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Agenda - Final

Wednesday, February 16, 2022

10:30 AM

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Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Ara Najarian, Vice Chair

Kathryn Barger

James Butts

Hilda Solis

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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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.

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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- d. Any other unlawful interference with the due and orderly course of said meeting.

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The Committee Meeting begins at 10:30 AM Pacific Time on February 16, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 16 de Febrero de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
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Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 5.

Consent Calendar items are approved by one vote unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

5. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM** [2021-0746](#)
ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Inter-program borrowing and programming of additional \$3,000,000 from the Las Virgenes/Malibu Subregion's Measure M Multi-Year Subregional Program (MSP) Highway Efficiency Program to the Active Transportation, Transit, and Tech Program (Expenditure Line 56), as shown in Attachment A;
2. Programming of additional \$1,950,000 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - Active Transportation Transit Tech Program Project List](#)
[Attachment B - Highway Efficiency Program Project List](#)

NON-CONSENT

6. **SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2** [2022-0010](#)

RECOMMENDATION

RECEIVE AND FILE the project status update on the Eastside Transit Corridor Phase 2 Project.

Attachments: [Attachment A - Eastside Transit Corridor P2 Initial Operating Segments Map Presentation](#)

7. **SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS** [2022-0011](#)

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Attachments: [Presentation](#)

8. **SUBJECT: SYSTEMWIDE BICYCLE PARKING PROGRAM IMPROVEMENTS AND CAPITAL UPGRADES** [2021-0753](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a five-year firm fixed price Contract No. PS78889000 to eLock Technologies, LLC for the bicycle parking program in the amount of \$6,094,458, subject to resolution of all properly submitted protest(s) if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Secure Bicycle Parking Program Assessment Report](#)
[Attachment D - Board Motion Item 22 September 20, 2018](#)
[Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2022-0068](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2021-0746, **File Type:** Program

Agenda Number: 5.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 16, 2022**

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Inter-program borrowing and programming of additional \$3,000,000 from the Las Virgenes/Malibu Subregion’s Measure M Multi-Year Subregional Program (MSP) Highway Efficiency Program to the Active Transportation, Transit, and Tech Program (Expenditure Line 56), as shown in Attachment A;
2. Programming of additional \$1,950,000 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the Las Virgenes/Malibu Subregion and implementing agencies to revise the scope of work and schedule and amend project budgets.

This update includes changes to projects which have received prior Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2024-25. The Board’s approval is required to program additional funds. The updated project lists (Attachments A and B) serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In January 2019, the Metro Board of Directors approved Las Virgenes/Malibu Subregion's first MSP Five-Year Plan and programmed funds in: 1) Measure M MSP - Active Transportation/Transit/Tech Program (expenditure line 56); and 2) Measure M MSP - Highway Efficiency Program (expenditure line 57). Since the first Plan, staff provided annual updates to the Board in February 2020 and March 2021.

DISCUSSION

Metro staff worked closely with the Las Virgenes/Malibu Subregion Council of Governments (COG) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, e.g., project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure the timeliness of the execution of the project funding agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2023-24 and beyond, Metro accepted a high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the COG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this annual update include \$4,950,000 in additional programming for one new and funding adjustments for six existing projects.

Active Transportation/Transit/Tech Program (expenditure line 56)

This update includes funding adjustments to four existing projects and program of one new project as follows:

Calabasas

- Deobligate all \$1,987,335 from MM4401.04 - Old Town Parkway Improvements - Park Granada to City Limits. The City requested the deobligated funds to be reallocated to another project.
- Program an additional \$1,987,335 and reprogram previously approved funds for MM4401.11 - Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II). Funds are programmed as follows: \$175,000 in FY 2020-21; \$3,380,585 in FY 2021-22; \$3,160,000 in FY 2022-23 and \$1,785,000 in FY 2023-24. The funds will be used to complete Plans Specification and Estimates (PS&E) and construction phases of the project.

Westlake Village

- Program \$3,000,000 in FY 2024-25 for MM4401.12 - Lakeview Canyon Road Pedestrian Safety Improvements. The funds will be used to complete Project Approval/Environmental Document (PAED), PS&E and construction phases of the project.

LA County

- Reprogram \$875,000 as follows: \$35,245 in FY 20, \$150,000 in FY22, \$100,000 in FY 23, \$220,000 in FY 24 and \$369,755 in FY 25 for MM4401.09 - Malibu Canyon Road Bridge Replacement. The funds will be used to complete the PS&E and construction phases of the project.
- Reprogram \$400,000 as follows: \$20,000 in FY 19, \$10,000 in FY 20, \$20,000 in FY 21, \$60,000 in FY 22, \$40,000 in FY 23, \$220,000 in FY 24 and \$30,000 in FY 25 for MM4401.10 - Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica). The funds will be used to complete the PS&E and construction phases of the project.

Highway Efficiency Program (expenditure line 57)

This update includes funding adjustment to two existing projects as follows:

Agoura Hills

- Merge projects MM5503.02 and MM5503.07 to Kanan Road Corridor Project and reprogram previously approved funds as follows: \$330,595 in FY 2021-22; \$426,000 in FY 2022-23; \$1,200,000 in FY 2023-24 and \$3,356,898 in FY 2024-25. The funds will be used to complete the Project Study Report (PSR), environmental, PS&E and construction phases of the project.

LA County

- Program an additional \$1,950,000 in FY 2024-25 for MM5503.09 - Agoura Hills and Westlake Village Intelligent Transportation System project. The funds will be used to complete the PS&E and construction phases of the project.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Las Virgenes/Malibu Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2021-22, \$7.11 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401) and \$1 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects is Measure M Highway Construction 17% which is not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Las Virgenes/Malibu subregion consists of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village and adjacent unincorporated area of Los Angeles County, but no Equity Focus Communities (EFCs) are located within this subregion. The report seeks board approval to fund eligible Measure M MSP project. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines during the eligibility review process, cities provide documentation that demonstrates community support, project need, and transportation benefits. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency independently and in coordination with the subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The 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 by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and lead the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Las Virgenes/Malibu Subregion. This is not recommended as the proposed projects were developed by the Las Virgenes/Malibu Subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

Metro staff will continue to work with the Las Virgenes/Malibu Subregion to identify and deliver projects. Program/project updates will be provided to the board annually.

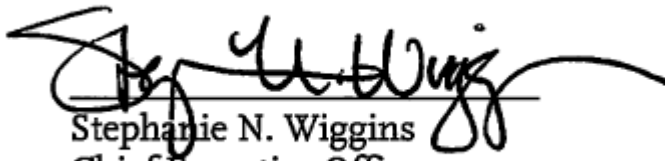
ATTACHMENTS

Attachment A - Active Transportation/Transit/Tech Program Project List

Attachment B - Highway Efficiency Program Project List

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
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Stephanie N. Wiggins
Chief Executive Officer

Las Virgenes/Malibu Subregion
 Measure M Multi-Year Subregional Plan - Active Transportation/Transit/Tech Program (Expenditure Line 56)

	Agency	Project ID #	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years	FY2020-21	FY 2021-22	FY2022-23	FY2023-24	FY 2024-25		
1	Calabasas	MM4401.02	City-wide Green Streets - Malibu Hills Road, Calabasas Road, Old Town Calabasas, Las Virgenes Road and Parkway Calabasas	PS&E Construction		\$ 3,156,164		\$ 3,156,164	\$ 5,000	\$ 1,045,000	\$ 1,191,341	\$ 914,823				
2	Calabasas	MM4401.03	Mulholland Highway Gap Closure - Old Topanga Canyon Road - Phase I (CFP)	PS&E ROW Construction		2,200,000		2,200,000		100,000	\$ 2,100,000					
3	Calabasas	MM4401.04	Old Town Parkway Improvements - Park Granada to City Limits	PS&E Construction	Deob	1,987,335	(1,987,335)	-								
4	Calabasas	MM4401.11	Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits	PS&E Construction	chg	6,513,250	1,987,335	8,500,585		175,000	3,380,585	3,160,000	1,785,000			
5	Malibu	MM4401.05	Pedestrian/Bicyclist Crosswalk Improvements - PCH @ Big Rock Dr. & 20356 PCH	PS&E Construction		683,219		683,219	41,915	118,238	523,066					
6	Malibu	MM4401.06	Westward Beach Parking and Walkway Improvements	PS&E Construction		3,500,000		3,500,000		3,500,000						
7	Westlake Village	MM4401.07	Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr.	PS&E Construction	Complete	4,452,678		4,452,678	4,452,678							
8	Westlake Village	MM4401.08	Lindero Sidewalk Extension - Thousand Oaks Blvd to Via Colinas	PS&E ROW		2,378,247		2,378,247		1,175,023	1,203,224					
9	Westlake Village	MM4401.12	Lakeview Canyon Road Pedestrian Safety Improvements *	PAED PS&E Construction	new	-	3,000,000	3,000,000						3,000,000		
10	LA County	MM4401.09	Malibu Canyon Road Bridge Replacement	PS&E Construction	chg	875,000		875,000	35,245		150,000	100,000	220,000	369,755		
11	LA County	MM4401.10	Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica)	PS&E Construction	chg	400,000		400,000	30,000	20,000	60,000	40,000	220,000	30,000		
Total Programming Amount								\$ 26,145,893	\$ 3,000,000	\$ 29,145,893	\$ 4,564,838	\$ 6,133,261	\$ 8,608,216	\$ 4,214,823	\$ 2,225,000	\$ 3,399,755

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

Las Virgenes/Malibu Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 57)

	Agency	Project ID #	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
1	Agoura Hills	MM5503.01	U.S 101/Palo Comado Interchange - Chesebro Rd S to Driver Ave. & Chesebro Rd to N of interchange	PS&E Construction		\$ 8,195,436		\$ 8,195,436	\$ 8,195,436					
2	Agoura Hills	MM5503.02/ MM5503.07	Kanan Road Corridor (MR311.14)	PSR Env PS&E Construction	chg	5,313,493		5,313,493			330,595	426,000	1,200,000	3,356,898
3	Calabasas	MM5503.08	Calabasas Road Improvements	PS&E Construction		4,500,000		4,500,000		190,000	1,300,000	3,010,000		
4	Hidden Hills	MM5503.03	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	PS&E, ROW Construction		1,215,652		1,215,652		249,247	966,405			
5	Malibu	MM5503.04	Malibu Park and Ride Lots	ROW	Complete	3,100,000		3,100,000	3,100,000					
6	Malibu	MM5503.05	Median Improvements PCH	PS&E Construction		2,000,000		2,000,000			150,000	150,000	1,700,000	
7	LA County	MM5503.06	Malibu Canyon Road Improvements - Malibu Canyon Rd @ Piuma Rd. & Las Virgenes Rd @ Las Virgenes Canyon Rd	PS&E ROW Construction		1,500,000		1,500,000	125,000	700,000	475,000	200,000		
8	LA County	MM5503.09	Agoura Hills and Westlake Village Intelligent Transportation System *	PS&E Construction	chg	430,000	1,950,000	2,380,000					430,000	1,950,000
Total Programming Amount						\$ 26,254,581	\$1,950,000	\$ 28,204,581	\$11,420,436	\$ 1,139,247	\$ 3,222,000	\$ 3,786,000	\$ 3,330,000	\$ 5,306,898

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.



Board Report

File #: 2022-0010, File Type: Informational Report

Agenda Number: 6.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 16, 2022

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the project status update on the Eastside Transit Corridor Phase 2 Project.

SOLIS AMENDMENT: Report back in April 2022 with the following:

- A. Innovative ways to help streamline the preconstruction-related work, including advancing engineering and utility-related work, among other strategies.
- B. Funding plans and assumptions for the two IOS alternatives being proposed; the plans should focus on a local funding strategy and a combined local and federal funding strategy.
- C. Strategies to streamline environmental review, including seeking a NEPA waiver, having NEPA authority delegated to the state, and seeking an abbreviated NEPA.
- D. An Alternative Delivery plan that will provide project schedule efficiencies which will reduce the overall preconstruction timeline.
- E. An accelerated project schedule for the two IOS alternatives and the entire project segment.

HAHN AMENDMENT: Report back in April 2022 with the following:

- A. Which specific grants, state and federal funding programs the eastside transit corridor project is applying for;
- B. The competitiveness and priority of this project related to our other Metro projects also in the pipeline for these opportunities;
- C. Any other Measure R and Measure M funding that might be available through future amendment or borrowing; and

D. Any opportunities for low and no-cost financing through federal or private sources.

In addition to those four things, engage relevant municipal agencies and Community-Based Organizations along the project corridor, as well as the Washington Boulevard Coalition, for their input and feedback on all strategies being considered.

ISSUE

This is an update to the Board on the Eastside Transit Corridor Phase 2 Project (Project) status. Key updates include a project update and preliminary determination of the Initial Operating Segments (IOS).

BACKGROUND

At its October 25, 2018, meeting (Item #2018-0303) the Board approved reinitiating the environmental review process for the Eastside Transit Corridor Phase 2 Project. This included environmental analysis for the SR 60 Alternative (planned parallel or along the SR 60 freeway), Washington Alternative (planned along Washington Boulevard), and the Combined Alternative (combination of the Washington and SR 60 Alternative).

Following the study and community input on the three project alternatives, at its February 27, 2020, meeting, the Board approved the withdrawal of the SR 60 and Combined Alternatives from the Eastside Transit Corridor Phase 2 environmental study. The Board also approved proceeding with a focused California Environmental Quality Act (CEQA) environmental study for the Washington Alternative (Item #2020-0027).

Further study of alternatives to the withdrawal SR 60 Alternative were designated to be undertaken by the San Gabriel Valley Council of Governments, which has initiated separate feasibility studies to evaluate other alternatives to serve the San Gabriel Valley.

The project alignment is approximately 9.0 miles that travels south along Atlantic Boulevard in an underground segment between the current Metro L (Gold) Line terminus station at Pomona Boulevard/Atlantic Boulevard and the Citadel Outlets in Commerce. The route then proceeds east along Washington Boulevard via aerial and at-grade configurations ending at Lambert Road in the city of Whittier. Proposed stations along this route that are being considered include:

- Relocated Atlantic/Pomona Boulevard station
- Atlantic/Whittier Boulevard station in East Los Angeles.
- Commerce/Citadel station in Commerce.
- Greenwood Avenue station in Montebello
- Rosemead Boulevard station in Pico Rivera.
- Norwalk Boulevard station serving unincorporated Los Nietos, Whittier, and Santa Fe Springs, and
- Lambert Road station in Whittier.

According to Measure M and Metro’s Long-Range Transportation Plan (LRTP) financial forecast, the Project has a \$3 billion (2015\$) allocation of funding comprised of Measure M and other local and state. Measure M funding becomes available in two cycles as follows:

Measure M Expenditure Plan (Initial Year of Funding)	Opening Year	LRTP Funding Allocation (2015\$)
FY 2029	2035	\$3 billion
FY 2053	2057	\$3 billion

The second funding cycle is designated for the second alignment, however since the SR 60 was withdrawn, the results of the San Gabriel Valley Transit Feasibility Study (Study) may determine an alignment. The Study is being led by the San Gabriel Valley Council of Governments.

DISCUSSION

Alignment Configuration Updates

Refinements to the Draft Advanced Conceptual Engineering (ACE) resulted in design options that examined cost-saving opportunities and optimized the project design further. This effort led to the introduction of station options for the relocated Atlantic Boulevard station and an at-grade station and segment in the City of Montebello, where it currently traverses in an aerial configuration. Several factors were considered based on engineering and past community and stakeholder input. These design options were shared with the public at the November 2021 meetings before carrying these options forward for further evaluation in the Draft Environmental Impact Report (EIR).

With the underground segment beginning near Atlantic and Pomona, opportunities to reevaluate station options for the existing station and the current underground design were developed. An open underground station concept was proposed that could provide several community benefits such as but not limited to First/Last mile connections, ease of access to the station platform, proximity to the existing parking structure, natural air ventilation and minimize construction impacts in the immediate area. This station concept was shared with the community and stakeholders, expressing general concerns about construction impacts and business disruption, and displacement. The community is interested in learning about the impacts of both station options through the Draft EIR. Prior to the anticipated release of the Draft EIR in late spring of this year, public meetings will be scheduled to discuss general construction activities for the proposed project.

An at-grade configuration through the city of Montebello that includes an at-grade Greenwood station was also introduced. The city of Montebello staff and decision makers support this design option. Additionally, Metro’s grade separation policy preliminary findings indicate that at-grade operation should be feasible at Greenwood Avenue. The current baseline project includes an aerial segment that is approximately 1.6 miles, including the Greenwood Station, of which 0.8 miles would be analyzed as an at-grade configuration. This would extend the at-grade configuration from approximately 4.4 miles to 5.2 miles. 0.8 miles will remain aerial not to disrupt active BNSF tracks. Both design options, aerial and at-grade configurations, will be carried forward for environmental analysis in the Draft EIR.

Initial Operating Segments Analysis

The IOS options were developed based on the following criteria:

- Adhere to the Project Objectives by extending Metro's L (Gold) Line from the existing terminus Atlantic Station further east to provide connectivity to the rail network.
- Include a Maintenance Storage Facility that can accommodate the full build-out of the project.
- Provide an IOS terminus that would serve as an interim end-of-line station, including tail tracks, parking and systems facilities.
- Allow for the full build-out of the selected project alternative.

Based on the evaluation, staff will be further studying the two IOS options and design options in the Draft EIR. Furthermore, the Draft EIR will environmentally clear the full project alignment from Atlantic Boulevard to the City of Whittier.

- IOS 1 - Commerce
- IOS 2 - Greenwood

Attachment A shows the two IOS options being evaluated in the Draft EIR.

IOS-1 Commerce would extend the Metro L (Gold) Line approximately 3.2 miles from the current terminus at Atlantic Boulevard to an underground terminal station at the Commerce/Citadel station in the city of Commerce with connections to the Commerce MSF site option.

IOS-2 Greenwood would extend the Metro L (Gold) Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an aerial or at-grade terminal station at the Greenwood station in the city of Montebello.

To support the operations of the IOS and the Project, the following two (2) MSF site options have been identified. The sites would accommodate approximately 100 to 120 light rail vehicles (LRVs) to service the Project and the combined east-west corridor for full regional service with the opening of the Regional Connector. The options sites are in the cities of Commerce and Montebello.

- Commerce MSF site option: located in the city of Commerce site is approximately 22 acres in size, which includes aerial yard lead tracks. The facility would accommodate storage for approximately 100 LRVs. This MSF site option could serve IOS-1 and IOS-2.
- Montebello MSF site option: located in the city of Montebello site is approximately 31.3 acres in size, which includes either aerial or at-grade wye junction for the yard lead tracks depending on which design option is selected in the City of Montebello. The facility would accommodate storage for approximately 120 LRVs. This MSF site option could serve IOS-2 only.

The Commerce and Montebello MSF site options meet the size requirements and have consistent surrounding land use patterns of commercial and industrial uses. Both options will be evaluated further for environmental impacts through Draft EIR. A Title VI analysis will also be conducted prior to

the selection of the preferred MSF. Only one MSF site option would be constructed when the Board selects the Locally Preferred Alternative (LPA).

The Draft EIR will study the entire Project and the two IOS with design options and is anticipated to be released late spring of this year. The IOS options could help streamline the Project in advance of the Measure M Expenditure Plan, consistent with the Twenty-Eight by '28 Initiative.

Planning staff and consultant teams are actively seeking federal funding opportunities for the project. Should federal funding become available to fund project elements or the build out of the full project alignment, staff would reinstate National Environmental Policy Act (NEPA) analysis after the selection of the LPA to streamline federal reviews.

Preliminary Cost Estimates

Preliminary cost estimates were developed at 15% design level to support the environmental and planning process. The design follows Metro Rail Design Criteria (MRDC) and the federal, state, local policies and procedures. Table 1 outlines cost ranges for the Project and IOS, including the Commerce or Montebello MSF options. The cost estimates follow a uniform approach to develop baseline costs for light rail projects. Planning staff continues to work closely with the consultant teams and Program Management to refine the cost estimates as the design advances. It is anticipated that as the design advances, the cost estimates are subject to change. The recently introduced open underground station at Atlantic and Pomona is not included in this cost estimate but will be added prior to the selection of the LPA. Additionally, these preliminary costs consider the MSF site that would serve the regional connector, which exceeds the project’s capacity needs; therefore, staff and the consulting teams are seeking federal funding opportunities for elements ,such as, the MSF options that may be eligible for federal funding.

Table 1.

	Cost Estimate Range
Project	\$6.1 - \$6.5
IOS Commerce (Commerce MSF)	\$4.5 - \$5.0
IOS Greenwood (Commerce or Montebello MSF)	\$5.1 - \$5.3

EQUITY PLATFORM

The project team is introducing the IOSs to the Metro Board. No action is anticipated until all alternatives have been evaluated through Draft EIR and Title VI analysis. Similar to the full project alignment, the IOSs aim to provide a more reliable and high-quality transit alternative to the communities of the eastern Los Angeles County that will help solve the mobility challenges and needs of the area’s residents and businesses.

There are 119,759 persons living in the census tracts that are within 0.5 miles of the stations along the full alignment. Of those persons, 49 percent report as people of color and 51 percent report as White only (non-Hispanic or Latino) according to the 2015-2019 ACS 5-Year population estimates. In

addition, 34 percent of the total population is either a student (21 percent) or senior (13 percent). The Project includes six (6) Equity Focused Communities (EFC) while the IOSs has two (2) to three (3) EFCs depending on the IOS. Both IOS will serve and benefit the East Los Angeles Community and the cities of Commerce and Montebello depending on the IOS. Around 9 percent of people are transit-dependent and 16.4 percent below the poverty level. The median household income is \$59,420 annually and the average household size is 3.6 persons per household. Environmental and temporary construction impacts are being evaluated in the Draft EIR.

Community meetings are scheduled in March to inform the public of the proposed project's IOS and general construction activities. The project team is working with eight (8) local Community Based Organizations (CBO) to discuss project milestones and enhance our outreach methods. This partnership has become very valuable due to the CBOs insight on the community's concerns and perspectives. The project team shares project information in a draft form to gather input from the CBOs to shape the messaging and communication approaches favorable to the community.

As a result of this partnership, we have simplified the language in all our meeting materials, included bilingual PowerPoint (PPT) presentations rather than having a separate PPT, easier to understand design drawings and more importantly, remind the public of the project goals that align with the values our partnership developed. The project team will implement the same approach for the upcoming community meetings and continue partnering with CBOs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the goals outlined in the Metro Vision 2028 Strategic Plan. More specifically, the Project supports Goal #3 - *Enhance Communities through Mobility and Enhanced Access to Opportunity*, as it will connect communities to the regional Metro rail network, which will expand access to jobs, major activity centers, including educational and medical institutions, and recreational opportunities within the Project area and across the Los Angeles region.

NEXT STEPS

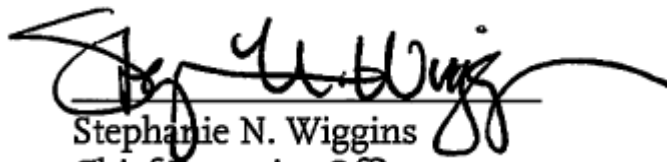
The next milestone for the project is the anticipated release of the Draft EIR in spring 2022 that would be followed by Public Hearings to be conducted during the formal Public Comment Period. In fall 2022, staff would present a review of all public comments and recommendation to the Board for the adoption of a Locally Preferred Alternative for the project. Community and stakeholder meetings are ongoing and will continue leading up to and including the public circulation and comment period for the Draft EIR. Planning staff and consultant teams will continue to actively seek federal funding opportunities for the build out of project or project elements.

ATTACHMENTS

Attachment A - Eastside Transit Corridor Phase 2 Initial Operating Segment Map

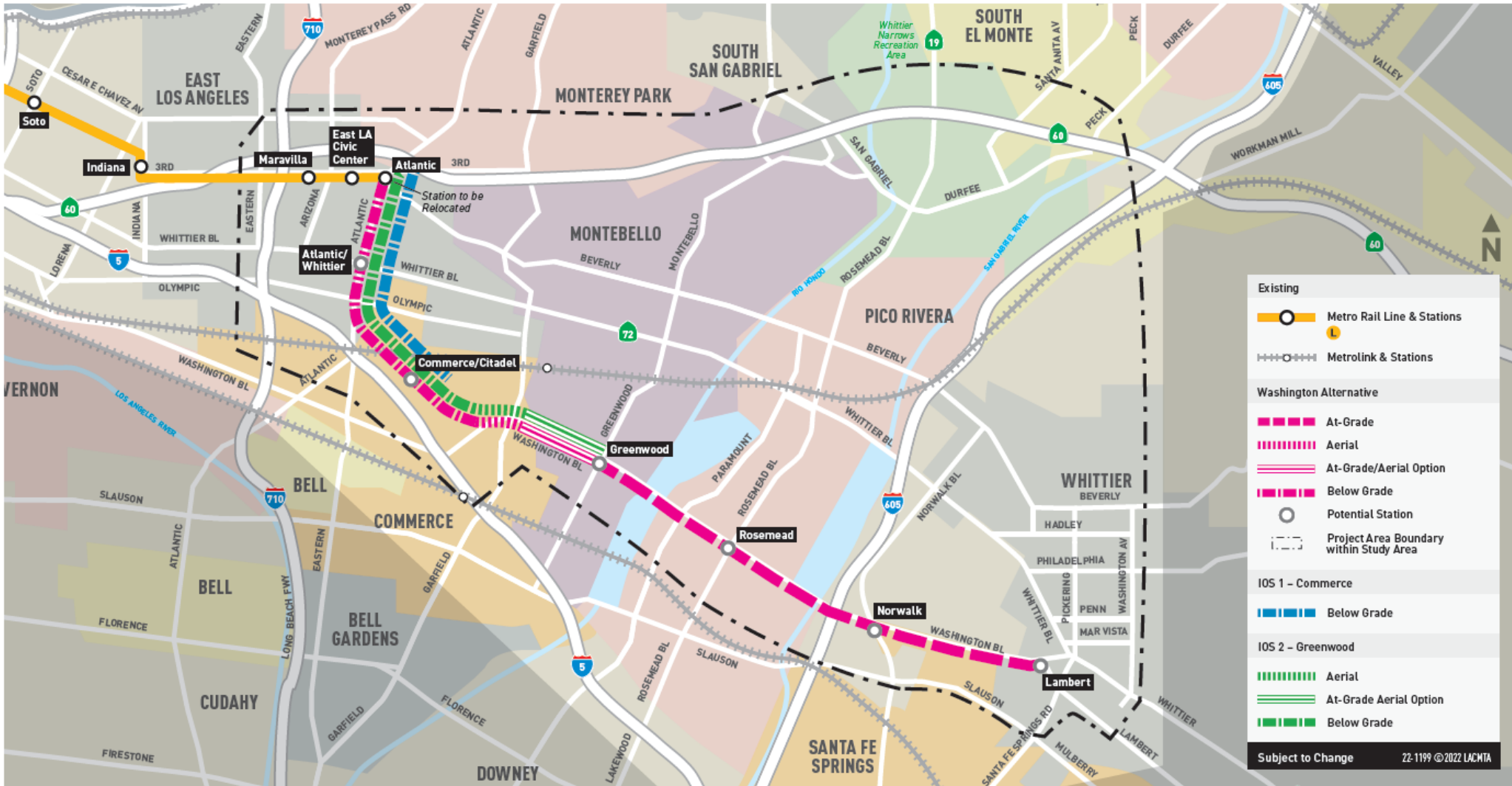
Prepared by: Jenny Cristales-Cevallos, Senior Manager, Countywide Planning & Development, (213) 418-3026
Dolores Roybal Saltarelli, DEO, Countywide Planning & Development, (213) 922-3024
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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



Stephanie N. Wiggins
Chief Executive Officer

Eastside Transit Corridor Phase 2 Initial Operating Segments



An illustration of a Metro Rail train at a station platform. The train is yellow and black with 'Metro Rail' and 'Go Metro' written on it. The platform has a red awning and several people are walking, including a person on a bicycle. The background shows a building and trees.

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Planning and Programming Committee

February 16, 2022



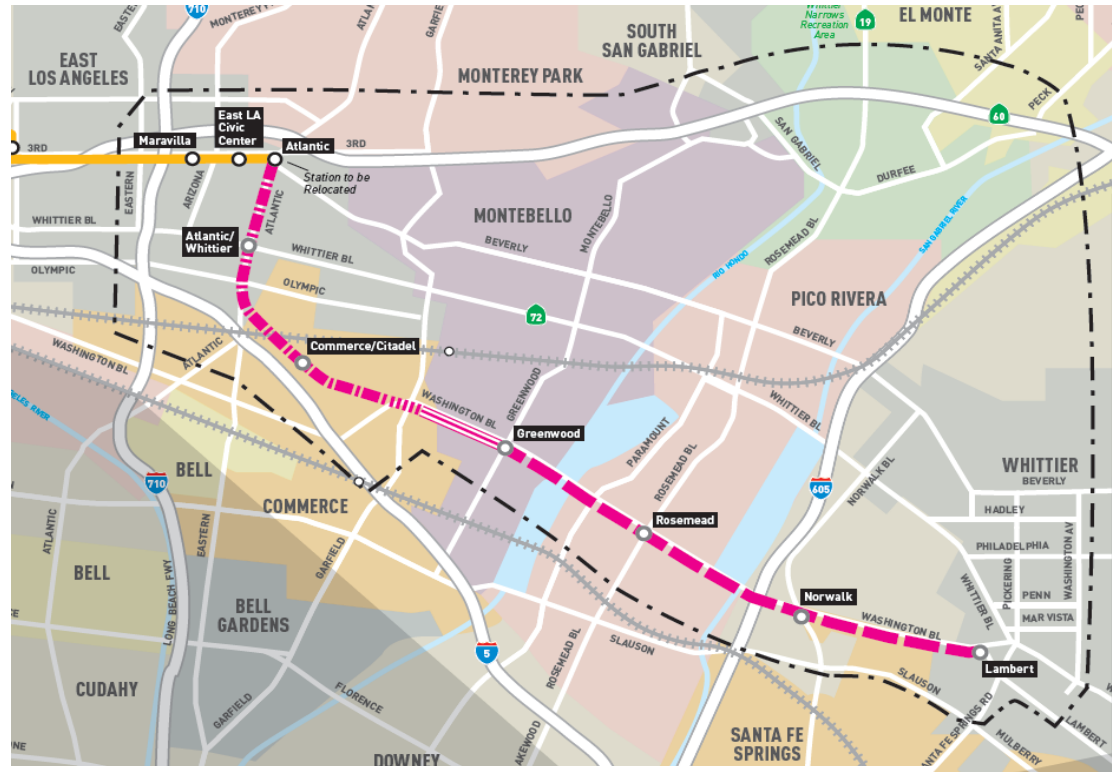
Metro

#2022-0010

Washington Alternative – Project Updates

Design Options:

- > **Atlantic/Pomona Station Options**
- > Baseline Covered Underground
- > Introduction Open Underground
- > East Los Angeles Focused Community Meeting (Nov 15)



- > **At-grade Greenwood Station and segment in the City of Montebello**
 - > Baseline Aerial Configuration
 - > Introduction of At-grade Configuration and Station
 - > Montebello Focused Community Meeting (Nov 16)
- > *A Corridor-wide Meeting (Nov 17) - Summarized all the information shared at the prior meetings*

Initial Operating Segments Criteria

- > Adhere to the Goals of the project by extending Metro's L (Gold) Line light rail system from the Atlantic Station.
- > Include a maintenance yard that can accommodate the full build-out of the project.
- > Provide an IOS terminus that could serve as an interim end-of-line station, including tail tracks, parking and systems facilities.
- > Allow for the full build-out of the selected project alternative.
- > Major origins/destinations
- > High activity and Equity Focused Communities

IOS-1 Commerce and IOS-2 Greenwood



Maintenance Storage Facility Options

Commerce MSF:

Capacity 100 LRV

Montebello MSF:

Capacity 120 LR

IOS-1 Commerce

- Approx. 3.2 miles
- Atlantic Boulevard - Commerce/Citadel station
- Commerce MSF site option

IOS-2 Greenwood

- Approx. 4.6 miles
- Atlantic Boulevard - Greenwood station
- Commerce or Montebello MSF site option

Preliminary Cost Estimates

	Cost Estimate Range
Project	\$6.1 - \$6.5
IOS Commerce (Commerce MSF)	\$4.5 - \$5.0
IOS Greenwood (Commerce or Montebello MSF)	\$5.1 - \$5.3

Billions

Total cost (2021 dollars)

Cost do not include Atlantic/Pomona open station concept

Subject to change as the project design advances and detailed costs estimating progresses

- > Staff and consultant teams are actively seeking federal funding opportunities beyond New Starts for the project and/or elements of the project.
- > Potentially activate NEPA upon the selection of the Locally Preferred Alternative if federal funding has been identified.
- > Work with FTA to strategize the NEPA process to streamline reviews.

Next Steps

- > The design options will continue to be studied in the environmental document.

Follow up Community Engagement Efforts (scheduled for March)

- > Corridor wide project updates, general construction activities of the proposed project and IOSs.

Draft Environmental Impact Report (DEIR)

- > Community meetings will be held in advance of the release of the DEIR
- > Anticipated release of the DEIR in Spring/Summer 2022.
- > Public hearings will be schedule for public comment on the DEIR.



File #: 2022-0011, File Type: Informational Report

Agenda Number: 7.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 16, 2022**

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

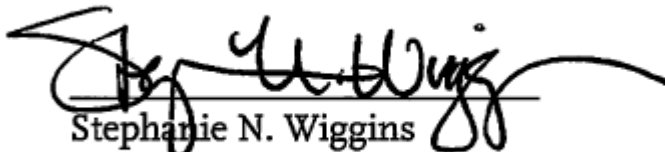
ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Prepared by: Allison Yoh, EO, Countywide Planning & Development (213) 922-4812
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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



Stephanie N. Wiggins
Chief Executive Officer

Countywide Planning Monthly Project Updates

February 2022 Update



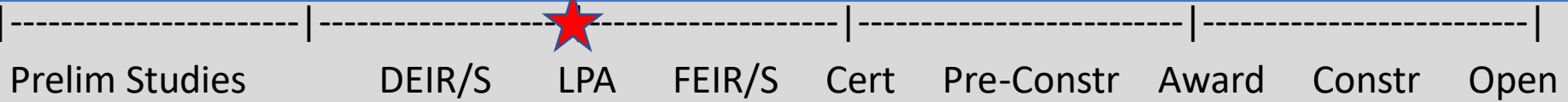
> Major Pillar Projects

- A) West Santa Ana Branch
- B) C (Green) Line Ext to Torrance
- C) Eastside Transit Corridor Phase 2
- D) Sepulveda Transit Corridor

> Other Projects in Planning and Development

- North Hollywood to Pasadena
- E. San Fernando Valley Shared ROW
- Rio Hondo Confluence Station
- Arts District/6th Street Station
- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- N. San Fernando Valley BRT
- Los Angeles River Path
- Centinela Grade Separation
- Crenshaw North Extension

West Santa Ana Branch Transit Corridor



Recent Activities

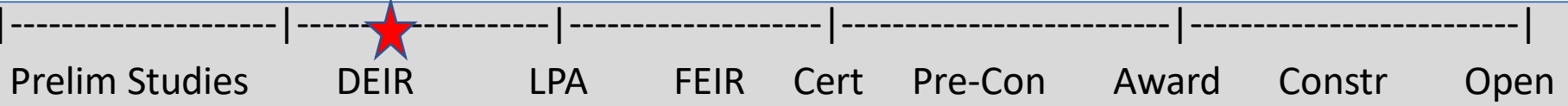
- January 27: Board approved LAUS as the project terminus, the LPA from Pioneer to Slauson, and further study from Slauson to LAUS with interim bus connections until Project completion
- UPRR and Ports of Los Angeles and Long Beach workshop and road tour of alignment

Next Actions

- March: Contract Modification for Final EIS/EIR & Downtown Study
- Continue coordination with:
 - FTA, agencies, cities and key stakeholders on environmental comments
 - Ports of Los Angeles and Long Beach
 - Union Pacific Railroad



C (Green) Line Extension to Torrance

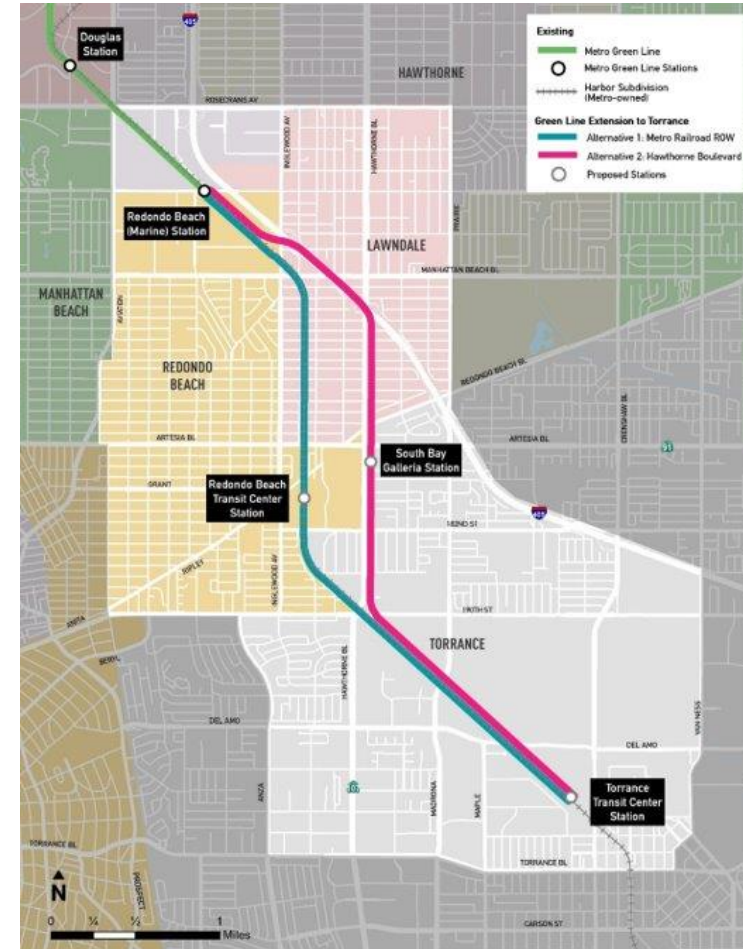


Recent Activities

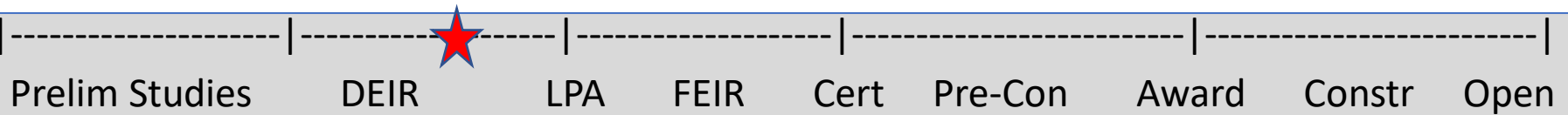
- Identified new aerial design option for Hawthorne
- Alternate freight designs under active review with BNSF
- Utilities investigations to inform right of way alternative, underground/trenching options

Next Actions

- Spring 2022: Neighborhood walks
- Mid-2022: Public workshops to present updated project designs
- Continuing coordination with cities, agencies, and key stakeholders on project design and footprint
- Fall/Winter 2022 (anticipated): Release Draft EIR



Eastside Transit Corridor Phase 2



Recent Activities

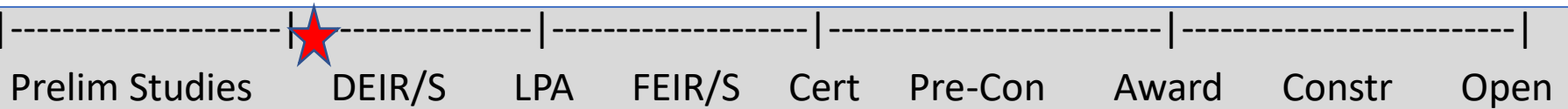
- Outreach and engagement
 - Jan 27 – East Los Angeles Chamber of Commerce, Whittier Blvd. Merchants Association, ELA Coalition, and Via Care.
- Environmental consultant is making progress on the Draft EIR
- Board update this month



Next Actions

- Engaging the CBO Roundtable to advise on upcoming meetings
- March 2022: Outreach activities to continue informing the public on project elements
- Spring/Summer 2022 (anticipated): Release Draft EIR
- Work with County and cities on necessary coordination and agreements
- Continue to explore federal funding opportunities

Sepulveda Transit Corridor



Recent Activities

- February 11: Close of Scoping Period
 - 1 Virtual Agency Scoping Meeting
 - 3 Virtual Public Scoping Meetings (554 Attendees, 90 Verbal Comments)
 - Sent 12 E-blasts
 - 6 posts on The Source/El Pasajero
 - Print Ads in Spanish Media
 - Bilingual Car Cards inside buses
 - 13 Virtual community presentations
 - Announcements at 4 neighborhood/community meetings
 - 7 In-person pop-up events
 - Extended outreach through elected officials and others

Next Actions

- Review and analyze 2,000+ scoping comment submissions
- Spring/Summer 2022: Anticipated release of scoping report & community update meeting(s)

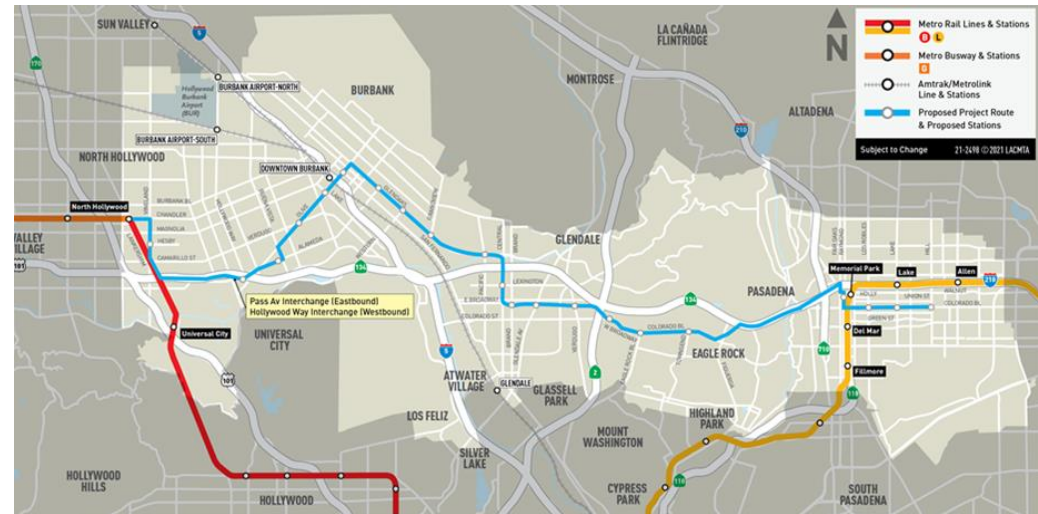


North Hollywood to Pasadena BRT



Recent Activities

- Final EIR nearing completion for possible release in February/March
- Continued outreach in Eagle Rock and Burbank on study alternatives
 - Eagle Rock: Center running BRT
 - Burbank: Modified side running BRT



Next Actions

- Seeking consensus from LA City and City of Burbank on design
- March/April 2022 (anticipated): Board considers certification of Final EIR and approval of Proposed Project

East San Fernando Valley Shared ROW Study

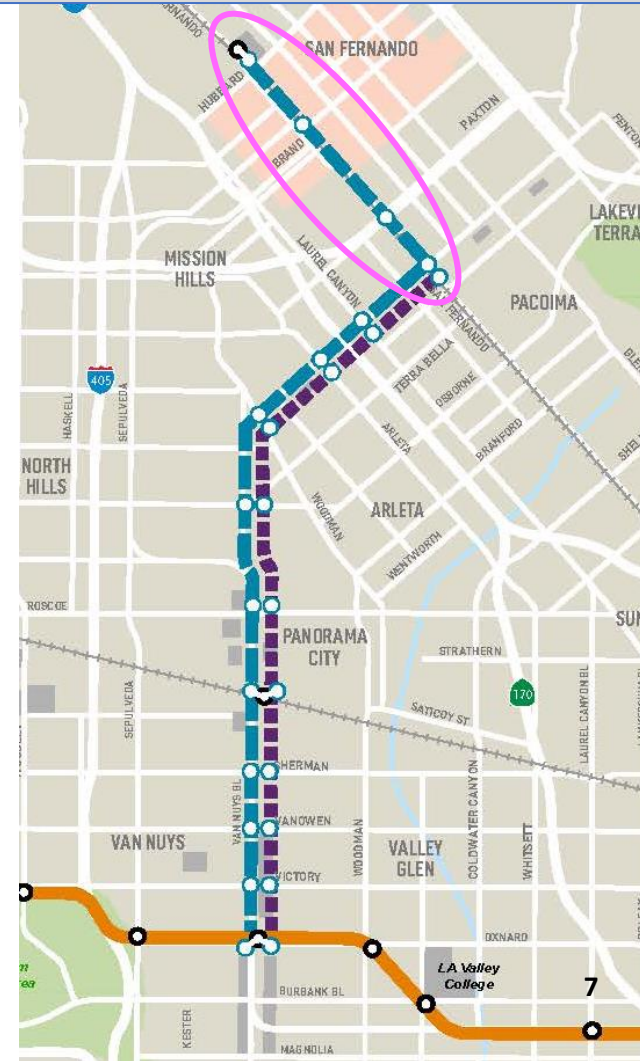


Recent Activities

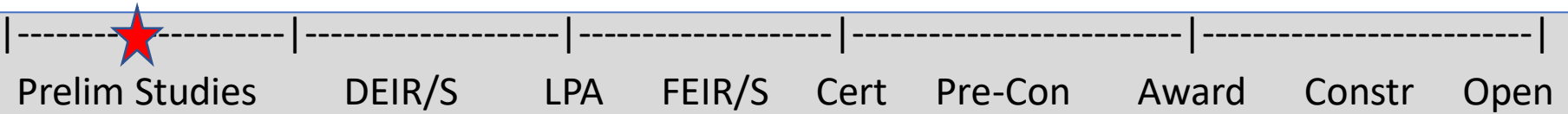
- Consultant contract award recommendation nearing completion
- Coordination with Antelope Valley Line and Metrolink on planned improvements and environmental actions

Next Actions

- March 2022 (anticipated): Metro Board authorization to award contract and commence work
- Board staff briefings and engagement following project kick-off and as study develops



Rio Hondo Confluence Station Feasibility Study



Recent Activities

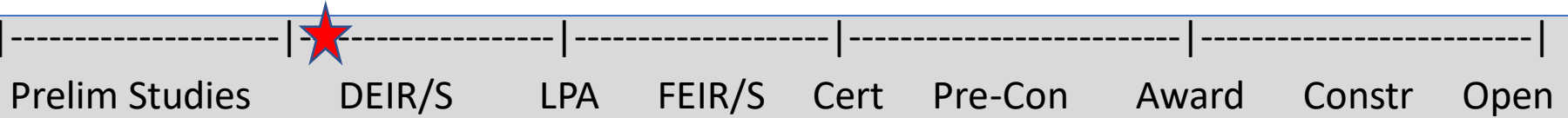
- Working on draft engineering, station design, high-level environmental assessment, cost estimates, and ridership, building on WSAB Environmental Analysis

Next Actions

- March 2022: Host stakeholder forums
- Prepare draft findings
- Present findings & recommendations to Metro Board concurrent with WSAB Final EIS/EIR certification



Arts District / 6th Street Station



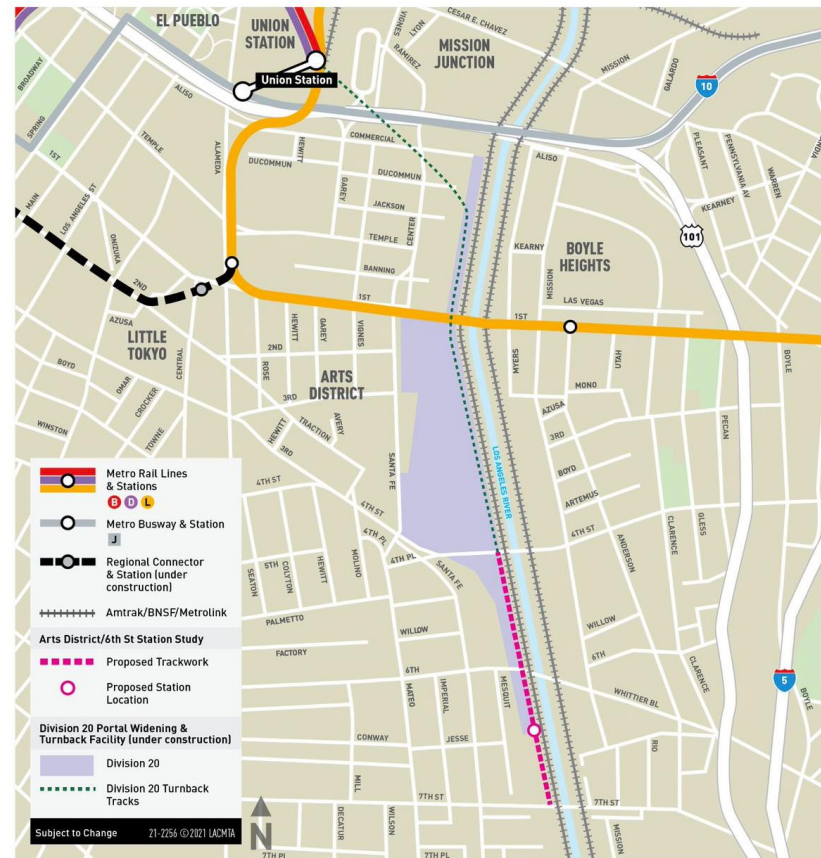
Recent Activities

- Conducting technical environmental impact analysis including air quality, land use, etc.
- Evaluating conceptual station design, especially related to pedestrian connectivity in coordination with LADWP and other key stakeholders

Next Actions

- Continue coordination with key agencies and stakeholders
- Summer 2022 (anticipated): Release of Draft EIR

Arts District/6th St Station
Study Area



Vermont Transit Corridor



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Con

Award

Constr

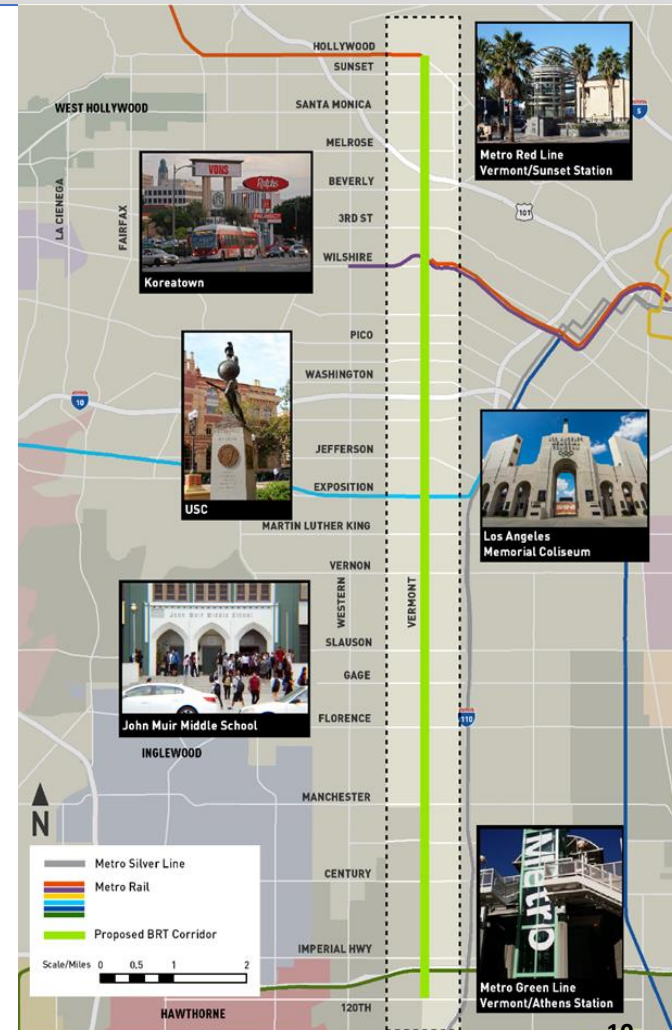
Open

Recent Activities

- December/January: Nine focus group meetings to identify participants' vision for potential improvements along the corridor
- February 9: Second Community Based Partnership (CBP) Roundtable Meeting to provide update on focus groups and discuss community-led engagement/activities.

Next Actions

- February-June 2022: Engagement and outreach to inform next phase of planning
 - Briefings for corridor stakeholders
 - Public meetings
 - Community and CBP engagement through pop-up events, art workshops, telephone town hall, etc.
- Input and feedback to inform scoping for environmental study



Rail to River Active Transportation Corridor

Segment B



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Constr

Award

Constr

Open

Recent Activities

December/ January:

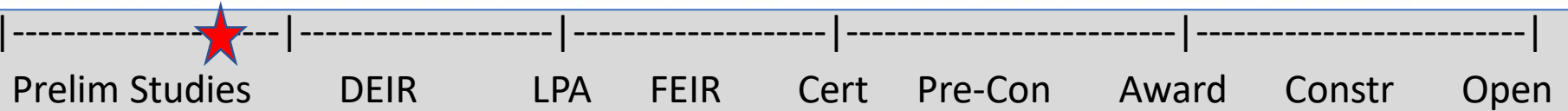
- Continued coordination with affected cities
- Continued working on Draft Final Report

Next Actions

- Coordinate with affected cities and host Technical Work Group meeting
- March/April 2022 (anticipated):
 - Complete Supplemental Alternatives Analysis Final Report
 - Present study findings and recommendations to Board



North San Fernando Valley BRT Improvements



Recent Activities

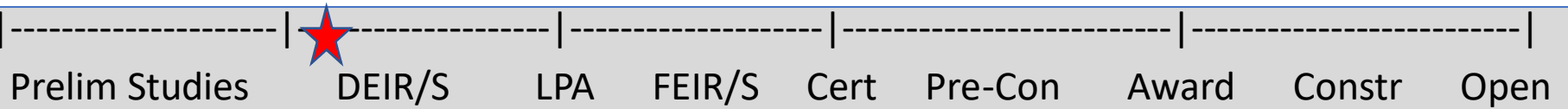
- Conducted key stakeholder engagement
 - Ongoing discussions with CSUN
- Continue additional analysis of proposed project in coordination with NextGen

Next Actions

- Spring 2022: Conduct community engagement
- Summer 2022 (anticipated): Board consideration of recommended changes to project alternative



Los Angeles River Path



Recent Activities

- Ongoing development of MOAs with Cities of Los Angeles and Vernon, County of Los Angeles per December 2021 Board direction
- February 3: Meeting with County of LA re: Flood Control and Master Plan
- Ongoing technical work for Draft EIR

Next Actions

- February 23: Steering Committee Meeting
- February 17: Coordination with US Army Corps of Engineers – 408 Permitting Group
- March 7: Ecosystem Restoration Project
- March 15: Project Development Team (PDT) Meeting



Centinela Grade Separation



Recent Activities

- Spring 2021: Initiated Preliminary Engineering (30% design)
- Fall 2021: Initiated Value Engineering
- Utility coordination with California Public Utilities Commission and Southern California Edison
- Construction coordination with Crenshaw/LAX project
- Coordination with South Bay COG, City of Inglewood and key stakeholders

Next Actions

- Spring/Summer 2022: Board review of PE design, updated cost estimates, and project delivery alternatives



Sample Rendering of Centinela Grade Separation (Source: HDR)

Crenshaw Northern Extension

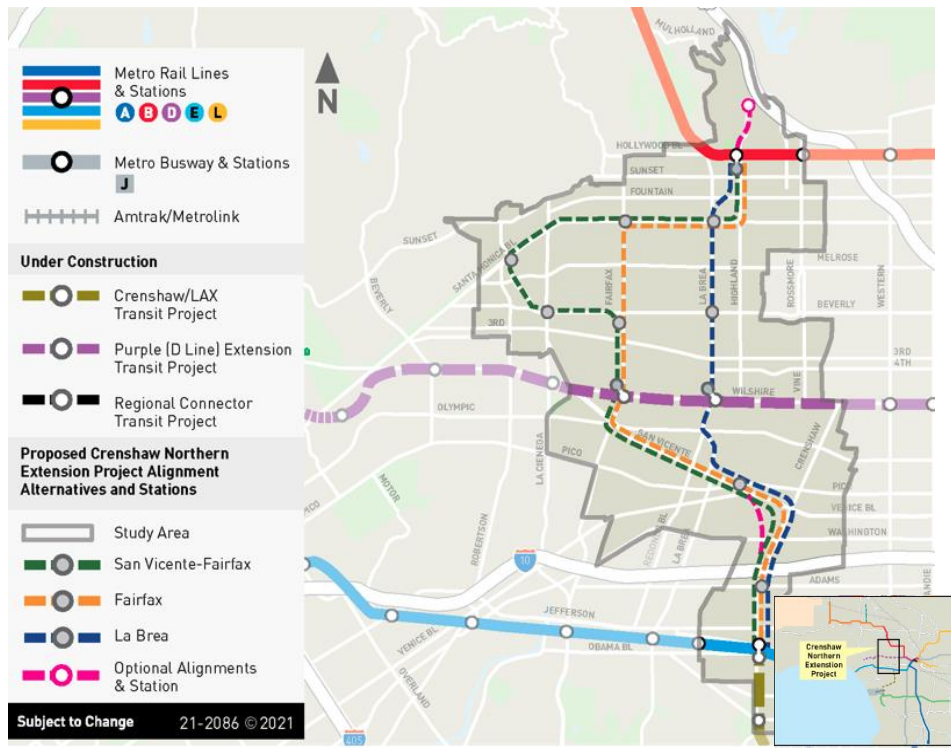


Recent Activities

- Continue to advance engineering activities, alignment and station design, field and geotechnical investigation to inform Project Definition
- Station Planning Workshops
 - Dec 16: City of LA
 - Dec 17: Hollywood Bowl
 - Feb 9: Hollywood Bowl; City/County of LA
 - Feb 15: City of West Hollywood

Next Actions

- Station Planning Workshops
 - March: City of LA & City of West Hollywood
 - April: City of LA
- Continued Coordination with the Tunnel Advisory Panel (TAP)
- Preparation underway for May/June Public Outreach





Board Report

File #: 2021-0753, File Type: Contract

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 16, 2022

SUBJECT: SYSTEMWIDE BICYCLE PARKING PROGRAM IMPROVEMENTS AND CAPITAL UPGRADES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a five-year firm fixed price Contract No. PS78889000 to eLock Technologies, LLC for the bicycle parking program in the amount of \$6,094,458, subject to resolution of all properly submitted protest(s) if any.

ISSUE

In September 2018, the Metro Board put forth a motion (Attachment D) to assess the Secure Bicycle Parking Program (Program) and evaluate opportunities to improve access through changes to its management practices and/or increasing capacity at high-demand locations. The motion directed the CEO to inventory existing secure bike parking facilities, assess demand for additional secure bike parking, evaluate alternative rental models, and identify locations that could be good candidates for future bike parking.

Staff conducted an internal review of the Program and issued the Secure Bicycle Parking Program Assessment Report (Assessment Report). The Assessment Report evaluated existing conditions, parking utilization and demand, safety and security challenges, and the existing business model (Attachment C). An update was provided to the System Safety, Security and Operations Committee in February 2019 (2018-0792) The purpose of this board report is to introduce the new proposed Program and seek approval for the contract to implement the Program.

BACKGROUND

Existing Program

Metro's current bicycle parking consists of bicycle racks, lockers, and bicycle hubs. Bicycle racks are located at each station along the transit corridors, are free of charge, and are currently the only daily bicycle parking option. Bicycle lockers are available at 57 stations and rented on a 6-month subscription basis. Bicycle lockers are fully subscribed and long waitlists are applied for anyone wishing to occupy a locker; however, daily utilization of the bicycle lockers is very low. Metro Bike

Hubs are located at five stations, offer membership-only parking, and are also currently underutilized. Bicycle theft has seen an increase over the last three years, causing parking concerns for many patrons.

Secure Bicycle Parking Program Assessment Report

The Assessment Report provided to the board in February 2019 focused on assets, accessibility, auditing, and availability as some major challenges. Below are some highlighted findings from the Report:

- The current subscription rate for lockers is above 80%, while the daily utilization of the lockers is below 20%. Metro Bike Hubs are very much underutilized at below 10%.
- Secure bicycle parking is currently only offered through subscriptions and requires a pre-registration process. Daily parking options and immediate on-site subscriptions are not currently available and is a deterrent to potential one-off or non-recurring users.
- Bicycle theft has increased systemwide. However, actively monitoring hubs and identifying when breaches occur can help curb some security challenges.
- Reporting and reconciliation are challenging as the master spreadsheet is updated with data from multiple bicycle locker payment system reports. The reports are not comprehensive and are not account based.
- The current locker program is labor intensive with physical keys that require rekeying and physical collection/delivery of keys when a subscriber cancels and the locker transitions to another user.

The new Program offers solutions to the challenges identified in the Report.

DISCUSSION

Surveys

Subsequent to the Assessment Report, staff conducted surveys with bicycle locker subscribers and patrons on the program wait list. This survey provided information on what the program needed to encourage Metro patrons to use bicycle parking infrastructure. It also helped guide the direction of the design for the new Program.

Some key findings from the survey are:

- 79% of current monthly renters and 88% of patrons on the wait list would utilize daily use lockers
- 73% of current monthly renters and 83% of patrons on the wait list [would] use the bicycle lockers more than 11 days per month

- Only 22% of current monthly renters are traveling to farther stations because of lack of availability of bicycle lockers at their home station
- 73% of patrons on the wait list have been waiting over six months

Overall, the survey results have suggested that Metro retain the bicycle locker program as lockers are overwhelmingly the preferred bicycle parking option for renters and patrons on the waitlist. Daily use bicycle lockers, which will create turnovers, are a popular option for Metro patrons and require capital investment for upgrades.

Staff also consulted with other municipalities, transit agencies, universities, equipment providers and Metro internal departments to gather best practices and lessons learned.

Research/Best Practices

Staff consulted with and researched similar agencies and local bicycle coalitions to gather best practices and lessons learned with their respective bicycle parking programs. Many agencies shared similar challenges to the ones that Metro is facing. However, common goals are ease of use, daily parking, and equitable options. The City of Vancouver eliminated its pre-registration process for the communal bicycle parking areas and experienced an increase in utilization. UCLA staff demonstrated their solution of daily parking and cash acceptance options for bicycle locker use. Bicycle coalitions also expressed their wish list for the program, which included daily parking options in secured areas.

Goals

Goals for the newly developed Program are as follows:

- Offer a variety of parking options through daily and monthly parking,
- Increase locker utilization,
- Reduce and/or eliminate rental wait lists,
- Improve security, and
- Offer secure daily parking without pre-registration

Proposed New Program

The new Program concept shall use a pricing and transit patron focus to manage demand and to balance the high demand bicycle lockers with the low demand bicycle hubs. Key considerations for the new Program include:

- Offer free secured parking at Metro Bike Hubs until demand reaches a designated threshold before a very modest pricing policy is implemented.
- Create a pricing policy for daily and monthly parking for bicycle lockers (where demand is already high) to promote the turnover of underutilized lockers and create availability for new active users.
- Remove pre-registration. Simple identification and contact information can be processed on-site through a digital kiosk. This on-site kiosk will allow more patrons to park bikes at a moment's notice rather than having to research how to use a hub, pre-register, or wait to gain

access to a bike locker.

- Transition bicycle lockers from a mechanical keyed system to a digital keyless system, offering daily locker options to those patrons that prefer to promptly park in lockers and removing the physical coordination of keys and rekeying. The new bicycle lockers will also have an option for patrons who do not use credit cards or smartphones, allowing more patrons to access the preferred parking method.
- Where possible, bicycle lockers will be placed inside bicycle shelters or Metro Bike Hubs to offer more secure parking options. The newly developed shelters will be equipped with monitoring equipment and will be actively monitored while occupants are inside the bicycle shelters. This concept provides a proactive response to suspicious activity, reduces theft, and provides a secure bicycle parking environment.

Other Program Benefits

Other benefits of the new Program include parking guidance system capabilities and online account management capability. Once implementation of the new Program begins, Metro will have the ability to broadcast available bicycle parking spaces to patrons through websites and mobile apps. Patrons will be able to know what option of bicycle parking is available at each station before leaving for their commute.

The new customer management portal will allow patrons to manage their accounts online, with various payment methods and locker reservations. Staff will be able to accurately reconcile revenue and have usage data available to manage the program and make business decisions properly.

DETERMINATION OF SAFETY IMPACT

The Program will not create any safety impacts. All contractors and subcontractors are required to attend Metro Safety Training prior to working at any Metro station. Any equipment installation will be coordinated with Metro's Track Allocation program to ensure that proper assistance and support is present.

FINANCIAL IMPACT

The Program will be funded through local funds, capital budgets and annual operational budgets. The total estimated project cost is \$6,094,458, including five years of annual operating costs. Future years of operating costs will be budgeted through the annual operating budget.

Impact to Budget

The source of funds for this action will be local funds including Measure M 2% Active Transportation funds.

EQUITY PLATFORM

This Program aligns with Metro's equity platform. Staff conducted cyclist surveys and consulted

bicycle coalition groups to learn what the communities wanted and needed. The Program goals were shaped by those wants and needs.

Bicycle locker locations have remained at the same stations since the program's inception. Staff has reviewed each station and placement of current bicycle lockers and has determined the need for additional locker locations. Under the new program, bicycle parking will be offered to communities that have not previously had access to equitable parking options. Bicycle lockers will also have a payment option for patrons who do not have or choose not to use credit cards or smartphones.

Metro Bike Hubs and bicycle shelters will be free to utilize, offering many patrons a secured bicycle parking option when arriving at the station. This parking option will no longer require a pre-registration process and can be accessed once on-site, making this parking available to anyone that chooses to park in the secured area.

Additionally, on-site kiosks and the mobile app are capable to be translated into the seven required languages: Armenian, Chinese (simplified and traditional), Japanese, Korean, Russian, Spanish, and Vietnamese. This will allow for multilingual transactions and benefit marginalized communities with limited English proficiency. Overall, the Program will be more inclusive, allowing more patrons who need to rely on bicycle transportation to park at the stations. More bicycle parking options will be available at more transit corridor stations across the system.

Lastly, the Diversity and Economic Opportunity Department (DEOD) established a 6% Small Business Enterprise (SBE) and 3% Disabled Veterans Business Enterprise (DVBE) goal for this solicitation. The proposed Contractor team, a Small Business Prime, exceeded the goal by making a 68.76% SBE commitment and 4% DVBE commitment.

Metro's Workforce Initiative Now - Los Angeles (WIN-LA) program is applicable to this professional services contract. This is the first contract in which WIN-LA provisions were successfully part of the solicitation process. As part of their proposal, the proposed Contractor has committed to allocate 10% of the contract total wages and benefits to the creation of jobs and employment opportunities for WIN-LA participants.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementing the Program at Metro facilities and stations will support:

- a. Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Providing daily bicycle parking will enable cyclists that once relied on vehicles to transition to their bicycle for commuting.
- b. Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Updating bicycle parking and making it available to all patrons adds to the user experience and makes it easier for patrons to access transportations.
- c. Goal 3: Enhance communities and lives through mobility and access to opportunity. Secure bicycle parking options will be expanded to communities that previously did not have these options available.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the contract for Metro's Secure Bicycle Parking Program.. This is not recommended as the Program needs to be updated in order to offer more robust and secure parking options for Metro patrons. The award of this contract is necessary to update the bicycle parking program to meet the new program and agency goals.

NEXT STEPS

Upon approval by the Board, staff will negotiate and execute Contract No. PS78889000 with eLock Technologies, LLC for bicycle parking equipment and services to implement the Bicycle Parking Program.

Program planning and scheduling is intended to start at contract award with the implementation of the Program anticipated to start in FY23 Q1.

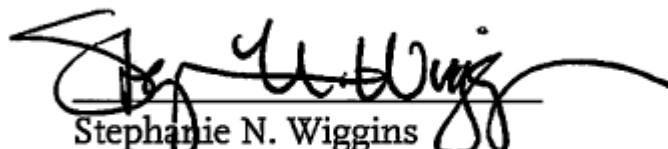
After the capital upgrade and proof of concept, Staff will also assess the potential expansion of the program based on the bicycle parking demand at both new and existing transit stations.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Secure Bicycle Parking Program Assessment Report
- Attachment D - Board Motion Item 22 September 20, 2018

Prepared by: Stacie Endler, Manager, TDM Programs, (213) 922-2538
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Deputy Chief, Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BICYCLE PARKING PROGRAM FOR BICYCLE LOCKERS
AND SHELTERS/PS78889000

1.	Contract Number: PS78889000	
2.	Recommended Vendor: eLock Technologies LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: September 2, 2021	
	B. Advertised/Publicized: September 2, 2021	
	C. Pre-Proposal Conference: September 9, 2021	
	D. Proposals Due: November 1, 2021	
	E. Pre-Qualification Completed: December 20, 2021	
	F. Conflict of Interest Form Submitted to Ethics: November 3, 2021	
	G. Protest Period End Date: February 22, 2022	
5.	Solicitations Picked up/Downloaded: 20	Bids/Proposals Received: 5
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Stacie Endler	Telephone Number: (213) 922-7506

A. Procurement Background

This Board Action is to approve Contract No. PS78889000 in support of the Bicycle Parking Program for Bicycle Lockers and Shelters. The Contractor shall complete replace, install and/or upgrade bicycle lockers to a keyless locker system including a management software system, mobile application, payment kiosks, bike shelter access controls, and monitoring equipment and services. Board approval of contract award is subject to resolution of all properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE goal of 6% and a 3% DVBE goal.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 27, 2021, extended the proposal due date.

A virtual pre-proposal conference was held on September 9, 2021, attended by 11 participants representing 10 firms. A total of 44 questions were asked and responses were released prior to the proposal due date.

A total of 20 firms downloaded the RFP and were included in the planholders list. A total of five proposals were received on November 1, 2021 from the following firms:

- Cole Ticket Solutions Inc.
- eLock Technologies LLC
- eLock Technologies LLC (alternate solution)
- Somnium Group & InsaneLab
- Tranzito (Bike Hub)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Countywide Planning Department was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|---|------------|
| • Proposal Requirements | 30 percent |
| • Technical Ability | 30 percent |
| • Innovations/Enhancements | 20 percent |
| • Workforce Initiative Now – Los Angeles (WIN-LA) | 2 percent |
| • Cost | 18 percent |

Several factors were considered when developing these weights, giving the greatest importance to meeting the proposal requirements and technical ability. The PET evaluated the proposals according to the pre-established evaluation criteria.

During the period of November 2 to December 13, 2021, the PET members independently evaluated and scored the technical proposals. The PET agreed that the final ranking of proposals scored eLock Technologies LLC’s proposal as the highest scored. The PET concluded that eLock Technologies LLC’s proposal presented technical ability and met proposal requirements.

Qualifications Summary of Firms within the Competitive Range:

eLock Technologies LLC

eLock Technologies, LLC provided adequate information to demonstrate their understanding and ability to perform the work described in the RFP. eLock Technologies, LLC has outlined in their proposal how the program goals will be accomplished. They have proposed solutions for improved security, equitable parking options, increased locker utilization, reduction/elimination of locker rental waiting lists, access controlled daily parking without pre-registration, keyless locker rentals, enforceable bicycle parking, and occupancy utilization and broadcast parking availability.

eLock Technologies LLC (alternative solution)

eLock Technologies, LLC provided adequate information to demonstrate their understanding and ability to perform the work described in the RFP. In their alternative solution proposal, eLock Technologies, LLC provided enhanced features that went above the requirements described in the RFP.

Cole Ticket Solutions Inc.

Cole Ticket Solutions Inc. (CTS) proposed acceptable solutions to all program goals listed in the RFP. Technical solutions described in the proposal, such as mobile application and integration capabilities, were thoroughly described. CTS solutions provided general solutions for other project goals which created many clarification needs. CTS proposed providing a solution once all its vendors come together and development is outlined and completed.

Tranzito (Bike Hub)

BikeHub demonstrated thorough solutions for security and technical integration goals. BikeHub did not present an equitable solution for bike locker rentals as it did not offer a cash option to rent bicycle lockers. The business model presented in the proposal did not meet the model as described in the RFP. The proposed solution kept the program as exclusive by offering membership packages where the RFP asked for a more inclusive business model.

Somnium Group & InsaneLab

Somnium Group & InsaneLab (Somnium) provided technical solutions for many of the project goals. Mobile application, access control, and third party integrations were adequately described in the proposal. However, Somnium did not address several aspects in their proposal. A locker vendor for locker replacements and new purchases were not included, nor were solutions for several innovations and/or enhancements, causing the proposal to fall short of RFP requirements.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	eLock Technologies LLC				
3	Proposal Requirements	88.67	30.00%	26.60	
4	Technical Ability	96.00	30.00%	28.80	
5	Innovations/Enhancements	93.35	20.00%	18.67	
6	Workforce Initiative Now – Los Angeles (WIN-LA)	100.00	2.00%	2.00	
7	Cost	74.56	18.00%	13.42	
8	Total		100.00%	89.49	1
9	eLock Technologies LLC (alternate solution)				
10	Proposal Requirements	97.33	30.00%	29.20	
11	Technical Ability	95.33	30.00%	28.60	
12	Innovations/Enhancements	92.50	20.00%	18.50	
13	Workforce Initiative Now – Los Angeles (WIN-LA)	100.00	2.00%	2.00	
14	Cost	54.56	18.00%	9.82	
15	Total		100.00%	88.12	2
16	Cole Ticket Solutions Inc.				
17	Proposal Requirements	85.33	30.00%	25.60	
18	Technical Ability	78.67	30.00%	23.60	
19	Innovations/Enhancements	75.85	20.00%	15.17	
20	Workforce Initiative Now – Los Angeles (WIN-LA)	50.00	2.00%	1.00	
21	Cost	100.00	18.00%	18.00	
22	Total		100.00%	83.37	3
23	Tranzito (Bike Hub)				
24	Proposal Requirements	69.33	30.00%	20.80	
25	Technical Ability	83.33	30.00%	25.00	
26	Innovations/Enhancements	90.00	20.00%	18.00	
27	Workforce Initiative Now – Los Angeles (WIN-LA)	50.00	2.00%	1.00	
28	Cost	38.94	18.00%	7.01	
29	Total		100.00%	71.81	4

30	Somnium Group & InsaneLab				
31	Proposal Requirements	30.00	30.00%	9.00	
32	Technical Ability	67.33	30.00%	20.20	
33	Innovations/Enhancements	5.00	20.00%	1.00	
34	Workforce Initiative Now – Los Angeles (WIN-LA)	100.00	2.00%	2.00	
35	Cost	74.28	18.00%	13.37	
36	Total		100.00%	45.57	5

C. Cost Analysis

The recommended price of \$6,094,458 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager’s technical analysis, a cost analysis, fact finding, and negotiations.

The negotiated amount includes eLock Technologies equitable bicycle locker solution, from the alternate proposal, which enables cash paying customers to rent lockers. Metro has incorporated this recommendation into the overall solution to better meet project goals.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	eLock Technologies	\$5,341,937	\$6,375,926	\$6,094,458
2.	eLock Technologies (alternative solution)	\$7,296,979	\$6,375,926	N/A
3.	Cole Ticket Solutions Inc.	\$3,982,741	\$6,375,926	N/A
4.	Tranzito (Bike Hub)	\$10,231,805	\$6,375,926	N/A
5.	Somnium Group & InsaneLab	\$5,362,520	\$6,375,926	N/A

D. Background on Recommended Contractor

The recommended firm, eLock Technologies LLC is a Berkeley, California-based design, manufacturing, service, and technology company focused on electronic bicycle parking systems for municipalities and transit agencies, established in 1998.

eLock Technologies LLC is the largest supplier of eLockers and bike parking access control kiosks. Clients range from municipalities and agencies throughout California,

such as Bay Rapid Area Transit (BART), Valley Transportation Authority (VTA), San Diego Association of Governments (SANDAG), Caltrain and others in the Pacific Northwest.

The assigned Project Manager has worked for 5 years at eLock and has a total of 21 years of experience managing communications and logistics for complex projects. The overall experience of the team is vast as key personnel have coordinated first-response for bike locker users, installed and maintained electronic bike lockers and Bike Shelter kiosks for over a decade.

DEOD SUMMARY

BICYCLE PARKING PROGRAM / PS78889000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 6% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. eLock Technologies, a Small Business Prime, exceeded the goal by making a 68.76% SBE commitment and 4% DVBE commitment.

Small Business Goal	6% SBE 3% DVBE	Small Business Commitment	68.76% SBE 4% DVBE
----------------------------	---------------------------	----------------------------------	-------------------------------

	SBE Subcontractor	% Committed
1.	eLock Technologies (SBE Prime)	68.76%
	Total SBE Commitment	68.76%

	DVBE Subcontractor	% Committed
1.	O.E.M. Precision	4%
	Total DVBE Commitment	4%

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)..

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.

E. Workforce Initiative Now – Los Angeles (WIN-LA)

Metro's Workforce Initiative Now- Los Angeles (WIN-LA) program is applicable on this professional services contract. This is the first contract in which WIN-LA provisions were successfully part of the solicitation process. As part of their proposal, the Contractor has committed to allocate 10% of the contract total wages and benefits to the creation of jobs and employment opportunities for WIN-LA participants.



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Secure Bicycle Parking

Program Assessment Report

Prepared By:
Parking Management





Background

In July 2018, Parking Management and Shared Mobility assumed responsibility for the operation of the Secure Bicycle Parking Program (“Program”). This Program manages secure bicycle parking lockers and bicycle hubs at many of Los Angeles Metro’s transit stations. As Metro expands its transit network and makes mobility across LA County more feasible without an automobile, an increase in bicycle use to access stations is anticipated. LA Metro encourages using alternative modes of transportation to access transit stations and it is necessary to provide a safe and secure place to park bicycles. This assessment outlines the conditions of the Program as they exist today and recommendations for improvements both in the interim and for the longer term. Due to the urgency of the situation, rather than solicit and procure a consultant, staff performed this assessment internally to evaluate the state of the program.

Existing Conditions

Facilities

Today, there are three different types of bicycle parking facilities that LA Metro offers across the transit system.

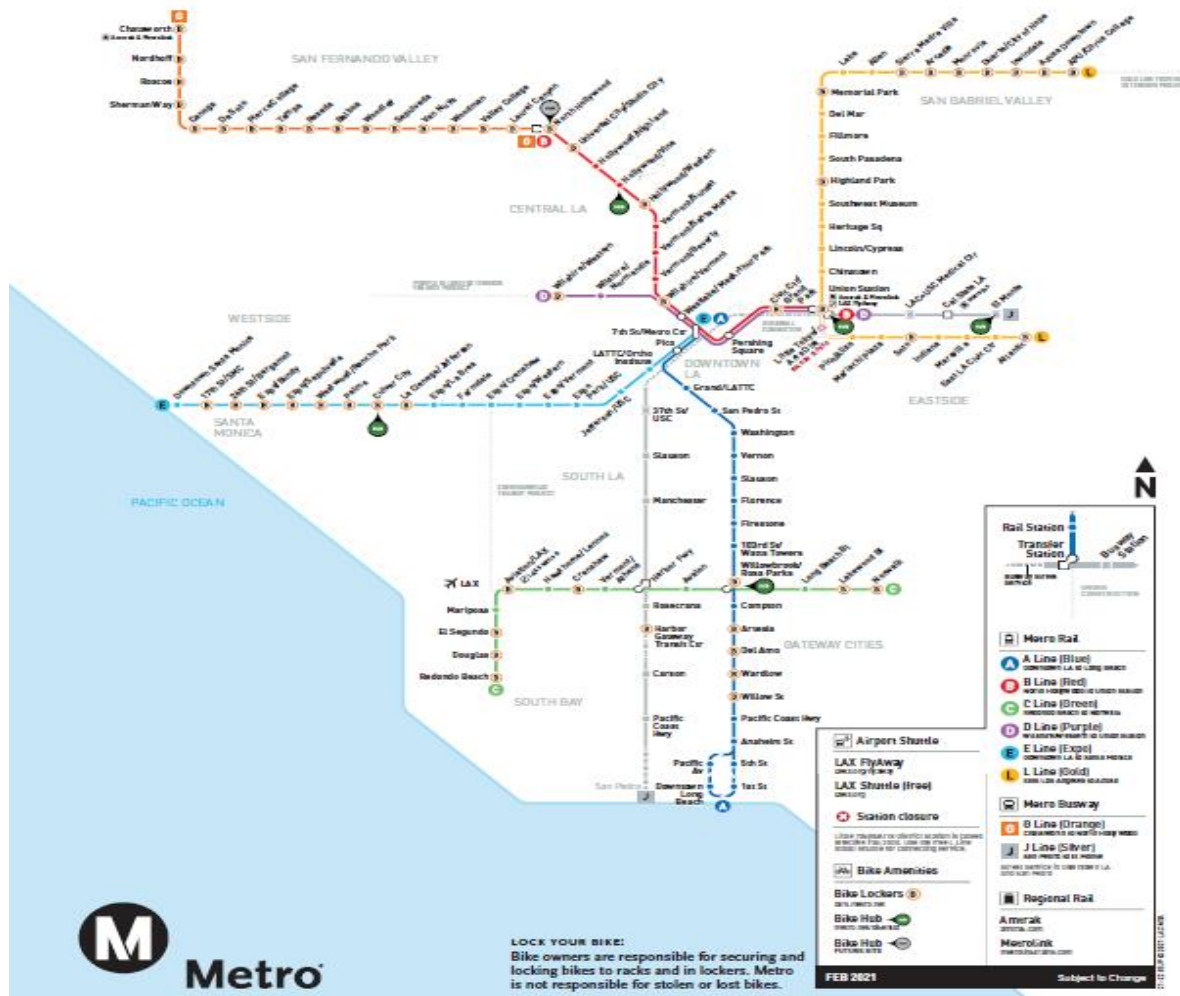
1. Traditional bicycle rack
 - The standard traditional bicycle rack is free of charge for transit patrons. They are available on a first come first served basis and require the user to provide and utilize their own locking mechanisms.
2. Bicycle Locker
 - These are metal container like boxes that users can store their bicycles for a fee. These are rented out in six month increments for a cost of \$24, or \$48 for the year. They have keyed access control and require a \$50 deposit from the user to ensure key return at the end of the agreement.
3. Bicycle Hub
 - These are secure indoor facilities where bicycle parking is offered for a fee. The bicycle hub facilities offer controlled access in which, staff is available during



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certain hours to assist with repairs and purchasing of bicycle accessories. Pricing options range from \$5 for a seven day pass, \$12 a month, or \$60 a year. These are typically located at stations with extremely high demand.

The traditional bicycle rack is offered virtually at every station. However, being that it is the least secure of LA Metro’s parking options, where demand warrants, one of the other two types of secured bicycle parking is offered.



Utilization and Demand

Demand for secure bicycle parking is on the rise. As mobility evolves in LA County, more and more users are turning to bicycles as a mode of accessing Metro transit stations. For stations with current or projected high demand, bicycle hubs are Metro’s present solution. Since not



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every station has the demand that warrants the operation of a large bicycle parking facility like a bicycle hub, bicycle lockers serve as the key secure alternative to the traditional bicycle rack.

Current demand for bicycle lockers is high. Currently, lockers are deployed at 53 stations across the transit system, spanning each of Metro’s transit lines. Total number of lockers deployed at each station varies according to demand and the availability of suitable real estate in and around the station to place them due to their large footprint. Therefore the demand generates waitlists at these locations, exceeding 100% of the total available lockers at many stations. Many stations do not have real estate available for additional lockers, limiting the ability to increase capacity when warranted.

Although the subscription rate of bicycle lockers is high, averaging nearly 80% across all transit lines, actual utilization of lockers on a daily basis is relatively low. On average, less than 20% of lockers are utilized for bicycle storage during peak transit hours, resulting in many rented lockers sitting vacant due to their infrequent use.

Bicycle Locker Utilization					
Line	Station	# Lockers	Waitlisted	Demand %	Avg. Utilization
Green	Norwalk	32	37	115.63%	21.88%
Green	Lakewood	12	20	166.67%	68.06%
Red	North Hollywood	52	140	269.23%	13.46%
Red	Universal City	32	30	93.75%	4.17%
Gold	APU/Citrus	24	48	200.00%	24.31%
Gold	Memorial Park	16	16	100.00%	5.21%
Expo	Bundy	16	66	412.50%	3.13%
Expo	La Cienega/Jefferson	24	64	266.67%	23.61%
Blue	Wardlow	16	26	162.50%	23.96%

Bicycle Locker Demand					
Transit Line	# Lockers	# Rented	Rented %	Waitlisted	Demand +/-
Blue	38	34	89.47%	65	171.05%
Expo	136	129	94.85%	569	418.38%



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Gold	220	165	75.00%	279	126.82%
Green	110	75	68.18%	181	164.55%
Orange	159	96	60.38%	31	19.50%
Purple	16	14	87.50%	55	343.75%
Red	134	95	70.90%	163	121.64%
Silver	16	9	56.25%	8	50.00%

*waitlists accepted even at stations without lockers

Safety and Security

For many, secure bicycle parking gives a sense of convenience and assurance that their bicycle is secure, permitting them to ride Metro without having to take their bicycle on their commute. However, there are many challenges to ensuring the safety and security of bicycles within the secure bicycle program.

1. Theft and Break-Ins

One of the initial challenges faced by staff within weeks of assuming administration of bicycle locker operations, were a string of break-ins that occurred across the system, mainly during the overnight hour. At various locations and on multiple occasions, thieves were able to access and remove bicycles from the lockers. Customers affected appeared to have been utilizing the lockers as a storage for their bicycles rather than for daily use as first/last mile option. Staff explored the possibility of retrofitting the lockers to further secure them, however the retrofit was ultimately unsuccessful as they too were breached. Bicycle hubs have also experienced similar security challenges as thieves were able to disengage door locking mechanisms at facilities, gaining access to bicycles secured on the racks. Reinforced and upgraded secure access controls which corrected the issue.

2. Line of Sight and Secure Bicycle Parking Placement

Being able to maintain a line of sight is an important factor in bicycle parking security. At several of the stations affected by break-ins, the line of sight was a key issue identified as



contributing to theft occurrences. In order to mitigate the incidence of theft, bicycle lockers need to be placed in highly trafficked areas, close to the station entrance and in view of dedicated security cameras. However, due to the relatively large footprint of the infrastructure, bicycle lockers are often placed where space is available, outside the ideal line of sight or in ‘dead space,’ to maintain a clear path of travel. How they are arranged also matters. Doors of lockers should be visible from all angles and never arranged in ways that create blind spots that can be hidden behind. Ideally, where there is opportunity to place lockers in high pedestrian traffic areas such as heavy rail mezzanines, this should be considered.

3. Security Cameras and CCTV

While bicycle lockers may be within visual range of security cameras, they may not always be the primary purpose for positioning them. This means if secure bicycle parking happens to fall within the visual frame of station security cameras; it may not be the principal focus of those cameras. Thus, if thieves do not see localized, visible cameras pointing at a locker, the ability to deter the break in is reduced. Bicycle hubs are well covered with security cameras and are a good example of using cameras to deter. Inside hubs, not only are cameras visible, but so are monitors displaying the video of those cameras.

4. Secure Access Control

Secured bicycle parking is dependent on controlling access by providing the customer with an electronic key card or a standard key. This is what makes the Program Plaza more secure from the standard bicycle rack, in which the customer provides their own locking mechanism.

Currently, to acquire and access a bicycle locker, the customer must register online before they are provided a physical key to open their assigned locker. A \$50 deposit is required for the key and refunded upon its return. These keys are stored in a large bag and are verified by program staff as to whether they work on which locker. The process of cancelling the locker involves the customer mailing the key back and staff traveling on-site to check the locker to verify the key still works. Once verified, the deposit is refunded to the customer. The



management of the key system is cumbersome and poorly tracked at best because each step is extremely manual and prone to inaccuracies.

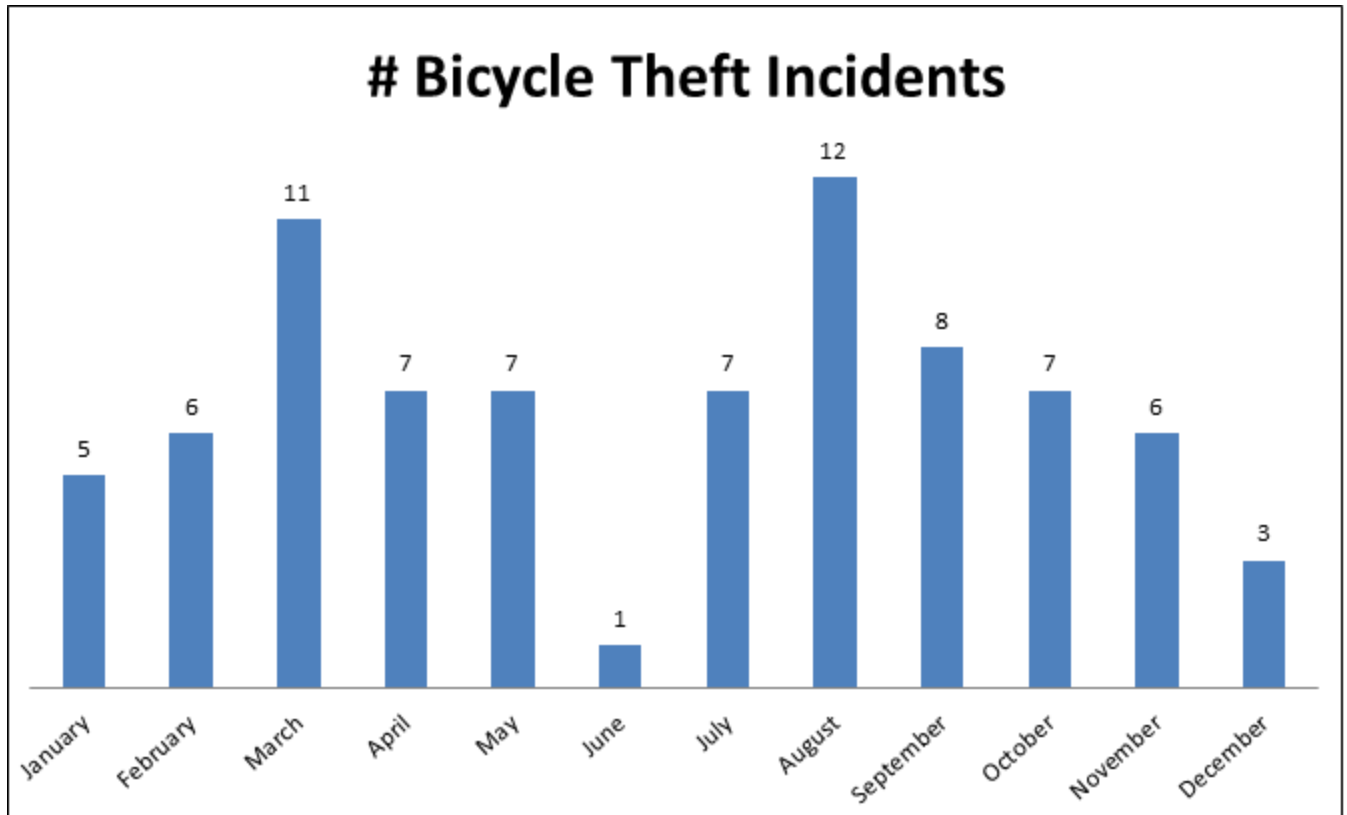
5. Patrols and Stings

Providing safe and secure bicycle parking is important for Metro, but when it comes to life versus property, life is always more important. Program staff works with Transit Security and law enforcement that patrol and provide enforcement for stations. Sting operations where bicycles are left unattended are designed to attract thieves and have been successful, but may not always lead to capturing the perpetrators, nor do they fully deter the behaviors from happening again. The ability to patrol bicycle lockers proactively also depends on other types of criminal activity occurring in the system as crimes against persons take priority over theft of property.

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Totals
Blue	-	-	-	1	-	-	1	1	-	1	-	-	4
Expo	1	1	5	2	1	1	4	9	6	4	4	-	38
Gold	1	-	2	-	-	-	1	1	2	1	1	-	9
Green	-	-	-	2	2	-	-	-	-	-	-	-	4
Orange	-	4	1	1	3	-	1	-	-	-	-	2	12
Red	2	1	3	1	1	-	-	-	-	-	1	1	10
Silver	1	-	-	-	-	-	-	1	-	1	-	-	3

*The table depicts the number of reported bicycle theft incidents per transit line by month

**December incidents based on incidents reported to customer service as KPI from security not yet available



Business Model

The current business model for secure bicycle parking is a prepaid or recurring model whereas customers of bicycle hubs have several choices including weekly, monthly, and annual options. The current bicycle locker program offers a bi-annual payment model with auto renewals every six months. A major focus of this report is to assess whether or not the models in place for operating secure bicycle parking are appropriate and facilitate utilization. On the surface, seeing high rental rates at stations gives the impression that the program is successful and operating efficiently. However, the security issues that have been identified during the transition of the program, has made clear that the model itself is exacerbating some of the security concerns, especially within the bicycle locker program. Although bicycle lockers rentals are nearly at capacity, the actual utilization of those lockers is below 20%. On a daily basis, many bicycle lockers are used by customers as long term storage rather than as a first/last mile connection. That fact alone has led to an increase in theft issues across the



system. Thieves have targeted bicycles that are being left overnight and on the weekends, which typically are those of users who store their bicycles.

The six month rental model is inexpensive and automatically renews at the end of the term. Many renters may not remember they have a rental agreement, or they may not mind the \$24 charge every six months just to secure the locker in case they need it. Waitlists are long for bicycle lockers at many stations, so those lucky enough to obtain a locker hold on to them as long as possible. The current model offers no incentive for utilization or to promote turnover.

Recommendations

Staff recommends overhauling the bicycle locker program in order to increase utilization and to make bicycle parking more secure for the everyday user. In order to increase utilization, the Program must promote and incentivize turnover and incorporate new facility types where demand warrants. Four critical components were driving forces in developing recommendations for improving the Secure Bicycle Parking program: (1) the business model, (2) increasing utilization, (3) security, and (4) increasing facility options for secure bicycle parking.

In the process of performing this assessment and subsequent recommendations, Metro consulted with program managers of the bicycle program for Bay Area Rapid Transit (BART) in San Francisco who recently piloted a new bicycle parking program at their stations. Metro also consulted Metro Transit Security and Los Angeles Police Department (LAPD) regarding security of the bicycle locker program and the challenges the program has faced. Both Transit Security and LAPD are supportive of revamping the bicycle locker program to improve security elements.

Removal/Relocation of Current Lockers

Staff recommends removing or relocating lockers from stations that have lowest rental rates and highest security issues including poor line of sight. Metro has asked customers to vacate bicycle lockers at several stations due to on-going security concerns until alternative solutions



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can be put into place such as placing lockers in closer proximity to the station to reduce bicycle theft and encourage higher utilization.

Daily Use Business Model

Changing the prepaid monthly model to one that is for daily use and eliminating monthly bicycle locker rentals all together would greatly increase utilization and reduce security issues. This new model, on a first come first served basis, would promote turnover and encourage users to utilize the secure bicycle parking facilities on a daily basis, reducing the number of bicycles brought on Metro. In consultation with program managers from BART, the daily use model has increased utilization of their program substantially. BART's pricing model is .05 cents per hour and accelerates after 10 hours to encourage removal of the bicycle. Staff recommends a similar pricing model to yield a similar outcome. This pricing strategy is anticipated to reduce bicycle thefts by eliminating long term storage of bicycles all together.

New Technology & Facility Type

Staff recommends the creation of a service option that is between Bicycle Hubs and Bicycle Lockers that take up less of a footprint at stations than the current program. For example, a hybrid, scaled down version of Bicycle Hubs would be designed with an enclosed area with secure bicycle parking that allows for increased capacity and improved line of sight. This area could be fenced in with TAP card access control, allowing only transit users into the area to securely park their bicycle. Inside the fenced in facility, staff recommends placing newly procured secure bicycle racks which are of similar footprint to standardized racks, but utilize technology to secure the bicycle rather than a user's own locking mechanism. This can be done via smartphone or kiosk. Staff will continue evaluating multiple options for secure bicycle parking and deploying the ideal solution for each station. The current bicycle locker program operates under a 'one size fits all' type of program, which is ineffective. Space availability, station security, and bicycle parking demand all factor in determining the right solution. Adding a new facility type would increase capacity at some locations that do not have the space to add additional lockers by better utilizing the space that is available.



Metro

Daily Use Bicycle Lockers

Where feasible, lockers that can be rented daily on a first come first served basis would be deployed so long as the placement meets or exceeds line of sight recommendations. New daily lockers would be outfitted with digital locking technology which can be accessed at a kiosk or by smartphone. This would eliminate program inefficiencies such as key exchanges and reduce the amount of maintenance required when a renter vacates their locker and Metro has to re-core it. Daily rates would be established to encourage users to remove their bicycles each day, promoting turnover and increasing availability of secure bicycle parking for all who need it. A key area where the current program falls short is the siting of lockers. Daily lockers should only be placed at stations that have positive line of sight from highly trafficked areas to ensure lockers are not tampered with. Staff does not recommend that there be a one to one replacement of the current lockers in the system as space availability is essential in determining the correct solution for the station. Based on conversations with BART, retrofitting current lockers is not recommended, especially if the current locker type has been compromised. Metro retrofitted added security elements to lockers that were compromised, but they too were breached. Other options, such as secure bicycle racks, should be considered as an alternative for secure bicycle parking when space is limited. Bicycle Hubs will continue to be the option deployed for high demand locations where Metro has retail space and funding.

Access Controls and Security Cameras

Staff recommends that secure bicycle parking be located at stations that have fixed cameras for monitoring bicycle parking assets. These cameras should be visible and in close proximity to the secure bicycle facility and act as a deterrent to theft. Relocation of lockers in coordination with security to provide better coverage is recommended. Implementing access controls wherever possible will add an additional layer for secure bicycle parking and to identify those using the facility which will aid in investigating bicycle thefts.

Interim Improvements and Next Steps

Staff will work on incorporating and implementing a daily use option as part of its billing model to increase utilization at bicycle hubs and within the locker program. Metro will



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explore the potential for a daily locker rental pilot program at stations with higher demand and secure space to place them. Staff will begin scope of work and consult with BART regarding their recent pilot program.

The bicycle locker program will be overhauled and evaluated station by station. Staff will evaluate station siting at all locations and remove lockers from areas that have had security issues, but replace with an alternative secure parking solution. Staff will also perform outreach and engage the bicycle community for input on improving the secure bicycle parking program.

An unsolicited proposal for a technologically advanced secure bicycle rack is currently underway with procurement. These bicycle racks use advanced technology by way of a digital locking mechanism that secures both the bicycle tires and bicycle frame. The footprint of the digital rack is smaller than bicycle lockers and takes up about the same space as a traditional bicycle rack. Metro will implement this new rack at 5 stations beginning in July 2019. Upon success of this rack, Metro will expand to 10 stations. These racks should be used as an alternative to bicycle lockers where space is limited or security warrants.

MOTION BY:

DIRECTORS BONIN, SOLIS, AND GARCIA

MTA Operations, Safety, & Customer Experience Committee Item 22

September 20, 2018

Secure Bike Parking at Metro Stations

The provision of secure bicycle parking at Metro Stations is an integral component of Metro's First Last Mile Strategic Plan. According to Metro's 2017 rider survey, four percent of Metro Rail customers and two percent of Metro Bus customers arrive at their station or stop by biking. Eighteen percent of Metro Rail customers report regularly bringing a bicycle on board a train for some of their trips. Half of people who drive to Metro stations live within biking distance. Metro was an early adopter of bike lockers at its rail and BRT stations, with lockers now available for rent throughout the system. More recently, Metro has constructed large capacity Bike Hubs at major transit stations, including El Monte Bus Station, Union Station, and Hollywood/Vine. The newest Bike Hub will open later this fall at the Culver City Expo Line Station. These facilities represent a major investment in first/last mile access and reduce the need for riders to carry bikes on crowded trains and buses.

Although the expansion of Bike Hubs is a critical step forward, the majority of secure bike parking is still provided by the bike locker program, which remains oversubscribed. Wait lists for lockers at some stations exceed 50 people, representing a barrier to transit use for a significant number of people. However, the lockers are leased to one individual for 6-month terms, meaning that on any given day it may sit empty. At the same time, there are no secure bike parking options for casual riders or people with irregular commute patterns.

Metro has successfully adopted best management practices in its parking program to assess demand and manage inventory for maximum public benefit. Metro should similarly evaluate its bike parking program to assess opportunities to improve access to secure parking through changes to its

management practices and/or increasing capacity at high-demand locations.

WE, THEREFORE, MOVE that the Board direct the CEO to:

- A. Inventory existing secure bike parking facilities;
- B. Assess demand for additional secure bike parking, including wait lists for bike lockers, utilization of existing bike racks, reports of bike theft, and the availability of alternative first/last mile options, such as bike share;
- C. Evaluate alternative rental models for bike lockers used by other transit agencies, including hourly or daily rentals;
- D. Identify high-demand locations that could be good candidates for future Bike Hubs;
- E. Evaluate interim steps that can be taken to deter theft at existing bike parking, such as lighting, surveillance cameras, targeted enforcement, etc.;
- F. Report back to the Board with the above information in February 2019.

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Systemwide
Bicycle Parking
Program
Improvements
and Capital
Upgrades

February 16, 2022

Planning & Programming Committee

Legistar File #: 2021-0753

Issue & Background

ACTION

Authorize the Chief Executive Officer (CEO) to execute a five-year firm fixed price Contract No. PS78889000 to eLock Technologies, LLC for the bicycle parking program in the amount of \$6,094,458, subject to resolution of all properly submitted protest(s) if any.

BACKGROUND

- September 2018 board motion for staff to assess Secure Bicycle Parking Program and provide recommendations for improvements
- Secure Bicycle Parking Program Assessment Report finalized in February 2019
 - Bicycle lockers are highly rented (>80%), underutilized (<20%), and present a long waitlist (>6 months)
 - Bike Hubs are underutilized (<10%) and offer parking on a membership-only basis
 - Systemwide increased bicycle theft
 - Labor intensive with physical keys

Research & New Goals

- **Staff conducted surveys with bicycle locker subscribers and wait list patrons**
 - Most would use daily lockers
 - Utilization would be higher if lockers were available
 - Lockers are preferred method of bicycle parking
- **Consulted with similar agencies and bicycle coalitions for feedback on program**
 - Similar goals of ease of use, daily parking, and equitable options
- **Developed new goals for our program**

 - Offer a variety of bicycles parking options through daily and monthly parking

 - Increase locker utilization

 - Reduce and/or eliminate rental wait lists

 - Improve security

 - Offer secure daily parking without pre-registration

New Program

Manage demand through pricing policy

- Free secured bicycle parking at Metro Bike Hubs until demand reaches threshold
- Pricing policy for bicycle lockers that promotes turnover or underutilized lockers

Remove pre-registration

- ID and contact information can be processed on-site through a digital kiosk
- No waiting to gain access to a bike hub

Transition lockers from keys to a digital keyless system

Monitoring program

- Quality camera and two-way speaker system
- Actively monitored while occupied
- Lockers to be placed inside hubs, where possible



Above: eLock Technologies Lockers, as seen at UCLA – Metro Bike Lockers Retrofit with Digital Upgrades and Daily Parking Option

Upper right: Metro Bike Hubs – Access & Monitoring Control, and Management System Upgrades

Lower right: Remote Monitoring Control & Customer Service Center



Equity & Procurement Process

- New bicycle parking options offered to communities that previously did not have bicycle parking access.
- Pre-registration eliminated making parking accessible to everyone, not just subscribers.
- New program is more inclusive by offering free secured bicycle parking at stations and expanding secured locker parking at new locations.
- First contract procurement in which **WIN-LA** provisions were successfully a part of the solicitation process.