45	8-07-030(2)(a)	Improperly Parked Bicycles outside of Designated Bicycle Parking Areas	\$100.00
46	8-07-030(2)(b)	Bicycle parked in Landscaped Areas Violation	\$38.00
47	8-07-040(2)(c)	Operation of Motorcycles on Bicycle Pathways or Sidewalks	\$100.00
4548	8-07-050(2)(a)	Improperly Parked Micro Mobility Vehicle outside of Designated Micro Mobility Vehicle Parking Areas	\$100.00
4749	8-07-050(2)(b)	Operation of Micro Mobility Vehicle on Transit Platform, Transit Vehicle Lane, or Transit Vehicle	\$100.00
50	8-07-050(2)(c)	Improperly Parked Micro Mobility in ADA Spaces and ADA Accessible path of travel for Vehicle Operators with Disabilities	\$338.00
4951	8-07-050(2)(d)	Abandoned Micro Mobility Vehicle on transit platform, transit vehicle lane, or transit vehicle	\$338.00

SECTION ~~6921~~. The Parking Fee Resolution adopted by the Metro Board of Directors on, ~~May 18 2017~~ July 25, 2019, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION ~~7022~~. If there are any conflicts between the parking rates adopted in this Resolution and any parking rates adopted by prior resolution, the rates adopted in this Resolution shall take precedence.

SECTION ~~7423~~. The Metro Board shall certify to the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.

ATTACHMENT E

Supportive Transit Parking Program Master Plan

<http://libraryarchives.metro.net/DPGTL/parking/Metro%20STPP%20Reportv10%2020180110.pdf>

Metro Parking Management Program and Systemwide Parking Operator Services

Executive Management Committee
March 18, 2020
Legistar #: 2020-0051



Recommendation/Action

- Approve revisions to Metro's Parking Ordinance Administrative Code Title 8 and Metro's Parking Rates and Fee Resolution in support of the implementation of the Parking Management Program, and Union Station Parking Rates Adjustments.
- Authorize the CEO to execute a five-year base period, firm fixed price contract to L&R Auto Parks, Inc. DBA Joe's Auto Parks for systemwide parking operator services in the amount of \$26,878,513, with two, one-year options, in the amounts of \$5,840,059 and \$7,651,918, respectively, for a total amount of \$40,370,490, through a revenue generating contract.



Parking Management Program

Program Goals

- Manage parking demand through pricing policy
- Ensure parking availability for transit users
- Maintain a self-sustaining program

Strategic Goals

- Reduce patron's travel time by spending less time searching for parking
- Increase patron's experience of transit trips by enhancing parking availability
- Provide well-maintained parking facilities

Lessons Learned

- Parking Demand Balancing
 - Increased utilization at underutilized facilities
 - Stations in close proximity to high-demand stations also require implementation if unable to absorb additional demand
- Ridership Verification
 - Increased availability by ensuring those using resources are transit patrons



Parking Operator Services

- 5-year contract
- No up-front cost to Metro, expenses reimbursed through future revenues
- Contract needed in order to continue implementation of the Supportive Transit Parking Program



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Union Station

- Rate adjustment for daily and monthly parking fees
- Last adjusted in 2016
- Pricing is significantly below market value and will remain below market with the recommended adjustments.

STATION	DESCRIPTION	CURRENT RATE	PROPOSED RATE
LAUS East	Daily	\$8	up to \$12
	Monthly Commuter	\$75	up to \$85
LAUS West	Daily	\$16	up to \$18

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