

Metro

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



Metro

Agenda - Final

Wednesday, April 17, 2019

2:00 PM

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

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Mark Ridley-Thomas, Vice Chair

Mike Bonin

John Fasana

Ara Najarian

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 should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

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.

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 up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant 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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Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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

CALL TO ORDER

ROLL CALL

13. **SUBJECT: OVERVIEW OF PLANNING PROCESS FOR MAJOR TRANSIT AND ACTIVE TRANSPORTATION INVESTMENTS**

[2019-0142](#)

RECOMMENDATION

RECEIVE AND FILE report on the overview of the planning process for major transit and active transportation investments.

Attachments: [Attachment A - Planning Process Exhibit](#)

14. **SUBJECT: REGIONAL RAIL ON-CALL SERVICES**

[2018-0801](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD six task order based on-call Contracts for Regional Rail Planning and Environmental services to the firms listed below for a five-year base period in an amount not-to-exceed \$10 million, with two, one-year options not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$14 million, subject to resolution of protest(s) if any. The following firms are recommended for award:

1. Gensler, Contract Number AE56752000
2. HDR Engineering, Inc., Contract Number AE56752001
3. Jacobs/CH2M Hill, Contract Number AE56752002
4. Mott MacDonald, LLC, Contract Number AE56752003
5. STV Inc., Contract Number AE56752004
6. WSP USA, Contract Number AE56752005

- B. AWARD five task order based on-call Contracts for Regional Rail Engineering and Design services to the firms listed below for a five-year base period in an amount not-to-exceed \$11 million, with two, one-year options not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$15 million, subject to resolution of protest(s) if any. The following firms are recommended for award:

1. AECOM Technical Services, Inc, Contract Number AE56750000
2. HDR Engineering, Inc., Contract Number AE56750001
3. Mott MacDonald, LLC, Contract Number AE56750002
4. Pacific Railway Enterprises, Inc., Contract Number AE56750003
5. RailPros, Contract Number AE56750004

C. AWARD four task order based on-call Contracts for Regional Rail Project Management services to the firms listed below for a five-year base period in an amount not-to-exceed \$10 million, with two, one-year options in an amount not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$14 million, subject to resolution of protest(s) if any. The following firms are recommended for award:

1. AECOM Technical Services, Inc, Contract Number AE5664300001
2. RPA Joint Venture, Contract Number AE5664300102
3. Stantec, Contract Number AE5664300202
4. WSP USA, Contract Number AE5664300302

D. EXECUTE individual task orders for planning and environmental on-call services in a total amount not-to-exceed \$14,000,000; for engineering and design on-call services in a total amount not-to-exceed \$15,000,000; and for project management on-call services in a total amount not-to-exceed \$14,000,000.

Attachments: [Attachment A-1 Procurement Summary](#)
[Attachment A-2 Procurement Summary](#)
[Attachment A-3 Procurement Summary](#)
[Attachment B-1 - DEOD Summary \(Engineering Design\)](#)
[Attachment B-2 - DEOD Summary \(Planning Design\)](#)
[Attachment B-3 - DEOD Summary \(Project Management\)](#)

15. **SUBJECT: INTRODUCTION OF MICRO MOBILITY VEHICLES PROGRAM AT METRO STATIONS**

[2019-0186](#)

RECOMMENDATION

RECEIVE AND FILE report on Introduction of Micro Mobility Vehicles Program at Metro Stations.

(CARRIED OVER FROM MARCH)

Attachments: [Attachment A - Metro Parking Ordinance](#)
[Attachment B - Metro Parking Rates and Permit Fee Resolution](#)
[Attachment C – Fee Structure Survey](#)
[Attachment D – Surveys Results](#)
[Attachment E – Geofencing Research Findings](#)
[Presentation](#)

16. SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL
CONVERSION/FEASIBILITY STUDY

[2019-0205](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study;
- B. APPROVING advancement of the two BRT concepts: 1) an end-to-end side-running and 2) a combination side and center-running, previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review;
- C. AUTHORIZING study of a center-running BRT facility or similarly high performing, dedicated BRT facility across the Vermont Transit Corridor study area that is feasible to be delivered per the Measure M expected opening date to supplement the existing 2017 Vermont BRT Technical Study;
- D. DIRECTING the CEO to return to the Board with the findings from the supplemental study prior to initiating the environmental review scoping process; and
- E. DIRECTING broad public, stakeholder and partner engagement to be undertaken as part of the supplemental study and environmental review efforts.

(CARRIED OVER FROM MARCH)

Attachments: [Attachment A - March 23, 2017 Board Motion](#)
[Attachment B - Map of Vermont Corridor](#)
[Attachment C - Vermont Executive Summary](#)
[Presentation](#)

17. SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310
GRANT PROGRAM FUNDS FOR FISCAL YEAR 2019

[2019-0091](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Fiscal Year (FY) 2019 Solicitation for Proposals for Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds, including the following:

1. Allocation process shown in Attachment A;
2. Solicitation funding mark estimated up to \$10,201,958;
3. Application package shown in Attachment B; and

B. ALLOCATING \$10,867,304 in Section 5310 funds for Access Services as identified by the FY 2019 funding allocation process, for traditional capital projects, to support complementary paratransit service that the Americans with Disabilities Act (ADA) requires.

Attachments: [Attachment A - FY 2019 Section 5310 Funding Allocation Process](#)
[Attachment B - FY 2019 Section 5310 Solicitation for Proposals Application Pac](#)
[Attachment C - Schedule of Activities - FY2019 Section 5310 Solicitation for Prc](#)

18. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID [2019-0148](#)
TRANSIT (BRT) CORRIDOR

RECOMMENDATION

APPROVE:

- A. RECEIVING AND FILING the North Hollywood to Pasadena BRT Corridor Alternatives Analysis (AA) Study Report; and
- B. AUTHORIZING the CEO to initiate the Draft Environmental Impact Report (DEIR).

Attachments: [Attachment A - Map of North Hollywood to Pasadena BRT Corridor Study Area](#)
[Attachment B - Map of Initial BRT Option 1 - Primary Street Alignment](#)
[Attachment C - Map of Initial BRT Option 2 - Primary Freeway Alignment](#)
[Attachment D - North Hollywood to Pasadena BRT Corridor Project Storyboard](#)
[Attachment E - Alternatives Analysis Executive Summary](#)
[Attachment F - Map of Refined Street-Running Alternative with Route Options Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2019-0214](#)

RECEIVE General Public Comment

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 #: 2019-0142, **File Type:** Informational Report**Agenda Number:** 13.

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019****SUBJECT: OVERVIEW OF PLANNING PROCESS FOR MAJOR TRANSIT AND ACTIVE
TRANSPORTATION INVESTMENTS****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE report on the overview of the planning process for major transit and active transportation investments.

ISSUE

Countywide Planning and Development (CPD) has previously committed to transparently updating the Board and the public about the status of projects and programs led by it. A key foundational element for promoting clarity and imparting an understanding of CPD's work program is providing context for how and why work is undertaken. Specifically, characterizing how Metro's rail, bus rapid transit and regionally-significant active transportation projects are "entitled" is foundational to the stewardship of advancing the planning, conceptual design and environmental process (planning process) for Measure M non-highway mobility corridor projects. The planning process is a vital precursor step to ultimate project delivery and involves the highest level of public and stakeholder engagement.

DISCUSSION

An initial "Dashboard" of key projects and programs led by CPD was provided to the Planning and Programming Committee in January 2019 (Legistar #2018-0761). Staff noted in January that the Dashboard should be viewed as an interim deliverable, as capacity and improvements to it continue to be created. A quarterly update of the Dashboard is forthcoming in May 2019, which will align with the status update to be provided on the response to the direction given in February 2019 on Twenty-Eight by '28 and Reimagining LA County (Items 32 through 32.4). The planning process for mobility corridors (transit and regionally-significant active transportation projects), also described as the entitlements process, is a foundation for understanding the reporting in the Dashboard because it explains the progress of a project in advancing through this process.

The planning, conceptual design and environmental clearance process for mobility corridor projects involves three fundamental steps at Metro (details and timelines vary, depending on the type of environmental rules and document types-federal National Environmental Policy Act, California

Environmental Quality Act, NEPA exclusion or CEQA exemption-but the planning process below is generally applicable):

1. Alternatives Analysis
 - *Purpose:* determine the transportation need to address, followed by the preparation and consideration of a range of alternatives, along with the viability and implications of each
 - *Outcome:* determine whether to advance the project and if so, the number of alternatives to carry into environmental review
 - *Engagement:* introduce the potential project and process to the public/stakeholders and seek input
 - *Board:* initiates study, accepts final study and if the project warrants advancement, selects alternatives for environmental review
2. Draft Environmental Clearance Document
 - *Purpose:* enable an informed understanding of the project's effects on the environment and communities, while lessening or mitigating potential impacts
 - *Outcome:* Locally Preferred Alternative (LPA) selected
 - *Engagement:* public/stakeholder input at the onset with scoping the environmental document and review of the draft environmental document
 - *Board:* authorizes initiation of environmental review and selects LPA
3. Final Environmental Clearance
 - *Purpose:* evaluate the LPA, make refinements, respond to public/agency comments received during the draft environmental review process and prepare mitigation measures
 - *Outcome:* completed environmental documentation and approved project, which allows project delivery to proceed
 - *Engagement:* review of the final environmental document and input on final project
 - *Board:* acts on the final California environmental document and approves the final project; Federal Transit Administration is lead agency for federalized projects

During the planning process, the level of conceptual engineering design increases; this design work is supported by Program Management and Operations. The purpose of conceptual engineering is to ground the project with sufficient specificity to enable an evaluation commensurate with each of the three phases. At the Alternatives Analysis phase, typically 5% conceptual engineering is prepared; up to 15% conceptual engineering is prepared for the Environmental Clearance phases.

Once the planning process has concluded, the project is "entitled" and is fully transferred from CPD to Program Management as the lead to deliver the project, with CPD and Operations in support roles. Fundamental steps involved in the project delivery process include preliminary engineering (may be initiated upon selection of LPA), final design/design build, construction, testing and revenue service.

An overlay to both these processes is the programming and strategy for funding, along with continuous public engagement. Because mobility corridor projects are significant-ofentimes transformational-investments within a highly urbanized environment, there is a high level of technical, physical and political complexity, which necessitates constant adjustments that affect the project process, scope, schedule and budget. Attachment A provides additional detail of the planning

process, in graphical form.

Consistency with Metro's Equity Platform Framework

The transparency and accountability inherent to articulating the planning process facilitates access to information that supports understanding, engagement and decision-making. Access to information promotes access to opportunity.

STRATEGIC PLAN

Articulating the planning process is consistent with Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Doing so is transparent about CPD's process methodology, which promotes understanding, accountability and trust in delivering public services.

DETERMINATION OF SAFETY IMPACT

This item has no fiscal impact to the agency because no investment or operational action results from this receive and file report.

FINANCIAL IMPACT

This item has no fiscal impact to the agency because no investment or operational action results from this receive and file report.

ALTERNATIVES CONSIDERED

Since this is an informational report to the Board of existing work programs, it is administrative in nature. Therefore, alternatives are not applicable.

NEXT STEPS

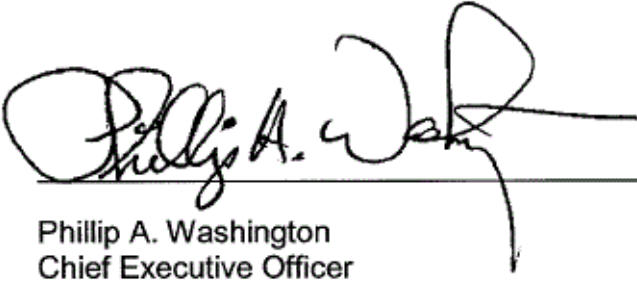
CPD will provide a reformatted update of the quarterly Dashboard in May 2019, which will align with the characterization of the mobility corridors planning process described in this report. The Dashboard will also distinguish Twenty-Eight by '28 projects. Every Board report for Measure M major capital projects led by CPD will include a callout for where the project is within the planning process and highlight when key decisions should be made to keep projects on schedule.

ATTACHMENTS

Attachment A - Planning Process Exhibit

Prepared by: Manjeet Ranu, Senior Executive Officer, (213) 418-3157
Cory Zelmer, Deputy Executive Officer, (213) 922-1079
Laura Cornejo, Interim Executive Officer, (213) 922-2885

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

TYPICAL DESIGN / BUILD PROJECT



Alternatives Analysis

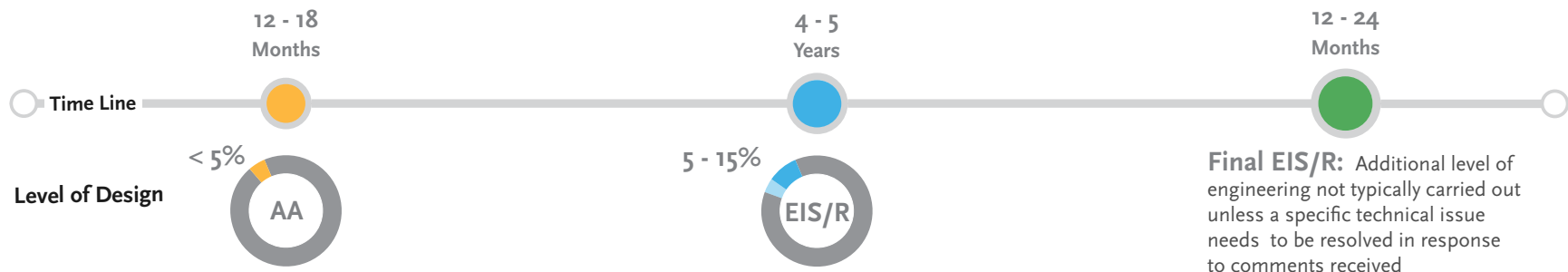
- **Purpose:** determine the transportation need to address, followed by the preparation and consideration of a range of alternatives, along with the viability and implications of each
- **Outcome:** determine whether to advance the project and if so, the number of alternatives to carry into environmental review
- **Engagement:** introduce the potential project and process to the public/stakeholders and seek input
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Draft Environmental Clearance Document

- **Purpose:** enable an informed understanding of the project's effects on the environment and communities, while lessening or mitigating potential impacts
- **Outcome:** Locally Preferred Alternative (LPA) selected
- **Engagement:** public/stakeholder input at the onset with scoping the environmental document and review of the draft environmental document
- **Board:** authorizes initiation of environmental review and selects LPA

Final Environmental Clearance

- **Purpose:** evaluate the LPA, make refinements, respond to public/agency comments received during the draft environmental review process and prepare mitigation measures
- **Outcome:** completed environmental documentation and approved project, which allows project delivery to proceed
- **Engagement:** review of the final environmental document and input on final project
- **Board:** acts on the final California environmental document and approves the final project; Federal Transit Administration is lead agency for federalized projects
- **Program Management:** Hand off typically takes place after the Board certifies the Final EIS/R and we receive ROD



**Board Report**

File #: 2018-0801, **File Type:** Contract

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019**

SUBJECT: REGIONAL RAIL ON-CALL SERVICES

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD six task order based on-call Contracts for Regional Rail Planning and Environmental services to the firms listed below for a five-year base period in an amount not-to-exceed \$10 million, with two, one-year options not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$14 million, subject to resolution of protest(s) if any. The following firms are recommended for award:
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 4. Mott MacDonald, LLC, Contract Number AE56752003
 5. STV Inc., Contract Number AE56752004
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- B. AWARD five task order based on-call Contracts for Regional Rail Engineering and Design services to the firms listed below for a five-year base period in an amount not-to-exceed \$11 million, with two, one-year options not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$15 million, subject to resolution of protest(s) if any. The following firms are recommended for award:
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 5. RailPros, Contract Number AE56750004
- C. AWARD four task order based on-call Contracts for Regional Rail Project Management services to the firms listed below for a five-year base period in an amount not-to-exceed \$10 million, with two, one-year options in an amount not-to-exceed \$2 million each year, for a not-to-

exceed cumulative total funding amount of \$14 million, subject to resolution of protest(s) if any. The following firms are recommended for award:

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2. RPA Joint Venture, Contract Number AE5664300102
3. Stantec, Contract Number AE5664300202
4. WSP USA, Contract Number AE5664300302

- D. EXECUTE individual task orders for planning and environmental on-call services in a total amount not-to-exceed \$14,000,000; for engineering and design on-call services in a total amount not-to-exceed \$15,000,000; and for project management on-call services in a total amount not-to-exceed \$14,000,000.

ISSUE

Metro's Regional Rail Engineering and Planning Bench expired on April 25, 2018 for professional services for railroad infrastructure engineering and related services. Due to the diversity and complexity of Metro's Regional Program integrating commuter rail, intercity rail, high speed rail, freight trains along with light rail in the right-of-way corridor, Regional Rail expanded the scope of services into three separate on-call solicitations with task orders that will be issued to the selected contractors on a rotating basis.

BACKGROUND

In partnership with LOSSAN, California High Speed Rail Authority, Southern California Regional Rail Authority (also known as Metrolink) and its five member joint powers authority including the San Bernardino County Transportation Authority, Riverside County Transportation Authority, Orange County Transportation Authority and Ventura County Transportation Commission, Metro Regional Rail is responsible for planning and environmental studies, programming, designing and constructing regional rail projects that serve the commuter, intercity, freight and high speed rail systems in Los Angeles County to enhance the regional rail mobility in Southern California. Metro owns approximately 150 route miles of Class 1 commuter rail right-of-way with 152 at-grade crossings in Los Angeles County spanning across up to Lancaster in the North, Chatsworth station in the west and Claremont in the East.

The Regional Rail bench contract expired April 2018 and generated eight task orders totaling \$4.9 million that included five prime engineering consultants only. Staff was successful in using all five consultants on a rotating basis. The Regional Rail bench scope of work was limited to \$1 million per task and since most of the Regional Rail work exceeded \$1 million per task, staff used the standard Request for Proposal (RFP) procurement which takes at least 3 to 4 months longer. Regional Rail work using the RFP procurement exceeded a total of \$100 million.

DISCUSSION

The Regional Rail program has grown up to \$5 billion and, with the exception of the grade separation

projects, most of these projects are consistent with Metrolink's Southern California Optimized Rail Expansion Plan (SCORE). Some of these projects, such as the Link Union Station, Rosecrans Marquardt Grade Separation, Doran Street Grade Separation Active Transportation Projects, etc. have been awarded state funding or received financial commitment totaling over \$1.1 billion. In addition, Metro Regional Rail is working with Metro Planning, Metrolink and partner agencies in actively pursuing grants for the capital program so staff anticipates there are additional new Regional Rail projects that will be added over the term of the contract.

Due to the complicated engineering and planning analysis of integrating commuter rail, intercity rail, light rail, freight rail, future high speed rail systems along with light rail in the same right-of-way corridor coupled with transit oriented developments, the Regional Rail on-call services aligns the diversity and complexity of the planning, designing and constructing the regional rail program for specific phases of a projects life. The three separate on-call service solicitations widened the diversity of the Regional Rail consultants and allowed staff to unbundle the work in discrete phases in lieu of the former method of one bigger Request for Proposals. In addition, the three separate on-call service solicitations added approximately 50 percent new consultants to the Regional Rail program compared to only the five prime engineering firms.

Regional Rail has a proven track record of using all five consultants in the Regional Rail Bench. However, due to conflicts with other Metro and non-Metro projects, of the five consultants on the Regional Rail bench, there were instances when only one proposal was received and staff was only able to use some of the consultants once during the prior contract term. Therefore, the three on-call contracts, which include four to six consultants each, are needed to support the diverse work of the Regional Rail program. With a busy construction market with several large transit, airport, and real estate developments of up to \$2 billion for each project and due to the size of the projects, there are many of the consultants working on multiple projects. With the number of consultants under each on-call contract, Metro should avoid potential conflicts that the consultants may have with their other projects.

In order to support this work, staff is recommending the total funding value of \$14 million for planning and environmental, \$15 million for engineering and design, and \$14 million for project management contracts over the next five years. An on-call program will expedite the task order procurement process for small- or mid-scale projects since all qualified consultants are chosen through this award approval process. The task order assignments issued under these on-call contracts are tasks that will require specialized services and must be initiated and completed in a relatively short period of time.

DETERMINATION OF SAFETY IMPACT

The approval of these on-call contracts will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Adoption of Regional Rail on-call contracts would have no impact on the existing FY19 budget. Funding for FY19 task orders will come from existing Regional Rail budgets for other 2415 cost

center projects. Each task order awarded to a contractor will be funded with source of funds identified at the time of project initiation. Since this is a multi-year contract, the cost center senior executive officer will be responsible for budgeting costs in future years, including any options exercised.

Impact to Budget

The funding for each task order varies for each specific project that includes California High Speed Rail Prop 1A, California State Transit Intercity Rail Program, Senate Bill 1 Active Transportation Program, Transportation Investment Generating Economic Recovery Grant (TIGER) Discretionary Grants (renamed to Better Utilizing Investments to Leverage Developments), State Transportation Improvement Program, Measure R 3% and other funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Regional Rail's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 2.1: Metro is committed to improving security;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The Metro Board could choose not to approve the recommendations. This is not recommended as the awards of these on-call services is needed to support the Regional Rail program to deliver projects on-time and within budget and support Regional Rail's ability to respond quickly to Board direction. In addition, the on-call services will create new contracting opportunities.

NEXT STEPS

Upon Board approval, staff will establish and execute the on-call contracts. As needed, staff will prepare individual task orders from specific on-call contracts and begin working with the consultants on a rotating basis to agree on scope of work and a cost estimate. SBE and DVBE goal requirements will be upheld for each individual task order. The Regional Rail team will report on an annual basis to the Board on the usage of the on-call contracts.

ATTACHMENTS

File #: 2018-0801, **File Type:** Contract

Agenda Number:

Attachment A - Procurement Summaries

Attachment B - DEOD Summaries

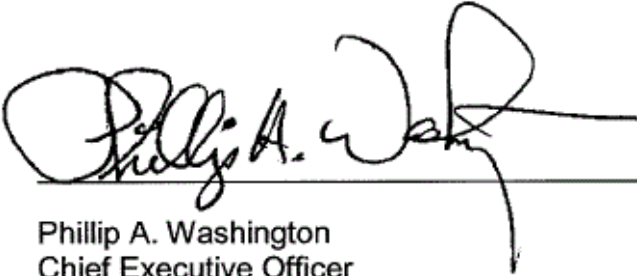
Prepared by: Brian Balderrama, Senior Director, Project Engineering, Regional Rail, (213) 418-3177

Jeanet Owens, Senior Executive Officer, Project Management/Regional Rail, (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557

Nalini Ahuja, Chief Financial Officer (213) 922-3088

Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**ENGINEERING AND DESIGN ON-CALL ADVISORY SERVICES
AE56750000 through AE56750004**

1.	Contract Number: AE56750000, AE56750001, AE56750002, AE56750003, AE56750004	
2.	Recommended Vendor: AECOM Technical Services Inc., HDR Engineering Inc., Mott MacDonald LLC, Pacific Railway Enterprises Inc., RailPros, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 8/6/18	
	B. Advertised/Publicized: 8/6/18	
	C. Pre-Proposal Conference: 9/6/18	
	D. Proposals Due: 10/10/18	
	E. Pre-Qualification Completed: In-process	
	F. Conflict of Interest Form Submitted to Ethics: 01/16/19	
	G. Protest Period End Date: 4/23/19	
5.	Solicitations Picked-up/Downloaded: 243	Proposals Received: 11
6.	Contract Administrator: Mark Penn	Telephone Number: 213-922-1455
7.	Project Manager: Jeanet Owens	Telephone Number: 213-418-3189

A. Procurement Background

This Board Action is to approve Contract Nos. AE56750000, AE56750001, AE56750002, AE56750003, and AE56750004 issued to AECOM Technical Services, Inc., HDR Engineering, Inc., Mott MacDonald LLC, Pacific Railway Enterprises, Inc., and Rail Pros, Inc., respectively, in support of engineering and design on-call advisory services for rail projects in Los Angeles County. Board approval of contract awards are subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications-based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 28% (SBE 25% and DVBE 3%). Contract type is a fixed unit labor rate basis.

Work under each Contract will be authorized through the issuance of separate FFP task orders. Each future task order will contain a specific statement of work for a scope of services.

Task orders will be issued to the contractors on a rotating basis. If one contractor is unable to perform the work under a task order, the task order will be issued to the next contractor.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 18, 2018, extended the proposal due date and question submission date.
- Amendment No. 2, issued on September 27, 2018, extended the proposal due date.
- Amendment No. 3, issued on October 4, 2018, extended the proposal due date.

A pre-proposal conference was held on September 6, 2018 and was attended by 230 participants representing 124 companies. There were 47 questions asked and responses were released prior to the proposal due date.

A total of 243 firms downloaded the RFP and were included in the plan holders list. A total of 11 proposals were received on October 10, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro and Southern California Regional Rail Authority (SCRRA or Metrolink) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------|------------|
| • Skill and Experience of the Team | 40 percent |
| • Project Management Plan | 35 percent |
| • Project Understanding | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E on-call project delivery support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the skill and experience of the team.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During October 11, 2018 through November 8, 2018, the PET completed its independent evaluation of the proposals. The PET determined that four firms were outside the competitive range and were not included for further consideration as proposals were not clear in addressing the requirements.

The seven firms within the competitive range are listed below in alphabetical order:

1. AECOM Technical Services Inc.
2. HDR Engineering, Inc.

3. Mott MacDonald, LLC
4. Pacific Railway Enterprises, Inc.
5. RailPros, Inc.
6. Regional Rail Engineering Team
7. TY Lin International

On November 16, 2018, the PET interviewed the seven firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their qualifications and project experience.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's commuter rail experience, experience with innovative technologies and creative project delivery solutions, approach to increasing ridership, and ability to negotiate between design preferences and design standards, reconcile between contract requirements and project requirements, and manage conflicting stakeholder interests.

Qualifications Summary of Recommended Firms

HDR Engineering, Inc.

HDR was founded in 1917 and since 1973, has been a part of the Southern California business landscape with office locations in Los Angeles, Irvine, Long Beach, Riverside, and San Diego. Locally, HDR has 400 professionals who specialize in planning, environmental, rail, transit, structures, highway, roadway, water, and construction management services.

In its proposal and during oral presentation, HDR provided a clear and concise program management plan (PMP) that included resource allocation and project controls. One key element in resource allocation was that HDR would leverage staff in various offices if necessary, locally and nationally. A clear stakeholder coordination and community support plan was also presented. HDR also identified a list of technical approaches for work tasks and identified projects on where that same approach may have been previously used on other HDR projects.

RailPros, Inc.

RailPros, Inc. is a rail and freight rail consultant in Southern California. The company has 125 California staff with the local staff providing a full range of expertise with project managers, disciplinary engineers, project controls, construction management, inspection, and flagging staff.

In their proposal and during oral presentations, RailPros, Inc. displayed a clear understanding of the requirements of the program in addition to the challenges that would be encountered. A six-step approach to success was presented in the proposal; and during oral presentation, the company demonstrated extensive experience in designing and building regional rail systems while maintaining service at the same time. The PMP was clear and well thought out. Personnel designated as key would be dedicated for the duration of the contract.

The team's collective areas of expertise as highlighted in the proposal and during oral presentations include railroad crossings, track work, quiet zones, signaling, PTC, traffic engineering, structures, fiber optics, station communications, civil, utilities, third party coordination, construction phasing, public finance, and procurement support.

Pacific Railway Enterprises, Inc.

Pacific Railway Enterprises, Inc. (PRE) is a Southern California local business that provides program management, civil engineering, right-of-way engineering, and signal and communications design to its clients.

In their proposal and during oral presentation, PRE demonstrated extensive experience with freight and commuter rail lines. An overview of some basic overriding aspects that are key to delivering a successful project was provided in the proposal. The PMP was clear and emphasized that PRE was positioned to provide responses in a timely manner. A schedule was provided in the proposal which helped provide clarity in understanding anticipated work.

AECOM Technical Services Inc.

AECOM is a global provider of transportation planning, engineering, urban design, architecture, technical support, and management services to a broad range of markets, including the transit industry.

AECOM presented a clear and concise PMP. Six task focus areas were identified as being the core concentration of the project: Rail Corridor and Track Design; Grade Separations; Grade Crossings; Stations and Facilities; Systems; and Specialty Services and Support. In addition, AECOM and its team outlined a detailed approach in providing a comprehensive utility investigation and design application that could be applied to any variation of transit projects, large or small.

Mott MacDonald, LLC

Mott MacDonald LLC provides rail engineering services that range from corridor planning and feasibility studies to preliminary and final engineering design, construction management, commissioning, and asset management.

The proposal and oral presentation showed the company being able to balance working with railroads and relevant stakeholders on commuter rail projects without disrupting operations. The company demonstrated a good understanding of the statement of work and how work should be processed. In addition to a good explanation regarding how coordination with public and private stakeholders was provided, drone technology and its capability was also discussed as a means of addressing general project challenges.

Following is a summary of the PET evaluation scores:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	HDR				
2	Skill and Experience of the Team	90.00	40.00%	36.00	
3	Project Management Plan	84.66	35.00%	29.63	
4	Project Understanding	86.67	25.00%	21.67	
5	Total		100.00%	87.30	1
6	Rail Pros, Inc.				
7	Skill and Experience of the Team	82.23	40.00%	32.89	
8	Project Management Plan	85.33	35.00%	29.87	
9	Project Understanding	87.33	25.00%	21.83	
10	Total		100.00%	84.59	2
11	Pacific Railway Enterprises, Inc.				
12	Skill and Experience of the Team	82.23	40.00%	32.89	
13	Project Management Plan	82.00	35.00%	28.70	
14	Project Understanding	71.33	25.00%	17.83	
15	Total		100.00%	79.42	3
16	AECOM Technical Services Inc.				
17	Skill and Experience of the Team	77.78	40.00%	31.11	
18	Project Management Plan	78.66	35.00%	27.53	
19	Project Understanding	80.00	25.00%	20.00	
20	Total		100.00%	78.64	4
21	Mott MacDonald LLC				
22	Skill and Experience of the Team	81.10	40.00%	32.44	
23	Project Management Plan	78.00	35.00%	27.30	
24	Project Understanding	75.32	25.00%	18.83	

25	Total		100.00%	78.57	5
26	Regional Rail Engineering Team				
27	Skill and Experience of the Team	77.78	40.00%	31.11	
28	Project Management Plan	70.67	35.00%	24.73	
29	Project Understanding	72.68	25.00%	18.17	
30	Total		100.00%	74.01	6
31	TY Lin International				
32	Skill and Experience of the Team	68.83	40.00%	27.53	
33	Project Management Plan	72.00	35.00%	25.20	
34	Project Understanding	73.28	25.00%	18.32	
35	Total		100.00%	71.05	7

C. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

HDR Engineering, Inc.

Nationally, HDR is supported by nearly 10,000 employee owners in over 200 locations world-wide and has completed projects in 60 countries. Other clients include Metrolink, SBCTA, RCTC, OCTA, SANDAG, NCTD, Amtrak, UPRR, BNSF, and Alameda Corridor-East Construction Authority. In addition, HDR Engineering, Inc. has extensive experience in transportation planning, corridor studies, transit alternatives, strategic plan development, policy development, environmental planning, environmental documents, engineering design, architecture, grant programs, and Right of Way.

Their proposed Project Manager has more than 23 years of experience and has conducted transportation planning studies for Southern California public agencies since 1980. Other key HDR staff members average over 24 years in the industry.

RailPros, Inc.

RailPros, Inc. is focused on rail infrastructure and their stated mission is to provide complete railroad project delivery services from concept through completion characterized by technical excellence and outstanding service that creates long term

value to its customers. Their proposed Project Manager has over 20 years' experience on railroad projects and has managed railroad track and structures projects as well as led and performed railroad structures engineering work. Other key personnel average over 18 years of experience.

The company currently has contracts with Metrolink, Metro, UPRR, BNSF, the Ports, LOSSAN, private clients and related public agencies respectively. Current business includes active projects such as, but not limited to, Van Nuys North Platform, Vista Canyon Multi-Modal Center, SCRRA On-Call, SMART Larkspur Extension, and ACE Grade Crossings.

Pacific Railway Enterprises, Inc.

Pacific Railway Enterprises, Inc. (PRE) is a local business in operation since 1994. The company's experience is in providing program management, civil engineering, right-of-way engineering, and signal and communications design. Offices are located in Riverside, CA and San Diego, CA. Recently completed projects include Metrolink's Perris Valley Line and the San Bernardino Downtown Passenger Rail Project, as well as work on the Orange County and Valley Ventura Lines and Positive Train Control (PTC) interfaces with rail vehicles. PRE is also providing final signal design for the Redlands Rail Passenger Project.

The proposed Project Manager has over 34 years of experience on railroad projects.

AECOM

Headquartered in Los Angeles, California, AECOM and its legacy companies have been providing technical services for commuter and intercity rail and freight rail for over 75 years and has worked with nearly every major transit agency and every Class 1 railroad in the US and Canada. AECOM has a long history of working with Metro and SCRRA beginning with engineering assistance in the early 1990's and continuing today. The experience includes corridor planning and track, grade crossing, station, bridge, and systems design and construction management on high-traffic rail corridors with compressed construction windows.

Other projects include the Empire Avenue Grade Separation, Perris Valley Extension, City of Glendale Grade Crossing Improvements, Orange Line/Chatsworth Metrolink Station, and LA County Grade Crossing and Corridor Study. AECOM is staffed globally and nation-wide, with 300 of its total personnel located in Los Angeles. The project manager has 36 years of experience. Other key personnel average over 26 years of experience.

Mott MacDonald, LLC

Mott MacDonald is an employee owned global planning, engineering, management, and development consultancy with a long history of serving public and private sector

clients with a broad and diverse range of professional services. For the past 30 years, the company has been actively delivering rail engineering projects in the LA County. Clients have and presently include OCTA, SBCTA, NCTD, CHSRA, and Metro. Projects include, but are not limited to, shared corridor design with CHSRA; OCTA's Grade Separation Program; delivering a program of track and station upgrades for NCTD; and prime consultant on the Crenshaw/LAX project for Metro.

The proposed project manager has over 29 years of railroad engineering project experience. Other proposed key personnel average over 26 years of experience in rail services ranging from project management, support facilities, utilities, grade crossings, structures, station planning, feasibility studies, engineering design, construction management, third party stakeholder management, and commissioning.

PROCUREMENT SUMMARY

**PLANNING AND ENVIRONMENTAL ON-CALL SERVICES
AE56752000 through AE56752005**

1.	Contract Number: AE56752000, AE56752001, AE56752002, AE56752003, AE56752004, AE56752005	
2.	Recommended Vendor: HDR Engineering, Inc., STV Inc., WSP USA, Inc., Mott MacDonald, LLC, M. Arthur Gensler Jr. and Associates, Inc. (Gensler), and Jacobs/CH2M Hill, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 8/6/18	
	B. Advertised/Publicized: 8/6/18	
	C. Pre-Proposal Conference: 9/6/18	
	D. Proposals Due: 10/10/18	
	E. Pre-Qualification Completed: In-process	
	F. Conflict of Interest Form Submitted to Ethics: 12/21/18	
	G. Protest Period End Date: 4/23/19	
5.	Solicitations Picked-up/ Downloaded: 211	Proposals Received: 10
6.	Contract Administrator: Andrew Conriquez	Telephone Number: 213-922-3528
7.	Project Manager: Jeanet Owens	Telephone Number: 213-418-3189

A. Procurement Background

This Board Action is to approve Contract Nos. AE56752000, AE56752001, AE56752002, AE56752003, AE56752004, and AE56752005 issued to HDR Engineering, Inc., STV, Inc., WSP USA, Inc., Mott MacDonald, LLC, Gensler, and Jacobs/CH2M Hill, Inc., respectively, in support of planning and environmental on-call services. Board approval of contract awards are subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications-based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 27% (SBE 24% and DVBE 3%). Contract type is a fixed unit labor rate basis.

Work under each Contract will be authorized through the issuance of separate FFP task orders. Each future task order will contain a specific statement of work for a scope of services.

Task orders will be issued to the contractors on a rotating basis. If one contractor is unable to perform the work under a task order, the task order will be issued to the next contractor.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 18, 2018, extended the proposal due date and question submission date;
- Amendment No. 2, issued on September 27, 2018, extended the proposal due date;
- Amendment No. 3, issued on October 4, 2018, extended the proposal due date.

A pre-proposal conference was held on September 6, 2018 and was attended by 230 participants representing 124 companies. There were 76 questions asked and responses were released prior to the proposal due date.

A total of 211 firms downloaded the RFP and were included in the plan holders list. A total of ten proposals were received on October 10, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro and Southern California Regional Rail Authority (SCRRA or Metrolink) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------|------------|
| • Skill and Experience of the Team | 40 percent |
| • Project Management Plan | 35 percent |
| • Project Understanding | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E on-call project delivery support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the skill and experience of the team.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the week of October 11, 2018, the PET completed its independent evaluation of the ten proposals received and determined that eight were determined to be within the competitive range and are listed below in alphabetical order:

1. HDR Engineering, Inc.
2. ICF Jones & Stokes, Inc.
3. Jacobs/CH2M Hill, Inc.
4. Kimley-Horn and Associates, Inc.
5. M. Arthur Gensler Jr. & Associates, Inc. (Gensler)
6. Mott MacDonald, LLC
7. STV Incorporated
8. WSP USA, Inc.

Two firms were determined to be outside the competitive range and not included for further consideration as proposals were not clear in addressing the requirements.

During the week of November 16, 2018, the PET interviewed the eight firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their qualifications and project experience.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's commuter rail experience, project requirements, manage stakeholder interests, and experience with planning and environmental services.

Qualifications Summary of Recommended Firms

HDR Engineering, Inc. (HDR)

HDR is an architectural, engineering and consulting firm. HDR's proposal showed expertise in a wide range of services including planning, technology, project management, risk management plans, environmental, rail, transit, structures, highway, roadways, construction management services, and a skilled team of project personnel.

HDR's proposal and oral presentation demonstrated experience in transportation planning work that includes corridor studies, transit alternatives analysis, strategic plan development, policy development, project prioritization and financial analysis. Their planning expertise covers the full range of rail modes, including urban streetcar, heavy rail, hybrid rail, commuter rail and intercity rail. In addition, their staff is familiar with both the Federal Transit Administration and the Federal Railroad Administration.

Jacobs/CH2M Hill, Inc. (Jacobs)

Jacobs, is a global engineering firm that specializes in consulting, design, construction and operation services. The Jacobs proposal showed expertise in a wide range of services across a broad spectrum of transit, rail and technology

services, including planning, technology, project management, risk management plans, environmental, rail, transit, structures, highway, roadways, and construction management services.

The proposal demonstrated experience in all phases of planning support services, environmental services, multi-modal operations and planning analysis, policy and planning, technology and community support. In addition, Jacobs identified projects involving project reports, feasibility studies, corridor studies, technology studies and environmental studies to further demonstrate their qualifications.

M. Arthur Gensler Jr. & Associates (Gensler)

Gensler is a global architecture, design, and planning firm. Gensler has been recognized as a leader in the development of transit and transportation facilities, including large-scale city and community master plans, and development projects for both the private and public sectors.

Gensler's proposal and oral presentation demonstrated experience in phases in planning and professional services. Gensler identified projects involving concept reports, feasibility studies, corridor studies, project study reports, technical studies, tunneling, project approval/environmental document services, public outreach, landscaping services, site assessments, and geotechnical services.

Mott MacDonald, LLC (Mott)

Mott is a global planning, engineering, management, development and consulting firm. The Mott proposal and oral presentation showed expertise in a wide range of transportation and planning services that include corridor planning, station planning, feasibility studies to preliminary and final engineering design, construction management, commissioning and asset management.

In their proposal and oral presentation, Mott referenced projects they performed over the last five years. Some of the projects performed were the Los Angeles – Glendale – Burbank Corridor study, Metrolink Station Location Study, Station Assessment Study, and the design of the Burbank Airport South Station.

STV Inc. (STV)

STV is a leader in providing architectural, planning, environmental, and construction management services for transportation systems, infrastructure, buildings, energy, and other facilities. STV's proposal and oral presentation demonstrated expertise in design, planning, environmental, community outreach, and familiarity with regional rail.

STV offered strong project management support with extensive experience in handling and working on a number of complex light and heavy rail projects. In

addition, STV provided a list of project experience that demonstrated the qualifications of their team and firm.

WSP USA, Inc. (WSP)

WSP is a leading engineering, environmental, design and professional services firm. WSP’s proposal and oral presentation showed expertise in many disciplines such as effective project management, quality control and risk management, planning, community support, public engagement, and environmental and technical studies.

The proposal demonstrated relevant on-call experience and substantial local stakeholder experience with the Los Angeles area including Metro, Metrolink, cities, and municipalities. WSP provided detailed management plans, quality control reviews, technical reviews, management planning, monitoring, and solutions for personnel changes.

Following is a summary of the PET evaluation scores:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
1	HDR Engineering, Inc.				
2	Skill and Experience of the Team	86.68	40.00%	34.67	
3	Project Management Plan	80.00	35.00%	28.00	
4	Project Understanding	83.32	25.00%	20.83	
5	Total		100.00%	83.50	1
6	STV Incorporated				
7	Skill and Experience of the Team	81.10	40.00%	32.44	
8	Project Management Plan	82.51	35.00%	28.88	
9	Project Understanding	85.00	25.00%	21.25	
10	Total		100.00%	82.57	2
11	WSP USA, Inc.				
12	Skill and Experience of the Team	80.00	40.00%	32.00	
13	Project Management Plan	80.86	35.00%	28.30	
14	Project Understanding	81.68	25.00%	20.42	
15	Total		100.00%	80.72	3
16	Mott MacDonald, LLC				
17	Skill and Experience of the Team	82.23	40.00%	32.89	
18	Project Management Plan	76.69	35.00%	26.84	

19	Project Understanding	75.00	25.00%	18.75	
20	Total		100.00%	78.48	4
21	M. Arthur Gensler Jr. & Assoc.				
22	Skill and Experience of the Team	75.55	40.00%	30.22	
23	Project Management Plan	75.83	35.00%	26.54	
24	Project Understanding	78.32	25.00%	19.58	
25	Total		100.00%	76.34	5
26	Jacobs/CH2M Hill, Inc.				
27	Skill and Experience of the Team	76.68	40.00%	30.67	
28	Project Management Plan	75.00	35.00%	26.25	
29	Project Understanding	76.68	25.00%	19.17	
30	Total		100.00%	76.09	6
31	ICF Jones & Stokes, Inc.				
32	Skill and Experience of the Team	75.55	40.00%	30.22	
33	Project Management Plan	74.17	35.00%	25.96	
34	Project Understanding	71.68	25.00%	17.92	
35	Total		100.00%	74.10	7
36	Kimley-Horn and Associates, Inc.				
37	Skill and Experience of the Team	73.33	40.00%	29.33	
38	Project Management Plan	70.00	35.00%	24.50	
39	Project Understanding	73.32	25.00%	18.33	
40	Total		100.00%	72.16	8

C. Cost

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiation to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

HDR Engineering, Inc.

Since 1973, HDR Engineering, Inc., has been a part of the Southern California business landscape with office locations in Los Angeles, Irvine, Long Beach, Riverside, and San Diego. In the Southern California region, they have 400 professionals who specialize in planning, environmental, rail, transit, structures, highway, roadway, water, and construction management services. HDR has worked with the Riverside Transportation Commission, Orange County Transportation Authority, San Bernardino County Transportation Authority, State of California, and Federal agencies.

Their proposed Project Manager has almost 40 years' experience and has conducted transportation planning studies for Southern California public agencies since 1980. In addition, HDR Engineering, Inc. demonstrated experience in transportation planning, corridor studies, transit alternatives, strategic plan development, policy development, environmental planning, environmental documents, architecture, grant programs, and right of way.

Jacobs/CH2M Hill, Inc.

For over 30 years, Jacobs/CH2M Hill, Inc. has experience implementing comparable regional rail planning and environmental services, along with an understanding of local geography, stakeholders, and community challenges. They possess experience in a diverse range of complex projects and worked with Metro and other key agencies such as Metrolink, San Bernardino County Transportation Authority, Orange County Transportation Commission, Riverside County Transportation Commission, and North County Transit District.

The proposed project manager has nearly 40 years of experience in public transportation and is a former Chief Executive Officer of Metrolink. In addition, the project manager is familiar with local issues and has worked with local, state and federal agencies to evaluate projects and service development plans for passenger rail.

M. Arthur Gensler Jr. & Associates (Gensler)

Founded in San Francisco in 1965, Gensler is a global architecture, design, and planning firm, and is a California Corporation with over 48 offices. Gensler has over 600 planners, architects and designers with experience working for projects in Los Angeles. Gensler's proposed staff average over 20 years of experience with capital projects, transit service operations, public, and environmental planning, environmental documents, architecture, transportation planning, and feasibility studies.

The proposed project manager has 20 years' experience in organizational development, leadership, management training, and marketing research. The project manager is currently the project principal for the Metro Integrated Station Design Solutions project. In addition, he has worked on a wide range of projects for major transit agencies and governments, including BART, Los Angeles World Airports and the County of Los Angeles.

Mott MacDonald, LLC

Mott MacDonald is a global planning, management, and development consultancy with a long history of serving public and private sector clients with a broad and diverse range of professional services. Mott MacDonald, LLC, has 16,000 employees globally and their work comprises of approximately 60 percent of it deals with transportation services.

The proposed project manager has 12 years of experience in planning and managing commuter rail, hybrid rail, high-speed rail, light rail, and station area planning projects for public agencies. In addition, the project manager has experience in coordinating with the various government agencies that will be involved in projects pertaining to the new contract and is currently leading the Los Angeles-Glendale-Burbank Corridor Study Project for Metro.

STV Incorporated

Founded in 1912, STV Inc., is an industry leader in environmental planning and documentation, and has been engaged by many transportation agencies to perform task order based contracts.

The proposed program manager has 15 years of experience in the preparation of feasibility studies, alternatives analysis, and National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) clearances for transportation projects. In addition, the program manager is overseeing the environmental compliance strategy and community outreach efforts for the Metro Brighton to Roxford Project.

WSP USA, Inc.

WSP USA provides engineering and professional services worldwide. It designs solutions in the areas of building, transportation, energy, water, and environment sectors.

Since the 1980's, they have been involved in Metro projects and has knowledge of the Southern California regional rail system and first-hand experience with regional rail and its stakeholders. WSP USA, Inc. has performed work with Riverside County

Transportation Commission, Metrolink, California High-Speed Rail Authority, and San Diego Association of Governments.

The proposed program manager has more than 30 years of experience in transportation management, project management, environmental and public outreach efforts. In addition, the program managers served as a Deputy Director of Capital Programs for the Port Authority of New York and New Jersey.

PROCUREMENT SUMMARY

PROJECT MANAGEMENT ON-CALL SERVICES
AE5664300102, AE5664300302, AE5664300001, AE5664300202

1.	Contract Numbers: AE5664300102, AE5664300302, AE5664300001, AE5664300202	
2.	Recommended Vendor: Arcadis/RailPros, WSP USA, Inc., AECOM Technical Services, Inc., Stantec Consulting Services	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 8/6/18	
	B. Advertised/Publicized: 8/6/18	
	C. Pre-Proposal Conference: 9/6/18	
	D. Proposals Due: 10/10/18	
	E. Pre-Qualification Completed: In Process	
	F. Conflict of Interest Form Submitted to Ethics: 01/17/19	
	G. Protest Period End Date: 4/23/19	
5.	Solicitations Picked up/Downloaded: 216	Proposals Received: 9
6.	Contract Administrator: DeValory Donahue	Telephone Number: 213-922-4726
7.	Project Manager: Brian B. Balderrama	Telephone Number: (213) 418-3177

A. Procurement Background

This Board Action is to approve Contract Nos. AE5664300001, AE5664300102, AE5664300202, and AE5664300302 issued to Arcadis/RailPros, WSP USA, Inc., AECOM Technical Services, Inc., and Stantec Consulting Services, respectively, in support of project management on-call services for rail projects in Los Angeles County. Board approval of contract awards are subject to the resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 26% (SBE 23% and DVBE 3%). Contract type is a fixed unit labor rate basis.

Work for each Contract will be authorized through the issuance of separate FFP task orders. Each future task order will contain a specific statement of work for a scope of services.

Task orders will be issued to the contractors on a rotating basis. If one contractor is unable to perform the work under a task order, the task order will be issued to the next contractor.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 18, 2018, extended the proposal due date and question submission date.
- Amendment No. 2, issued on September 27, 2018, extended the proposal due date.
- Amendment No. 3, issued on October 4, 2018, extended the proposal due date.

A pre-proposal conference was held on September 6, 2018, and was attended by 230 participants representing 124 companies. There were 55 questions asked and responses were released prior to the proposal due date.

A total of 216 firms downloaded the RFP and were included in the planholders' list. A total of nine proposals were received on October 10, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET), consisting of staff from Metro and Southern California Regional Rail Authority (SCRRA or Metrolink), was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------|------------|
| • Skill and Experience of the Team | 40 percent |
| • Project Management Plan | 35 percent |
| • Project Understanding | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E on-call project delivery support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the skill and experience of the team.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During October 11, 2018 through November 19, 2018, the PET completed its independent evaluation of the proposals. The PET determined that three firms were outside the competitive range and were not included for further consideration as proposals were not clear in addressing the requirements.

The six firms within the competitive range are listed below in alphabetical order:

1. AECOM
2. Arcadis/RailPros
3. Metro Regional Rail Partners
4. Rail Surveyors and Engineers
5. Stantec Consulting Services
6. WSP USA, Inc.

On November 30 and December 17, 2018, the PET interviewed five firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their qualifications and project experience.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's commuter rail experience, experience with innovative technologies and creative project delivery solutions, approach to increasing ridership, and ability to negotiate between design preferences and design standards, reconcile between contract requirements and project requirements, and manage conflicting stakeholder interests.

Qualifications Summary of Recommended Firms

Arcadis/RailPros (RPA)

RPA is a unique joint venture that brings together the strengths of two firms-Arcadis and RailPros. Both firms are expert providers of project and construction management and engineering support for California transit and railroad clients.

Their proposal showed extensive knowledge of what is required for task order management and execution. Arcadis/Rail Pros referenced direct regional rail experience with Metro. The project manager and key personnel demonstrated strong local experience and understanding of the scope of work.

WSP USA, Inc. (WSP)

WSP has extensive knowledge of the Southern California regional rail system with specific experience pertaining to Metro and SCCRA. They completed work on several large-scale Metro projects such as West Santa Ana Branch, Purple Line Extension, Gold Line Extension and the Airport Metro Connector.

The proposal reflected good resource allocation, understanding of the scope of work and the key issues in executing projects. They will provide a team of senior commuter and heavy rail system managers that understand the complexities and challenges of implementing mobility programs.

AECOM Technical Services, Inc. (AECOM)

AECOM brings to Metro the experience gained from managing local, regional, and national rail programs. In addition to work with Metro, AECOM has effectively managed on-call rail projects with SCRRA for over 25 years and SANDAG for more than 10 years.

The proposal submitted by AECOM documented direct regional rail experience with Metro and other rail entities. Their project approach showed understanding of project

controls, budgets, and training. Key personnel showed strong and current field experience.

Stantec Consulting Services (Stantec)

Stantec has extensive experience with railroad and other regulatory entities. They have routinely collaborated with Metro personnel to deliver projects that adhere to fundamental requirements and avoid unwarranted impacts.

Their proposal included resolutions in risk management and stakeholder relationships. The project manager has over 20 years of rail experience that includes track and station design. They proposed a diverse team that is able to identify, prioritize, and resolve issues in a timely manner.

Following is a summary of the PET evaluations scores:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	Arcadis/Rail Pros				
2	Skill and Experience of the Team	89.97	40.00%	35.99	
3	Project Management Plan	85.48	35.00%	29.92	
4	Project Understanding	86.66	25.00%	21.66	
5	Total		100.00%	87.57	1
6	WSP USA, Inc.				
7	Skill and Experience of the Team	86.65	40.00%	34.66	
8	Project Management Plan	80.83	35.00%	28.29	
9	Project Understanding	83.33	25.00%	20.83	
10	Total		100.00%	83.78	2
11	AECOM				
12	Skill and Experience of the Team	87.78	40.00%	35.11	
13	Project Management Plan	80.00	35.00%	28.00	
14	Project Understanding	81.68	25.00%	20.42	
15	Total		100.00%	83.53	3
16	Stantec Consulting Services				
17	Skill and Experience of the Team	76.66	40.00%	30.67	
18	Project Management Plan	80.00	35.00%	28.00	
19	Project Understanding	80.00	25.00%	20.00	
20	Total		100.00%	78.67	4
21	Rail Surveyors and Engineers				
22	Skill and Experience of the Team	82.22	40.00%	32.89	
23	Project Management Plan	67.51	35.00%	23.63	
24	Project Understanding	65.00	25.00%	16.25	
25	Total		100.00%	72.77	5
26	Metro Regional Rail Partners				
27	Skill and Experience of the Team	66.68	40.00%	26.67	
28	Project Management Plan	74.17	35.00%	25.96	
29	Project Understanding	71.68	25.00%	17.92	
30	Total		100.00%	70.55	6

C. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiation to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

Arcadis/RailPros (RPA)

As a joint venture, RPA is a recognized firm in providing project and program management, planning and design consulting, construction management services, project controls, claims mitigation, risk mitigation, rail engineering, environmental assessment services, and utility relocation. Metrolink and RCTC have been clients for the past 5 years. Projects have included Positive Train Control (PTC), Los Angeles, CA; PTC, Rancho Cucamonga, CA; PTC, Technical & Construction Support, Irvine, CA; San Diego Quiet Zone, San Diego, CA; and Perris Valley Line, Perris CA.

The proposed program manager has over 40 years of experience in managing, planning, design, and construction of freight and commuter railroad projects.

WSP USA, Inc.

WSP USA brings a deep knowledge of Southern California regional rail system experience to the on-call services project. Noted expertise includes transportation project management, construction, planning, environmental, and communications, and public involvement. Their clients include SCRRA, California High Speed Rail Authority, LOSSAN Rail Corridor Agency, Amtrak, and freight railroads. Key projects include Metrolink project management, construction management, Alameda Corridor-East Grade Separation program, Caltrain 25th Avenue grade separation, California High Speed Rail Program Management, and the San Bernardino County Transit Authority on-call rail services.

The team assigned to on-call services has multidisciplinary experience and the assigned project manager has 35 years of experience in delivering transportation infrastructure programs.

AECOM Technical Services, Inc.

AECOM has effectively managed rail projects with on-call contracts for SCRRA for over 25 years and SANDAG for more than 10 years. For over 40 years, AECOM has provided project management, engineering support services during construction, and community support services for rail projects in Southern California. Local rail work has included diverse management and support services for programs and on-call project assignments for grade crossing safety improvements, large railroad

grade separations, structures, track work, stations, maintenance facilities, and PTC. Other clients include UPRR, BNSF, ACTA, ACE, OCTA, BART, and SBCTA.

The proposed program manager has more than 8 years of managing complex teams with AECOM and each of the 3 project managers working under the program manager have more than 15 years of experience in regional rail projects. AECOM has delivered rail services to other agencies both in Los Angeles County and San Diego.

Stantec Consulting Services

Stantec brings 50 years of multidisciplinary project management services for complex rail projects for commuter, Class I, intercity and HSR nationwide. Clients have included Metrolink, LADWP, LACDPW, BNSF, UPRR Amtrak, and LOSSAN. Projects include CHSR design/build, construction management services, Alameda Corridor-East Project, and BNSF consulting services.

The proposed program manager has over 25 years of railroad and program management experience. Other key personnel average over 29 years of railroad experience.

DEOD SUMMARY

REGIONAL RAIL ON-CALL ADVISORY SERVICES
Engineering and Design Services

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract. Five (5) firms were selected as prime consultants (**AECOM Technical Services; HDR Engineering; Mott MacDonald, LLC; Pacific Railway Enterprises, Inc. and RailPros**) and each firm met or exceeded the 25% SBE and 3% DVBE goals for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative SBE and DVBE participation of all Task Orders awarded to each prime consultant.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that each prime consultant is on schedule to meet or exceed its SBE and DVBE commitments. Accordingly, access has been provided to Metro's tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Prime: AECOM Technical Services

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates	X	
2.	Arellano Associates	X	
3.	Armand Consulting Inc.	X	
4.	BA Inc.	X	
5.	Coast Surveying Inc.	X	
6.	Connetics Transportation Group Inc.	X	
7.	Diaz Consulting Inc. dba Diaz Yourman & Associate	X	
8.	D'Leon Consulting Engineers	X	
9.	Earth Consultants International Inc.	X	
10.	Fariba and Associates Inc.	X	
11.	FPL and Associates	X	
12.	Intueor Consulting Inc.	X	
13.	Kal Krishnan Consulting Services Inc.	X	

14.	Lenax Construction Services Inc.	X	
15.	Lynn Capouya Inc.	X	
16.	MA Engineering		X
17.	McLean & Schultz Inc.	X	
18.	MGE Engineering Inc.	X	
19.	PacRim Engineering Inc.	X	
20.	Pacific Railway Enterprises Inc.	X	
21.	Ramos Consulting Services Inc.	X	
22.	Rail Surveyors and Engineers Inc.	X	
23.	Systems Consulting	X	
24.	Wagner Engineering & Survey Inc.	X	
SBE/DVBE COMMITMENT TOTALS		25%	3%

Prime: HDR Engineering, Inc.

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	2R Drilling	X	
2.	Amheart Solutions		X
3.	Anil Verma Associates Inc.	X	
4.	A P Engineering & Testing Inc.	X	
5.	Arellano Associates	X	
6.	BA Inc.	X	
7.	CWE (California Watershed)	X	
8.	Geo-Advantec Inc.	X	
9.	Harris Miller Miller & Hanson Inc.	X	
10.	Intueor Consulting Inc.	X	
11.	Leland Saylor Associates		X
12.	MA Engineering		X
13.	Media Beef Inc.	X	
14.	Pacific Railway Enterprises Inc.		
15.	Paleo Solutions Inc.	X	
16.	Rail Surveyors and Engineering Inc.	X	
17.	STC Traffic Inc.	X	
18.	The Alliance Group Enterprises Inc.	X	
19.	V&A Inc.	X	
20.	VCA Engineers Inc.	X	
21.	VN Tunnel and Underground Inc.	X	
22.	Zephyr UAS Inc.	X	
SBE/DVBE COMMITMENT TOTALS		25%	3%

Prime: Mott MacDonald, LLC

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	BA Inc.	X	
2.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X	
3.	FPL and Associates	X	
4.	Intueor Consulting Inc.	X	
5.	Leland Saylor Associates		X
6.	MBI Media	X	
7.	McLean & Schultz Inc.	X	
8.	Rail Surveyors and Engineering (RSE) Inc.	X	
9.	Terry A. Hayes Associates Inc.	X	
10.	Virginkar & Associates	X	
11.	Wagner Engineering & Survey Inc.	X	
12.	Watearth Inc.	X	
13.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	25%	3%

Prime: PACIFIC RAILWAY ENTERPRISES (SBE Prime)

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	50% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Alta Vista Solutions		X
2.	Anil Verma Associates Inc.	X	
3.	Atwell Consulting Group	X	
4.	Casamar Group LLC		X
5.	Cornerstone Studios	X	
6.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X	
7.	Guida Surveying Inc.	X	
8.	Lenax Construction Services Inc.	X	
9.	LKG-CMC Inc.	X	
10.	MBI Media	X	
11.	MGE Engineering Inc.	X	
12.	STC Traffic Inc.	X	
13.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	50%	3%

Prime: RailPros

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates Inc.	X	
2.	BA Inc.	X	
3.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X	
4.	Leland Saylor Associates		X
5.	MBI Media	X	
6.	Pacific Railway Enterprises Inc.	X	
7.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	25%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

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.

DEOD SUMMARY

**REGIONAL RAIL ON-CALL SERVICES
Planning and Environmental Services**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 24% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract. Six (6) firms were selected as prime consultants (**M. Arthur Gensler Jr. & Associates; HDR Engineering; Jacobs/CH2M Hill; Mott MacDonald, LLC; STV Incorporated** and **WSP USA Inc**) and each firm met the 24% SBE and 3% DVBE goals for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative SBE and DVBE participation of all Task Orders awarded to each prime consultant.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that each prime consultant is on schedule to meet or exceed its SBE and DVBE commitments. Accordingly, access has been provided to Metro's tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Prime: M. Arthur Gensler Jr. & Associates, Inc.

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Arellano Associates	X	
2.	Kilograph	X	
3.	Metropolitan Research and Economics	X	
4.	MLA Green Inc. dba Studio-MLA	X	
5.	Leland Saylor Associates		X
6.	Turner Engineering Corporation	X	
7.	Ultra Systems Environmental	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: HDR Engineering

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	AMMA Transit Planning	X	
2.	Amheart Solutions		X
3.	Arellano Associates	X	
4.	Gibson Transportation Consulting Inc	X	
5.	Intueor Consulting Inc.	X	
6.	Harris Miller Miller & Hanson Inc.	X	
7.	Leland Saylor Associates		X
8.	MA Engineering		X
9.	Paleo Solutions Inc.	X	
10.	Rail Surveyors and Engineering Inc.	X	
11.	Terry A. Hayes Associates, Inc.	X	
12.	Translutions Inc.	X	
13.	Zephyr UAS Inc.	X	
14.	ZMassociates Environmental Corporation		X
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: Jacobs/CH2M Hill

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Blackhawk Environmental Inc		X
2.	Connectics Transportation Group	X	
3.	David Engineering LLC	X	
4.	Effect Strategies LLC	X	
5.	FPL and Associates Inc.	X	
6.	GPA Consulting	X	
7.	Geospatial Professional Solutions Inc.	X	
8.	Here Design Studio dba Here LA	X	
9.	Kal Krishian Consulting Services Inc.	X	
10.	MA Engineering		X
11.	Pacific Railway Enterprises Inc.	X	
12.	Terry A. Hayes Associates, Inc.	X	
13.	The Robert Group	X	
14.	TransLink Consulting LLC		
15.	Urban Strategy Group Inc.	X	

16.	Virtek Company		X
17.	Wagner Engineering & Survey Inc.	X	
18.	Yunsoo Kim Design (YKD) Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: Mott MacDonald, LLC

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	D R Consultants & Designers Inc.	X	
2.	Engineering Solutions Services	X	
3.	MBI Media	X	
4.	McLean & Schultz Inc.	X	
5.	Paleo Solutions Inc.	X	
6.	Ross Infrastructure Development LLC		X
7.	Rail Surveyors and Engineering Inc.	X	
8.	Terry A. Hayes Associates Inc.	X	
9.	TransLink Consulting LLC	X	
10.	Watearth Inc.	X	
11.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: STV Incorporated

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Arellano Associates	X	
2.	Diaz Consulting Inc. dba Diaz Yourman & Associate	X	
3.	Here Design Studio dba Here LA	X	
4.	Lenax Construction Services, Inc	X	
5.	LIN Consulting Inc.	X	
6.	Lynn Capouya Inc.	X	
7.	Sanchez/Kamps Association Design dba SKA Design	X	
8.	Terry A. Hayes Associates Inc.	X	
9.	The LeBaugh Group Inc.		X
10.	TranLink Consulting LLC	X	
11.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: WSP USA Inc.

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Aldridge Design		X
2.	Cogstone Resource Management Inc.	X	
3.	Continental Interpreting Services Inc.		X
4.	Diaz Consultants Inc dba Diaz Yourman & Associates	X	
5.	GCM Consulting Inc.	X	
6.	General Technologies and Solutions (GTS) LLC	X	
7.	MA Engineering		X
8.	MBI Media	X	
9.	OhanaVets Inc.		X
10.	Pacific Railway Enterprises Inc.	X	
11.	Peak Consulting Group LLC	X	
12.	Rail Surveyors and Engineering Inc.	X	
13.	Raw International	X	
14.	Redhill Group Inc.	X	
15.	Ruth Villalobos & Associates Inc.	X	
16.	Tatsumi and Partners Inc.	X	
17.	Terry A. Hayes Associates Inc.	X	
18.	The Arroyo Group	X	
19.	Virtek Company		X
	SBE/DVBE COMMITMENT TOTALS	24%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

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.

DEOD SUMMARY

**REGIONAL RAIL ON-CALL SERVICES
Project Management Services**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 23% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract. Four (4) firms were selected as prime consultants (**AECOM Technical Services; Arcadis/RailPros, A Joint Venture, Stantec Consulting Services Inc., and WSP USA Inc.**) and each firm met or exceeded the 23% SBE and 3% DVBE goals for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative SBE and DVBE participation of all Task Orders awarded to each prime consultant.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that each prime consultant is on schedule to meet or exceed its SBE and DVBE commitments. Accordingly, access has been provided to Metro's tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Prime: AECOM Technical Services

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates	X	
2.	Arellano Associates	X	
3.	D'Leon Consulting Engineers	X	
4.	Ghirardelli Associates Inc.	X	
5.	MA Engineering		X
6.	Ramos Consulting Services Inc.	X	
7.	RT Engineering & Associates Inc.	X	
8.	V&A Inc.	X	
9.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3%

Prime: RailPros/Arcadis Joint Venture

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates Inc.	X	
2.	BA Inc.	X	
3.	Berg & Associates Inc.	X	
4.	Dakota Communications	X	
5.	Destination Enterprises Inc.	X	
6.	Khoury Consulting	X	
7.	Leland Saylor Associates		X
8.	LKG-CMC Inc.	X	
9.	MTGL Inc.	X	
10.	NSI Engineering Inc.		X
11.	Padilla & Associates Inc.	X	
12.	RELM	X	
13.	Urban Strategy Group Inc.	X	
14.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3%

Prime: Stantec Consulting Services

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3.40% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Arellano Associates	X	
2.	Fryman Management		X
3.	JM Diaz Inc. dba JMD	X	
4.	Joshi PMCM Inc.	X	
5.	Kevin Scott Tunnel Consultants LLC	X	
6.	Lenax Construction Services Inc.	X	
7.	Safework Inc. dba SafeworkCM	X	
8.	Susan Hafner Multimodal Solutions	X	
9.	Tricertus LLC	X	
10.	USA EPC Group Inc.		X
11.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3.40%

Prime: WSP USA, INC.

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Aldridge Design		X
2.	Alta Vista Solutions		X
3.	Geo-Advantec Inc.	X	
4.	Guida Surveying Inc.	X	
5.	IEM	X	
6.	Jenkins/Gales & Martinez Inc.	X	
7.	Kewo Engineering Corporation	X	
8.	Lenax Construction Services Inc.	X	
9.	LKG-CMC Inc.	X	
10.	MBI Media	X	
11.	Pacific Rail Enterprises Inc.	X	
12.	Tatsumi and Partners Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

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.



Board Report

File #: 2019-0186, **File Type:** Informational Report

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019**

SUBJECT: INTRODUCTION OF MICRO MOBILITY VEHICLES PROGRAM AT METRO STATIONS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on Introduction of Micro Mobility Vehicles Program at Metro Stations.

(CARRIED OVER FROM MARCH)

ISSUE

Micro mobility is evolving in the transportation industry and is forecasted to grow due to social, cultural, new lifestyle and technological trends. In order to manage this growth it has become necessary to develop a program to regulate these vehicles. These vehicles have the potential to provide a flexible and affordable option and a vital link for the first/last mile connection for transit patrons. Staff has developed an administrative program proposal for Board consideration this month and potentially for adoption next month.

BACKGROUND

Micro mobility refers to a category of alternative vehicles, such as e-scooters and dockless bikes, which have soared in popularity since their introduction in the summer of 2017. Recently, several municipalities in Los Angeles County have developed and implemented regulations and operating permission programs. Up to 60,000 e-scooters and dockless bikes are operating in different parts of Los Angeles County. Micro mobility vehicles, specifically e-scooters and dockless bike share bicycles, are now part of the transportation landscape necessitating urgent action to address community concerns about managing how and where these vehicles operate on Metro properties and rights of way (ROW).

At the September 2018 Board meeting, staff provided a report on the status of the Metro Bike Share Program which included the operation and regulation of dockless bikes and e-scooters. Staff was directed to develop a program to permit the operation of micro mobility vehicles and to ensure that the plan included regulations to address parking so that they do not impede or restrict pedestrian access while on Metro property, parking facilities, and ROW.

At the March 2019 Planning and Programming Committee meeting, staff introduced the proposed Micro Mobility Vehicle Program (“Program”) to the Board. At that meeting Board Directors from the Planning and Programming Committee decided to carry over the item to April for further discussion. Staff was also directed to provide additional information and revisit the fee structure for the program.

DISCUSSION

The Micro Mobility Vehicles Program (Program) is an administrative program that staff proposes to regulate e-scooter and dockless bike operations on Metro property, parking facilities, and ROW. The proposed program’s concept is for operators to lease spaces at Metro properties with regulatory terms and conditions. The focus will be on vehicles parking within Metro ROW only. The proposed program is not intended to govern vehicle capacity and allocation or permission of operation in different parts of Los Angeles County, which is under the jurisdiction of the cities/County.

Observations and Options

Micro mobility vehicles have been observed at approximately thirty (30) Metro stations along transit corridors, parking in or adjacent to ADA parking spaces, blocking fare gates at transit stations, and abandoned in the middle of transit station platforms.

Although Metro does not have jurisdiction to regulate on-street spaces that belong to the cities and the County, Metro does have the authority to regulate these vehicles on its properties, parking facilities, and ROW, and to implement an administrative program for micro mobility vehicle operators who are responsible for regulating their users.

Implementing an administrative program will potentially add value to the first/last mile connection to transit stations by providing additional affordable alternatives for transit users.

Program Concept

The proposed objective of the Program is to implement a self-sustaining solution for operating and parking micro mobility vehicles, specifically e-scooters and dockless bikes, on Metro properties, parking facilities, and ROW. The proposed program is expected to reduce short-distance, single occupancy vehicle (SOV) trips while providing a low cost, flexible mobility option, particularly for those connected to transit, regardless of fitness or ability.

The proposed program’s concept is modeled after Metro’s Car Share program. The concept is for operators to lease micro mobility parking, which would be regulated through an operating license agreement. All vehicles are required to park at the designated area stated in the operating license agreement. Metro Parking Enforcement would be tasked to regulate parking behavior and record all violations of the operating license agreement. Administrative penalties would be tracked and applied to the operators’ monthly invoice and would require all operators to remain in good standing. The non-exclusive license agreement will not consume or procure service by any service provider or operator.

Workshops, Surveys and Other Outreach

Metro Parking Management staff conducted several workshops and outreach meetings during the program development process. Three workshops were conducted for the Micro Mobility Vehicles

Program and consisted of outreach to seven (7) operators and local jurisdictions throughout Los Angeles County.

The first two workshops focused on obtaining input from operators. Seven (7) operators attended a presentation of the proposed program and offered constructive feedback which was incorporated into the program framework.

A third workshop was conducted exclusively for municipalities and the County. All eighty-eight (88) cities in Los Angeles County were invited and representatives from over thirty (30) jurisdictions attended the workshop. Representatives voiced their input and concerns, which allowed staff to address their issues.

Two (2) surveys were conducted in January 2019 and February 2019. The first survey was directed to local jurisdictions throughout Los Angeles County to understand each city's position on regulating or banning micro mobility vehicles. The survey was distributed to eighty-eight (88) Los Angeles County cities. A total of thirty (30) responses were received for the survey. The survey was focused on how each city was approaching micro mobility vehicles, whether through a formal ban, an informal ban or an administrative program. Four (4) cities responded they would institute an informal or temporary ban while four (4) other cities would institute a formal ban. Twenty-one (21) cities responded they would manage or regulate the vehicles through an administrative program, and one (1) city did not have a stance.

The second survey, consisting of six (6) questions, was distributed to e-scooter operators to assess opinions on parking infrastructure. The survey was distributed to seven (7) operators. A total of four (4) responses were received for the survey. The survey focused on how critical it was to have a specifically designated parking space for each operator or a shared combined space. Two (2) operators responded they would prefer a designated space; one (1) operator preferred a combined space, and one (1) operator was indifferent. All four (4) operators are currently planning to design infrastructure and one (1) operator had a proprietary design. Three (3) operators are willing to share infrastructure design, and one (1) operator was not. Three (3) operators responded they would prefer the ability to actively charge e-scooters while parked at a station and one (1) operator was indifferent. Attachment D shows survey results.

Finally, staff met separately with various Metro departments and individually with four (4) e-scooter operators between November 2018 and February 2019.

Rules and Regulations

E-scooters and dockless bike share bicycles are considered 'vehicles', thereby permitting Metro the right to regulate operators and tow violating vehicles. California Vehicle Code (CVC) 21113 gives Metro the authority to adopt its own parking ordinance to regulate Metro's ROW and parking facilities. Metro adopted Parking Ordinance, Administration Code 8, and proposes to incorporate the Micro Mobility Vehicle Ordinance under Chapter 8-07 covering "Vehicles Other than Automobiles" (Attachment A). Metro shall require all operators to execute an operating license agreement prior to the deployment and storage of vehicles on Metro property, parking facilities, and ROW. To ensure operators are permitted to work in specific jurisdictions where Metro stations are located, documentation of authorization from the jurisdictional agency will be required prior to

entering into license agreements with Metro. Additionally, operators will still be subject to the County and municipality regulations in which they operate, which include, but are not limited to, a vehicle cap.

Metro will enforce ADA parking spaces by requiring operators to maintain a clear path of travel at all times. Metro shall allow the operators the opportunity to rectify violations brought to the operator's attention within two hours, with the exception of ADA violations or parking beyond the fare gates area and boarding platform. ADA violations will be immediately removed. Any vehicles parked at non-designated areas will not be considered lost and found articles. Metro will have the authority to have them removed or towed at the operator's expense and subject to a violation.

Enforcement

Enforcement of the micro mobility ordinance is anticipated to be provided by Metro's parking enforcement contractor. Parking enforcement officers will patrol the areas covered in the license agreement to regulate parking behavior and record and track violations. All violations, if any, will result in an administrative penalty which will be applied to the operators' monthly invoices. The invoiced violations will include the vehicle number, date, time and applicable code section.

If the violation is not related to ADA compliance, prior to issuing a citation parking, Metro Parking Enforcement is anticipated to inform the operator to relocate or correct the situation within a two (2)-hour period. If the violation involves blocking a clear path of travel for the disabled parking space(s), enforcement will immediately relocate the vehicle back to the designated parking location and record the violation as an incident.

Any user who violates the ordinance while operating the vehicle and is observed by Metro Security, Police, or a parking enforcement officer, will receive a citation.

Geofencing

Staff researched the geofencing option as a tool for enforcement. Although the geofencing solution will be able to provide heat maps and data gathering functions, the functional value for Metro is different compared to cities. The proposed program will be focused only on Metro stations area and ROW, which is a much smaller footprint compared with a city's enforcement area. Moreover, Metro parking enforcement team already has its duty to patrol and enforce any parking-related activities, so visual identification will be easy and will provide prompt regulating. Metro will provide micro mobility parking areas to operators to incorporate into their software. Attachment E shows additional geofencing research findings.

Two-Hour Correction Period

Per California Vehicle Code (CVC) 22658(f) the owner of off-street property is required to allow one (1) hour of time before a vehicle is removed by a local traffic enforcement agency unless the vehicle poses an emergency or impedes disabled accessibility. Staff is recommending a correction period of up to two (2) hours to allow ample time for coordination and travel to the location by the operating company before Metro enforcement is dispatched.

Due to the nature of fleet operations, where users pick up vehicles at a starting location and drop off vehicles at their destination, many cities have instituted a correction period of one (1) or two (2) hours to correct, relocate or “rebalance” vehicles. Staff surveyed cities that permit operating companies to correct/rebalance and the table below describes the results.

City	Time Period Allow Operator to Correct/Rebalance
Los Angeles, CA	2 hours
Santa Monica, CA	1 hour
Long Beach, CA	2 hours
Austin, TX	2 hours
Denver, CO (RTD)	Continuous Rebalancing
Minneapolis, MN	2 hours
San Antonio, TX	2 hours
Washington D.C.	2 hours

Staff requested corrections and citations data from both the City of Santa Monica and the City of Los Angeles. The City of Los Angeles initiated their program fairly recently and does not have data available yet. The City of Santa Monica required the submission of a public records request for the data, which is pending, however Santa Monica staff shared that an average of 40 citations a month are issued near the three (3) Expo Line stations.

Locations Categories and Fee Structure

Staff has identified four (4) location categories to classify the various station types with potential space for parking for the Micro Mobility Program. Staff also revised the proposed fee structure, and infrastructure requirements based on how the four (4) categories would be implemented.

Category 1 is a station with a feasible parking facility to accommodate physical infrastructure. This category is projected to have the lowest demand for micro mobility vehicles due to the availability of automobile parking for Metro customers. Example stations of this category include the North Hollywood, Norwalk, and Willow stations.

Category 2 is a station with a non-feasible parking facility but has ample space near or around the station to accommodate scooter parking. While physical infrastructure is favored, it may be necessary to utilize stenciling to delineate parking areas. There are property constraints on space that may require removing or relocating bike lockers or bike racks. This category is projected to generate moderate demand for micro mobility vehicles as automobile parking is located a fair distance from the station. Example stations of this category include the Expo/Sepulveda, Westlake/MacArthur, and Irwindale stations.

Category 3 is a station with no parking facility, but with sufficient space near or around the station to accommodate scooter parking. This category will utilize stenciling to delineate parking areas due to real estate restrictions or constraints and may require removing or relocating bike lockers or bike

racks. This category is projected to have the highest demand for micro mobility vehicles due to the absence of automobile parking. Example stations of this category are the Palms and the Westwood/Rancho Park stations.

Category 4 is a station with no parking facility and without ample space near or around the station to accommodate scooter parking. Due to the inability to accommodate scooter parking at this category of station, Metro will assist operating companies to coordinate with the respective city for scooter parking off-site, but near, Metro property. Example stations of this category include the Hollywood/Vine, Expo/ USC and Farmdale stations.

Way-finding signage will direct users to parking areas at Metro parking facilities. Feasible physical infrastructure is recommended as opposed to stenciling in order to create a more pronounced monumental space for pick up or drop off of vehicles, similar to a bus shelter, taxi zone, or valet stand.

Staff has revised the program fee structure in accordance with the aforementioned station categories provided in the table below after the March 2019 Planning and Programming Committee meeting discussion.

Location Category	Application Fee	Proposed Fee	Proposed Violation Fee
Category 1	\$1500 per license agreement	\$125 per space per month	\$100 per occurrence
Category 2	\$1500 per license agreement	\$175 per space per month	
Category 3	\$1500 per license agreement	\$250 per space per month	

Staff learned that municipalities that look a lenient approach to enforcement had the most significant issues with compliance, therefore, staff is recommending the violation fee to be set at \$100 per occurrence, and the monthly rental fee is reduced from \$500 to \$125-\$250 per space to encourage compliance and regulate behavior of the operating companies and users.

Attachment C summarizes the fee structures from other governing entities. Attachment B shows the proposed revisions to the Metro Parking Rates and Permit Fee Resolution for micro mobility violation fees.

Equity Platform

By developing the proposed Micro Mobility Vehicle Program, Metro will potentially provide an additional affordable alternative first and last mile option to connect with Metro transit system. This Program is planned to be implemented at various stations, including disadvantaged communities.

The proposed program is providing parking spaces for micro mobility vehicles solely focusing within Metro ROW. Metro can only govern the distance between the parking location and the station platform and cannot govern the demographic of micro mobility vehicle deployment throughout the County. The license agreement with the operating company will be in accordance with the local city

or jurisdiction’s regulations as part of the permission requirement of the local jurisdiction.

The table below summarizes three local jurisdictions equity requirements.

City	Equity Requirements
Los Angeles, CA	- Detailed criteria of plans offered, including a cash option, non-smartphone option, and a low-income plan. - Plan for low-income customers that include waiving any hold deposits and unlimited free trips less than 30 minutes in duration. - Plan to verify low-income status. - All Operators must have a cash, non-smart phone payment, and reservation option available. - All Operators must submit a quarterly report with all outreach conducted to educate customers on these options. Providers must also provide a quarterly report of the usage rates for each of these options.
Santa Monica, CA	- Operators must establish and promote low-income qualified rates, and provide a system for user sign up and payment that enables easy use of the reduced rates. Operators must offer incentives such as education and outreach and payment plans for low-income or other disadvantaged users are strongly encouraged. In addition to equitable device distribution discussed in earlier sections, it is desirable that Operators offer a means of accessing devices that do not require the use of a smartphone and/or access to a credit or debit card.
Long Beach, CA	The City has six operators participating in the pilot program and the city is split into three zones. Each operator needs to maintain twenty percent of its fleet in each zone so that city residents will have the opportunity to see how different operators do business in their areas.

DETERMINATION OF SAFETY IMPACT

The introduction of Micro Mobility Vehicles Program proposal receive and file report will not have any adverse safety impacts on Metro employees and patrons. The implementation of this program will enhance safety by ensuring an appropriate location for micro mobility vehicles to be parked.

FINANCIAL IMPACT

The proposed program is a revenue-generating initiative program. Anticipating the program to be adopted, revenue to Metro is estimated at \$600,000 per year through the license agreements, application process and anticipated violations revenue. Enforcement expenses are estimated at \$100,000 in labor and \$50,000 in equipment during the first year. Therefore, the net revenue is estimated at \$450,000.

Impact to Budget

Enforcement expenses are anticipated to be absorbed by the current parking enforcement contract

budget without additional funding request or impact to budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementing the Micro Mobility Vehicles Program at Metro Stations will support:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system;
3. Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may direct staff not to continue develop the Program. However, this is not recommended as the micro mobility vehicles will continue to park at Metro Stations and will cause a vehicle littering issue.

NEXT STEPS

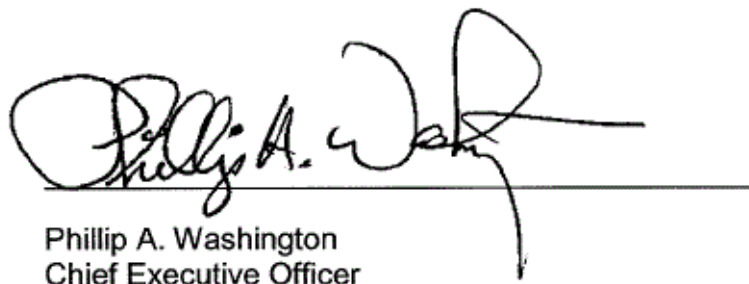
Staff will continue to perform more outreach efforts to introduce the Program and return to the Board in May 2019 for potential adoption of the Micro Mobility Vehicles Program.

ATTACHMENTS

- Attachment A - Metro Parking Ordinance
- Attachment B - Metro Parking Rates and Permit Fee Resolution
- Attachment C - Fee Structure Survey
- Attachment D - Surveys Results
- Attachment E - Geofencing Research Findings

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Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Administrative Code

Title 8

METRO Parking Ordinance

Chapter 8-01

General

8-01-010 Authority to Regulate

The Los Angeles County Metropolitan Transportation Authority's ("METRO") authority to regulate parking, vehicles (including vehicles other than automobiles), and traffic upon the driveways, paths, parking facilities, METRO Right-of-Way (ROW), and the grounds of METRO is conferred by section 21113 of the California Vehicle Code ("CVC").

8-01-020 Laws and Enforcement on the METRO Property

The California Vehicle Code and the regulations contained within this Title (Title 8, METRO Parking Ordinance) shall be in effect and will be enforced on METRO property 24 hours daily, 365 Days a Year, including holidays.

8-01-030 Responsibility for Compliance

Temporary parking on properties owned, leased, financed, contracted, operated or managed for METRO use is a privilege available only as provided by the parking policies and regulations of METRO, which reserves unto itself the right to revoke this privilege at any time because of inappropriate behavior, violation of any regulation in this ordinance or misuse of parking facilities, METRO ROW, or services. METRO reserves the right to establish what are inappropriate behaviors and the misuse of its property.

The operator of a vehicle on property owned, leased, financed, contracted, operated and managed for METRO use is responsible for complying with all state, local or METRO parking and traffic laws, ordinances and regulations and is subject to established penalties for violations thereof.

If a vehicle operator's identity cannot be determined, as in the case of a parked and locked vehicle, the registered owner and driver, rentee, or lessee of a vehicle cited for any violation of any regulation governing the parking of a vehicle under this code, under any federal statute or regulation, or under any ordinance enacted by a local authority shall be jointly liable for parking penalties imposed under this article, unless the owner can show that the vehicle was used without the consent of that person, express or implied. An owner who pays any parking penalty, civil judgment, costs, or administrative fees pursuant to this Article

shall have the right to recover the same from the driver, rentee, or lessee in accordance with CVC section 40200(b).

By entering onto METRO owned, leased, financed, operated, managed or contracted for property, the owner of a Vehicle grants METRO the right to examine the exterior of their vehicle for any legal purpose described herein, including the authorization to remove or tow the vehicle from the property.

8-01-040 Fees to be Paid for Parking in METRO Parking Facilities

All vehicles parked in any METRO parking facility at any time shall require payment of the applicable fee established by the Parking Rates and Permit Fee Resolution. Except as otherwise provided herein, such fees shall be collected from all persons desiring to park vehicles in such facilities, including the officers and employees of METRO, the state, any public or private firm or corporation, any municipality, state or federal agency or any public district. No fee shall be charged to nor collected from any officer or employee of METRO for the parking of a METRO-owned vehicle in any METRO parking facility at such times when such officer or employee is engaged in METRO business.

All parking fees, rates and charges for the use of the facilities shall be collected in cash or electronic payment from the registered owner, operator or person in charge of the vehicle desiring to park. Any person who willfully fails to pay or is unable to pay the fees, rate and charges for use of the METRO parking facilities are subject to citation. Any person who fails to pay fees, rate and charges for use of the METRO parking facilities and removes the vehicle from the facility without having received a citation, shall be given a "Notice to Pay" indicating non-payment of daily or monthly fee for the duration a vehicle is parked in a METRO facility.

No vehicle may be removed from any METRO parking facility until all fees, rates and charges have been paid and discharged, except as provided in subsections (a) of this section:

- a. In the event that the person operating a vehicle parked in any METRO parking facilities attempts to remove the vehicle from the facility but willfully fails to pay the fees, or is unable to pay all fees, rates and charges due at such time, such person shall remove such vehicle from the facility, be required to pay any unpaid fees, rates and charges within 21 days of being issued a "Notice to Pay.". A copy of such notice shall be delivered by U.S. mail to the vehicles registered owner. Such notice shall set forth the location of the facility, the date and approximate time that the vehicle was removed, the name of the registered owner, the vehicle license number, the registration expiration date, if available, the last four digits of the vehicle identification number, if available, the color of the vehicle, and, if possible, the make of the vehicle. Such notice shall require payment to METRO of all unpaid fees, rates and charges, plus an administration fee in an amount established by resolution of the Board or its designee, no later than 21 days after the agreement is received, and shall indicate the address to which payment may be delivered or sent or other means for delivering payment. If full payment is not made within such 21 day period, METRO shall mail a notice of late payment to the vehicle's registered owner. Such notice shall

require payment to METRO of the unpaid fees, rates and charges, and administration fee, plus a late payment fee in an amount established by resolution of the Board, no later than seven (7) days after the date of such notice. In the event that such amount is not fully paid within such seven (7) day period, a final notice of late payment, requiring payment of all owed parking and late fees in an amount established by resolution of the Board, shall be mailed to the vehicle's registered owner. All owed parking fees will be subject to submit for collection process and potential hold of vehicle registration with the Department of Motor Vehicles. The above agreement shall include a reference to this section.

- b. **Evidence of parking fee payment**, such as, but not limited to, parking permit, tickets, receipt or electronic display devices, is required during entire parking duration time.
- c. **Prohibition of Selling, Reselling, Leasing or Reserving for Compensation of Parking Spaces**. No person shall sell, resell, lease or reserve for compensation, or facilitate the selling, reselling, leasing or reserving for compensation of any METRO owned, leased, financed, contracted, managed and operated spaces or property without authorization from METRO.

By entering a METRO parking facility and parking a vehicle in such facility, the registered owner, operator or person in charge of such vehicle shall be deemed to have consented to the provisions of subsections A, B and C of this section. Any notices required to be mailed under subsections A, B and C of this section shall be deemed served on the day that they are deposited in the U.S. mail, first class, postage prepaid. The issuance and review of notices of parking violation and delinquent parking violation, and the liability for and payment and collection of parking violation penalties, shall be governed by sections 40200 et seq. of the CVC and this Chapter.

8-01-050 Parking Facility Use, Designation, and Closure

METRO reserves the right to limit the temporary use of its parking area to specific vehicle types as required by facility design or aesthetic considerations. METRO may change any parking zone designation. METRO may close, either temporarily or permanently, any parking area. Notice of parking area changes or closings will be provided whenever practical. However, failure to give such notice shall not create any liability on the part of METRO, its directors, officers, employees, agents, representatives, assigns or successors to any third party.

8-01-060 Liability

The use of a METRO owned, leased, financed, contracted, operated and managed parking facility or METRO ROW shall not create, simply by the condition of ownership, management or operation liability or responsibility for damage to any person or personal property. In addition, such use shall not result in METRO assuming liability or responsibility for damage, vandalism, theft or fire to any person or personal property, which may result from the use of METRO Parking Facilities, METRO ROW, or services, or enforcement of laws or regulations.

8-01-070 Parking Policy and Regulation Notification or Changes

Parking policies and regulations are public information and are available online on METRO's website at metro.net/parking. Changes in parking policy or regulation are effective upon approval by the Board of Directors. Whenever possible, the public will be notified in a timely manner prior to implementation of changes to METRO's parking policies and regulations.

8-01-080 Administrative Review of Parking Citation Issuance

A registered owner or operator of a vehicle who believes a parking citation has been issued in error or in an improper manner may request an administrative review of the conditions for issuance of the citation as set forth in section 8-09-020.

8-01-090 Towing Vehicles

METRO is authorized by CVC section 21113 and CVC section 22650 et seq. to remove vehicles as set forth below in Chapter 8-11.

8-01-100 Permissions, Space Assignment, Signage and Parking Management Approvals

Any changes, assignment, permission to park and space allocation to all METRO owned, leased, financed, contracted, operated and managed parking facilities must be authorized by METRO Parking Management, included, but not limited to:

- A. Space designations, space assignments, and permissions to park;
- B. Permits issued by METRO's Parking Management, which will be deemed valid for parking enforcement purposes; and,
- C. All signage installations within at any METRO parking facilities must be approved by Metro Parking Management.
- D. Contractor or vendor parking at any METRO parking facilities may be short- or long-term, as needed while engaged in work for METRO. Requests for any parking, but not to exceed thirty (30), must be submitted in writing and approved by the project manager and notify METRO Parking Management for approval, fourteen (14) days prior to parking, for permission and arrangement.
- E. Any parking space use arrangement, other than parking purpose, included but not limited to, construction, staging, and special event must be submitted in writing and approved by the project manager and notify METRO Parking Management, fourteen (14) days prior to parking, for permission and arrangement.

Chapter 8-03

Parking Definitions

Chapter 8-03-010 Definitions

The words or phrases hereinafter in this Chapter are defined in this chapter and they shall have the meanings respectively ascribed to them unless the context indicates the contrary. Whenever any words or phrases used in this chapter are not defined, but are in the California Vehicle Code of this State, such definitions as now existing are incorporated herein and shall be deemed to apply to such words and phrases as used in this Chapter as though set forth in full.

Accessible Parking Space. “Accessible Parking Space” means any parking space designated for the exclusive use of a vehicle displaying a special identification license plate or distinguishing valid placard subject to the provisions stated in section 22511.5 of the CVC. Accessible parking spaces shall be marked in accordance with section 22511.7 of the CVC.

Accessible Parking Space Path of Travel. “Accessible Parking Space Path of ” means any blue cross-hatched path between accessible parking spaces or along the designated path for which a vehicle operator with disabilities may travel from an accessible parking space to the accessible entry of a building, pedestrian area, or METRO transit or rail vehicle.

Agency. “Agency” shall mean METRO or its authorized agent that processes and issues parking citations and issues notices of delinquent parking violations on behalf of METRO.

Alley. “Alley” means any highway, as defined in this Chapter, unnamed, and having a width of less than twenty-five feet, and not provided with a sidewalk or sidewalks.

Alternative Fuel. “Alternative Fuel” as defined by the Energy Policy Act of 1992 includes vehicles powered by methanol, ethanol, and other alcohols; blends of 85% or more of alcohol with gasoline (E85); natural gas and liquid fuels domestically produced from natural gas; propane; hydrogen; electricity; biodiesel (B100); coal-derived liquid fuels; fuels, other than alcohol, derived from biological materials; and P-Series fuels, which were added to the definition in 1999

Automobile. “Automobile” means a vehicle designed for passenger transportation and is powered by an internal combustion engine or electric motor.

Bicycle. “Bicycle” means a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels.

Bikeway. “Bikeway,” “Bicycle Path,” or “Bike Path” shall mean all facilities provided primarily for bicycle travel.

Board. “Board” means the METRO Board of Directors.

Bus Loading Zone. “Bus Loading Zone” means the space adjacent to the curb or edge of a roadway reserved for the exclusive use of buses during the loading and unloading of passengers marked and designated with signage and/or paint.

Chief Executive Officer. “Chief Executive Officer” or “CEO” is the person designated by the METRO Board of Directors as the CEO of the Los Angeles County Metropolitan Transportation Authority.

Clean Fuel Vehicle. “Clean Fuel Vehicle,” “Clean Fuel Car,” “Clean Air Vehicle,” and “Clear Air Car” shall mean any passenger or commercial vehicle or pickup truck that is fueled by alternative fuels, as defined in Section 301 of the Energy Policy Act of 1992 (P.L. 102-486), and produces emissions which do not exceed standards as defined by regulations of the State Air Resources Board.

Commercial Vehicle. “Commercial Vehicle” means a vehicle which is used or maintained for the transportation of persons for hire or maintained primarily for transportation property. Vanpool is not considered a Commercial Vehicle.

Commercial Vehicle Loading Zone. “Commercial Vehicle Loading Zone” means that space adjacent to the curb reserved for the exclusive use of vehicles loading or unloading passengers or freight marked and designated with signage and/or paint.

Department of Motor Vehicles. “Department of Motor Vehicles” or “DMV”, or “Department” for this section shall mean the California Department of Motor Vehicles.

Defined Parking Zone. “Defined Parking Zone” shall mean an area or space specifically designated for the parking and storage of Micro Mobility Vehicles at METRO Parking Facilities and METRO Right of Way (ROW).

Electric Bicycle. “Electric bicycle” or “e-bike” is bicycle with fully operable pedals and an integrated electric motor that can be used for propulsion. A person operating an e-bike is subject to the same provisions as a person riding a bicycle.

Electric Vehicle. “Electric Vehicle” means a vehicle which is powered by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of electrical current, and which may include a nonelectrical source of power designed to charge batteries and components thereof.

Enforcement Officer. “Enforcement Officer” shall mean a peace officer as defined in Chapter 4.5, commencing with section 830 of Title 3 of the California Penal Code, or the successor statutes thereto, or other issuing officer that is authorized or contracted by METRO to issue a parking citation.

Hearing Officer. “Hearing Officer” shall mean any qualified individual as set forth in the CVC section 40215 appointed or contracted by METRO to adjudicate parking citation contests administratively.

Highway. “Highway” is a way or place of whatever nature, publically maintained and open to the use of the public for purposes of vehicular travel. Highway includes street

Hybrid Vehicle. “Hybrid Vehicle” is a vehicle that uses more than one form of energy for power and propulsion, such as an internal combustion engine and an electric or battery powered motor.

Notice To Pay. “Notice To Pay” shall mean a written notice delivered by U.S. mail indicating non-payment of daily or monthly fee for the duration a vehicle is parked in a METRO Facility.

METRO. “METRO” shall mean the Los Angeles County Metropolitan Transportation Authority.

METRO Facility. “METRO Facility” includes all property and equipment, including rights of way and related tracks, rails, signals, power, fuel, communication systems, ventilation systems, power plants, cameras, signs, loudspeakers, fare collectors or registers, sound walls, stations, vacant parcels, bicycle paths, terminals, platforms, plazas, waiting areas, signs, art work, storage yards, depots, repair and maintenance shops, yards, offices, parking areas, parking lots, facilities, and other real estate or personal property owned or leased by METRO, used for any METRO activity, or authorized to be located on METRO property.

METRO Representative. “METRO Representative” shall mean a METRO security officer, transit operator, or other authorized METRO employee, Board or service council member, or METRO authorized contractor or entity.

METRO Right of Way. “METRO Right of Way” or “METRO ROW” shall refer to METRO owned, leased, financed, contracted, operated and managed property including the area on, below, and above an existing or proposed public roadway, highway, street, bicycle lane or sidewalk, planting strip, and associated adjacent land, in which METRO has a property interest, whether by easement or fee and regardless of how acquired or established.

METRO Transit Court. “METRO Transit Court” means the department authorized by the METRO Board of Directors to conduct parking, fare evasion or similar hearings and assign penalties for this Chapter.

METRO Vehicle. “METRO Vehicle” means a vehicle owned or operated by METRO.

Micro Mobility Vehicle. “Micro Mobility Vehicle” shall mean a compact sized two-wheeled device that has handlebars, a floorboard designed to be stood upon when riding, powered by a motor, and designed to transport only one person; includes any vehicle or device that meets this definition and is powered by a source other than electrical power.

Motor Vehicle. A “motor vehicle” is a vehicle that is self-propelled, but does not include a self-propelled wheelchair, motorized tricycle, or motorized quadricycle, if operated by a person who, by reason of physical disability, is otherwise unable to move about as a pedestrian.

Motorized Bicycle. “Motorized bicycle” is a two or three wheeled device that is capable of propelling itself at a maximum speed of not more than 30 miles per hour and is equipped with fully operable pedals for propulsion by human power or no pedals if powered solely by electrical energy, and has an automatic transmission.

Motorcycle. “Motorcycle” means a motor vehicle that has a seat or saddle for the use of the rider and is designed to travel on less than three wheels, whose motor displaces more than 150 cubic centimeters, or has a speed greater than 45 miles per hour.

Operating Company. “Operating Company” shall mean any person or business entity that provides a service and enters into and is issued an Operating License Agreement with METRO to provide mobility services, such as Car Share, Vanpool, Bike share, or Micro Mobility vehicles

Operator. “Operator” means any person who is in actual physical control of a vehicle or streetcar.

Operating License Agreement. “Operating License Agreement” shall mean the written agreement between METRO and an Operating Company for an operating permit which authorizes the operation of a mobility service on or at Metro Parking Facilities or Metro ROW.

Owner of the Vehicle. “Owner of the Vehicle” shall mean that last registered owner and legal owner of record.

Park. Or Parking. “Park” or “Parking” shall mean the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers

Parker. “Parker” means any person who holds a valid driver’s license and intends to park a validly registered motor vehicle on METRO owned, leased, financed or contracted for property.

Parking Citation. “Parking Citation” is a notice to the vehicle owner of any failure to comply with METRO parking regulations or the CVC, municipalities or county ordinances. A penalty shall be attached to each violation as described on each violation notice unless otherwise noticed.

Parking Facility. “Parking Facility” includes any covered, enclosed parking garage, facility, and/or deck, any open air or individually covered parking space and or a multiple space parking area. Parking facility types include above grade, below grade or underground, mechanical and automated parking facilities.

Parking Penalty. “Parking Penalty” includes the fine authorized by law for the particular violation, any late payment penalties, administrative fees, assessments, costs of collection as provided by law, and other related fees.

Parking Permit. “Parking Permit” is a non-transferable decal, printed card or tag, or other form of temporary authorization issued for a specific period of time by authority of METRO which is authorized to grant to any eligible person permission to park on METRO owned, leased, financed or contracted property. A parking permit is valid only when issued to an eligible person who has complied with all terms of issuance prescribed by METRO and when the permit is properly displayed.

Parking Space. “Parking Space” is all painted parking stalls located in parking facility that may or may not be marked by a sign, parking meter, and/or other restrictive designation painted on the ground or lot/facility surface.

Parking Violation. “Parking Violation” means the breach or intrusion of a vehicle required to comply with any general parking legislation enforced under the provision of METRO parking regulations or the CVC, municipalities and county ordinances that warrants the issuance of a parking citation penalty to the vehicle’s registered owner.

Parkway. “Parkway” means the portion of a highway other than a roadway or a sidewalk.

Passenger Bus. “Passenger Bus” is any multiple passenger conveyance vehicle over 20’ long and carrying more than 15 persons or exceeding 6,000 pounds in gross weight.

Passenger Loading Zone. “Passenger Loading Zone” means that space adjacent to a curb reserved for the exclusive use of vehicles during loading and unloading of passengers, marked and designated with white paint.

Pedestrian. “Pedestrian” means a person who is afoot or who is using any of the following:

- (1) A means of conveyance propelled by human power other than a bicycle.
- (2) An electric personal assistive mobility device.

“Pedestrian” includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move afoot,

Pedestrian Conveyance Device. “Pedestrian Conveyance Device” shall mean any instrument of conveyance propelled by human power other than a bicycle including skateboards, roller skates, rollerblades, in-line skates, other skating devices, foot-powered scooters and other similar devices.

Person. “Person” means and includes a natural person, firm, co-partnership, association, limited liability company, or corporation.

Rail Car. “Rail Car” includes any passenger railway rolling stock that is designed to carry passengers. This term includes heavy weight, lightweight, commuter, bi-level or other type of rail industry vehicles.

Rebalance. “Rebalance” shall mean moving Micro Mobility Vehicles from one location to another, generally for the purpose of avoiding an excess of devices in one location.

Registered Owner. “Registered Owner” shall mean the person whose name is recorded by the Department of Motor Vehicles as having ownership of a particular vehicle.

Respondent. “Respondent” shall mean any “operator” or “registered owner” as defined in this section who contests a parking citation.

Rideshare. “Rideshare” is an arrangement in which a participant travels in a private vehicle driven by the owner for free or for a fee, as arranged by means of website or mobile-based application.

Roadway. “Roadway” means that portion of a highway improved, designed, or ordinarily used for vehicular travel and parking.

Safety Zone. “Safety Zone” is the area or space lawfully set apart within a roadway for the exclusive use of pedestrians and which is protected, or which is marked or indicated by vertical signs, raised markers or raised buttons, in order to make such area or space plainly visible at all times while the same is set apart as a safety zone.

Section. “Section” means a section of the ordinance codified in this Division 1 unless some other ordinance or statute is specifically mentioned.

Sidewalk. “Sidewalk” means that portion of a highway between the curb line or traversable roadway and the adjacent property lines that dedicate for pedestrian use.

Street. “Street” means and includes the portion of any public street, road, highway, freeway, lane, alley, sidewalk, parkway or public place which now exists or which may hereafter exist within METRO Facilities.

Taxicab. “Taxicab” means any passenger vehicle for hire for the directed transportation of not more than eight passengers, excluding the driver, at rates based on the distance, duration or number of trips, or waiting time, or any combination of such rates.

Taxicab Zone. “Taxicab Zone” means and includes the portion of the street area designated for the standing or stopping of taxicabs while awaiting employment.

Transit Access Pass (TAP) Card. “Transit Access Pass Card” or “TAP card” is a reusable, reloadable card that is accepted as a fare payment for travel across different agencies.

ATTACHMENT A

Transit Patron. “Transit Patron” for purposes of this ordinance means any person who has used the transit system within 96 hours of parking their vehicle.

Transit System. “Transit System” is the compilation of METRO buses and trains in Los Angeles County, and other agencies accepting the Metro TAP card.

Vehicle. “Vehicle” means every motorized device by which any person or property is or may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks.

Vehicle Operator. “Vehicle Operator” shall mean any individual driving and/or in possession of a vehicle at the time a citation is issued or the registered owner of the vehicle.

Violation. “Violation” shall mean any parking, equipment, or other vehicle violations as established pursuant to state law or METRO ordinances and administrative code.

Chapter 8–05

Parking Regulations

8-05-010 Parking Activities

Unless otherwise authorized by METRO in writing, METRO owned, leased, financed, contracted, operated and managed parking facilities and METRO ROW shall only be used for parking, entering and exiting, loading and unloading activities.

8-05-020 Enforcement Practice

Citations will be issued according to the printed and posted regulations as appropriate. The frequency with which parking citations are issued is dependent on the nature of the violation and time control restrictions for each of the various parking zones. METRO is also authorized by CVC section 21113 to remove vehicles consistent with Chapter 10 (commencing with Section 22650) of Division 11 of the CVC.

8-05-030 Illegal Parking Outside of a Defined Parking Space or Parking Space Markings

No vehicle or vehicle other than Automobile shall be parked or cause to be parked within any METRO parking facility or METRO ROW except between the lines indicating where vehicles shall be parked and no person shall not park any vehicle so as to use or occupy more than one marked parking space. METRO may install and maintain parking space markings to indicate parking spaces adjacent to any curb where parking is permitted. When such parking space markings are placed in the right-of-way, no vehicle shall be stopped or left standing other than within the markings of a single space.

8-05-040 Failure to Obey Signs

No person shall fail or refuse to obey or comply with any sign, marking or device erected, made or placed to indicate and carry out the provisions of this Chapter.

8-05-050 Exceeding Posted Time Limit

METRO may post signs indicating a maximum parking time limit in a space of lot. If a vehicle has been parked in an area restricting parking to a specific time interval, such vehicle shall not be re-parked in the same spaces, or same lot, or within a distance of five hundred feet of the place initially parked within a period of four (4) hours thereafter. Vehicles used for vending or peddling purposes shall also comply with the provisions of this section.

8-05-060 Temporary No Parking

Whenever METRO finds that traffic congestion, or the disruption of the normal flow of traffic is likely to result from the operation, stopping, standing or parking of vehicles during the holding of public or private special events, assemblages, gatherings or functions, during

construction, alteration, repair, sweeping, filming or other reasons, METRO may place or cause to be placed temporary signs prohibiting the operation, stopping, standing or parking of vehicles at least seventy-two (72) hours prior to and during the period such condition exists. In the event of an emergency, METRO may act under this section without providing the seventy-two (72) hour notice required herein. Any vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC and Chapter 8-11 of this Ordinance.

8-05-070 Restricted Parking

Whenever any parking area is assigned for the exclusive use of the occupants of a facility a person, other than an occupant of the facility, shall not park any vehicle in such parking area. The property owner manager or manager's designee responsible for overseeing the parking area may request that a parking violation be issued by METRO.

8-05-080 Parking Within Marked Bicycle Lane

A person shall not operate a vehicle in a bicycle lane except to cross at a permanent or temporary driveway, or for the purpose of parking a vehicle where parking is permitted or where the vehicle is disabled.

8-05-090 Illegal Parking in Commercial Loading Zone

A vehicle shall not be stopped for any purpose other than loading or unloading between the hours of 6:00 a.m. and 6:00 p.m. on any day except Sunday, or at such other times as designated by METRO in a place marked as a commercial loading zone. Such stop shall not exceed the time it takes to load and unload passengers or goods for a commercial vehicle. METRO shall place signs or curb markings to designate areas as commercial loading zones. Commercial loading zones shall be a minimum of thirty (30') feet and not exceed forty-eight (48') feet in length, and may be established in a parking meter/pay station location. Parking meters/pay station spaces shall be enforced during posted hours when the loading zone is not in effect.

8-05-100 Vehicle Exceeds Load Size Limit

- a. No person shall park or leave standing in METRO Facility and/or lot any vehicle having either of the following:
 - 1. A manufacturer's rated load capacity greater than 14,000 lbs.; or
 - 2. A length in excess of twenty-four (24) feet.
- b. The following vehicles are hereby exempt from the provisions of this section:
 - 1. Any vehicles properly displaying a large vehicle permit. Large vehicle permits shall be issued for special events. Under any circumstances on any of the following vehicles: tour buses, movie, television, or photographic production

- vehicles, limousines, or mobile billboards in accordance with Chapter 8 of this code.
2. Any authorized emergency vehicle, METRO Transit Security, any authorized highway work vehicle or any vehicle used in the construction, installation, or repair of a utility or public utility in accordance with sections 22512 and 35702 of the CVC;
 3. Any vehicle engaged in loading or unloading;
 4. Any vehicle making pickups or deliveries of goods, wares, and merchandise; and
 5. Any vehicle picking up or delivering materials used in the actual or bona fide repair, alteration, remodeling or construction of any building or structure for which a building permit or building construction authorization has been obtained.
- c. Pursuant to section 40200 *et seq.*, of the CVC, any violation of this section shall be punishable as a civil penalty in accordance with the provisions of Chapter 8-09 of the METRO Administrative Code. Any vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC.
- d. Large vehicle parking permits shall be issued by METRO pursuant to METRO policies and procedures for the issuance of such permits. Such policies shall be consistent with the provisions of sections 8-05-010 through 8-05-440 of the METRO Administrative Code.
- e. The fee for a large vehicle parking permit shall be according to METRO fee schedule.

8-05-110 Disconnected Trailer

Parking any trailer or semi-trailer in any METRO facility, while detached from or attached to a vehicle, is prohibited.

8-05-120 Bus Loading Zones

A vehicle or vehicle other than Automobile shall not be parked or stopped from in any METRO owned, leased, financed, contracted, operated and managed parking facilities or METRO ROW in a bus loading zone. No bus shall stop in any bus loading zone longer than necessary to load or unload passengers, except at a terminus station. Appropriate signs or red curb markings or both shall indicate a bus loading zone. METRO shall place signs or red curb markings or both at locations where METRO determines bus loading zones are appropriate to establish. Unless otherwise specified by METRO or its designees, bus loading zones shall not exceed eighty (80') feet in length.

8-05-130 Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone

- a. A vehicle shall not be parked more than three (3) minutes, or for such other amount of time as may be indicated on the posted sign, to load and unload passengers at any designated Kiss and Ride passenger loading and unloading zone.
- b. METRO may place curb paint markings with ADA compliance design criteria including ramps, minimum dimensions, proper signage and level pavement at locations to make passenger loading feasible.

8-05-140 No Parking – Alley

A vehicle shall not be parked or stopped in any alley for any other purpose other than the loading or unloading of passengers or materials, or both. A vehicle shall not be stopped for the loading or unloading of passengers for more than three (3) minutes nor for the loading or unloading of materials for more than twenty (20) minutes at any time in any alley.

8-05-150 Illegal Parking in Red Zones

A vehicle or vehicle other than Automobile shall not be stopped, parked or otherwise left standing, whether attended or unattended, except in compliance with a traffic sign or signal or direction of an authorized enforcement officer, between a safety zone and the adjacent right hand curb or within the area between the zone and the curb as may be indicated by a sign or red paint on the curb, where a sign or paint was erected METRO owned, leased, financed, contracted, operated and managed parking facilities or METRO ROW. Violating vehicle(s) and vehicle(s) other than automobiles will be towed at the registered owner's expense.

8-05-160 Vehicle Parked Seventy-Two (72) or More Hours

Any vehicle observed parked or left standing longer than seventy-two (72) consecutive hours without authorized permit in the same location may be cited. Any vehicle parked longer than seventy-two (72) hours must obtain permission in advance from METRO. Any vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC and Chapter 8-11 of this Ordinance.

8-05-170 Parking on Grades

When METRO has placed or caused to be placed appropriate signs, a vehicle shall not be parked upon any grade of six percent (6%) or more within any METRO Facilities without turning the wheels of the vehicle toward the curb while parked facing downhill and turning the wheels of the vehicle away from the curb while the vehicle is parked facing an uphill grade.

8-05-180 Angled Parking

Whenever the width of a parking lot, parking bay, parking facility, travel lane, and traffic conditions are such that the parking of vehicles at an angle to the curb instead of parallel to the curb will not impede traffic flow, and where there is need for the additional parking spaces which parking at an angle will provide, METRO shall indicate at what angle vehicles

shall be parked by placing parallel white lines on the surface of the roadway. An operator shall not stop, stand, or park any vehicle except between, at the angle indicated by, and parallel to both such adjacent white lines, with the nearest wheel not more than one foot from the curb.

8-05-190 Double Parking

A vehicle shall not park on the roadway side of another vehicle that is stopped, parked or standing at the curb or edge of the public right-of-way, whether attended or unattended. Violating vehicle(s) will be towed on registered owner's expense immediately.

Authorized emergency vehicles exempt from this section may display flashing or revolving amber warning lights when engaged in the enforcement of parking and traffic regulations.

8-05-200 No Parking Anytime/Posted Hours

Whenever the parking of vehicles at all or certain hours of the day upon any portion of METRO Parking Facilities, travel lanes, or alleys which are open for public constitutes a traffic hazard or impedes the free flow of traffic, or both, METRO shall erect signs stating that parking is prohibited at all or certain hours of the day.

8-05-210 Wrong Side Two Way Traffic or Roadway

A vehicle shall not be parked, whether attended or unattended, regardless of loading or unloading in the public right-of-way within METRO facilities, or other transit/rail/Parking Facilities in such a manner where the vehicle is parked in the direction of opposing traffic. Violating vehicle(s) will be towed at registered owner's expense immediately.

8-05-220 Blocking Street or Access

A vehicle shall not be parked, whether attended or unattended, upon any traffic or travel lane, or alley where the roadway is bordered by adjacent curbs which is open to the public, whether bordered by curbs or not, unless no less than eight feet (8') of the width of the paved or improved or main traveled portion of such traffic, travel lane or alley opposite such parked vehicle is left clear or unobstructed for the free passage of other vehicles. Violating vehicle(s) will be towed at registered owner's expense immediately.

8-05-230 Parking Special Hazard

At any place for a distance not to exceed one hundred feet (100') where METRO finds that parking would unduly hamper the free flow of traffic, resulting in a special traffic hazard, or endanger public health or safety, METRO shall place appropriate signs or markings prohibiting such parking.

8-05-240 Illegal Parking at Fire Hydrant

A vehicle shall not be parked within fifteen feet (15') of a fire hydrant along any unmarked curb or in front of or as prohibited by section 22514 of the CVC or by any other state law. Violating vehicle(s) will be towed at registered owner's expense.

8-05-250 Illegal Parking at Assigned / Reserved Spaces

Whenever any vehicle parking space is assigned for the exclusive use of the occupant of any building, whether residential, commercial or industrial, which parking space is within such building or elsewhere, and at, in or near such parking space there is a legible sign stating either that such space is exclusively assigned, or that parking is prohibited, or both, a person, other than the person to whom such parking space is assigned, shall not park any vehicle in such parking space except with the permission of the person to whom such parking space is assigned.

8-05-260 Illegal Parking at Taxicab Stands

The use of taxicab stand or stands shall be limited exclusively to vehicles that display a taxicab vehicle permit by METRO pursuant to Chapter 8 and attended by a driver in possession of a valid taxi drivers permit issued by the METRO. No person shall park, stop, or stand any attended or unattended vehicle in METRO taxicab stand except as provided in this section.

8-05-270 Illegal Parking at/ adjacent to a Landscape Island or Planter

A vehicle or vehicle other than Automobile shall not be stopped, parked or otherwise left standing whether attended or unattended except in compliance with a traffic sign or signal or direction of a police officer, at or adjacent to a landscape island or planter.

8-05-280 Transient, Daily or Preferred Monthly Parking Permits

Parking permits for transient, daily and monthly parking shall be issued by METRO. METRO shall be responsible for establishing policies, administering procedures and disseminating information regarding the distribution of parking permits for parking in METRO Parking Facilities.

Preferred Parking is an optional program that secures a patron a parking space prior to a specified time according to signage. All spaces become available to the public after the specified time according to signage. Spaces are available on a first come first serve basis.

The number of permits to be issued shall be determined by the parking demand and conditions within each parking facility. Parking permits shall not be issued to any person who has outstanding parking citations.

Permittee shall obey all rules of the parking permit program. All verified parking permits must be current and valid and consistent with the license plate in parking program record. Failure to obey such rules will result in the termination or denial of a permit.

Any of the acts described below shall be a violation of this section which maybe cited pursuant to section 8-07-010.

- a. Failure to properly register vehicle license plate information as instructed by the permit parking terms and conditions.
- b. Parking in a monthly permit parking space without a monthly permit.
- c. More than one vehicle using the same permit at the same time.
- d. Temporary Permits – Place the temporary permit on the dashboard on the driver's side of the vehicle. The entire permit must be clearly visible to compliance officers.

8-05-290 Posting Signs in Preferred Permit Parking Area

- a. METRO may cause appropriate signs to be erected in METRO Parking Facilities, indicating prominently thereon the parking limitation, period for its application, and vehicles with valid permits shall be exempt from the limitations.
- b. If preferred permit parking is allowed in partial areas of a parking lot or parking facility, signs shall be posted only on the selected spaces or portions of a parking lot, parking facility within the prescribed METRO Facility.
- c. A parking permit shall not guarantee or reserve to the holder thereof a parking space within a parking lot or parking facility.
- d. A vehicle on which a valid license plate is registered as a monthly permit holder shall be permitted to stand or be parked in the authorized parking lot, parking facility or designated area within the parking lot or parking facility within the limits of the parking permit program. Except as provided below, all vehicles parking within a permit designated area or parking lot or parking facility shall be subject to the parking restrictions and penalties as provided in this Chapter.

8-05-300 Exemption of Certain Vehicles to Permit Restrictions

No person shall, without a permit therefore, park or leave standing any vehicle trailer in a designated parking permit area or parking lot, parking facility in excess of the parking restrictions authorized pursuant to this Chapter, except for the following:

- a. Repair, maintenance, refueling, utility, or delivery vehicle providing services to METRO within the METRO Facility with METRO's prior written consent.
- b. Emergency vehicles

8-05-310 Permit Penalty Provisions

- a. Unless exempted by the provisions of this Chapter, no person shall stand or park a vehicle in any designated permit parking area, parking lot, or parking facility established pursuant to this Chapter, without a valid permit.
- b. No person shall copy, produce or create facsimile or counterfeit a parking permit, nor shall any person use or display a counterfeited parking permit.
- c. No person who has been issued a parking permit for a specific designated area, lot or facility shall use the permit in another area, lot, or facility.
- d. No person shall alter, deface, or intentionally conceal an expiration date on the face of a parking permit which is displayed in a vehicle parked on a METRO Facility.
- e. A violation of this section shall result in the revocation of the parking permit and rights in any METRO Parking Facilities, which is also punishable by an administrative fine established by the Parking Rates and Permit Fee Resolution adopted by the METRO Board. METRO also reserves the rights to refer the case to local law enforcement.

8-05-320 Expired Meter or Pay Station

- a. ***Deposit of Fees Required.*** A person shall be required to deposit the proper fee for occupying a parking metered /pay station space at a charge set in METRO's fee resolution during the posted hours and days of operation.
- b. ***Parking Lot Requirements when Meters or Pay Station Installed.*** A person shall not park any vehicle on any parking lot, parking facility or public right of way maintained or operated by METRO on which a parking meter or multi-space pay machine is installed at any time without paying the posted and adopted parking fees.

8-05-330 Parking Facilities Cleaning, Maintenance and Capital Projects

No vehicular parking shall be permitted at specific locations in any METRO Parking Facilities during posted hours to allow for routine cleaning, maintenance and capital project implementation.

8-05-340 Electric Vehicle Parking Spaces

METRO has established Electric Vehicle (EV) Charging Station Spaces in Parking Facilities for use by Electric, Clean Fuel, and Hybrid vehicles. No person shall park or leave standing vehicles or vehicles other than Automobiles in EV spaces except as follows:

- a. EV spaces must be signed or marked for EV charging purposes only.

- b. Electric Vehicles must be connected to charging station equipment and/or in the process of charging while parked in EV Charging Station Spaces.
- c. Non-Electric Vehicles shall not park in EV Charging Station Spaces at any time.
- d. Electric Vehicles may only use designated EV Charging Station Spaces for charging vehicles. No other source of vehicle charging will be allowed at METRO facilities.

When not charging, Electric, Clean Fuel, and Hybrid Vehicles may park in any designated parking space at METRO facilities.

8-05-350 Parking on Sidewalk/ Parkway

No vehicular parking shall be permitted on any portion of a sidewalk, nor shall any portion of a vehicle be parked in such a manner to overhang or encroach onto any portion of the sidewalk or parkway. Violating vehicle(s) will be towed at registered owner's expense immediately. METRO is authorized by CVC section 21113 and CVC section 22651 to remove a vehicle found to have been parked in violation.

8-05-360 Areas Adjacent to Schools

Whenever METRO finds that parking on METRO property adjacent to any school property would unduly hamper the free flow of traffic or otherwise constitute a traffic hazard, appropriate signs or markings prohibiting such parking on METRO property shall be posted.

8-05-370 Peak Hour Traffic Zones

Whenever METRO finds that traffic congestion is such that the movement or flow of traffic may be improved by the elimination of parking on METRO property during certain peak travel times, signs prohibiting the stopping, standing or parking of vehicles shall be posted. No vehicle shall park or be left standing a vehicle where a sign indicating a peak hour traffic zone has been posted. Vehicles in violation shall be cited and/or towed whenever the parking of vehicles constitutes a traffic hazard or impedes the free flow of traffic, or both.

8-05-380 Parking Prohibition for Vehicles Over Six Feet High, Near Intersections

Whenever METRO finds that the parking of vehicles, with a height of six feet (6') or more, within one hundred feet (100') of an intersection, creates a visibility limitation resulting in a potential traffic hazard, METRO shall erect signs or markings stating that the parking of vehicles with a height of six feet (6') or more is prohibited within one hundred feet (100') of an intersection.

8-05-390 Interim Parking Regulations

METRO can temporarily waive existing or establish new parking regulations in order to accommodate or to mitigate the impacts of construction projects in the vicinity of the parking lot, parking facility.

8-05-400 Car Share, Vanpool, Bike share, or Micro Mobility Vehicle Authorization Required

No Vehicle or vehicle other than Automobile shall be stopped, parked or left standing any vehicle in a place or a parking space designated for the exclusive parking of Car Share, Vanpool, Bike share, or Micro Mobility vehicles participating in the METRO Car Share, Vanpool, Bike share or Micro Mobility Vehicle Program, unless the Vehicle obtained authorization as a METRO Car Share, Vanpool, Bike share or Micro Mobility Vehicle Program participant and registered as direct by METRO.

An Operating Company is responsible for securing approval and obtaining an Operating License Agreement from METRO prior to the deployment, parking, and storage of Car Share, Vanpool, Bike share, or Micro Mobility vehicles on, within, or adjacent to METRO Parking Facilities and METRO ROW, and properties.

Car Share, Vanpool, Bike share, and Micro Mobility vehicles may be parked or stored on METRO Parking Facilities and METRO ROW only in areas made available and designated specifically for Car Share, Vanpool, or Micro Mobility vehicle parking.

8-05-410 Speed Limit

METRO speed limit is five (5) miles per hour in all parking areas, access roads and drives unless otherwise posted.

8-05-420 Vehicle Access

Operating a vehicle on sidewalks, mall, lawns, or any surface not specifically designated as a road, street, highway or driveway is prohibited.

8-05-430 Penalty for Non-Compliance

Unless exempted by the provisions of this part, no vehicle shall be parked in violation of any parking restrictions established pursuant to this section. Except as provided in Chapter 8-05-100 paragraph (b), a violation of this section may result in the revocation of the parking permit and rights at any METRO Parking Facilities, which is also punishable by METRO's administrative fine schedule for parking violations. METRO may also refer the case to the local law enforcement.

Any vehicle with more than three (3) outstanding parking citations will be towed away at the registered owner's expense. All administrative fines and penalties must be paid and obtain applicable law enforcement agency clearance prior to release of the towed vehicle in addition to tow fees.

8-05-440 Accessible Parking Spaces Designated for Vehicle Operators with Disabilities

Parking in accessible spaces designated for vehicle operators with disability is restricted to those individuals who have secured an authorized disabled license plate or disabled placard pursuant to CVC section 5007, 22511.55 or 22511.59 that is currently in effect. No vehicle or vehicle other than Automobiles shall be stopped, parked or left standing in a parking stall or space in a METRO parking facility that has been designated as parking for Vehicle operators with a disability in the manner required by CVC section 22507.8. In order for a Vehicle to be parked in a designated accessible parking space, disabled parking placards must not be expired and must be properly displayed. Parking is prohibited in any area adjacent to a parking stall or space designated for disabled persons or disabled veterans that is marked by crosshatched lines or space identified as for the loading and unloading of Vehicles parked in such stall or space.

Vehicle operators with a disability are not exempt from the payment of fees for parking a Vehicle on METRO Facility. METRO reserves the right to adopt or amend the disabled parking pricing policy at all METRO Facilities. However, vehicle operators with a disability shall not be charged more than the established parking fees listed for all parking spaces. Valid out of state disabled placards will be accepted at METRO parking facilities.

The number and dimension of accessible parking spaces and van-accessible parking spaces are determined by ADA guidelines and specifications.

8-05-450 Transit Ridership Requirements

METRO Parking Facilities are for transit patrons only. Patron's utilizing METRO Parking Facilities must have a ridership transaction, riding transit via a METRO TAP card, within 96 hours use of METRO parking facility and/or payment of parking fee unless otherwise stated within this ordinance. All alternative and non-transit use of METRO parking facilities must be authorized by METRO Parking Management.

Chapter 8-07

Vehicles Other Than Automobiles

8-07-010 Authority to Create Vehicle Regulations

The METRO Board of Directors is authorized pursuant to section 21113 of the CVC to set forth conditions and regulations pertaining to the operation and parking of vehicles other than Automobiles, including but not limited to bicycles, motorcycles, and Micro Mobility Vehicles, upon METRO property.

All rules and regulations of the CVC shall apply to vehicles other than Automobiles operated on METRO Facilities. All vehicles other than Automobiles must meet the equipment requirements of the CVC, including brakes, lights and reflectors, and shall obey all regulations stated in the Ordinance and shall be regarded in the same manner as Automobiles. . Vehicles other than Automobiles shall comply with all applicable federal, state, and local laws.

8-07-020 Enforcement

This Chapter may be enforced by verbal or written warnings, administrative citations, fines vehicle towing and suspension or expulsion from METRO Facilities. Violations by METRO employees may also result in corrective or disciplinary action. Any appeal arising from the enforcement of this Chapter should be reported to METRO Transit Court, or as otherwise directed.

METRO shall adopt, amend, or abolish a rule or regulation that is not consistent with this ordinance or state law, to accomplish objectives that are consistent with this ordinance. Prior to the adoption of any rule or regulation, METRO shall give 30 days' notice of any proposed rule to be adopted, amended, or abolished to the public.

8-07-030 Bicycles, Motorized Bicycles, and E-bikes at METRO Facilities

1. **Parking Bicycles, Motorized Bicycles, and Electric Bikes (E-Bikes) at METRO Facilities**
 - a. **Bicycles, Motorized Bicycles, and e-bikes shall be parked or stored on METRO Facilities or METRO ROW only in areas designed for bicycle parking. These areas include, but not limited to, bike racks, bike lockers, or enclosed rooms with controlled access, or where signage designates the space as a bicycle parking area.**

2. METRO shall not be liable for any loss, theft, fire or damage of a bicycle or any personal property attached thereto for any bicycle left, parked or stored on METRO Facilities or METRO ROW, regardless of whether the bicycle was in an area designated for bicycle parking.
3. Bicycles, Motorized Bicycles, and e-bikes parked in designated parking areas may not extend into the landscape and may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.
4. Bicycles, Motorized Bicycles, and e-bikes are strictly prohibited from parking, standing, and stopping in ADA parking spaces or ADA access. Violation of ADA regulations will be subject to METRO's Fee Resolution.
5. Operating Bicycles, Motorized Bicycles, Motor-Driven Cycles, and Electric Bikes (E-Bikes) at METRO Facilities
 - a. All riders shall:
 - i. Not operate bicycles, motorized bicycles, and e-bikes when entering transit vehicle lanes (bus lanes), transit platform areas, or onboard METRO transit vehicles.
 - i. Motorcycles may not be used on bike pathways, sidewalk, or other bikeways.
 - ii. Always yield to pedestrians and use bicycle lanes when available, per CVC 21207.5 and 21209.
 - i. If a bicycle lane is not available, riders shall maintain two feet distance from all pedestrians.
 - iii. Obey all state and city traffic laws and signs per CVC 21206 and 21225 and operate the device for its intended purpose and in a safe manner. Riders shall not use any wheeled device unsafely that could cause harm or injury to the rider or other patrons.
 - iv. Not ride against the direction of traffic per CVC 21202.
 - b. METRO may cause bicycles, motorized bicycles, and e-bikes to be removed or relocated under any of the following circumstances:
 - i. Bicycle, motorized bicycle, or e-bike is secured to any item other than a bicycle rack or infrastructure designed for parking bicycles.
 - ii. Prevents use of available vehicle parking spaces, vehicular travel lane, or bike lane.
 - iii. Poses a hazard or impedes pedestrian access per CVC 21235 including an ADA parking space or ADA access.
 - iv. Has been reported stolen and verified by the Agency.
 - v. Appears to be abandoned.
 - a. A bicycle, Motorized Bicycle, or e-bike is considered abandoned if it remains in the same position for more

- than 72 hours and shows signs of neglect including but not limited to, deflated tires, missing wheels, and other parts.
- b. If a locking device must be detached to remove a bicycle, Motorized Bicycle, or e-bike, METRO may remove the securing mechanism, using whatever reasonable means are necessary. METRO is not responsible for any damage to the locking device or for its replacement METRO or METRO authorized enforcement agencies' personnel may attach on to an abandoned bicycle, Motorized Bicycle, and e-bike a notice identifying the condition of the bicycle and the removal date.
- vi. Removed bicycles, motorized bicycles, and e-bikes may be recovered with proof of ownership after required fees are paid within 30 days; before they are released.
 - a. Removed bicycles, Motorized Bicycles, and e-bikes are held for a minimum of 30 days, after which time the bicycle owner is presumed to have relinquished legal title; these bicycles, Motorized Bicycles, and e-bikes are disposed of in accordance with METRO policy.

8-07-040 Motorcycles at METRO Facilities

1. Parking Motorcycles at METRO Facilities
 - a. Motorcycles shall pay as required when parking on METRO Facilities to the same extent as an Automobile would be required.
 - b. Motorcycles shall park in designated motorcycle parking spaces, if available, or within a parking space designated for automobiles.
2. METRO shall not be liable for any loss, theft, fire or damage of a motorcycle or any personal property attached thereto for any motorcycle left, parked or stored on METRO Facilities, regardless of whether the motorcycle was in an area designated for motorcycle parking.
3. Motorcycles parked in designated parking areas may not extend into the landscape and may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.
4. Motorcycles are strictly prohibited from parking, standing, and stopping in ADA parking spaces or ADA access. Violation of ADA regulations will be subject to METRO's Fee Resolution.
5. Operating Motorcycles at METRO Facilities
 - a. All riders shall:
 - i. Be required to wear helmets per CVC 27803.

- ii. Avoid operations on bike pathways, sidewalk, or other bikeways.
 - iii. Obey all state and city traffic laws and signs per CVC 21206 and 21225 and operate the device for its intended purpose and in a safe manner. Riders shall not use any wheeled device unsafely that could cause harm or injury to the rider or other patrons.
- b. METRO may cause motorcycles to be removed, relocated, or towed under any of the following circumstances:
- i. Is secured to an item that is not designed for motorcycle parking.
 - ii. Prevents use of available vehicle parking spaces, vehicular travel lane, or bike lane.
 - iii. Poses a hazard or impedes pedestrian access per CVC 21235, including an ADA parking space or ADA access.
 - iv. Appears to be abandoned.
 - a. A motorcycle is considered abandoned if it remains in the same position for more than 72 hours and shows signs of neglect including but not limited to, deflated tires, missing wheels, and other parts.

8-07-050 Micro Mobility Vehicles at METRO Facilities

1. Parking Micro Mobility Vehicles at METRO Facilities
 - i. Users shall park Micro Mobility Vehicles in defined parking spaces when designated by METRO.
 - ii. Micro Mobility Vehicles shall be parked upright or in a manner that allows clear travel in the right of way and shall not impede the boarding or departure of transit users.
2. METRO shall not be liable for any loss, theft, fire or damage of a Micro Mobility Vehicle or any personal property attached thereto for any Micro Mobility Vehicle left, parked or stored on METRO Parking Facilities, regardless of whether the Micro Mobility Vehicle was in an area designated for Micro Mobility Vehicle parking.
3. Micro Mobility Vehicles parked in designated parking areas may not extend into the landscape and may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.
4. Micro Mobility Vehicles are strictly prohibited from parking, standing, and stopping in ADA parking spaces or ADA access. Violation of ADA regulations will be subject to METRO's Fee Resolution.

5. Micro Mobility Vehicles that are incorrectly parked and/or are observed littering METRO property and METRO ROW will not be considered a Lost and Found article.
 - a. METRO will not be liable for Micro Mobility Vehicles thus violators will be subject to removal, relocation, or towing procedure and will be considered a violation.

6. Operating Micro Mobility Vehicles at METRO Facilities
 - a. All riders shall:
 - i. Cease operations of Micro Mobility Vehicles when entering transit vehicle lanes (bus lanes), transit platform areas, or onboard METRO transit vehicles.
 - ii. Always yield to pedestrians and use bicycle lanes when available, per CVC 21207.5 and 21209.
 - a. If a bicycle lane is not available, riders shall maintain two feet distance from all pedestrians.
 - iii. Shall not ride against the direction of traffic per CVC 21202.
 - iv. Obey all state and city traffic laws and signs per CVC 21206 and 21225 and operate the device for its intended purpose and in a safe manner. Riders shall not use any wheeled device unsafely that could cause harm or injury to the rider or other patrons.
 - v. Obey no ride and no parking zones, which will be designated on METRO Parking Facilities and METRO ROW.
 - a. METRO reserves the right to designate No Ride/No Parking zones at any time as deemed appropriate by METRO.
 - b. Incorrectly parked or overspill capacity shall be rectified by the Operating Company within two (2) hours between the hours of 5 AM – 12 AM daily.
 - b. METRO may cause Micro Mobility Vehicle to be removed, relocated, or towed under any of the following circumstances:
 - i. Has been reported by the Operating Company for any reason.
 - ii. Poses a hazard or impedes pedestrian access, per CVC 21235, including ADA vehicle parking space or ADA access.
 - iii. Prevents use of available vehicle parking spaces, vehicular travel lane, or bike lane.
 - iv. Is not parked in the defined parking space.

- v. Unauthorized Micro Mobility Vehicle operations conducted on METRO property or on or within a METRO parking facility or METRO ROW without approval.

Chapter 8-09

Parking Citations

This Chapter shall be known as the “Parking Citation Processing Ordinance” of METRO.

8-09-010 Authority to Contract with Outside Agencies

METRO may issue and/or process parking citations and notices of delinquent parking violations, or it may enter into a contract with a private parking citation agency, or with another city, county, or other public issuing Agency.

Any contract entered into pursuant to this section shall provide for monthly distribution of amounts collected between the parties, except amounts payable to the County pursuant to Chapter 09 (commencing with section 76000) of Title 8 of the California Government Code, or the successor statutes thereto, and amounts payable to the METRO pursuant to CVC section 4763 or the successor statute thereto.

METRO’s Board of Directors or Chief Executive Officer shall designate the officers, employees or law enforcement contractors who shall be authorized to issue notices of violation and citation and any requisite training for such persons.

8-09-020 Appeal Review Process

The agency may review appeals or other objections to a parking citation pursuant to the procedures set forth in METRO’s Administrative Code.

- a. A person who violates any provision of the Title 8 may, within twenty-one (21) days of the issuance of such notice of violation, request an initial review of the notice of violation by METRO. The request for review may be made in writing, by telephone or in person. There shall be no charge for this review. If following the initial review METRO is satisfied that the violation did not occur, or that extenuating circumstances exist, and that the dismissal of the notice of violation is appropriate in the interest of justice, METRO may cancel the notice of violation. METRO shall notify the person requesting the review of the results of the initial review. If the notice of violation is not dismissed, reasons shall be provided for the denial. Notice of the results of the review shall be deemed to have been received by the person who requested the initial review within five (5) working days following the mailing of the decision by METRO.
- b. If the Person subject to the notice of violation is not satisfied with the result of the initial review, the Person may no later than twenty-one (21) days following the mailing of the initial review decision request an administrative hearing of the violation. The request may be made by telephone, in person, or by mail. The person requesting the administrative hearing shall deposit with METRO the amount due under the notice of violation for which the administrative review hearing is requested. A person may request administrative review without payment of the

amount due upon providing METRO with satisfactory evidence of an inability to pay the amount due. An administrative hearing shall be held within ninety (90) days of the receipt of request for an administrative hearing.

If the Person prevails at the administrative hearing, the full amount of the parking penalty deposited shall be refunded.

- c. The administrative hearing shall consist of the following:
1. The person requesting the hearing shall have the choice of a hearing in person or by mail. An in person hearing shall be held within the jurisdiction of METRO, and shall be conducted according to such written procedures as may from time to time be approved by the Chief Executive Officer of METRO or the Chief Hearing Officer. The hearing shall provide an independent, objective, fair and impartial review of the contested violations. METRO will provide an interpreter for the hearing if necessary.
 2. The hearing shall be conducted before a hearing officer designated to conduct the review by METRO's Chief Executive Officer or Chief Hearing Officer. In addition, to any other requirements of employment the hearing officer shall demonstrate those qualifications, training, and objectivity as are necessary and consistent with the duties and responsibilities of the position as determined by METRO's Chief Executive Officer or Chief Hearing Officer.
 3. The person who issued the notice of violation shall not be required to participate in an administrative hearing. The issuing Agency shall not be required to produce any evidence other than the parking citation or copy thereof, photographs taken by citation issuing equipment at the time of the citation (date and time stamped), and information received from the department identifying the registered owner of the vehicle. This documentation in proper form shall be the prima facie evidence of the violation.

The hearing officer's decision following the administrative hearing may be delivered personally by the hearing officer or may be sent by first class mail.

4. The hearing officer's decision at administrative review is final except as otherwise provided by law.

If the contestant is not the registered owner of the vehicle, all notices to the contestant required under this section shall also be given to the registered owner by first-class mail.

8-09-030 Procedures of Parking Citations Issuance

Parking citations shall be issued in accordance with the following procedures:

ATTACHMENT A

- a. If a vehicle is unattended at the time that the parking citation is issued for a parking violation, the issuing officer shall securely attach to the vehicle the parking citation setting forth the violation, including reference to the section of the CVC, the METRO Administrative Code or other parking regulation in the adopted ordinance violated; the date; the approximate time of the violation; the location of the violation; a statement printed on the notice indicating that payment is required to be made not later than twenty-one (21) calendar days from the date of issuance of the parking citation; and the date by which the operation is to deposit the parking penalty or contest the parking citation pursuant to section 8-09-050. The citation shall state the amount of the parking penalty and the address of the agent authorized to receive deposit of the parking penalty.

The parking citation shall also set forth the vehicle license number and registration expiration date, if such date is readable; the last four digits of the vehicle identification number, if the number is readable through the windshield; the color of the vehicle; and, if possible, the make of the vehicle.

The parking citation or copy thereof shall be considered a record kept in the ordinary course of business of the issuing agency and the agency, and shall be prima facie evidence of the facts contained therein.

- a. The parking citation shall be served by attaching it to the vehicle either under the windshield wiper or in another conspicuous place upon the vehicle so as to be easily observed by the person in charge of the vehicle upon the return of that person.
- b. Once the parking citation is prepared and attached to the vehicle pursuant to paragraph (a), above, the issuing officer shall file notice of the parking violation with the Agency.
- c. If during issuance of the parking citation, without regard to whether the vehicle was initially attended or unattended, the vehicle is driven away prior to attaching the parking citation to the vehicle, the issuing officer shall file the notice with the Agency. The Agency shall mail, within fifteen (15) calendar days of issuance of the parking citation, a copy of the parking citation to the registered owner of the vehicle.
- d. If within twenty-one (21) calendar days after the parking citation is issued, the issuing agency or the issuing officer determines that, in the interests of justice, the parking citation should be canceled, the issuing agency shall cancel the citation, or, if the issuing agency has contracted with the a agency, shall notify the agency to cancel the parking citation. The reason for the cancellation shall be set forth in writing.
- e. If after the copy of the notice of parking violation is attached to the vehicle, the issuing officer determines that there is incorrect data on the notice, including but not limited to the date or time, the issuing office may indicate in writing, on a form attached to the original notice, the necessary correction to allow for the timely entry of the notice on the agency's data system. A copy of the correction shall be mailed to the registered owner of the vehicle.

Under no circumstances shall a personal relationship with any public official, officer, issuing officer, or law enforcement Agency be grounds for cancellation of a citation. Initial Review and Hearing shall only be candidates by a Person who has no close personal or financial relationship with the Person cited.

- f. If an agency makes a finding that there are grounds for cancellation as set forth in the METRO Administrative Code, or pursuant to any other basis provided by law, then the finding or findings shall be filed with the agency, and the parking citation shall be canceled pursuant to subsection (c)(3) of section 8-09-120.

8-09-040 Parking Administrative Penalties

- a. Administrative penalties shall initially be established by resolution of the METRO Board and amended throughout to the extent delegated to the Chief Executive Officer or Chief Hearing Officer.
- b. Administrative penalties received by METRO shall accrue to the benefit of METRO.

8-09-050 Parking Penalties Received by Date Fixed – No Contest / Request to Contest

If the parking penalty is received by the Agency and there is no contest by the date fixed on the parking citation, all proceedings as to the parking citation shall terminate.

If the operator contests the parking citation, the Agency shall proceed in accordance with section 8-09-020.

8-09-060 Parking Penalties Not Received by Date Fixed

If payment of the parking penalty is not received by METRO by the date fixed on the parking citation, the agency shall deliver to the registered owner a notice of delinquent parking violation pursuant to section 8-09-110.

Delivery of a notice of delinquent parking violation may be made by personal service or by first class mail addressed to the registered owner of the vehicle as shown on the records of the department.

8-09-070 Notice of Delinquent Parking Violation – Contents

The notice of delinquent parking violation shall contain the information required to be included in a parking citation pursuant to section 8-09-030. The notice of delinquent parking violation shall also contain a notice to the registered owner that, unless the registered owner: (a) pays the parking penalty or contests the citation within twenty-one (21) calendar days from the date of issuance of the parking citation, or (b) within fourteen (14) calendar days after the mailing of the notice of delinquent parking violation or completes and files an affidavit of non-liability that complies with section 8-09-90 or section 8-09-100, the vehicle registration shall not be renewed until the parking penalties have been paid. In addition, the notice of delinquent parking violation shall contain, or be accompanied by, an

affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing an affidavit, and instructions for returning the affidavit to the issuing agency.

If the parking penalty is paid within twenty-one (21) calendar days from the issuance of the parking citation or within fourteen (14) calendar days after the mailing of the notice of delinquent parking violation, no late penalty or similar fee shall be charged to the registered owner.

8-09-080 Copy of Citation upon Request of Registered Owner

- a. Within fifteen (15) calendar days of request, made by mail or in person, the agency shall mail or otherwise provide to the registered owner, or the registered owner's agent, who has received a notice of delinquent parking violation, a copy of the original parking citation.

The issuing agency may charge a fee sufficient to cover the actual cost of copying and/or locating the original parking citation, not to exceed two dollars (\$2.00) per page. Until the issuing or agency complies with a request to provide a copy of the parking citation, the agency may not proceed to immobilize the vehicle merely because the registered owner has received five (5) or more outstanding parking violations over a period of five (5) or more calendar days.

- b. If the description of the vehicle on the parking citation does not substantially match the corresponding information on the registration card for that vehicle, the agency shall, on written request of the operator, cancel the notice of the parking violation.

8-09-090 Affidavit of Non-liability – Leased or Rented Vehicle

A registered owner shall be released from liability for a parking citation if the registered owner files with the agency an affidavit of non-liability in a form satisfactory to METRO and such form is returned within thirty (30) calendar days after the mailing of the notice of delinquent parking violation together with proof of a written lease or lessee and provides the operator's driver's license number, name and address.

8-09-100 Affidavit of Non-liability – Sale

A registered owner of a vehicle shall be released from liability for a parking citation issued to that vehicle if the registered owner served with a notice of delinquent parking violation files with the agency, within thirty (30) calendar days of receipt of the notice of delinquent parking violation, an affidavit of non-liability together with proof that the registered owner served with a notice of delinquent parking violation has made a bona fide sale or transfer of the vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged violation. The agency shall obtain verification from the department that the former owner has complied with the requirements necessary to release the former owner from liability pursuant to CVC section 5602 or the successor statute thereto.

If the registered owner has complied with CVC section 5602 or the successor statute thereto, the agency shall cancel the notice of delinquent parking violation with respect to the registered owner.

If the registered owner has not complied with the requirement necessary to release the owner from liability pursuant to CVC section 5602, or the successor statute thereto, the agency shall inform the registered owner that the citation must be paid in full or contested pursuant to section 8-09-050. If the registered owner does not comply, the agency shall proceed pursuant to section 8-09-060.

8-09-110 Collection of Unpaid Parking Penalties

Except as otherwise provided below, the agency shall proceed under subsection (a) or subsection (b), but not both, in order to collect an unpaid parking penalty:

- a. File an itemization of unpaid parking penalties and other related fees with the California Department of Motor Vehicle collection unit pursuant to CVC section 4760 or the successor statute thereto.
- b. If more than four hundred dollars (\$400.00) in unpaid parking penalties and other related fees have been accrued by any one registered owner or the registered owner's renter, lessee or sales transferee, proof thereof may be filed with the court which has the same effect as a civil judgment. Execution may be levied and such other measures may be taken for the collection of the judgment as are authorized for the collection of unpaid civil judgments entered against a defendant in an action against a debtor.

The agency shall send notice by first-class mail to the registered owner or renter, lessee, or sales transferee indicating that a civil judgment has been filed and the date that the judgment shall become effective. The notice shall also indicate the time that execution may be levied against that person's assets, that liens may be placed against that person's property, that the person's wages may be garnished, and that other steps may be taken to satisfy the judgment. The notice shall also state that the agency will terminate the commencement of a civil judgment proceeding if all parking penalties and other related fees are paid prior to the date set for hearing. If judgment is entered, then the Agency may file a writ of execution or an abstract with the court clerk's office identifying the means by which the civil judgment is to be satisfied.

If a judgment is rendered for the agency, that agency may contract with a collection agency.

The agency shall pay the established first paper civil filing fee at the time an entry of civil judgment is requested.

- c. If the registration of the vehicle has not been renewed for sixty (60) calendar days beyond the renewal date, and the citation has not been collected by the department pursuant to CVC section 4760, or the successor statute thereto, then the agency may

file proof of unpaid penalties and fees with the court which has the same effect as a civil judgment as provided above in section 8-09-110 (a).

- d. The agency shall not file a civil judgment with the court relating to a parking citation filed with the Agency unless the agency has determined that the registration of the vehicle has not been renewed for sixty (60) calendar days beyond the renewal date and the citation has not been collected by the Agency pursuant to CVC section 4760 or the successor statute thereto.

8-09-120 Obligation of Agency Once Parking Penalty Paid

If the operator or registered owner served with notice of delinquent parking violation, or any other person who presents the parking citation or notice of delinquent parking violation, deposits the penalty with the person authorized to receive it, the agency shall do both of the following:

1. Upon request, provide the operator, registered owner, or the registered owner's agent with a copy of the citation information presented in the notice of delinquent parking violation. The agency shall, in turn, obtain and record in its records the name, address and driver's license number of the person actually given the copy of the citation information.
2. Determine whether the notice of delinquent parking violation has been filed with the department or a civil judgment has been entered pursuant to section 8-09-110 (b).
 - a. If the agency receives full payment of all parking penalties and other related fees and the agency neither files a notice of delinquent parking violation nor entered a civil judgment, then all proceedings for that citation shall cease.
 - b. If a notice of delinquent parking violation has been filed with the department and has been returned by the department pursuant to the provisions of the CVC and payment of the parking penalty has been made, along with any other related fees, then the proceedings for that citation shall cease.
 - c. If the notice of delinquent parking violation has been filed with the department and has not been returned by the department, and payment of the parking penalty along with any other fees applied by either the department or the agency or both have been made, the agency shall do all of the following:
 1. Deliver a certificate of payment to the operator, or other person making payment;
 2. Within five (5) working days transmit payment information to the department in the manner prescribed by the department;
 3. Terminate proceedings on the notice of delinquent parking violation;

4. Deposit all parking penalties and other fees as required by law.

8-09-130 Deposit of Parking Penalties with METRO

All parking penalties collected, including process services fees and costs related to civil debt collection, shall be deposited to the account of the agency, and then remitted to METRO, if METRO is not also the agency.

If METRO is not the agency, then METRO shall enter into an agreement with the agency for periodic transfer of parking citation receipts, along with a report setting forth the number of cases processed and the sums received.

8-09-140 Bailment Schedule

METRO shall adopt a penalty schedule for parking violation penalties and administrative penalties and any necessary additional procedures in furtherance of enforcement of this Code. The schedule and any procedures deemed necessary shall be subject to the approval of the Chief Executive Officer. The Schedule shall be deposited and maintained at all times by the METRO Transit Court for use and examination by the public.

Chapter 8-11

Removal of Vehicles

8-11-010 Towing and Impounding Vehicles

METRO may remove, tow or impound vehicles and vehicles other than Automobiles in accordance with CVC section 22650 et seq., including but not limited to vehicles and vehicles other than Automobiles that:

- a. Have three or more outstanding (unpaid) METRO parking violations.
- b. Have five or more outstanding (unpaid) parking violations from any agency in the State.
- c. Display lost, stolen, altered, counterfeit, or unauthorized permits.
- d. Have expired vehicle registration (more than six months), or have no license plates or other evidence of registration displayed.
- e. Park in tow away zones, such as disabled, reserved and no parking areas.
- f. Park in emergency/fire access lanes.
- g. Park on any surface not specifically marked for parking of motor vehicles, such as, but not limited to: lawns, open spaces, sidewalks, plazas, unmarked curbs, roadways, drive aisles, and bikeways.

8-11-020 Post-storage Hearing

- a. Whenever METRO directs removal of a vehicle pursuant to this Chapter, the vehicle's registered and legal owners of record, or their agents, will be provided an opportunity for a post storage hearing to determine the validity of the storage.
- b. METRO will mail or personally deliver a notice of the storage to the registered and legal owners within 48 hours, excluding weekends and holidays, and shall include all of the following information:
 1. The name, address, and telephone number of the agency providing the notice.
 2. The location of the place of storage and description of the vehicle, which shall include, if available, the name or make, the manufacturer, the license plate number, and the mileage.
 3. The authority and purpose for the removal of the vehicle.

ATTACHMENT A

4. A statement that, in order to receive their post storage hearing, the owners, or their agents, shall request the hearing in person, writing, or by telephone within ten (10) days of the date appearing on the notice.
- c. The post storage hearing shall be conducted within forty-eight (48) hours of the request, excluding weekends and holidays. METRO may authorize its own officer or employee to conduct the hearing if the hearing officer is not the same person who directed the storage of the vehicle.
- d. Failure of either the registered or legal owner, or his or her agent, to request or to attend a scheduled hearing shall satisfy the post storage hearing requirement.

ATTACHMENT B

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 Blue Line Stations at: Willow, Wardlow, Del Amo, Artesia, Willowbrook/Rosa Parks, 103rd St/Watts Towers, and Florence. Metro 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 Red Line Stations at: Westlake/MacArthur Park, Universal City/Studio City and North Hollywood. Metro 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 Expo Line Stations at 17th St/SMC, Expo/Bundy, Expo/Sepulveda, Culver City, La Cienega/Jefferson, and Expo/Crenshaw. Metro Orange Line Stations at: Van Nuys, Sepulveda, Balboa, Reseda, Pierce College, Canoga, Sherman Way and Chatsworth Stations. Metro Silver Line Stations at: 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 B

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 1, 2018 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 at the Metro Willow 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 5. The following fees are established at the Metro Wardlow 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.

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- 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 6. The following fees are established at the Metro Del Amo 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 7. The following fees are established at the Metro Artesia 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 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:

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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.
- d. 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:

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- 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:

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- 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.

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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.

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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:

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- 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.

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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:

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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:

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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.

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- 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:

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- 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 56. The following fees are established at Los Angeles Union Station Gateway:

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Parking information and rates shall be as follows:

- a. Each 15 minutes is \$3.00.
- b. Daily Maximum shall be \$8.00 per entry per every 24 hour stay.
- c. Monthly fees for the general public are \$110.00 monthly flat rate.
- d. Event parking fees can be established based on market rate conditions.
- e. 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 57. The following fees are established at Los Angeles Union Station West:

Parking information and rates shall be as follows:

- a. Monthly fees for parking garage reserved stalls shall be \$130.00 monthly flat rate.
- b. Monthly fees for parking garage tandem spaces shall be \$82.50 monthly flat rate.
- c. Valet parking shall be \$20.00 daily flat rate.
- d. Valet parking for special events shall be \$25.00 daily flat rate.
- e. 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 58. All parking fees and rate structures, including hourly, daily, weekly and monthly parking shall be approved and established by resolution of the METRO Board. 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 90 days. Parking rate adjustments will be within the current Metro Board approved fee structure and range.

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SECTION 59. 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. Short-term reserved parking may be purchased by phone or by internet web-page.

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

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

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

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

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

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

SECTION 67. 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 a \$99.00 flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution.

SECTION 68. 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	\$63.00

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		Space Markings	
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
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

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43	8-07-030a	<u>Improperly Parked Bicycles outside of Designated Bicycle or Micro Mobility Vehicle Parking Areas</u>	<u>\$100.00</u>
44	8-07-030b	Bicycle parked in Landscaped Areas Violation	\$38.00
45	8-07-040c	<u>Operation of Motorcycles on Bicycle Pathways or Sidewalks</u>	<u>\$100.00</u>
46	8-07-050a	<u>Improperly Parked Micro Mobility Vehicles outside of Designated Micro Mobility Vehicle Parking Areas</u>	<u>\$100.00</u>
47	8-07-050b	<u>Operation of Micro Mobility Vehicle on Transit Platform, Transit Vehicle Lane, or Transit Vehicle</u>	<u>\$100.00</u>
48	8-07-050c	<u>Improperly Parked Micro Mobility in ADA Spaces and ADA Accessible path of travel for Vehicle Operators with Disabilities</u>	<u>\$338.00</u>
49	8-07-050c	<u>Abandoned Micro Mobility Vehicle on transit platform, transit vehicle lane, or transit vehicle</u>	<u>\$338.00</u>

SECTION 69. The Parking Fee Resolution adopted by the Metro Board of Directors on, May 18 2017, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION 70. 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 71. 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 C – Fee Structure Survey

City	Permit Fee	Application Fee	Per Vehicle Fee	Performance Bond	ROW Maint. and Repair Fee
Culver City	-	-	\$1/day	-	-
Duarte	-	-	-	-	-
Long Beach	\$25,000	-	\$120/annually (\$40 in low-income)	-	-
Los Angeles	\$20,000	N/A	\$130/annually (\$39 in low-income)	\$80/vehicle/annually	-
Santa Monica	\$20,000	-	\$130/annually	-	\$1/day/vehicle
San Francisco	\$25,000	\$5,000	N/A	N/A	\$10,000/year
Oakland	\$30,000	\$2,500	\$64	N/A	N/A
Austin, TX	\$30	-	\$1/day/vehicle	\$100/vehicle/annually	-
Denver, CO (RTD)	\$150	\$15,000	\$30	-	-
Minneapolis, MN	-	-	\$20	-	-
Indianapolis, IN	-	\$15,000	\$1/day	-	-
Raleigh, NC	\$290	-	\$300/annually	-	-
San Antonio, TX	\$500	-	\$10/annually	-	-
Washington D.C.	\$50	\$250	-	\$10,000	\$25 1-time Tech. Fee; \$100 Annual Fee

Attachment D – Other Surveys Results

Survey Results: Operating Companies	
Would you prefer a designated space specifically for your brand or would you prefer a combined space where multiple brands can park? (5/7)	40% Designated Space 40% Combined Space 0% Neither 20% Either/Or – doesn't matter
If you prefer a designated space for your brand, how critical is it if a METRO authorized Micro Mobility Vehicle utilizes your designated space? (5/7)	20% Very critical – the space should be designated for my brand only 0% Somewhat critical – the space should be primarily designated for my brand, but it wouldn't be a big deal 60% Not critical – doesn't matter if another brand uses the space 20% Not applicable – I don't want a designated space
Do you have an infrastructure design or concept for scooter parking? (EG: rack, bin, etc.) (5/7)	80% Yes 0% No 20% Not planning to design infrastructure
If you have an infrastructure design or concept, is it a proprietary design? (IE: will it accommodate other brands or your specific brand) (5/7)	20% Yes 60% No 20% Not planning to design infrastructure
If you have an infrastructure design or concept, would you be willing to share the infrastructure with other brands? (5/7)	60% Yes 20% No 20% Not planning to design infrastructure
How critical is it for your scooter(s) to be actively charging while parked/docked at a station? (5/7)	20% Very critical – the ability to have fully charged scooters would be great 60% Somewhat critical – I could live with or without it 20% Not critical – not a major concern 0% Don't care
If the Micro Mobility Vehicle program is adopted at the end of April, will you be ready for the program launch in May/June? (3/7)	100% Yes

Survey Results: Cities in Los Angeles County

<p>What is your city's intention in regards to Micro Mobility Vehicles (aka e-scooters)? (30/272)</p>	<p>13.3% 70% 13.3% 3.3%</p>	<p>Informal (temporary) band Manage or regulate through an administrative Formal ban Do nothing</p>
<p>If your city/local jurisdiction is administering a Micro Mobility Vehicle (e-scooter) program, will you permit Operating Companies a 2 hour window to rectify incorrectly parked scooters? (22/272)</p>	<p>29.17% 4.17% 4.17% 62.5%</p>	<p>Yes Yes, but only 1 hour No Not applicable</p>

Attachment E – Geofencing Research Findings

With the rising popularity of dockless micro-mobility vehicles, geofencing has become a tool to curb random parking by users. Geofencing is used by operating companies to manage micro-mobility vehicles through the global positioning system (GPS), radio-frequency identification (RFID), wireless fidelity (Wi-Fi), or other cellular data functions by triggering a pre-programmed action when a mobile device or RFID tag enters or exits a geographical location, known as a “geofence”.

In order to use geofencing as a management tool, an administrator or developer must first establish a virtual boundary around a specified location in GPS- or RFID-enabled software. When an authorized device enters or exits the specified boundary of a geofence, it will trigger a programmed response.

Geofencing boundaries are most commonly demarcated within a mobile application, and users need to opt in to location services for the geofence to work. For example, users have to download an application (“app”) that will deliver information about the service which is managed by the operating company.

As part of LADOT’s dockless mobility pilot program, operating companies are required to integrate with the city’s MyLA311 system, which is used by the public to report incorrectly parked scooters. LADOT also requires operating companies to close out outstanding MYLA311 service request tickets. Operating companies are required to respond to open service requests within a two (2)-hour window. Failure to respond to open service requests within the prescribed time frame may result in revocation of their permit or a reduction of existing fleet size.

Metro staff spoke with three (3) cities in Los Angeles County and four (4) agencies outside of LA County regarding their experience with geofencing. While it is too early for city staff to give an opinion about their experience, they voiced concerns about operator accuracy in setting up the vehicles for geofencing and managing them. Since operators may not geofence every vehicle accurately, there are situations more vehicles littered at the locations than the system indicated. All of the comments from cities included the importance of having a strong enforcement policy and dedicated personnel for carrying out the duties of enforcement in the field. Table below details responses from the agencies.

City	Geofencing
Los Angeles, CA	The City reserves the right to determine where vehicle parking is prohibited or to create geo-fenced stations within certain areas where vehicles shall be parked. The City will make this information available via the check-parking API or alternative method.
Santa Monica, CA	In Santa Monica, companies like Bird and Lime introduced a geo-speed-limiting feature which allows the company to instantly slow a scooter’s speed while within the boundaries of a geofenced site. Once the geo-speed-limiting feature is activated the operating

	company sends a push notification to the user’s smart phone, notifying the rider when he or she has entered a reduced speed zone.
Long Beach, CA	Each vendor will be allowed to deploy an initial 150 scooters during the pilot program and will be required to identify, geo-fence, and physically mark locations for placement of the scooter fleet during initial deployment and daily rebalancing. Each operator will be required to geo-fence their designated operating area for the purpose of nightly charging and re-deployment. In addition, operators will be required to use city-approved floor graphic decals to mark drop zones for scooters located in the public right-of-way that also must be geo-fenced on the vendor’s app.
Austin, TX	Austin requires operating companies to build in the capability to let users know when they have parked in a geofenced, city-approved parking area with the use of the app.
Denver, CO (RTD)	The agency has requested that operators employ geofencing to emphasize specific areas where parking and riding is prohibited or where parking is encouraged.
Minneapolis, MN	If officials see patterns of parking violations in certain areas, they could impose additional restrictions on where scooters can be left, or “geofencing”.
San Antonio, TX	The San Antonio City council has discussed building more parking spaces for scooters and using GPS to keep alert riders about being in restricted areas.

Micro Mobility Vehicles Program

Planning and Programming Committee; Thursday, April 17, 2019; Legistar File I.D.#: 2019-0086



Metro

DISCUSSION

- Staff introduced Micro Mobility Vehicles Program at Planning and Programming Committee meeting in March 2019
- Staff was asked to provide additional information on the proposed program. The item carried over to April 2019 meeting for further discussion.
 - Location Categories & Concepts
 - Geo-Fencing Technology
 - Revised Fee Structure Recommendation
 - Equity Platform



LOCATION CATEGORIES

Category	Description	Example Station
Category 1	Station with a feasible parking facility at the station.	North Hollywood, Norwalk, Willow
Category 2	Station with a non-feasible parking facility, but has sufficient space near or around the station to accommodate scooter parking.	Expo/Sepulveda, Westlake/MacArthur Park, Irwindale
Category 3	Station with no parking facility, but with sufficient space near or around the station to accommodate scooter parking.	Palms, Westwood/Rancho Park
Category 4	Station with no parking facility and without sufficient space near or around the station to accommodate scooter parking.	Hollywood/Vine, Expo/USC, 26 th St/Bergamot

LOCATION CATEGORIES

Category	# of Stations
Category 1	61
Category 2	24
Category 3	14
Category 4	67



EXAMPLE: CATEGORY 1



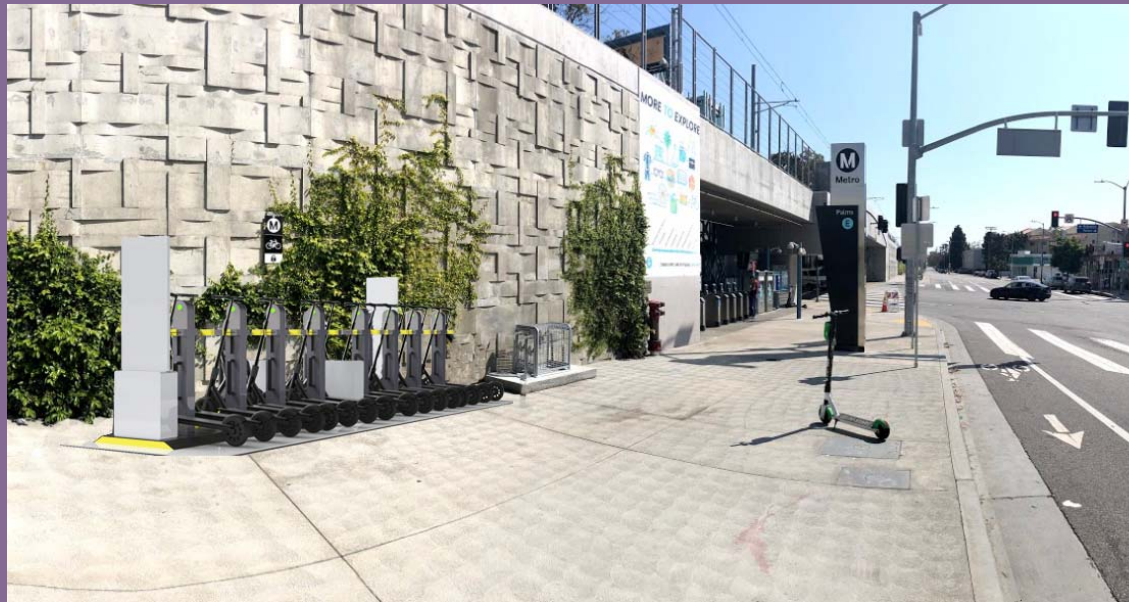
Metro

North Hollywood

EXAMPLE: CATEGORY 2



EXAMPLE: CATEGORY 3



Palms

EXAMPLE: CATEGORY 4



Farmdale



PROPOSED FEES & ESTIMATED REVENUE

Category	Proposed Application Fee	Proposed Fee	Proposed Violation Fee
Category 1	\$1500 per license agreement	\$125 per space per month	\$100 per occurrence
Category 2	\$1500 per license agreement	\$175 per space per month	
Category 3	\$1500 per license agreement	\$250 per space per month	

- Estimated Revenue
 - \$553,000 License Agreement + \$10,500 Application + Violation Fee
 - Gross Revenue Estimate = \$600,000 annually - \$150,000 Enforcement Cost
 - Net Revenue Estimate = \$450,000



NEXT STEPS

➤ Next Steps

- Continue outreach effort and obtain input
- Conduct Additional Inter-Departmental Meeting
- Return to the Board for adoption in May 2019



Board Report

File #: 2019-0205, File Type: Project

Agenda Number: 17.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019

SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study;
- B. APPROVING advancement of the two BRT concepts: 1) an end-to-end side-running and 2) a combination side and center-running, previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review;
- C. AUTHORIZING study of a center-running BRT facility or similarly high performing, dedicated BRT facility across the Vermont Transit Corridor study area that is feasible to be delivered per the Measure M expected opening date to supplement the existing 2017 Vermont BRT Technical Study;
- D. DIRECTING the CEO to return to the Board with the findings from the supplemental study prior to initiating the environmental review scoping process; and
- E. DIRECTING broad public, stakeholder and partner engagement to be undertaken as part of the supplemental study and environmental review efforts.

(CARRIED OVER FROM MARCH)

ISSUE

The Vermont Transit Corridor is a Measure M project with an expected opening date of Fiscal Year (FY) 2028. This project is also included in the Twenty-Eight by '28 Initiative adopted by the Board in January 2018. In order to meet the Measure M and Twenty-Eight by '28 schedule, a project for the corridor needs to be identified and environmentally cleared through an environmental review study.

At the March 23, 2017 Board meeting, the Board approved a motion (Attachment A) directing staff to take a number of actions, including proceeding with the Vermont Bus Rapid Transit (BRT) project as a near-term transit improvement, while also initiating a study looking at future potential rail. This report addresses that motion. The study concluded that the BRT concepts recommended to advance into environmental review are not in conflict with future conversion to rail.

BACKGROUND

The existing Metro bus service along the Vermont Transit Corridor extends approximately 12.4 miles from Hollywood Boulevard south to 120th Street. The Vermont Transit Corridor is the second busiest bus corridor in Los Angeles County with approximately 45,000 daily boardings and connections to four Metro rail lines. The corridor serves numerous key activity centers including Koreatown, Kaiser Permanente Los Angeles Medical Center, University of Southern California, and Exposition Park. Attachment B shows a map of the corridor and study area, which includes one-half mile to either side of Vermont Avenue.

In February 2017, Metro completed the Vermont Bus Rapid Transit (BRT) Technical Study. The study evaluated the feasibility of implementing BRT, including bus lanes and other key BRT features. The study identified two promising BRT concepts, which would provide improved passenger travel times, faster bus speeds, and increased ridership. The two concepts are an end-to-end side-running BRT and a combination side- and center-running BRT.

At the March 23, 2017 Board meeting, staff presented the findings and recommendations from the Vermont BRT Technical Study (Legistar File No. 2016-0835). At that meeting, the Board approved a motion directing staff to proceed with the Vermont BRT project as a near-term transit improvement, while also initiating a study looking at rail, specifically focusing on connecting the Metro Wilshire/Vermont Red Line Station to the Exposition/Vermont Expo Line Station as a first phase. Based on ridership demand, future potential conversion to rail on the Vermont Corridor after FY 2067 is projected in Measure M.

In July 2017, staff provided the Board with an approach for augmenting the BRT Technical Study with an additional scope of work to conduct a rail conversion/feasibility study. The purpose of the rail conversion/feasibility study has been to re-evaluate the initial BRT concepts to ensure that their design would not preclude a future conversion to rail and to evaluate and compare multiple rail modes and/or alternatives, including an extension of the Metro Red Line along Vermont Avenue.

DISCUSSION

In December 2017, staff initiated work on the Vermont Transit Corridor - Rail Conversion/Feasibility Study (Attachment C-Executive Summary). In addition to re-evaluating the design of the initial BRT concepts to ensure they would not preclude a future conversion to rail, six preliminary rail concepts were identified. The initial rail concepts included evaluating and comparing multiple rail modes (Heavy Rail Transit (HRT), Light Rail Transit (LRT), and Streetcar/Tram), alignments, and configurations, including:

- 1) LRT High Floor, Center-Running

- 2) LRT Low-Floor, Side-Running
- 3) Streetcar/Tram, At-Grade Side-Running
- 4) HRT with Direct Connection to Purple Line
- 5) HRT with Direct Connection to Red Line
- 6) HRT Stand-Alone Alignment (beginning/ending at Vermont/Wilshire)

Screening criteria were then applied to these six (6) initial rail concepts to identify the three (3) most technically feasible concepts for further detailed analysis. The screening criteria included: customer experience; system connectivity; system operability and reliability; passenger capacity/person-throughput; capital costs; operating and maintenance costs; construction impacts; and transit service disruption. The three rail concepts determined to be the most technically feasible are: 1) LRT, Center-Running; 2) HRT with Direct Connection to Red Line; and, 3) HRT with Stand-Alone Alignment.

While the HRT connection to the Metro Red Line would provide a one-seat ride from 120th Street to North Hollywood, it would have significant construction and service impacts to the existing rail service for up to two years. The LRT and the HRT stand-alone options, which would not significantly impact service during construction, would require passengers to transfer at the Wilshire/Vermont Station to either the Metro Red or Purple Line.

The table below shows a comparison of the capital and operating and maintenance cost estimates, as well as the projected corridor ridership, for each of the BRT and rail concepts.

	BRT Side-Running	BRT Combo Side-/Center-Running	LRT Center-Running	HRT Connecting to Red Line	HRT w/ Stand-Alone Alignment
Capital Costs (2018)	\$236 - \$310 M	\$241 - \$310 M	\$4.4 - \$5.2 B	\$7.1 - \$8.4 B	\$5.9 - \$6.9 B
Annual O & M Costs	13.4 M	13.4 M	\$28.8 to 53 M	\$53.8 to 80.5 M	\$35.1 to 70.0 M
Daily Corridor Ridership (2042)	82,000	82,000	91,000	116,000-144,000	103,000-131,000
At-Grade	12.4 miles	12.4 miles	4.6 miles	N/A	N/A
Grade Separated	N/A	N/A	5.2 miles	10.3 miles	9.8 miles

Currently, a total of \$522 million, including \$25 million in Measure M, \$5 million in Cap and Trade funds, and \$492 million in other local funds, are allocated for this BRT project.

Summary of Rail Concepts Feasibility

In developing the rail concepts, not only were the various technologies considered but also the vertical and horizontal configuration of each. The vertical profile of rail on the corridor included at-grade, at-grade with grade separations (below or above) at specific intersections, a fully elevated system, or a fully below-grade system. The biggest challenges associated with the at-grade options were the obvious ROW constraints on the corridor. The existing ROW is 50- to 55-foot wide (curb to curb) in the northern two-thirds of the corridor, while south of Gage Avenue, the ROW widens significantly to 180 to 200 feet. In considering Metro’s LRT Grade Crossing & Safety Policy, it was

determined that the LRT option would need to operate below grade north of Gage Avenue. South of Gage Avenue, where the ROW widens significantly, the LRT could operate at grade. The two remaining HRT options would be fully underground.

The study also looked at the feasibility of connecting the Metro Red Line at the Wilshire/Vermont Station to the Metro Expo Line at the Exposition/Vermont Station as a first segment. As part of the phasing analysis, potential Maintenance and Storage Facility (MSF) locations were also considered. However, given the challenges in locating, environmentally clearing and acquiring land for a suitable MSF in the northern segment of the corridor, which is predominately commercial and/or residential, a first segment, or minimum operable segment (MOS), along Vermont Avenue between the Red/Purple and Expo Lines was determined infeasible.

Staff also confirmed that none of the existing MSFs will be able to accommodate new rail vehicles as part of the Vermont Transit Corridor project in terms of storage and everyday maintenance. While Metro Division 20 is currently being expanded to accommodate the future Metro Purple Line extension, it will not be large enough to serve the Vermont Line even under the MOS scenario. Therefore, the first segment would need to extend further south to Slauson Avenue or the I-105 Freeway to access potential MSF sites.

Implications for Future BRT Conversion to Rail

Since the LRT option would substantially be underground and the two HRT options fully underground, it was determined that the implementation of BRT along the Vermont Corridor would not preclude a future conversion to rail. The end-to-end side-running BRT would operate in a travel lane adjacent to a parking lane. The end-to-end combination side- and center-running BRT would do primarily the same with an exception south of Gage Avenue. South of Gage Avenue, the BRT would operate within the two center lanes. Should light rail be constructed in the future, the two center BRT lanes could be converted to rail.

Recommendation

Overall, the Rail Conversion/Feasibility Study found that: BRT continues to be feasible in the Vermont Corridor; BRT does not preclude conversion to rail transit in the future; BRT has the capacity to serve ridership demand until 2042 and beyond; several rail alternatives were determined feasible for future implementation; cost of rail alternatives far exceeds Measure M funding; and some useful rail features can be installed and used as part of BRT. Additionally, there are some unique urban design opportunities south of Gage Avenue, such as the reprogramming of the underutilized median to one side of the street in order to make the open space more useful and accessible to the community. The study also identified opportunities to integrate on-street amenities to improve first-last mile connectivity and help foster the creation of transit oriented communities.

Given the importance of the Vermont Transit Corridor and the need to improve the overall quality of transit service, staff recommends advancing the two BRT concepts into environmental review. With some minor engineering refinements, the refined BRT concepts will not preclude a future potential conversion to rail. Additionally, staff recommends conducting additional study of an end-to-end center-running BRT facility and/or a similar high performing dedicated BRT facility that is feasible to be delivered per the Measure M expected opening date. This additional study would supplement the 2017 Vermont BRT Technical Study and be completed prior to commencing environmental review of

any BRT concept.

These BRT improvements can be delivered more immediately and at a fraction of the cost of rail, while further building corridor ridership. This is necessary in order to address the March 23, 2017 Board motion, meet the Measure M opening date, and address the Twenty-Eight by '28 Initiative.

Stakeholder Outreach

In both spring and fall 2018, staff completed two sets of key targeted stakeholder meetings along the corridor. Invitees included businesses, religious institutions, schools, hospitals, major cultural centers, community/neighborhood groups, neighborhood councils, and Chambers of Commerce. Staff also provided individual project briefings to all affected City of Los Angeles Council Districts as well as at other community group meetings. The purpose of the outreach was to discuss and solicit further feedback on the two BRT concepts and any potential future rail concepts. There was overall broad support for BRT on Vermont, with a small group still in favor of rail being delivered much earlier.

Public and stakeholder engagement will continue and be broadened throughout the additional study and environmental process to solicit valuable feedback that will further inform and define the BRT concept for the corridor. A series of meetings, including public scoping and public hearings as well as individual briefings with key stakeholders and elected officials, will be conducted as part of the process.

Consistency with Metro's Equity Platform Framework

The Vermont Transit Corridor project will provide new benefits of enhanced mobility and improved regional access for transit-dependent, minority and/or low-income populations within the study area. Should the Board approve advancing the project into the environmental review phase, the project will be approached and designed for consistency with Metro's recently adopted Equity Platform Framework.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

Funding of \$400,000 is included in the FY20 budget request in Cost Center 4240, Project 471402 (Vermont Transit Corridor) to initiate the additional study and environmental review, pending budget adoption. Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding source for the Vermont Transit Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the Vermont Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The purpose of the Vermont Transit Corridor project is to identify and implement strategies for improving bus service along Vermont Avenue. These strategies, including dedicated bus lanes, improved passenger amenities at stations, and enhanced lighting, will enhance the customer experience by reducing passenger travel times, improving service reliability, and enhancing passenger comfort and security. The Vermont Transit Corridor project supports the following Strategic Goals:

- #1: Provide high-quality mobility options that enable people to spend less time traveling.
- #2: Deliver outstanding trip experiences for all users of the transportation system.
- #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the Vermont Transit Corridor project to the environmental review phase. This is not recommended as this corridor is included and funded in Measure M and highlighted in the Twenty-Eight by '28 Initiative. Delaying the environmental analysis would jeopardize the ability to meet the Measure M ground breaking and opening dates.

NEXT STEPS

Should the Board choose to approve the recommendations, staff will proceed immediately to procure consultant services for the additional study and environmental review of the corridor in accordance with the California Environmental Quality Act (CEQA). Staff will keep the Board apprised of the study and return to the Board at key project milestones.

ATTACHMENTS

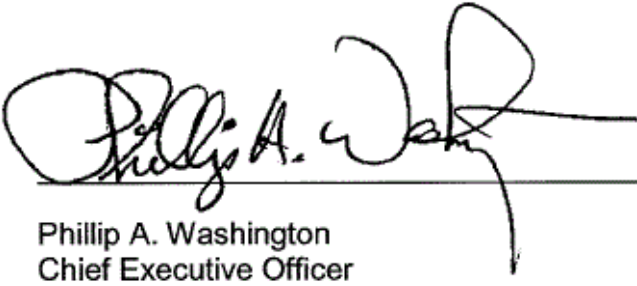
Attachment A - March 23, 2017 Board Motion

Attachment B - Map of Vermont Corridor

Attachment C - Executive Summary - Vermont Transit Corridor Rail
Conversion/Feasibility Study

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Phillip A. Washington
Chief Executive Officer

Metro

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



Board Report

File #:2017-0213, File Type:Motion / Motion
Response

Agenda Number:

REGULAR BOARD MEETING
MARCH 23, 2017

Motion by:

Directors Garcetti, Ridley-Thomas and Dupont-Walker

March 23, 2017

Relating to Item 9, File ID 2016-0835; Vermont Transit Corridor

Vermont Avenue has the second-highest number of transit boardings of any corridor in Los Angeles County, behind only Wilshire Boulevard.

In February 2017, the Vermont Avenue Rapid and Local bus lines combined for over 43,000 average weekday boardings, higher than the Green, Orange, and Silver Lines.

Recognizing the need for additional transit investment along Vermont Avenue, the 2009 Long Range Transportation Plan included a "Vermont Corridor Subway" in the list of Strategic Unfunded projects.

Since then, MTA staff has worked diligently to advance transit on Vermont Avenue. Vermont was listed as the number-one corridor for Bus Rapid Transit investment in the 2013 Countywide Bus Rapid Transit Study.

In 2014, MTA initiated technical studies for a Vermont Avenue Bus Rapid Transit project and is proceeding with Alternatives Analysis, including providing for a future conversion to light rail.

Bus service improvements on Vermont Avenue are vital, and MTA should proceed with Bus Rapid Transit improvements as quickly as possible. However, the Measure M Expenditure Plan anticipated future conversion to light or heavy rail. Given Vermont Avenue's intense transit ridership, MTA needs to pursue a path now for future rail options to serve this corridor.

Motion by Garcetti, Ridley-Thomas and Dupont-Walker that the Board direct the CEO to:

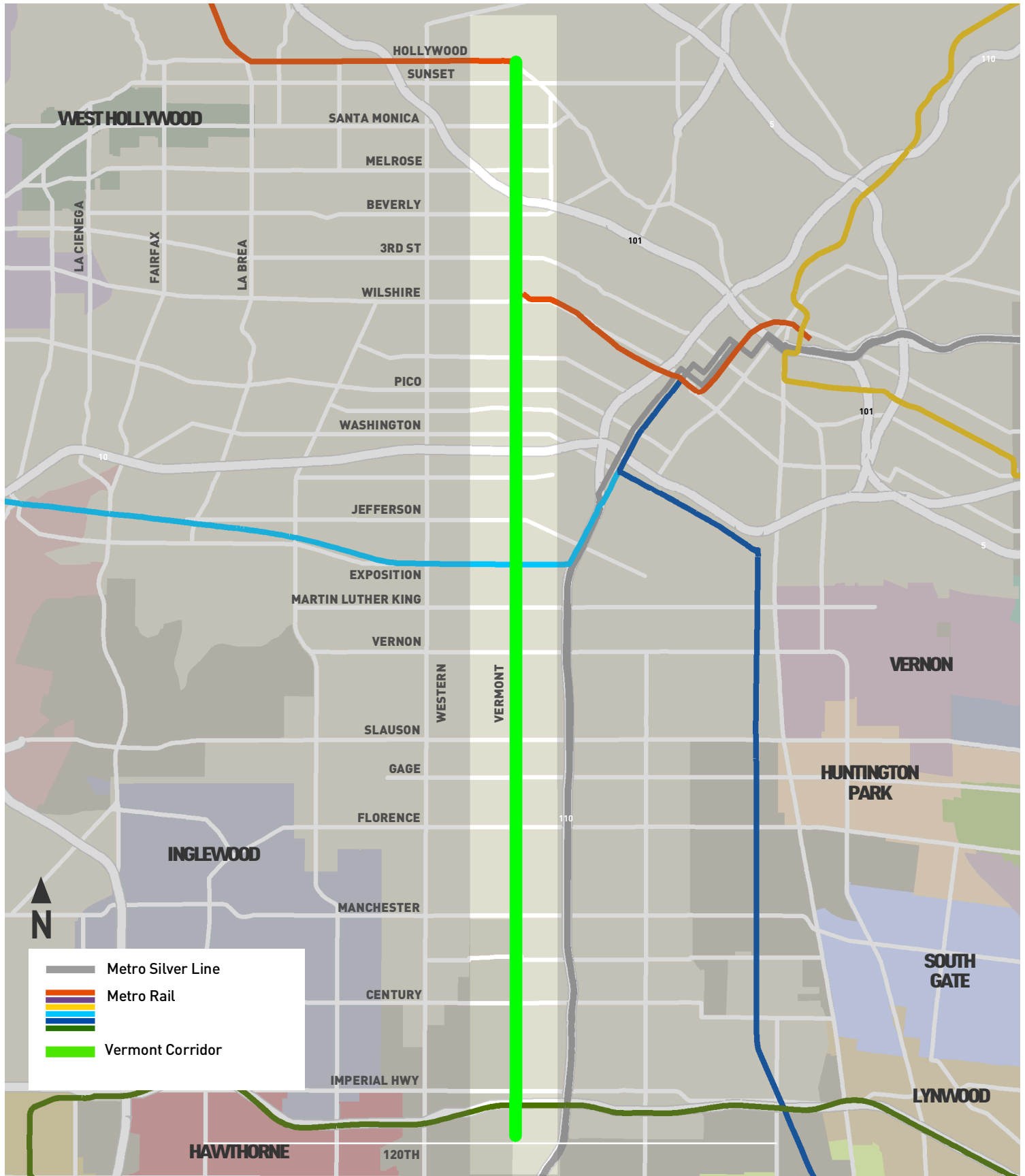
- A. Proceed with the Vermont Bus Rapid Transit project as a near-term "Phase 1" transit improvement along the Vermont Avenue Corridor;
- B. Initiate the study of extending the Red Line along Vermont Avenue to 125th Street, specifically

focusing on connecting the Wilshire/Vermont Red Line Station to the Expo/Vermont Expo Line Station as a "Section 1";

- C. Include a heavy rail alternative in the Alternative Analysis and Environmental Studies for the Measure M Vermont Transit Corridor; and
- D. Report back on all the above to the Planning and Programming Committee during the July 2017 Board cycle.

###

Map of Vermont Corridor



Vermont Transit Corridor – Rail Conversion/Feasibility Study

EXECUTIVE SUMMARY



Prepared by:

IBI Group
530 B Street, Suite 1010
San Diego, CA 92101



Los Angeles County Metropolitan Transportation Authority

FEBRUARY, 2019

EXECUTIVE SUMMARY

Study Background

The funding for Bus Rapid Transit (BRT) on Vermont Avenue was put in place in November 2016 when voters of Los Angeles County passed Measure M, a half-cent sales tax initiative that funds a number of transportation projects and programs. The Vermont BRT Transit project is slated for a ground-breaking date of Fiscal Year (FY) 2024 and an opening date of FY 2028. Additionally, the expenditure plan for Measure M identifies a potential conversion of BRT service on Vermont to rail after FY 2067 based on ridership demand.

In March 2017, the Metro Board of Directors directed staff to proceed with the implementation of the Vermont BRT Transit project as a near term transit improvement along the corridor, and to initiate a study which identifies and evaluates rail alternatives for the Vermont corridor to ensure that the implementation of any BRT project on Vermont Avenue does not preclude a future conversion to rail. In response to the Metro Board's directive, staff conducted the Vermont Transit Corridor - Rail Conversion/ Feasibility Study.

Study Purpose

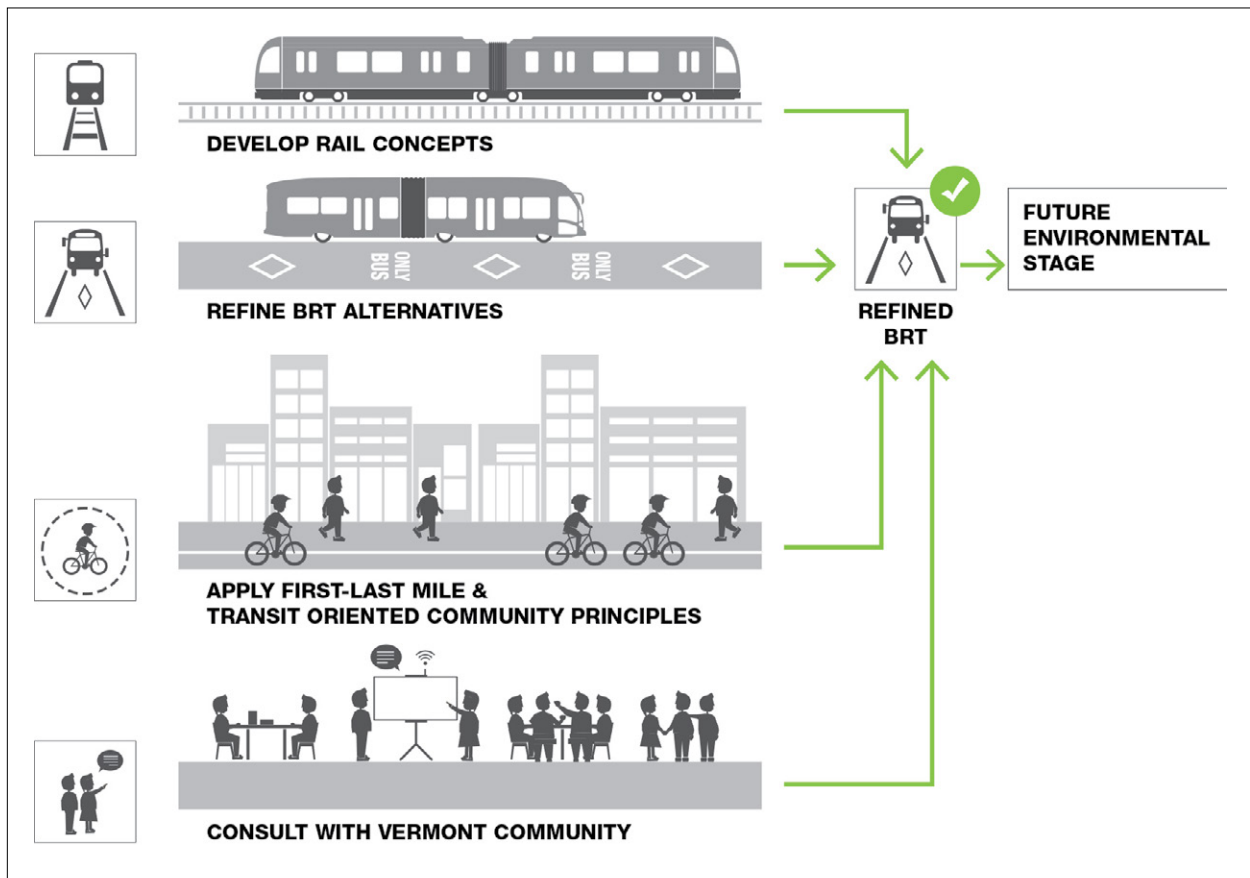
The purpose of the Vermont Transit Corridor - Rail Conversion/Feasibility Study was to further evaluate the two promising BRT concepts developed earlier as part of the Vermont BRT Technical Study (February 2017) to ensure that their implementation would not preclude a potential conversion to rail in the future. The study was to also look at and assess the feasibility of potential future rail alternatives for the Vermont corridor. To this end, there were six key study objectives:

- 1 Define a range of potential future rail transit options, including light rail, heavy rail, and streetcar/ tram, and a possible phased implementation (such as a potential rail connection between the Wilshire/Vermont Red/Purple Line Stations to the Expo/Vermont Expo Line Station);
- 2 Analyze the feasibility of the potential future rail options in terms of engineering feasibility, constructability, junction operability, cost effectiveness, environmental issues/concerns, and consistency with community goals and priorities;
- 3 Develop operating scenarios corresponding to each rail option to identify planning-level capital and operating costs;
- 4 Review and update the two recommended BRT concepts from the earlier BRT study and identify considerations that should be included in the design of BRT;
- 5 Reassess the project benefits and impacts of the two refined BRT concepts including ridership forecasts, cost estimates, preliminary traffic impacts, and parking loss; and
- 6 Evaluate opportunities to facilitate and promote Transit Oriented Community and First-Last Mile opportunities along corridor.

As shown below in Figure ES-1, the study was carried out along four parallel but connected streams:

1. Development of Rail Concepts;
2. Refinement of BRT Alternatives;
3. Application of First-Last Mile & Transit Oriented Communities Principles; and
4. Consulting with the Key Community Stakeholders

Figure ES-1: Vermont Transit Corridor - Rail Conversion Feasibility Study Process



Study Main Conclusions

Overall, the study found that:

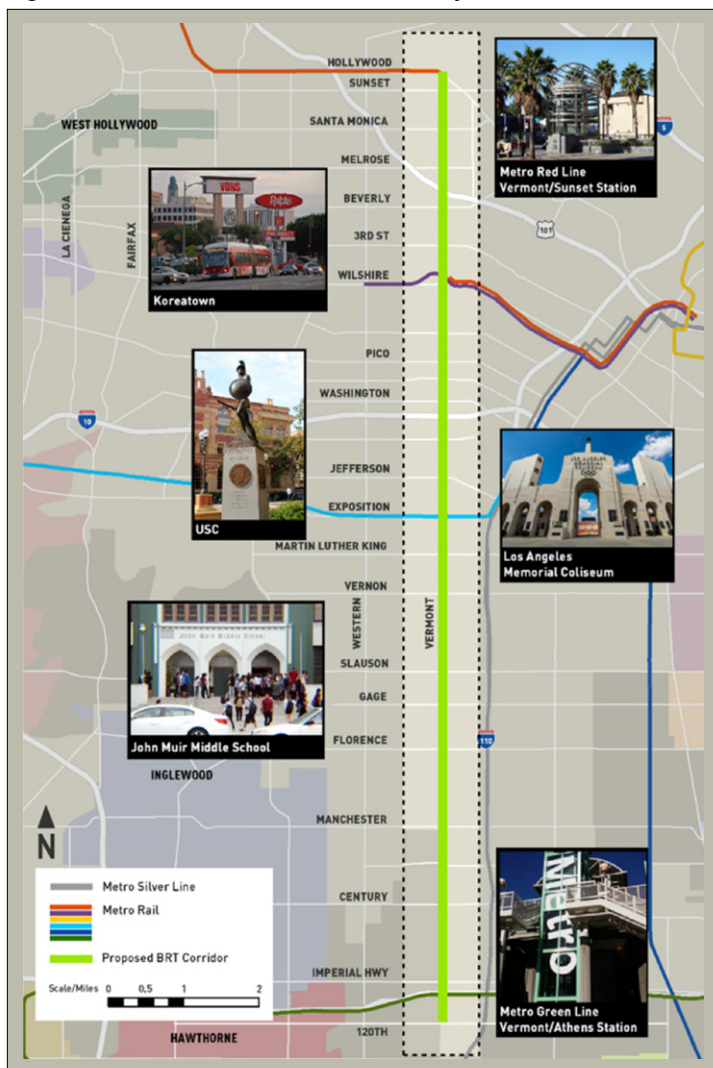
- BRT continues to be feasible in the Vermont Corridor;
- BRT does not preclude conversion to rail transit later;
- BRT can provide the needed people-carrying capacity until 2042 and beyond;
- Several rail alternatives are feasible for later implementation;
- Feasible rail alternatives have major costs; and
- Some useful rail features can be installed and used as part of BRT, and used in any later rail conversion.

Study Area

Figure ES-2 shows a map of the study area, which includes one half-mile to either side of Vermont Avenue. The Vermont Corridor is approximately 12.4 miles, extending from Hollywood Boulevard (near the Sunset/Vermont Metro Red Line Station in Hollywood) south to 120 Street (just south of the Vermont/Athens Metro Green Line Station). Most of the corridor falls within the City of Los Angeles with approximately 2.5 miles at the south end (west side of Vermont only) in the County of Los Angeles.

The corridor is one of the densest communities in Los Angeles County with approximately 150,777 residents. It is also the second busiest bus corridor in Los Angeles County carrying approximately 45,000 weekday boardings. It connects to dozens of other local bus and Metro Rapid lines, and four Metro Rail lines. It provides access to a number of major key activity centers, including the University of Southern California (USC), Exposition Park, Los Angeles City College and Children’s Hospital Los Angeles. The majority of the corridor falls within the City of Los Angeles with approximately 2.5 miles on the south end (the west side of Vermont only) in the County of Los Angeles.

Figure ES-2: Vermont BRT Corridor Study Area



Right of Way

The right-of-way (ROW) along Vermont Avenue varies significantly between Hollywood Boulevard and 120th Street. In particular, the corridor’s character changes completely near Gage Avenue. North of Gage Avenue, the corridor ranges between 80’ and 90’ in width, with pavement widths of 56’- 80’ and sidewalks generally 10’- 15’ wide. South of Gage Avenue, the corridor widens dramatically to between 150’ and 200’ wide, with pavement widths of 150’-160’ and sidewalks generally 10’- 15’ wide.

Initial BRT Concepts

The Rail Conversion/Feasibility Study builds upon the work undertaken in the 2017 Vermont BRT Technical Study. The purpose of the Vermont BRT Technical Study was to evaluate the feasibility of implementing BRT along Vermont Avenue, including bus lanes and other key BRT features. The study identified two promising BRT concepts, which would provide improved passenger travel times, faster bus speeds, and increased ridership. The two concepts included an end-to-end side running BRT and a combination side and center running BRT.

End-to-End Side-Running BRT

This concept features a dedicated bus lane along the entire 12.4 mile corridor within the existing ROW. Room for the bus lanes would be made available by converting the general purpose lane (one in each direction) adjacent to the curbside parking lanes to a dedicated bus lane. BRT stations with a number of passenger amenities including shelters, bus benches, trash cans, next bus information, and lighting, would be located on the sidewalks and, in most cases, far side of the intersections, as shown in Figure ES-3.

Figure ES-3: End-to-End Side-Running BRT



Combination Side and Center-Running BRT

This concept features 4.2 miles of center-running dedicated BRT lanes south of Gage Avenue, where the ROW widens significantly, and 8.2 miles of side-running dedicated BRT north of Gage Avenue. South of Gage Avenue, the corridor widens to three travel lanes in each direction and includes sufficient ROW to accommodate center-running BRT lanes. The center bus lanes would be accommodated by converting the two center traffic lanes to bus lanes as shown in Figure ES-4. Because the ROW is generally narrower north of Gage Avenue, center-running BRT lanes would require considerable ROW acquisition. Therefore, side-running dedicated bus lanes are proposed north of Gage Avenue.

Figure ES-4: Center-Running BRT



Development of Preliminary Rail Concepts

Four different rail technologies were considered for the Vermont Corridor. It is important to consider the various rail technologies to properly understand how to feasibly connect or integrate the technologies to the existing rail lines and to technologies on or near the corridor. The four different rail technologies are discussed briefly below:

- 1 Light Rail Transit (LRT) High-Floor** is Metro's standard and has been deployed on all Metro LRT lines to-date including the Metro Expo Line at Exposition Boulevard and Metro Green Line at I-105.

*Figure ES-5: LRT High-Floor
Example: Metro Gold Line*



- 3 Tram/Streetcars** are the most similar rail technology to BRT. These vehicles are low-floor, similar in length and have similar passenger capacities of approximately 100 people per vehicle.

*Figure ES-7: Tram/Streetcar
Example: Portland Streetcar*



- 2 LRT Low-Floor** is another form of LRT similar to Metro's current standards in terms of vehicle length and alignment characteristics, but it uses low-floor vehicles similar to the Trams/Streetcar alternative. This is not currently Metro's standard vehicle and the fleet (and associated maintenance facilities) would not be interoperable, meaning that a LRT Low-Floor vehicle on Vermont would not be able to operate on or share tracks for revenue service with the Metro Expo or Metro Green Line.

*Figure ES-6: LRT Low-Floor
Example: San Diego Trolley*



- 4 Heavy Rail Transit (HRT)** is the technology used on the Metro Red and Purple Lines and would be compatible with the existing HRT fleet and vehicle maintenance yards.

*Figure ES-8: HRT
Example: Metro Red Line*



In developing the preliminary rail concepts, the various technologies were paired with possible vertical and horizontal configuration options. When looking at the potential rail alignments, the vertical profile of rail on the corridor could be at-grade, at-grade with grade separations (below or above) at specific intersections, a fully elevated system, or a fully below-grade system. For at-grade systems, the guideway and stations may be positioned in the center of the street (center-running) or on both edges of the street (side-running). From all the possible combinations of technology, vertical and horizontal configurations, the study team selected an initial set of six combinations that represent a likely and reasonable sampling of the combinations that Metro might build within the Vermont Corridor.

Table ES-1: Preliminary Rail Concepts

Concepts	Rail Technology	Alignment Configuration
1	LRT High-Floor	<ul style="list-style-type: none"> • At-Grade and Grade-Separated • Center-Running
2	LRT Low-Floor	<ul style="list-style-type: none"> • Primarily At-Grade¹ • Side-Running
3	Tram/Streetcar	<ul style="list-style-type: none"> • Primarily At-Grade¹ • Side-Running
4	HRT Purple Line Connection	<ul style="list-style-type: none"> • Fully Below-Grade • Connect to Metro Purple Line
5	HRT Red Line Connection	<ul style="list-style-type: none"> • Fully Below-Grade • Connect to Metro Red Line
6	HRT – Stand-Alone Alignment	<ul style="list-style-type: none"> • Fully Below-Grade • No Connection to Existing Metro Lines

1. Metro Rail Design Criteria Section 10.3.3.1 does not allow two rail lines to intersect (“no face to face train meets shall be permissible in the normal direction”) and, therefore, a grade separation will be required at the Metro Expo Line.

Initial Screening of Preliminary Rail Concepts










The six preliminary rail concepts were then analyzed against the key criteria included in Table ES-2, in order to arrive at a short-list of the three most promising and prototypical concepts. Based on the screening analysis, the following three concepts were selected as the most promising and representative of what a rail system along Vermont might be like:

- **Light Rail Transit, High-Floor, Center Running**, on Vermont Avenue from Wilshire Boulevard south to 120th Street. It is anticipated that the LRT line would not continue north along Vermont Avenue to Hollywood Boulevard, as it would for BRT, because the LRT would provide duplicate rail service to the existing Metro Red Line along this segment of the corridor. This concept would use high-floor vehicles, consistent with Metro's current LRT vehicle fleet. In the narrow portion of the corridor north of Gage Avenue, this concept would operate below-grade. South of Gage Avenue, an at-grade center-running system is proposed because there is sufficient right-of-way to operate at-grade here, and LRT systems operate more efficiently in the center of a roadway with two mainline tracks running near each other, allowing trains to easily transfer between tracks via closely spaced crossovers.
- **Heavy Rail Transit with Metro Red Line Connection**, fully grade-separated and connecting directly to the existing Metro Red Line near Vermont Avenue and 3rd Street. It would then continue south under Vermont Avenue to 120th Street. The existing Metro Red Line and the Vermont Line could run together between the Metro North Hollywood and Vermont/Beverly stations before branching off as two separate lines: one continuing into Downtown Los Angeles and into Union Station, and the other continuing along Vermont Avenue to South Los Angeles. This could provide passengers a one-seat ride between North Hollywood and South Los Angeles.
- **Heavy Rail Transit, Stand-Alone Alignment**, fully grade-separated and terminating at a new station near the existing Wilshire/Vermont station. This concept would serve the same alignment and stations as the HRT with Red Line Connection concept. A potential underground passenger connection could be constructed from the new station to the existing Wilshire/Vermont station for easy transfers to the existing Metro Red and Purple Lines.

Table ES-2: Preliminary Rail Concepts Screening Summary

Rail Alternatives Screening Summary		1 High Floor LRT	2 Low Floor LRT	3 Tram/Streetcar	4 Heavy Rail - Purple Line Connection	5 Heavy Rail - Red Line Connection	6 Heavy Rail - Stand-alone
 Rail Technology	 Configuration	 • Center Running • High Floor	 • Side Running • Low Floor	 • Side Running • Low Floor	 • Connect to Purple Line	 • Connect to Red Line	 • Do Not Connect - Transfer Only
 Customer Experience	 System Connectivity	✓ • Fast and reliable service, subject to some disruption due to at-grade running	✓ • Reliability issues due to side-running (see System Operability below)	✓ • Slowest of the three rail technologies • Reliability issues due to side-running (see System Operability below)	✓ • Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway	✓ • Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway	✓ • Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway
 System Operability & Reliability	 System Connectivity	✓ • Requires passengers to transfer between all rail services	✓ • Requires passengers to transfer between all rail services	✓ • Requires passengers to transfer between all rail services	✓ • Requires passengers to transfer between all rail services, except one-seat ride to/from the Westside	✓ • Requires passengers to transfer between all rail services, except one-seat ride to/from North Hollywood	✓ • Requires passengers to transfer between all rail services
 System Operability & Reliability	 System Operability & Reliability	✓ • At-grade running is subject to service disruption due to traffic incidents and other events	✗ • Serious operational reliability issues due to lack of ability to route vehicles around incidents or other track-blocking events • Does not meet Metro reliability goals	✗ • Serious operational reliability issues due to lack of ability to route vehicles around incidents or other track-blocking events • Does not meet Metro reliability goals	✓ • Most reliable of Metro's rail services • Interlining with the Purple Line poses considerable challenges to efficient operations and scheduling	✓ • Most reliable of Metro's rail services • Interlining with the Red Line poses considerable challenges to efficient operations and scheduling	✓ • Most reliable of Metro's rail services • Lack of connections with Purple and Red Lines makes for efficient operations and scheduling
 Passenger Capacity	 Passenger Capacity	✓ • Second-highest capacity in Metro's rail fleet • 133 passengers/car	✓ • 25% less passenger cabin space and capacity than high-floor LRT • 100 passengers/car	✗ • Capacity is severely limited by vehicle size • Capacity is not sufficient for projected passenger demand • 100 passengers/car	✓ • Highest capacity in Metro's rail fleet • 180 passengers/car	✓ • Highest capacity in Metro's rail fleet • 180 passengers/car	✓ • Highest capacity in Metro's rail fleet • 180 passengers/car
<div style="display: flex; justify-content: space-between; align-items: center;"> ✗ EXTREMELY LOW ✗ VERY LOW ✓ LOW ✓ MEDIUM ✓ HIGH </div>							

Table ES-2 (continued): Preliminary Rail Concepts Screening Summary

Rail Alternatives Screening Summary		Rail Alternatives Screening Summary					
Rail Technology	Configuration	1 High Floor LRT	2 Low Floor LRT	3 Tram/Streetcar	4 Heavy Rail - Purple Line Connection	5 Heavy Rail - Red Line Connection	6 Heavy Rail - Stand-alone
		 • Center Running • High Floor	 • Side Running • Low Floor	 • Side Running • Low Floor	 • Connect to Purple Line	 • Connect to Red Line	 • Do Not Connect - Transfer Only
\$		✓✓ • Medium cost relative to other rail alternatives	✓✓ • Medium cost relative to other rail alternatives	✓✓✓ • Lowest cost relative to other rail alternatives	✓ • Highest cost relative to other rail alternatives	✓ • Highest cost relative to other rail alternatives	✓ • Highest cost relative to other rail alternatives
	Construction Impacts & Service Disruption	✓✓ • Highest potential for community disruption during construction • No or very limited service disruptions to other Metro rail lines during construction	✓✓ • Highest potential for community disruption during construction • No or very limited service disruptions to other Metro rail lines during construction	✗ • Light infrastructure footprint coupled with limited need to relocate utilities results in a faster, less disruptive construction period • No or very limited service disruptions to other Metro rail lines during construction	✗ • Significant and costly right-of-way needed to build the Purple Line connection • During construction, Purple Line frequency may be reduced to as little as 40 minutes for at least one year and potentially longer • Requires taking property to construct under building(s)	✓ • Significant and costly right-of-way needed to build the Red Line connection • During construction, Red Line frequency may be reduced to as little as 40 minutes for at least one year and potentially longer	✓✓ • No or very limited service disruptions to other Metro rail lines during construction

✗ EXTREMELY LOW
 ✗ VERY LOW
 ✓ LOW
 ✓✓ MEDIUM
 ✓✓✓ HIGH

Phasing Options for the Three Rail Concepts

The study also looked at the feasibility of connecting the Metro Red Line at the Wilshire/Vermont Station to the Metro Expo Line at the Exposition/Vermont Station as a first segment. Given the length of the corridor, and past Metro experience with constructing rail systems, it is likely that any rail constructed on Vermont Avenue would be built in phases.

As part of the phasing analysis, a Minimum Operating Segment (MOS) analysis was conducted for the three rail concepts. Consideration was given to cost effectiveness (identifying segments that generate the most new ridership per dollar invested), logical endpoints (terminal stations at points of connection to other Metro services and/or at high-activity centers), and the ability to find suitable land for a Maintenance and Storage Facility (MSF). Siting the MSF is the largest driving force for phasing due to the very limited industrial-zoned land within the corridor and lack of capacity at existing rail facilities.

The phasing analysis validated that Exposition Boulevard would be an appropriate location to terminate the first segment. This location is both a significant transfer point to the Expo Line and an important destination given that USC and Exposition Park are immediately adjacent. This segment also contains over half of the total corridor ridership. The analysis, however, also determined that it would be very challenging to locate and environmentally clear and acquire land for a suitable MSF in the northern segment of the corridor.

This northern segment of the corridor is predominately commercial and/or residential, therefore, the viability of building a MOS along Vermont between the Red/Purple and Expo Lines would be very challenging. Consequently, the project could either be extended further south to Slauson Avenue; this location is the third-highest ridership location on the corridor, or be built as a single phase in order to access the industrial lands available south of the I-105 Freeway.

Slauson also provides a multimodal connection to the future Rail to Rail Active Transportation Corridor. Additionally, the industrial properties located along the Metro-owned former rail corridor along Slauson Avenue may be candidates for the MSF.

Table ES-3 outlines the recommended phasing along with the capital costs associated with each.

Table ES-3: Recommended Phasing

	Segment 1	Segment 2
LRT High-Floor	Wilshire Blvd. to Exposition Blvd. * <i>Capital Cost (2018): \$2.7 – 3.2B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$1.7 – 2.0B</i>
HRT Red Line Connection	3rd St. to Exposition Blvd. * <i>Capital Cost (2018): \$3.7 – 4.4B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$3.4 – 4.0B</i>
HRT Stand-Alone Alignment	6th St./Wilshire Blvd. to Exposition Blvd. * <i>Capital Cost (2018): \$2.5 – 2.9B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$3.4 – 4.0B</i>

* Southern terminus may need shift south if no feasible MSF site can be found between Wilshire and Exposition. This is a higher risk for the HRT Metro Red Line Connection because it requires the largest fleet size and MSF site.

Assessment of the Three Rail Concepts

As shown in Table ES-4, the three rail concepts were further evaluated as to grade crossings and traffic impacts; junction feasibility; physical aspects of the corridor; potential maintenance and storage facilities; phasing options; environmental issues; ridership and cost.








Based on the analysis completed, all three concepts are physically and operationally feasible. With the three exceptions noted below, the Vermont Corridor does not pose unusually difficult or unique environmental or engineering conditions relative to other rail projects Metro has delivered in similar built-up urban areas. The three exceptions are as follows:

- **Potential Section 4(f) Resources (LRT High-Floor Concept):** From Gage Avenue to 120th Street, there are median park spaces which would potentially be affected by the LRT concept which would likely be at-grade and in the median in this segment.
- **Connection to the Red Line (HRT Red Line Connection Concept):** Creating a new underground junction with the Metro Red Line is a significant construction challenge that could pose significant property impacts adjacent to the junction, and would result in prolonged service interruptions on the Metro Red Line during construction.
- **Locating a Maintenance and Storage Facility (MSF) for a Minimum Operating Segment (All 3 Concepts):** The viability of building a Minimum Operating Segment along Vermont between the Metro Red/Purple and Metro Expo Lines will likely hinge on finding, environmentally clearing and acquiring land for the MSF in this predominately residential and commercial area. If this proves to be impractical, the project will need to extend further south to Slauson Avenue, or perhaps be built as a single phase in order to access the industrial lands available south of the I-105 Freeway.

These three concepts and doubtless other variations would be subjected to full technical and community review during future environmental phases. They serve to illustrate a reasonable range of feasible rail configurations for the Vermont Corridor, and have been used to review the BRT alternatives to ensure that neither BRT concept precludes a future potential conversion to rail.

Table ES-4: Preliminary Rail Concepts Comparative Evaluation

Rail Alternatives Screening Summary






		High Floor LRT 	Heavy Rail Red Line Connection 	Heavy Rail Stand-alone 
	Grade Crossings and Traffic Analysis	✓ <ul style="list-style-type: none"> All intersections feasible or possibly feasible at-grade per Metro Grade Crossing Safety Policy Required grade separation at Vermont/Expo due to MRDC requirements Possible impacts to left-turn movements on Vermont Avenue 	✓✓✓ NA – no at-grade crossings as the system would be completely below-grade	✓✓✓ NA – no at-grade crossings as the system would be completely below-grade
	Junction Constructability	✓✓✓ <ul style="list-style-type: none"> Feasible non-revenue track connection to the Metro Expo Line to allow access to existing maintenance facility for occasional heavy vehicle service 	✓ <ul style="list-style-type: none"> Feasible revenue connection to the Metro Red Line north of Wilshire Blvd. would impact adjacent properties for the junction construction. Pedestrian tunnel connecting the new and existing Wilshire/Vermont Stations could be constructed 	✓✓✓ <ul style="list-style-type: none"> No junction included in this alternative. Pedestrian tunnel connecting the new and existing Wilshire/Vermont Stations could be constructed.
	Corridor Fit & Constructability	✓✓ <ul style="list-style-type: none"> ROW widths are not sufficient for at-grade north of Slauson. Requires below-grade north of Slauson which would use twin bored tunnels between stations and cut-and-cover construction at stations in Phase 1 from Wilshire/Vermont to Slauson/Vermont. ROW widths are sufficient for the at-grade alignment between Slauson and 120th Street 	✓ <ul style="list-style-type: none"> Twin bored tunnels between stations and cut-and-cover construction at stations. If this alignment crosses below the existing Metro Red and Purple Lines, the depth could result in relatively higher station construction costs. Temporary closures of the northbound and southbound Metro Red Line tracks of at least one year would be required for construction. 	✓✓ <ul style="list-style-type: none"> Twin bored tunnels between stations and cut-and-cover construction at stations. The northern tail tracks of this alignment may need to be located below the existing Metro Red Line and the added depth could result in relatively higher construction costs.
	Vehicle MSF	✓✓ <ul style="list-style-type: none"> LRT Alternative would have access to existing facilities if a non-revenue connection is built to the Metro Expo Line. However, none of the existing MSFs have the capacity to fully serve a new LRT line. A new MSF would be required for the storage and maintenance of LRT vehicles. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 60 LRT vehicles. 	✓✓ <ul style="list-style-type: none"> A new maintenance facility would be required, but the Metro Red Line junction north of Wilshire/Vermont would allow for access to the existing Division 20 facility. However, even with the planned expansion, Division 20 would not have the capacity to serve a new HRT line. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 162 HRT vehicles. 	✓ <ul style="list-style-type: none"> With no physical access to existing heavy rail facilities; a new facility would be required. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 90 HRT vehicles.

✓ LOW ✓✓ MEDIUM ✓✓✓ HIGH

Table ES-4 (continued): Preliminary Rail Concepts Comparative Evaluation

Rail Alternatives Screening Summary



	ROW Impacts	<p>✓✓</p> <ul style="list-style-type: none"> Right-of-way required for maintenance facility and station footprints. 	<p>✓</p> <ul style="list-style-type: none"> Right-of-way required for construction of the junction with the Metro Red Line, maintenance facility, and station footprints. 	<p>✓✓</p> <ul style="list-style-type: none"> Right-of-way required for maintenance facility and station footprints.
	Phasing	<p>✓✓</p> <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between Vermont/Wilshire to the Expo/Vermont station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would be the rest of the corridor. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue. 	<p>✓✓</p> <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between Vermont/3rd Street to the Expo/Vermont Station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would be the rest of the corridor. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue or even to the ultimate terminus at 120th Street. 	<p>✓✓</p> <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between West 6th Street and Wilshire Boulevard on Vermont Avenue and the Expo/Vermont Station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would extend south to 120th Street. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue.
	Environmental	<p>✓✓</p> <ul style="list-style-type: none"> Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique resources relative to other Metro rail projects, however the landscaped median south of Gage Avenue could pose Section 4(f) parkland challenges. 	<p>✓✓</p> <ul style="list-style-type: none"> Subterranean construction and operations would limit impacts to traffic and residents. Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique features relative to other Metro rail projects 	<p>✓✓✓</p> <ul style="list-style-type: none"> Subterranean construction and operations would limit impacts to traffic and residents. Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique features relative to other Metro rail projects.
	Ridership	<p>✓</p> <ul style="list-style-type: none"> Lowest boardings due to limited station stops and transfer time needed for at-grade rail to below-grade rail connection or connection to local bus Approx. 91,000 corridor boardings (2042) 	<p>✓✓✓</p> <ul style="list-style-type: none"> Highest boardings due to one seat ride from north of Wilshire Approx. 116,000 - 144,000 corridor boardings (2042) 	<p>✓✓</p> <ul style="list-style-type: none"> Low-medium boardings relative to the other concepts due to transfer time needed for rail-to-rail connection Approx. 103,000 - 131,000 corridor boardings (2042)
	Cost	<p>✓✓✓</p> <ul style="list-style-type: none"> \$4.4 - \$5.2B (2018\$), Capital \$18 - \$21.1B (2067\$), Capital \$28.8 - \$53.0M (2018\$), Annual Operating & Maintenance Lowest cost relative to other concepts 	<p>✓✓</p> <ul style="list-style-type: none"> \$7.1 - \$8.4B (2018\$), Capital \$29.4 - \$34.7B (2067\$), Capital \$53.8 - 80.5M (2018\$), Annual Operating and Maintenance Highest cost relative to other concepts 	<p>✓</p> <ul style="list-style-type: none"> \$5.9 - \$6.9B (2018\$), Capital \$24.1 - \$28.4 (2067\$), Capital \$35.1 - \$70.0M (2018\$), Annual Operating & Maintenance Medium-high cost relative to other alternatives

✓ LOW ✓✓ MEDIUM ✓✓✓ HIGH

Refinements to BRT Concepts

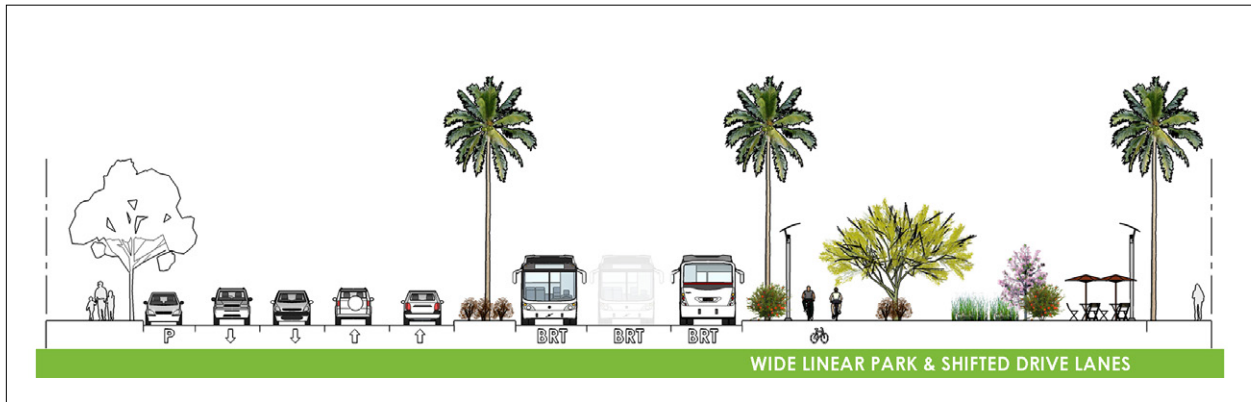
Information gained from developing and assessing the rail alternatives, as well as current best-practices in BRT design and Metro's First-Last mile policies, were used to refine the conceptual engineering plans previously produced during the Vermont BRT Technical Study. This process led to refinements in three areas:

- Adjust the BRT running way per the Metro Rail Design Criteria to maximize the opportunities for the BRT alignment to be reused for future rail. This was done primarily by adjusting the horizontal curves of the BRT running way, and the position of left-turn lanes, to be more compatible with a future rail alignment. This also benefits BRT patrons by providing a smoother ride and potentially faster travel times;
- Reflect best-practices and lessons-learned from recent on-street BRT implementations in an effort to ensure the future Vermont BRT provides a high-quality, rail-like experience to Metro's patrons. This included adjustments to right-turn lanes to minimize conflicts with the BRT, reducing the degree of lane-shifting through intersections necessary to accommodate left-turn lanes, restricting u-turns at narrow intersections, and adding bulb-outs to sidewalks to reduce crossing distances for pedestrians; and
- Consider opportunities to integrate on-street amenities to improve First-Last Mile connectivity and help foster the creation of Transit Oriented Communities

With respect to the last point, a unique urban design opportunity exists in the wider portion of the corridor south of Gage Avenue. The refined BRT alternatives include either side or center-running configurations created by reusing an existing travel lane. In both cases, the collector roads to the outside and the landscaped median are mostly undisturbed except for some necessary reconfigurations at intersections. Some community members and agency representatives have noted that the median is an underutilized community resource, partly because it is in the middle of the street and access is a challenge. This provides an opportunity to "reprogram" the entire street width to focus the open space on one side where it is easier to access.

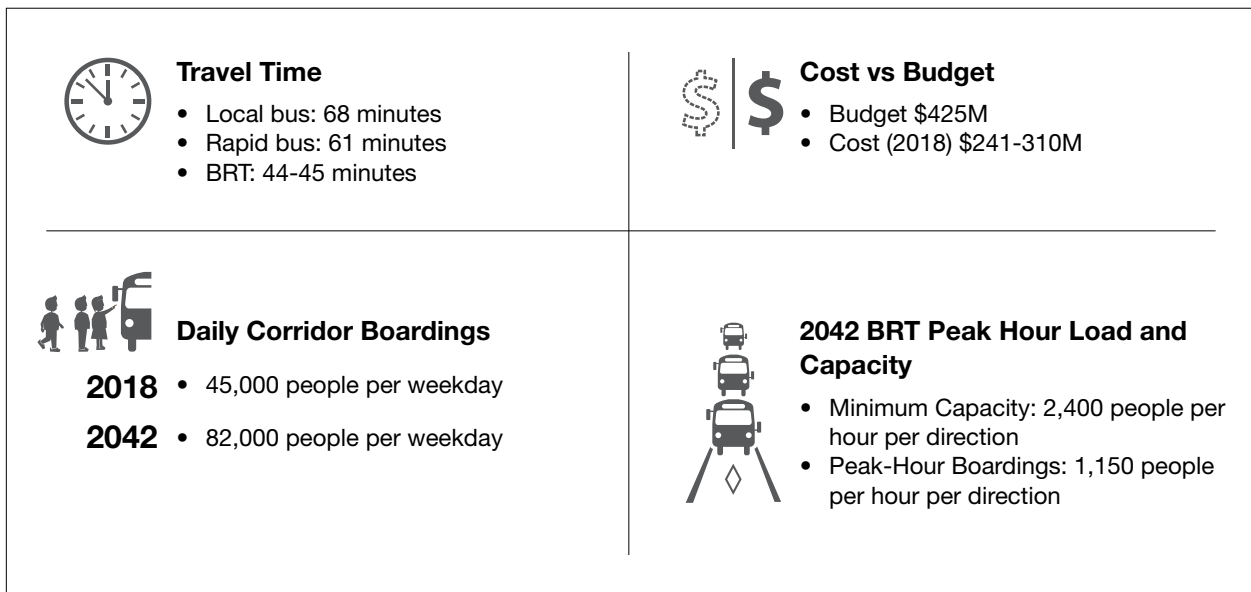
This concept would essentially create a linear park along one side of Vermont Avenue south of Gage Avenue, as seen in Figure ES-9. Such a concept would need significant community input and agency support beyond Metro to become a realization. It is recommended that this concept be further explored during the Environmental Phase of the Vermont BRT project, in partnership with City of Los Angeles, Los Angeles County and the Vermont Community.

Figure ES-9: Vermont Avenue South of Gage Avenue Potential Concept



The refinements made to the BRT concepts improve upon the prior conceptual design and provide for a significant and cost-effective contribution to transit service along Vermont Avenue, as shown in Figure ES-10.

Figure ES-10: Vermont BRT Project Benefits



STAKEHOLDER AND AGENCY INPUT

Metro initiated an early and sustained key stakeholder outreach process involving key public and partner agency stakeholders. Invitees included businesses, religious institutions, schools, hospitals, major cultural centers, community/neighborhood groups, neighborhood councils, and Chambers of Commerce. The purpose of the outreach was to discuss and solicit early feedback on the initial six rail concepts, discuss the screening criteria used in refining the rail concepts, and the refinements to the BRT concepts. The process included a wide range of opportunities for feedback, designed to be transparent and inclusive.

The study process included a Technical Working Group (TWG), which consisted of representatives from a number of Metro departments as well as staff from the City of Los Angeles and County of Los Angeles, who have jurisdiction over the corridor. This group met four times over the course of the project and was instrumental in providing critical technical support and input on both the rail concepts and the refined BRT alternatives.

In April/May 2018, Metro staff initiated the first set of project briefings and key stakeholder meetings. The purpose of these initial briefings and/or meetings was to provide a general overview and schedule of the study, solicit initial stakeholder input on the preliminary rail concepts, and to discuss next steps. In October 2018, a second set of project briefings and key stakeholder meetings were held. The purpose of this second round of briefings/meetings was to provide a study update and solicit further input on the refined rail and BRT concepts. The project team recorded all community feedback and concerns for each meeting.

The project team also offered other convenient means for the community to receive information about the project and provide comment. Online engagement included a special project e-mail box and project website. A total of 349 comments were collected via email, public comments, and comment cards from the meetings.

FINDINGS AND RECOMMENDATIONS

The objective of this study was to evaluate the feasibility of a variety of potential rail concepts for the Vermont Corridor and to further refine the two BRT concepts developed earlier as part of the Vermont BRT Technical Study to ensure that their implementation would not preclude a potential conversion to rail in the future. Initial opportunities to facilitate transit-oriented community outcomes and first last mile amenities were also evaluated. Figure ES-11 contains some key findings and recommendations from the study.

Figure ES-11: Key Findings and Recommendations

1

Improvements to Metro's 2nd busiest corridor are needed

Further work undertaken on transit needs in the corridor, new ridership forecasts, and further input from the Vermont Community all underscore the pressing need to improve services in this critical transit corridor.

2

BRT has community support, as does future rail

While technical concerns exist about specific means of implementation, there is community support for high-quality transit improvements in the corridor, both BRT and future rail.

3

BRT will in no way preclude rail

- For the two most likely rail technologies, there is very little physical overlap between the BRT project and the likely future rail footprint.
- HRT would be fully underground, with no physical conflict with the at-grade BRT.
- In the narrow portion north of Gage Avenue, LRT will also most likely be underground.
- In the wider portion south of Gage Avenue, there is an opportunity to reuse a median-running BRT running way for LRT, and the BRT alignment has been reconfigured to rail standards to facilitate this.

4

Potential opportunity to work with the Vermont Community, the County and the City of LA to revitalize the open-space median at south end of corridor

- While such a project falls outside Metro's mandate and would require financial and project implementation lead from the City, it should be explored with the community during the environmental clearance phase.

5

BRT has capacity to serve the Vermont Corridor to 2042 and beyond

- New ridership forecasting conducted for this study has verified that the Vermont BRT will have the people-carrying capacity to serve the Vermont Corridor into the 2040's and likely beyond.

Next stop: a new kind of bus ride on Vermont.

VERMONT TRANSIT CORRIDOR



Vermont Rail Conversion/Feasibility Study
Planning and Programming Committee
April 17, 2019

Legistar file # 2019-0205



Background

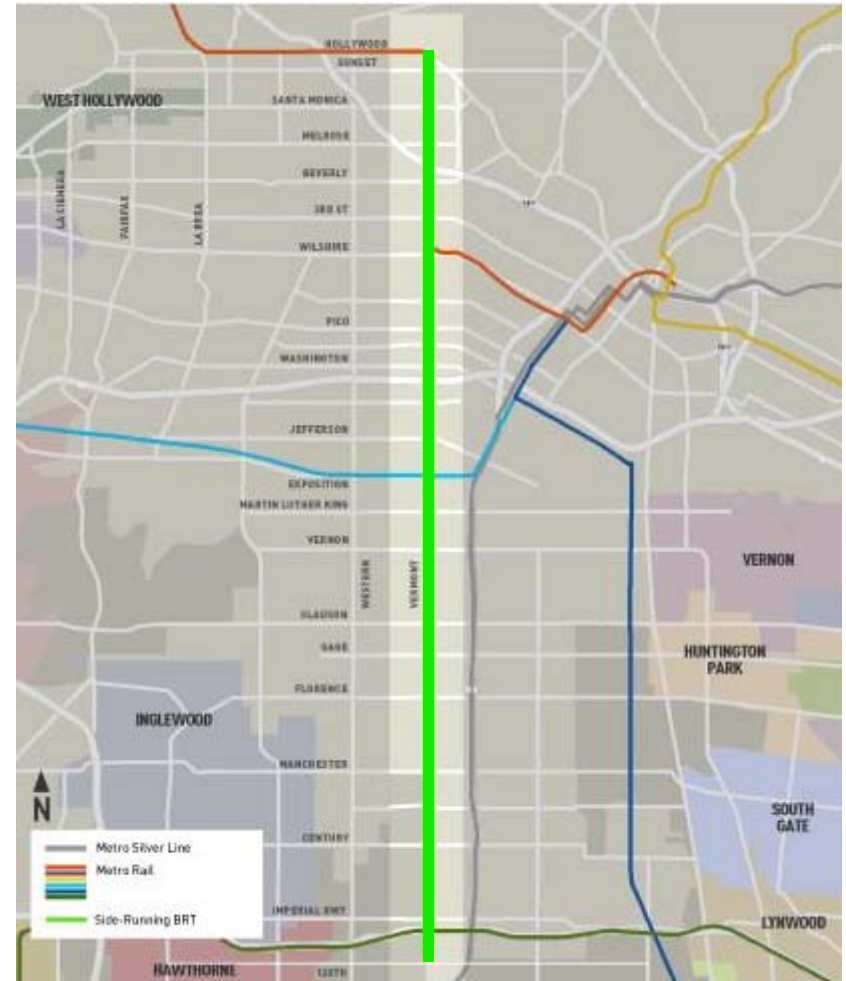
- > Measure M and Twenty-Eight by '28 project
 - Anticipated BRT opening FY28
- > February 2017 - Vermont BRT Technical Study completed
- > March 2017 - Board directed staff to:
 - Proceed with BRT as near term improvement
 - Initiate study of rail concepts to ensure BRT doesn't preclude future rail conversion



Example of Side-Running BRT

BRT Concept 1 - End-to-End Side-Running

- > 12.4 miles of end-to-end side-running BRT
 - Hollywood to 120th St.
- > Converts traffic lanes next to parking to bus lanes



BRT Concept 2 – Combination Side/Center-Running

- > 8.2 miles of side-running north of Gage
- > 4.2 miles of center-running south of Gage
- > Converts two center traffic lanes to bus lanes



Side-Running North of Gage



Center-Running South of Gage



Evaluation of Rail Concepts

- > Six initial rail concepts identified
 - At-grade, elevated and underground alignments
- > ROW constraints limited at-grade options
- > Most feasible concepts (based on initial screening and community input):
 - High-floor Light Rail
 - Heavy Rail connecting to Red Line
 - Separate Heavy Rail line with transfer at Wilshire/Vermont

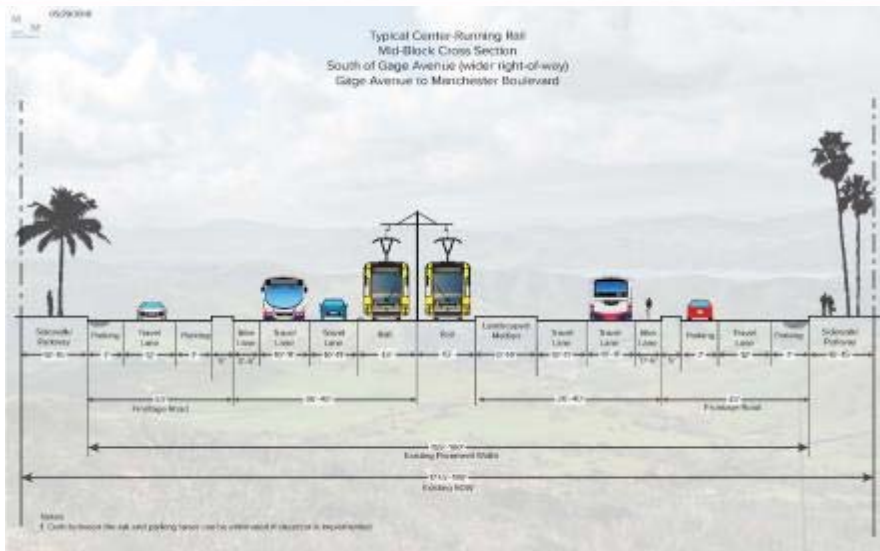


High-Floor LRT

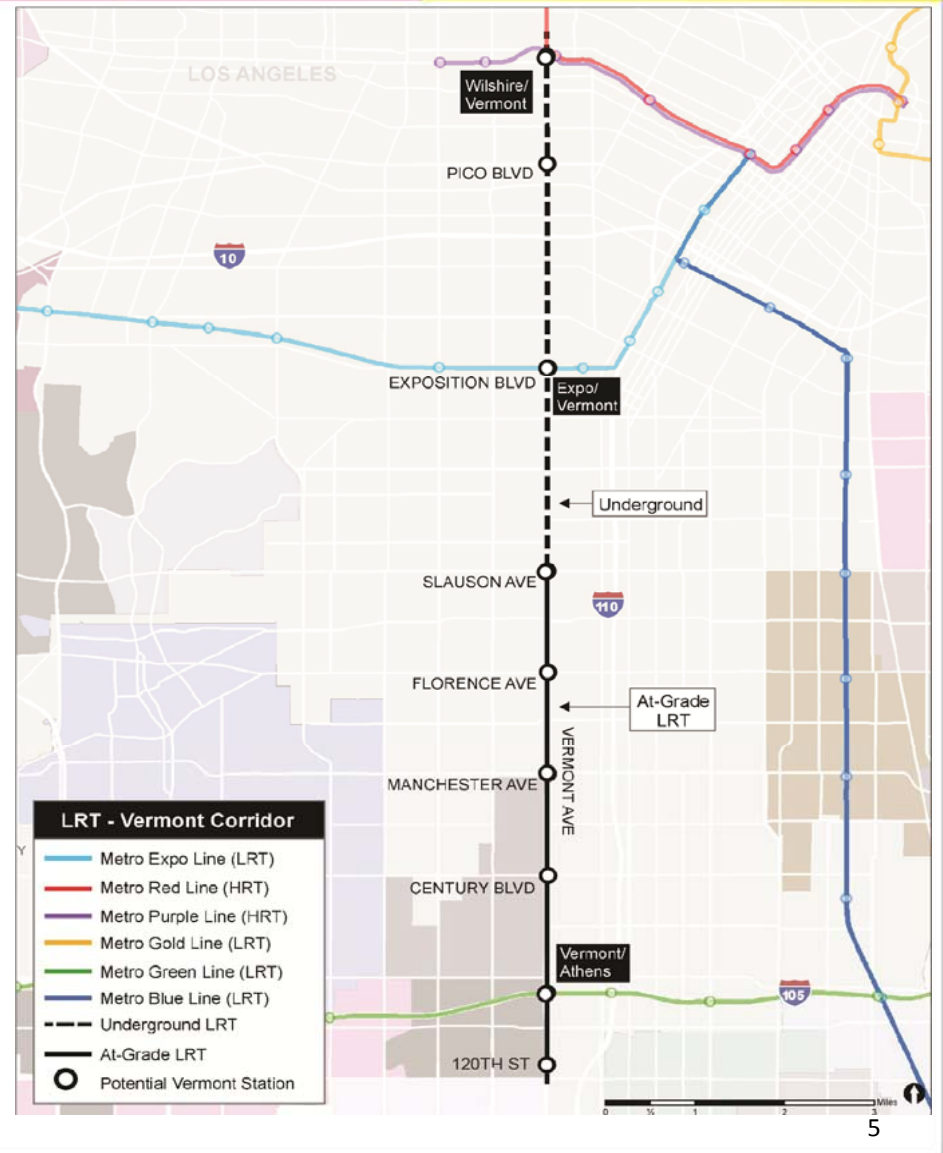


Heavy Rail

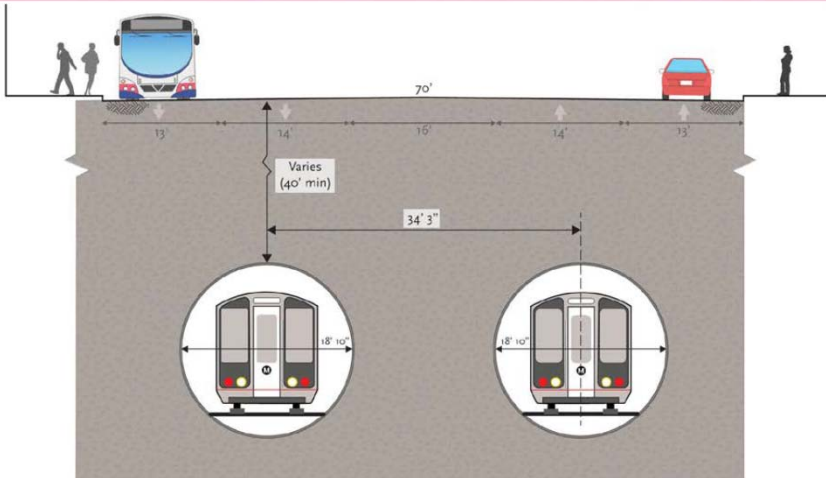
High-Floor LRT – Center Running



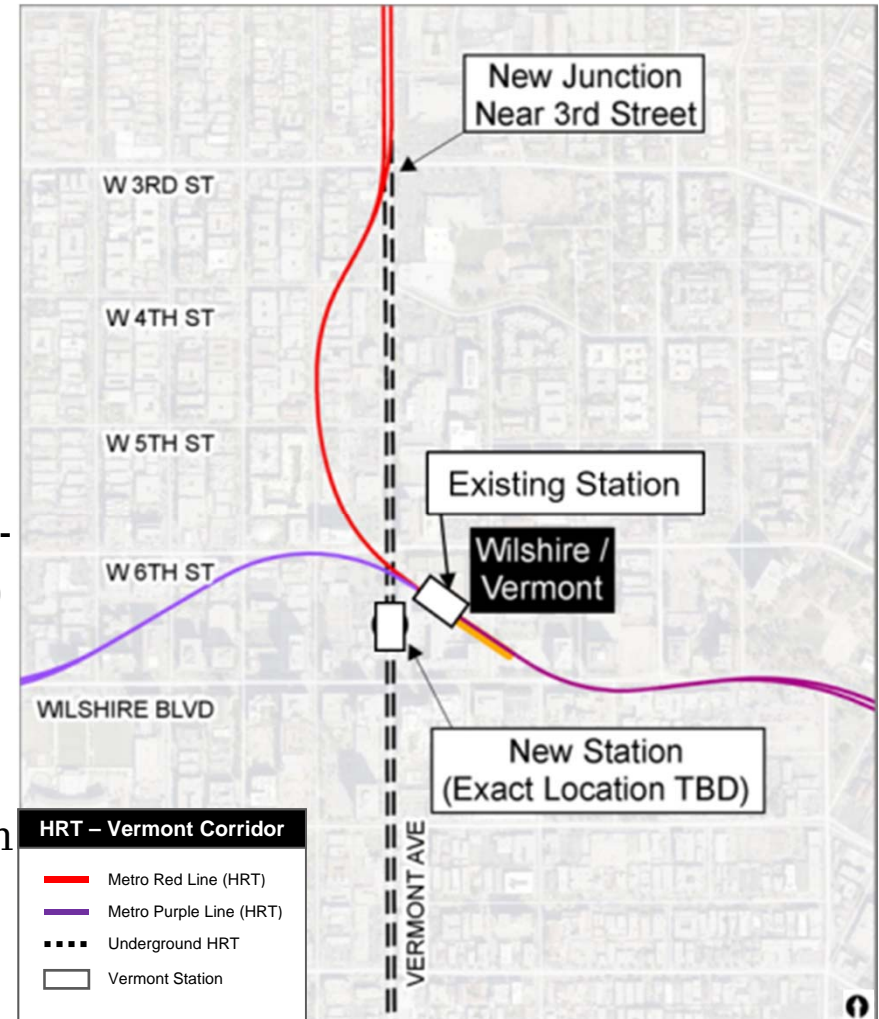
- Lowest cost – \$4.4 - \$5.2B (2018)
- Lowest daily corridor ridership (2042) – 91,000 (44,000 rail)
- Over 50% underground (5.2 miles)
- Remaining 4.6 miles at-grade
- Biggest challenge: identifying site for new maintenance/storage facility



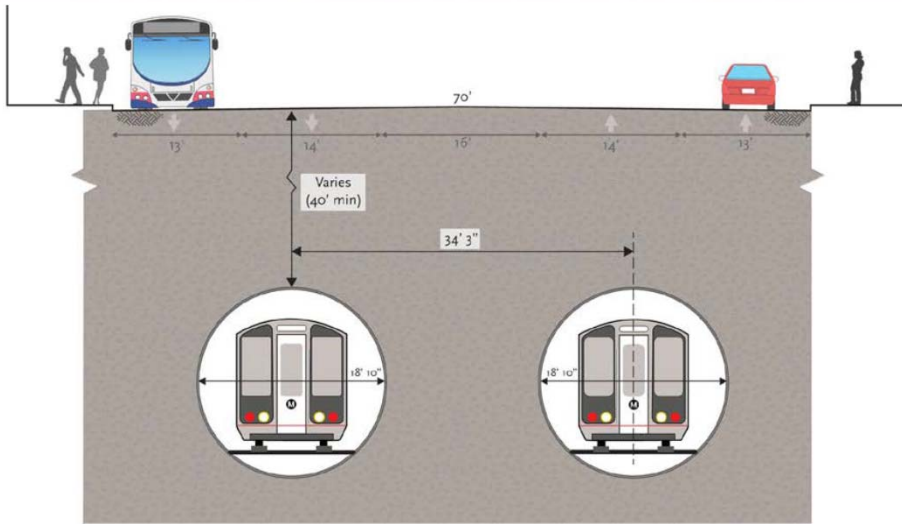
Heavy Rail – Connection to Red Line



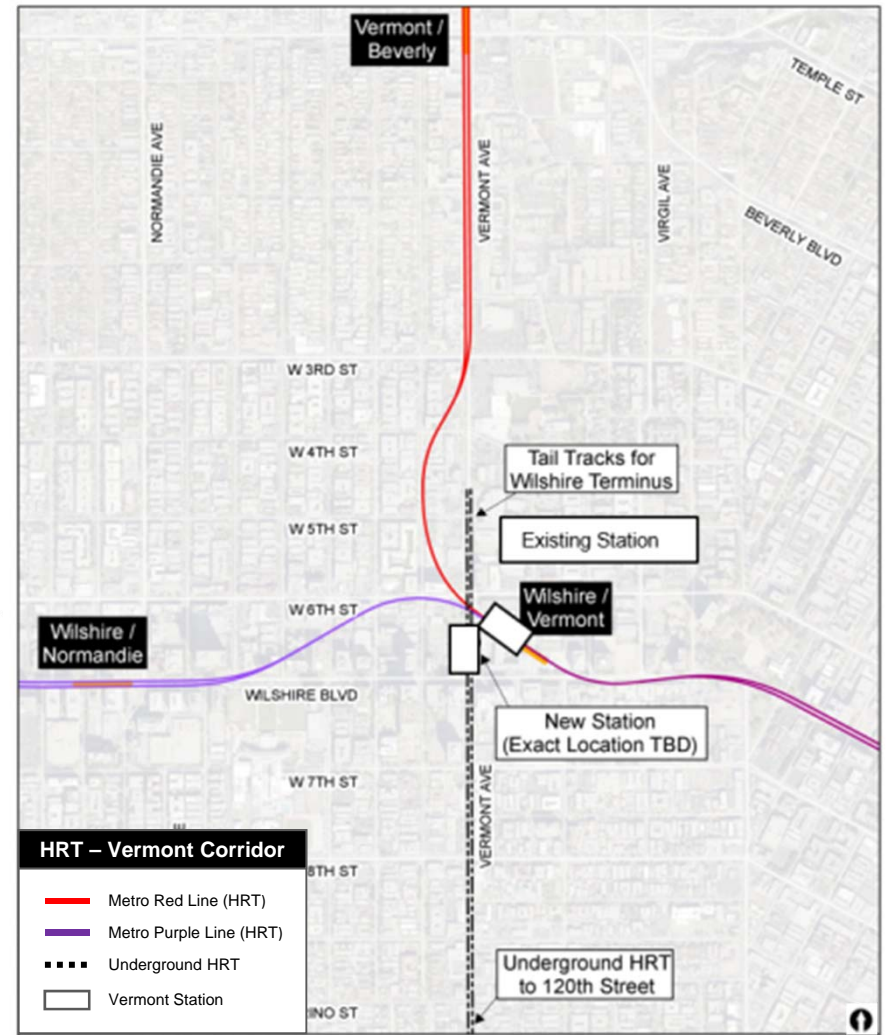
- Highest cost – \$7.1 - \$8.4B (2018)
- Highest daily corridor ridership (2042) - 116,000 - 144,000 (81,000 - 117,000 rail)
- Significant impacts to existing service during construction (up to 2 years)
- 10.3 miles underground
- Biggest challenge: building the junction with Red Line



Heavy Rail – Stand Alone



- Medium cost – \$5.9 - \$6.9B (2018)
- Medium daily corridor ridership (2042) - 103,000 - 131,000 (51,000 - 83,000 rail)
- 9.8 miles underground
- Biggest challenge: identifying a site for new maintenance facility



Key Study Findings

- > Broad support for BRT
- > BRT can provide more immediate improvements at fraction of rail costs (approximately \$310 M)
- > BRT will not preclude future rail
- > Little to no physical overlap with LRT (two-thirds underground) or HRT options (100% underground)
- > Center-running BRT lanes can be used later for LRT south of Gage



Recommendations

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study; and
- B. APPROVING advancement of the two BRT concepts: 1) an end-to-end side-running and 2) a combination side and center-running, previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review.
- C. AUTHORIZING study of a center-running BRT facility or similarly high performing, dedicated BRT facility across the Vermont Transit Corridor study area that is feasible to be delivered per the Measure M expected opening date to supplement the existing 2017 Vermont BRT Technical Study.
- D. DIRECTING the CEO to return to the Board with the findings from the supplemental study prior to initiating the environmental review scoping process.
- E. DIRECTING broad public, stakeholder and partner engagement to be undertaken as part of the supplemental study and environmental review efforts.

Next Steps

- > April 2019 – Initiate procurement for consultant services to perform supplemental study and environmental review
- > Early 2020 – award contract for environmental review and begin supplemental study of BRT concepts





Board Report

File #: 2019-0091, File Type: Program

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE APRIL 17, 2019

SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT PROGRAM FUNDS FOR FISCAL YEAR 2019

ACTION: APPROVE SOLICITATION AND ALLOCATION PROCESS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Fiscal Year (FY) 2019 Solicitation for Proposals for Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds, including the following:
1. Allocation process shown in Attachment A;
 2. Solicitation funding mark estimated up to \$10,201,958;
 3. Application package shown in Attachment B; and
- B. ALLOCATING \$10,867,304 in Section 5310 funds for Access Services as identified by the FY 2019 funding allocation process, for traditional capital projects, to support complementary paratransit service that the Americans with Disabilities Act (ADA) requires.

ISSUE

Metro is the Designated Recipient of FTA Section 5310 funds in urbanized areas of Los Angeles County. As such, it is responsible for the planning, programming, distribution and management of these funds. To fulfill Metro's Designated Recipient obligations, staff is requesting Board approval to allocate available federal funding for Los Angeles County, to conduct a competitive FY 2019 solicitation process, and to provide technical program support and monitor grant sub-recipients.

DISCUSSION

The Section 5310 Program funds "traditional" capital and "other" capital and/or operating projects that support the transportation needs of seniors and individuals with disabilities. Traditional capital projects are capital public transportation projects that are planned and designed to meet the needs of

seniors and individuals with disabilities when public transit is insufficient, unavailable or inappropriate. Other capital and/or operating projects include new public transportation projects that: 1) exceed ADA requirements, 2) improve access to fixed-route transit service and decrease reliance on complementary paratransit service, and 3) provide transportation alternatives to public transit that assist seniors and individuals with disabilities. Non-profit organizations or state and local governmental authorities are eligible recipients of funding. Three years of Section 5310 apportionments (Federal FY 2018 and projected for FYs 2019 and 2020) for the urbanized areas of Los-Angeles-Long Beach-Anaheim, Santa Clarita, and Lancaster-Palmdale will be allocated through the FY 2019 Solicitation for Proposals and to Access Services. Metro must certify that projects receiving Section 5310 funds are included in a locally-developed Coordinated Public Transit-Human Services Transportation Plan. The 2016-2019 Coordinated Plan for Los Angeles County was adopted in July 2015.

Allocation Process

As the Designated Recipient, Metro is responsible for the selection of projects, and must certify that the distribution of funds to its sub-recipients is fair and equitable. The Section 5310 Working Group consisting of representatives from the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS), the Accessibility Advisory Committee (AAC), and the Aging and Disability Transportation Network, was reconvened to review and discuss the allocation of funds. Attachment A shows the allocation process recommended by the Working Group and approved by the BOS, LTSS, AAC and the Aging and Disability Transportation Network.

The Working Group's recommendation is a hybrid approach for Section 5310 Program funds that allocates 1) 49% of total funds to Access Services for Traditional Capital Projects; 2) 46% of total funds to the competitive project selection process; and 3) the remaining 5% to Metro to implement federally-required Designated Recipient oversight responsibilities and technical assistance to grant sub-recipients. This allocation is the same as the allocation used for the FY 2017 Solicitation for Proposals. The 49% allocation to Access Services is based on the agency's regional reach, needs and historical shares of Section 5310 funds previously awarded. The proposed 5% allocation to Metro is half of the maximum allowed by the FTA.

Application Package

The FY 2019 Solicitation for Proposals Application Package is based largely on the application used for the FY 2017 Solicitation for Proposals for Section 5310 funds. Metro solicited and received input from the Section 5310 Working Group on the Application Package content and format, including the evaluation criteria and the selection process. Overall, the Working Group recommended that the format generally remain the same as the application used in FY 2017 with suggestions for clarification in certain sections. Attachment B contains the proposed application and provides updated information on: 1) eligible applicants and sub-recipients; 2) eligible projects; 3) funding award limits; and 4) federal and local funding shares.

Equity Platform

Consistent with Metro's Equity Platform, projects eligible under Section 5310 program guidelines are inherently intended to improve equity by increasing access to jobs, housing, education, health and safety. Eligible projects include those that are planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient,

unavailable, or inappropriate. Further, the solicitation process and workshops create a forum to engage the community.

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will have no impact on the safety of Metro's customers and employees.

FINANCIAL IMPACT

There is no budget impact in FY19. Since these are multi-year projects, cost center manager for 0441 (Planning - Subsidies to Others) and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

All of the recommended actions will be fully funded through the federal Section 5310 Program. No other Metro funds will be required to manage, administer and oversee the program. Approving the recommended actions will not impact Metro's bus and rail operating and capital budgets, as Section 5310 Program funds are not eligible for these purposes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and
Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve all or some of the recommended actions. Staff does not recommend this alternative because without Board approval, Metro cannot fulfill its responsibilities as the Designated Recipient of Section 5310 Program funds. Metro could also risk losing about \$7.3 million in Section 5310 Program funds that will lapse, if not obligated through the FTA by September 30, 2020.

NEXT STEPS

With Board approval, staff will proceed to administer the activities necessary to make the federal Section 5310 Program funds available for the FY 2019 Solicitation for Proposals. The application package will be released on April 30, 2019 and project applications will be due on July 31, 2019. Staff expects to return to the Board for approval of funding recommendations in November/December 2019, as shown in the schedule provided in Attachment C.

ATTACHMENTS

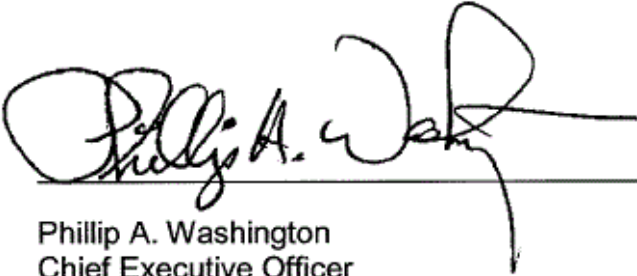
Attachment A - FY 2019 Section 5310 Funding Allocation Process

Attachment B - FY 2019 Section 5310 Solicitation for Proposals Application Package

Attachment C - Schedule of Activities - FY 2019 Section 5310 Solicitation for Proposals

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Phillip A. Washington
Chief Executive Officer

**FY 2019 SECTION 5310
FUNDING ALLOCATION PROCESS**

Recommended by the Section 5310 Working Group and adopted by its representative committees and subcommittees: the Accessible Advisory Committee (AAC), the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS) and the Aging and Disability Transportation Network, the allocation process as summarized below will apply to Section 5310 program funds.

Metro will allocate funds apportioned to the urbanized areas of Los-Angeles-Long Beach-Anaheim, Santa Clarita, and Lancaster-Palmdale that includes three federal fiscal year apportionments (2018, 2019 and 2020, which is projected).

- Metro will receive 5% of funds for administration and program support, estimated to be **\$1,108,909**.
- Access Services will receive 49% of funds for eligible Traditional Capital projects, estimated to be **\$10,867,304**.
- 46% of the total apportionment will be allocated through the competitive FY2019 Solicitation for Proposals, eligible for Traditional Capital, and Other Capital & Operating projects, estimated to be **\$10,201,958**.
- Up to 5% of Solicitation funding will be set-aside for appeals at the Metro Technical Advisory Committee (TAC). Unused set-aside balances will be re-allocated to projects underfunded within that UZA.
- The funding split for the 46% of the total apportionment is 34 percent for Traditional Capital (**\$7,540,578**) and 12 percent for Other Capital & Operating (**\$2,661,380**).
- Funding recommendations will be flexible between the two solicitation funding categories if one is undersubscribed and the other is oversubscribed.
- The maximum award per category will be \$600,000 for Traditional Capital and \$600,000 for Other Capital & Operating. Subrecipients can be awarded funding through both categories for a total maximum award of \$1,200,000.

If at the conclusion of the programming cycle there is a remaining balance in Section 5310 funds, appropriate steps to further program the funds will be pursued and reported to the Board.

The following table presents the funding allocations consistent with the allocation process.

**FY 2019 Funding Allocation
Section 5310**

SECTION 5310 APPORTIONMENTS* - FEDERAL FY 2018, 2019, and 2020				
Urbanized Area	FFY 18 Apportionment Actuals	FFY 19 Apportionment Projected	FFY 20 Apportionment Projected	Total Apportionment
Los Angeles UZA	6,871,260	7,052,287	7,052,287	\$20,975,834
Lancaster-Palmdale UZA	227,960	233,966	233,966	\$695,892
Santa Clarita UZA	165,901	170,272	170,272	\$506,445
TOTAL	\$7,265,121	\$7,456,525	\$7,456,525	\$22,178,171

FY 2019 Section 5310 Funding Allocation						
Urbanized Area	Total Apportionments FFY 18 / FFY 19 / FFY 20	Access Services	Program Administration	Available for Solicitation		
				Traditional	Other	Total
Los Angeles UZA	20,975,834	10,278,159	1,048,792	7,131,784	2,517,099	9,648,883
Lancaster-Palmdale UZA	695,892	340,988	34,794	236,603	83,507	320,110
Santa Clarita UZA	506,445	248,157	25,323	172,191	60,774	232,965
TOTAL	\$22,178,171	\$10,867,304	1,108,909	\$7,540,578	\$2,661,380	\$10,201,958
<i>Percent Share</i>	100%	49%	5%	34%	12%	46%

* Note: FY19 and FY20 apportionments are projections based on funding authorized in the FAST Act.

Attachment B

http://libraryarchives.metro.net/DB_Attachments/2019-0091_Attachment_B_FY2019_Section_5310_Solicitation_for_Proposals_Application_Package.pdf

Schedule of Activities
FY 2019 Section 5310 Solicitation for Proposals

Board Approval: Allocation Process and Application Package	April 25, 2019
Notice of Funding Availability: Release Solicitation for Proposals	April 30, 2019
Convene Potential Applicant Workshops*	May 16 & 21, 2019
5310 Applications Due	July 31, 2019
Application Review and Evaluation Period	August 2019
Applicant Preliminary Notification of Funding Recommendations & Debriefing	September 2019
TAC Appeal Hearings	October 2, 2019
Board Approval: Funding Award Recommendations	December 2019
FTA Grant Application - TrAMS	December 2019
Convene Successful Applicant Workshops	January 2020
FTA Grant Approval	February 2020

* Additional workshops may be held upon request.



Board Report

File #: 2019-0148, File Type: Project

Agenda Number:

PLANNING AND PROGRAMMING COMMITTEE APRIL 17, 2019

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

- A. RECEIVING AND FILING the North Hollywood to Pasadena BRT Corridor Alternatives Analysis (AA) Study Report; and
- B. AUTHORIZING the CEO to initiate the Draft Environmental Impact Report (DEIR).

ISSUE

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor is a Measure M project with a projected opening date of Fiscal Year (FY) 2022 to FY 2024. Currently, \$267 million in Measure M funds are allocated for this project. This project is also included in the Twenty-Eight by '28 Initiative, adopted by the Board in January 2018. In order to meet the Measure M schedule, a Proposed Project for the corridor needs to be identified and environmentally cleared through an Alternatives Analysis (AA) and environmental review study, respectively. This report includes the findings from the initial AA phase and a recommendation to advance the Refined Street-Running Alternative with Route Options into environmental review.

BACKGROUND

The North Hollywood to Pasadena BRT Corridor study area (Attachment A) extends approximately 18 miles from the North Hollywood Metro Red/Orange Line Station to Pasadena City College and serves as a key regional connection between the San Fernando and San Gabriel Valleys. It traverses the communities of North Hollywood and Eagle Rock, in the City of Los Angeles, as well as the Cities of Burbank, Glendale, and Pasadena. It has a dense residential population with many cultural, entertainment, shopping, and employment areas distributed throughout.

Of the 700,000 daily trips entering the study area, the majority of trips are destined to locations within the corridor. Only a third of the trips are travelling through the corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips. Transit currently accounts for

just 2% of corridor trips, despite the presence of Metro Rail connections at both ends of the corridor. The key challenge for the North Hollywood to Pasadena corridor is to design a premium transit service that captures more of the travel market within the corridor by offering competitive travel times, better transit access and enhanced passenger comfort/convenience. Regional connectivity is also a key element, especially given that this is among the region's largest commuter sheds without a premium transit service.

In February 2017, the North Hollywood to Pasadena BRT Corridor Technical Study was completed, which explored the feasibility of implementing BRT, including dedicated bus lanes and other key BRT features. The study identified two promising BRT concepts, a street-running BRT (Attachment B) and a freeway-running BRT (Attachment C), with multiple route options throughout the corridor. At the March 23, 2017 Board Meeting, staff presented the findings and recommendations from the North Hollywood to Pasadena BRT Corridor Technical Study and the Board approved advancing the two BRT concepts into environmental review.

In May 2018, the Board authorized the CEO to award and execute Contract No. AE49369000 to Kimley-Horn and Associates, Inc., to complete the Planning and Environmental Study (Legistar File No. 2018-0129) for the North Hollywood to Pasadena BRT Corridor. As a first phase of this study, an AA was included to evaluate the initial two BRT concepts further and identify a refined set of alternatives to advance into environmental review.

DISCUSSION

In July 2018, staff initiated work on the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study. The Study began with an initial screening of the two earlier BRT concepts developed as part of the North Hollywood to Pasadena BRT Technical Study. Combined with feedback received from the various communities, several of the initial route options were eliminated from further consideration. A storyboard map (Attachment D) was then developed to show the refined route options and to illustrate how the project would serve the various communities along the corridor. Further analysis resulted in a refined list of three (3) distinct alternatives recommended to carry forward into the AA (Attachment E - Executive Summary). These alternatives include:

- 1) Street-Running
- 2) Freeway-Running
- 3) Hybrid Street/Freeway-Running

Each of the three alternatives is approximately 18 miles in length and would extend from the Metro Red/Orange Line Station in North Hollywood to Pasadena City College in Pasadena.

Street-Running Alternative

The Street-Running Alternative includes the greatest number of stations, maximizing ridership potential, service to disadvantaged communities, connectivity to local and regional transit service, and access to land uses along the corridor. Furthermore, it's the only alternative among the three that would provide connections to both the Burbank Media District and downtown Burbank, as well as serve most of Glendale's key activity centers. Projected ridership is up to 30,000 riders per day.

Freeway-Running Alternative

The Freeway-Running Alternative would have the fastest end-to-end travel time following primarily SR-134, with street-running segments in Pasadena, the Burbank Media District, and North Hollywood. It includes the fewest stations of the three alternatives and would be expected to attract the fewest riders due to bypassing downtown Burbank, the community of Eagle Rock, and most key destinations in Glendale. In addition, the Freeway-Running Alternative includes multiple stations located adjacent to the freeway, which are generally considered by transit users to be relatively undesirable locations for stations. Projected ridership is up to 23,000 riders per day.

Hybrid Street/Freeway-Running Alternative

The Hybrid Street/Freeway-Running Alternative was evaluated for the purpose of testing a blend of on-street and freeway operations. The end-to-end travel time would be faster than the Street-Running Alternative but with fewer stations and a freeway portion that bypasses the majority of destinations in Glendale and downtown Burbank. Projected ridership is up to 26,000 riders per day.

Evaluation of Alternatives

Once the alternatives were identified, a set of evaluation criteria was then applied to each in order to determine the highest performing alternative(s) for advancement into environmental review pursuant to the California Environmental Quality Act (CEQA). The evaluation criteria used included projected ridership, travel time and reliability, cost effectiveness, environmental benefits, land use connectivity, equity, economic development effects, and public support.

Based on the results of the analysis, it was determined that the Street-Running Alternative best met the project purpose and need. However, select high-performing segments of the other two alternatives were also recommended to be carried forward resulting in a Refined Street-Running Alternative with Route Options (Attachment F).

Recommendation

Given the importance of the North Hollywood to Pasadena BRT Corridor, including the need to improve the overall quality of transit service in the corridor, staff recommends advancing the Refined Street-Running Alternative with Route Options into CEQA environmental review, along with a No Project Alternative.

The Refined Street-Running Alternative with Route Options is the most promising alternative in terms of ridership potential, improved service reliability, opportunities for Transit Oriented Communities, and regional connectivity. Moving forward with this alternative allows us to easily transition into the environmental phase in order to meet the Measure M opening date and the Twenty-Eight by '28 Initiative.

Stakeholder Outreach

Beginning in August 2018, staff launched an extensive public outreach effort. This effort included five community meetings, as well as twenty-five individual project briefings to all the affected cities' elected officials and other community, business and neighborhood groups. In order to broaden the outreach efforts to reach historically underserved communities, staff also attended several neighborhood events such as street fairs, farmers markets, and music festivals and shared project information at the North Hollywood Transit Station. The public could also access project updates

and/or provide comments through the project website or the special e-mail and telephone number established for the project. Staff has also briefed the Burbank and Glendale City Councils, as well as the Pasadena Municipal Services Committee, which includes the City's Mayor and several of its Council Members.

The purpose of this initial outreach effort was to update the public on the project and to solicit feedback on the original BRT concepts developed during the earlier North Hollywood to Pasadena BRT Technical Study. This was necessary in order to narrow the number of potential alternatives to be further evaluated and analyzed as part of the AA. Staff received a total of 630 comments. In general, there was broad community support for BRT on the corridor. There was also a strong public preference for a street-running alternative over an alternative that would run primarily on the SR-134 freeway.

Public and stakeholder engagement will continue throughout the environmental review process to solicit valuable feedback that will further inform and define the project. A series of meetings, including public scoping and public hearings as well as individual briefings with key stakeholders and elected officials, are planned for the environmental review phase. The public scoping meetings are planned for May/June 2019.

Consistency with Metro's Equity Platform Framework

The North Hollywood to Pasadena BRT Corridor Project is a key regional connection between the San Fernando and San Gabriel Valleys. It has also been identified as one of the most heavily traveled corridors without a premium bus service. While one of the project's key challenges is to capture a larger share of the corridor's travel market, it is also important to create a competitive travel option for the approximately 4% of households within the study area that currently do not own an automobile. The lack of an automobile is one of several characteristics usually associated with transit dependency. This project will look at opportunities to provide a premium BRT service through the implementation of BRT elements to lower travel time, increase service reliability and enhance the customer experience for the corridor's transit-dependent/low income communities, as well as enhance mobility and improve regional access, particularly to the key employment centers within the project corridor.

Community outreach efforts will continue to include innovative and comprehensive approaches to engage historically underserved communities and project decisions will be made with the intention of producing outcomes that promote and sustain opportunities and avoid increasing disparity. The project will be approached and designed for consistency with Metro's recently adopted Equity Platform Framework.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

Funding of \$2.3 million is included in the FY20 budget request in Cost Center 4240, Project 471401 (North Hollywood to Pasadena BRT Corridor) to continue with the Planning and Environmental Study

and on-going community outreach. Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget/contract.

Impact to Budget

The funding source for the North Hollywood to Pasadena BRT Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the North Hollywood to Pasadena BRT Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The purpose of the North Hollywood to Pasadena BRT Corridor project is to identify and implement strategies for improving bus service along the corridor. These strategies include dedicated bus lanes, reducing passenger travel times, improving service reliability, and enhancing passenger comfort and security while on transit and at stations. As a BRT service, the North Hollywood to Pasadena BRT Corridor project supports the following Strategic Goals:

- #1: Provide high-quality mobility options that enable people to spend less time traveling.
- #2: Deliver outstanding trip experiences for all users of the transportation system.
- #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the North Hollywood to Pasadena BRT Corridor alternatives to the next phase of environmental review. This is not recommended as this corridor is included and funded in Measure M and highlighted in the Twenty-Eight by '28 Initiative. Delaying the environmental analysis would jeopardize the ability to meet the Measure M ground breaking and opening dates.

NEXT STEPS

Should the Board choose to approve the recommendation, staff will continue with the next phase of environmental review, including public scoping meetings and initiation of the Draft EIR in accordance with CEQA. Staff will keep the Board apprised of the study and return to the Board at key project milestones.

ATTACHMENTS

Attachment A - Map of North Hollywood to Pasadena BRT Corridor Study Area

Attachment B - Map of Initial BRT Option 1 - Primary Street Alignment

Attachment C - Map of Initial BRT Option 2 - Primary Freeway Alignment

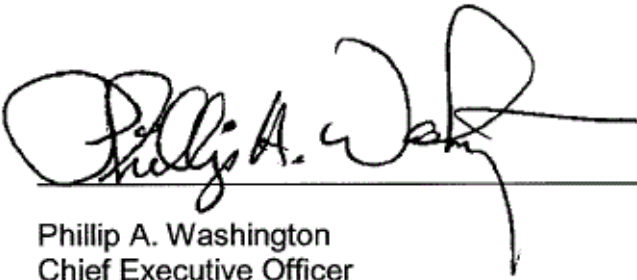
Attachment D - North Hollywood to Pasadena BRT Corridor Project Storyboard

Attachment E - Executive Summary - North Hollywood to Pasadena BRT Corridor Alternatives Analysis

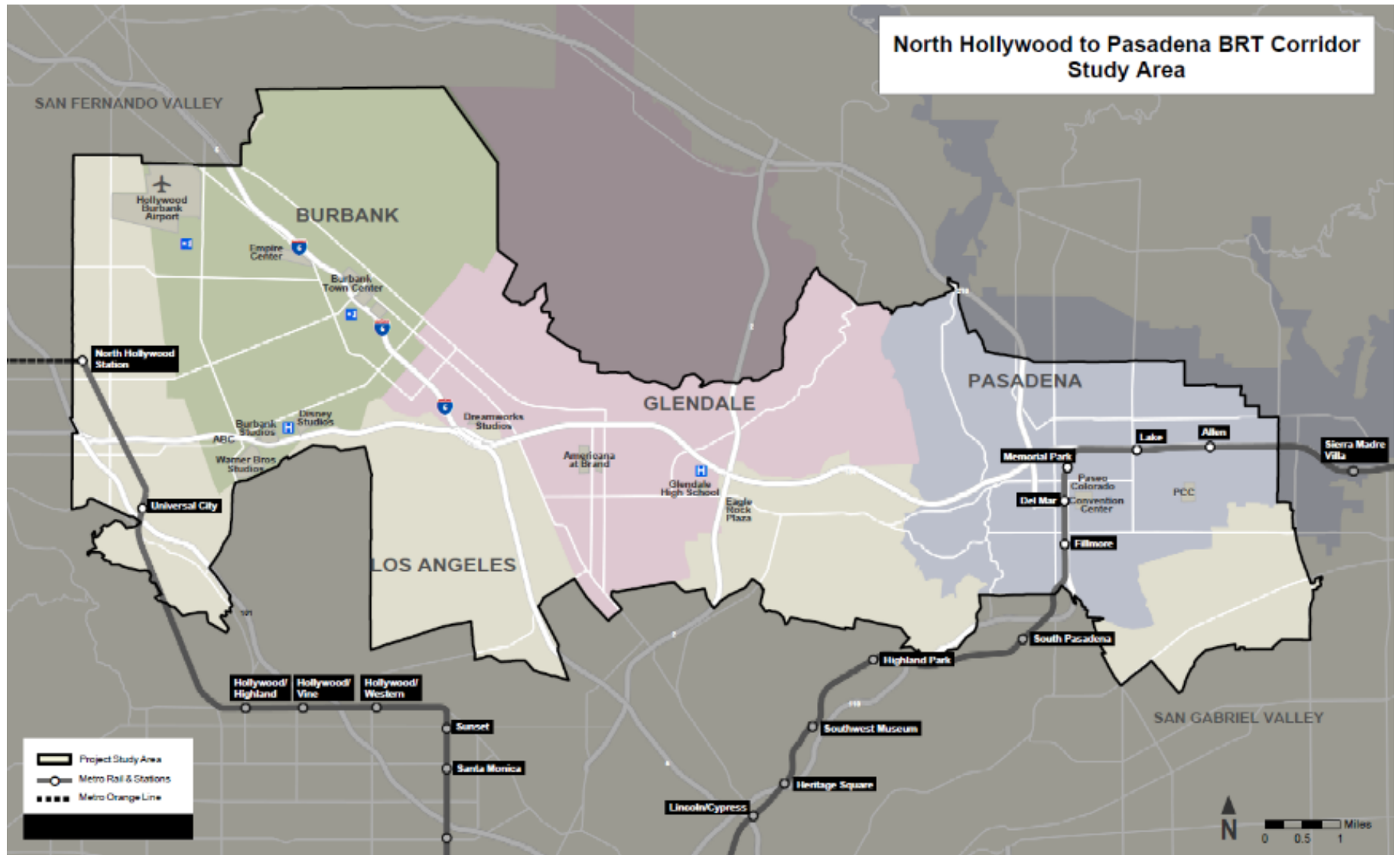
Attachment F - Map of Refined Street-Running Alternative with Route Options

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David Mieger, Executive Officer, (213) 922-3040
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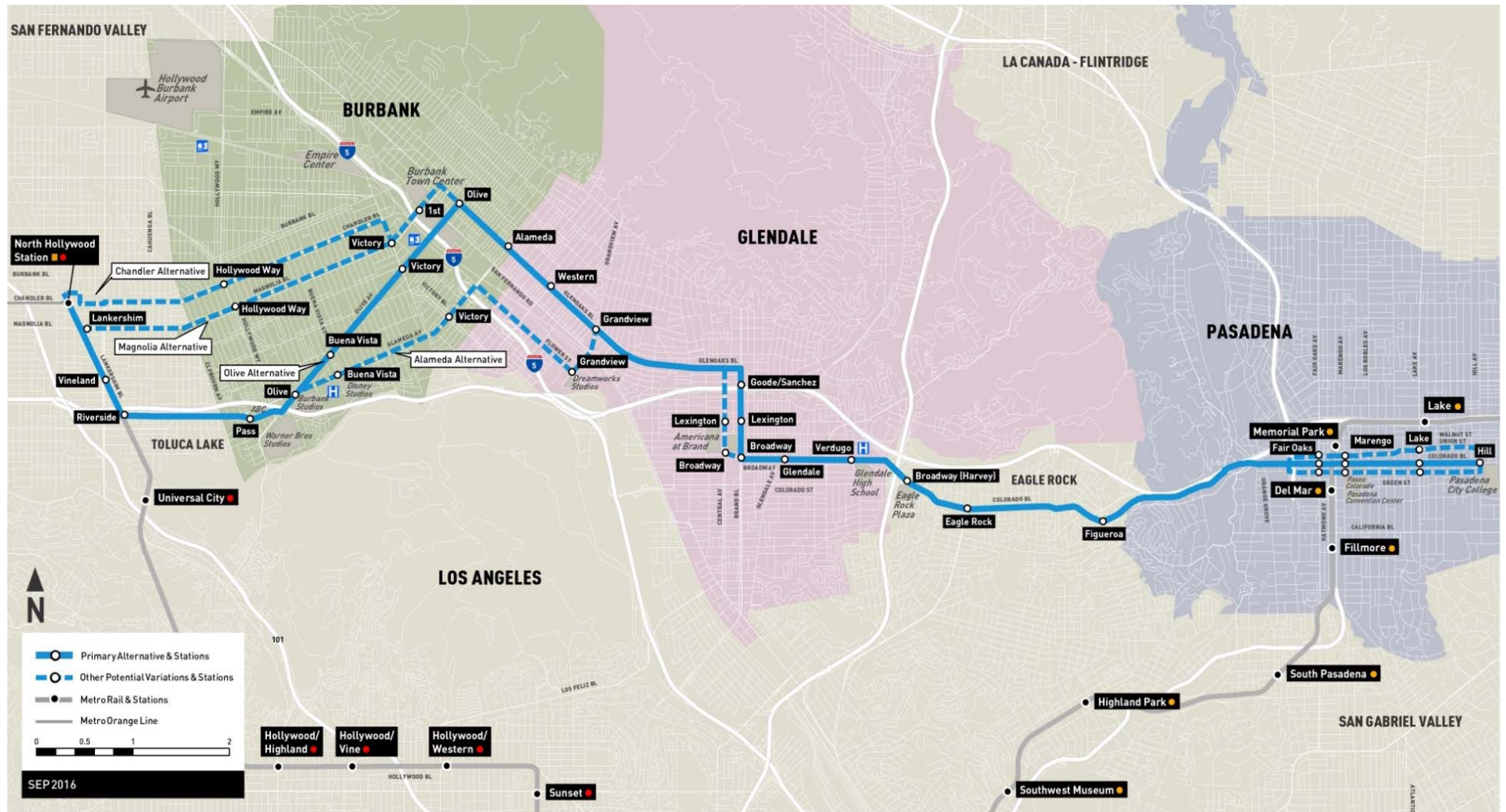
Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



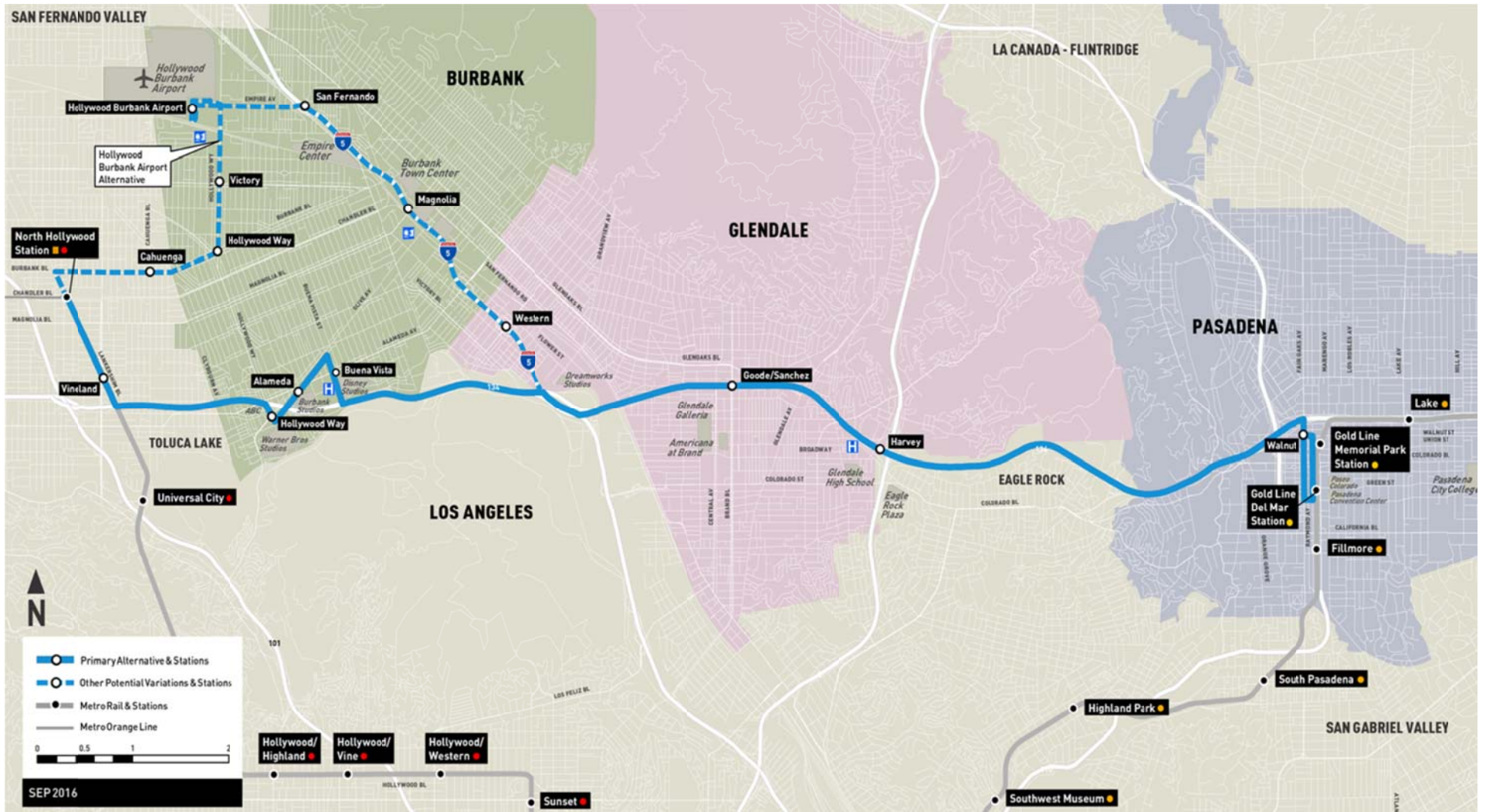
Phillip A. Washington
Chief Executive Officer



MAP OF INITIAL BRT OPTION 1 – PRIMARY STREET ALIGNMENT



MAP OF INITIAL BRT OPTION 2 – PRIMARY FREEWAY ALIGNMENT



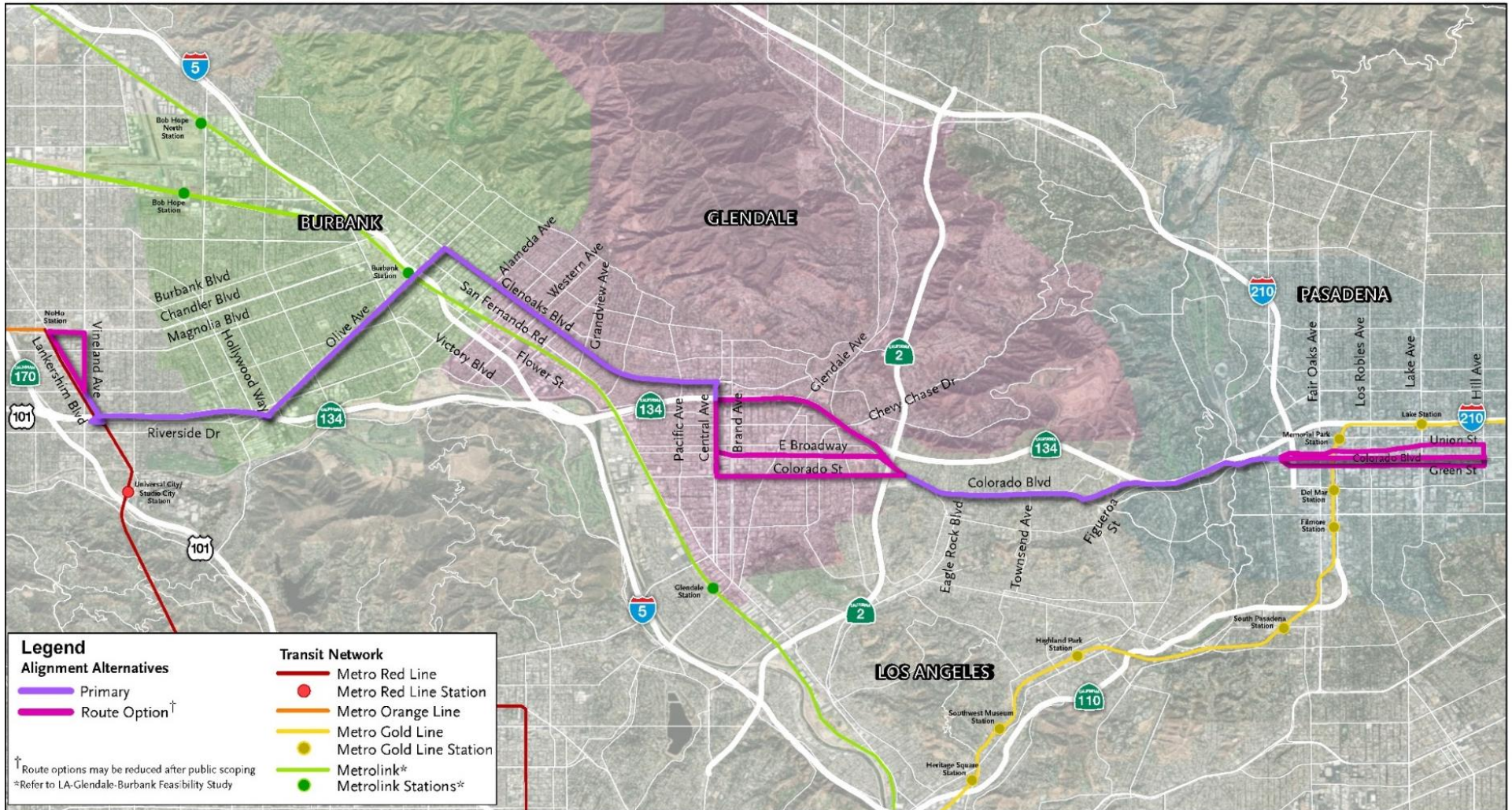
NORTH HOLLYWOOD TO PASADENA BRT CORRIDOR PROJECT STORYBOARD



Attachment E

http://libraryarchives.metro.net/DB_Attachments/2019-0148_Attachment_E_Alternatives_Analysis_Executive_Summary.pdf

MAP OF REFINED STREET-RUNNING ALTERNATIVE WITH ROUTE OPTIONS





Next stop: a new way to ride between NoHo and Pasadena.

NOHO TO PASADENA TRANSIT CORRIDOR



North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor

Planning & Programming Committee Meeting

April 17, 2019



Recommended Board Action

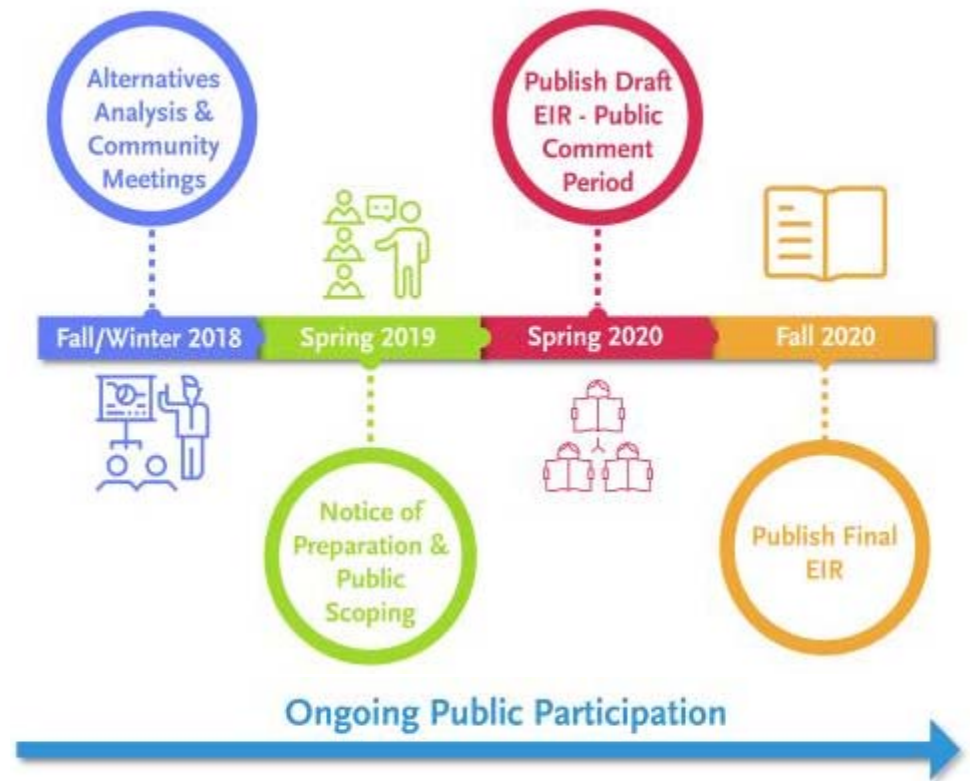
- > Measure M project
 - \$267 million in Measure M & SB1 Funds (Transit and Intercity Rail Capital Program)
 - Projected opening by FY 2024 to meet Measure M and Twenty-Eight by '28 schedule

- > Action Requested
 - Receive and File Alternatives Analysis (AA) report
 - Authorize CEO to initiate Draft Environmental Impact Report (DEIR)



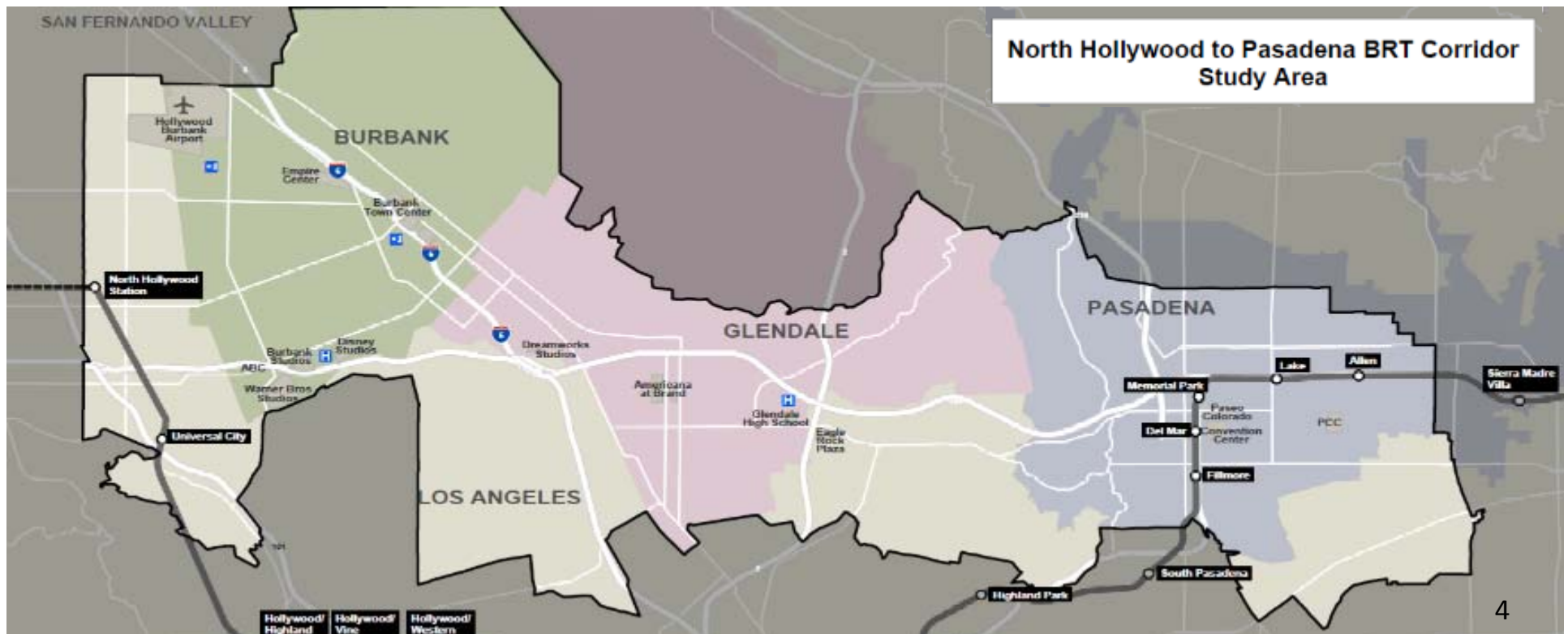
Upcoming Milestones

- > **May/June 2019** – Release Notice of Preparation and begin public scoping meetings
- > **Spring 2020** – Release Draft Environmental Impact Report (DEIR) for public comment
- > **Fall 2020** – Metro Board adopts Proposed Project and certifies Final EIR
- > **Ongoing** – Collaboration and outreach with corridor cities and communities

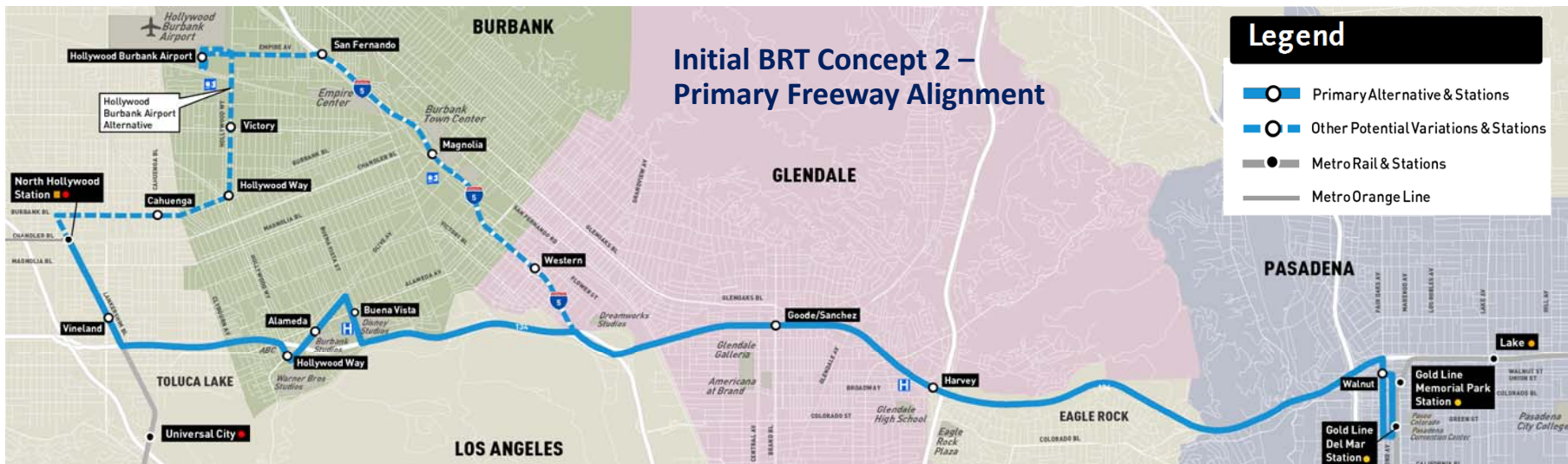
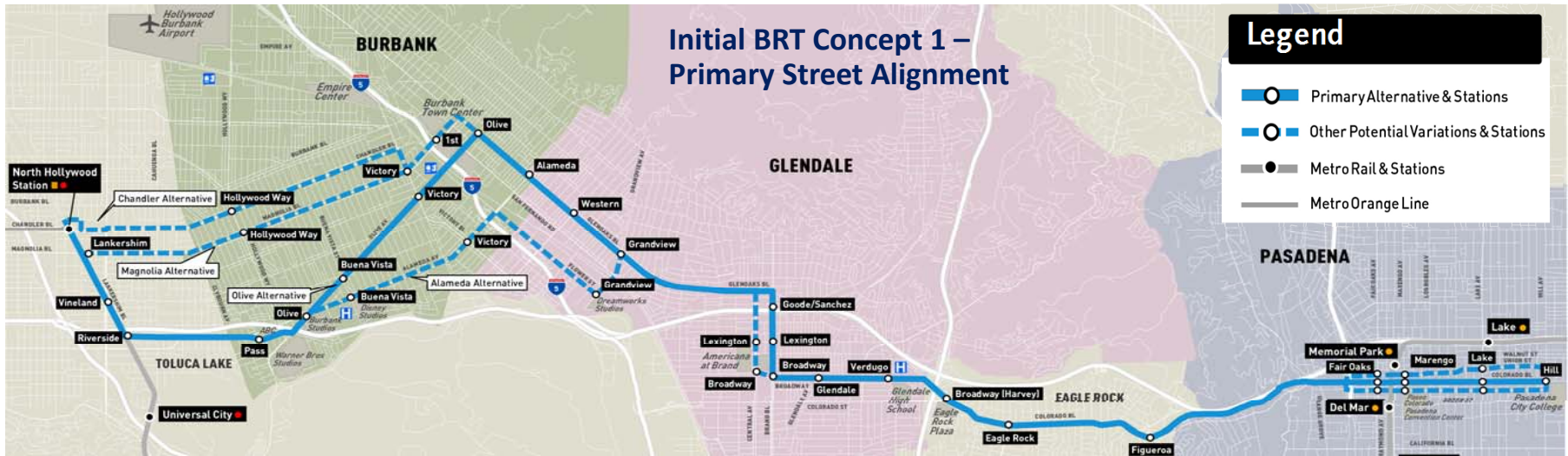


NoHo to Pasadena Study Area

- > Spans 18 miles, 4 cities, includes several key activity centers
- > 700,000 daily trips enter the study area
 - Most trips go to destinations within the corridor; only about one-third of the trips are end-to-end



Initial BRT Route Options



AA Process

- > Conducted outreach to share project information and receive initial feedback
- > Narrowed down initial alternatives/route concepts to three refined alternatives that were evaluated



Alternatives Analyzed in AA

1. Street-Running

- Provides most connectivity within corridor
- End-to-end travel time: approx. 65 minutes
- Projected ridership up to 30,000 daily riders

2. Freeway-Running

- Fastest end-to-end travel time but least connectivity
- End-to-end travel time: approx. 43 minutes
- Projected ridership up to 23,000 daily riders

3. Hybrid Street/Freeway-Running

- More connectivity than Freeway-Running but bypasses Downtown Burbank and majority of Glendale
- End-to-end travel time: approx. 56 minutes
- Projected ridership up to 26,000 daily riders



What We Heard During AA Process

- > Broad community support for project including need for:
 - Frequent and reliable service
 - First/last mile connections
 - Convenient station locations
- > Preference for street-running BRT
 - Serves most key destinations within corridor
 - Better station access, more pleasant stations
- > Concerns over impacts of dedicated bus lanes to parking/traffic

Refined Street-Running Alternative with Route Options

- > Alternative provides:
 - Highest ridership potential
 - Best regional connectivity
 - Better opportunities for Transit Oriented Communities
- > Will be studied further in the Draft EIR
 - Identify potential environmental impacts (e.g. traffic, parking, air quality, visual, etc.)
 - Develop mitigation measures to reduce/eliminate impacts
 - Refine cost, ridership, travel time estimates

Refined Street-Running Alternative with Route Options

